

Gallagher Longstanton

# Northstowe Phase 1

March 2017

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Residential Travel Plan

# Northstowe Phase 1 Residential Travel Plan

Project No: J322702



**transport planning**

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Status: Final Rev C

Issue no: 5

Date: 06 March 2017

161130 rtp001 Rev C (final).docx

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## Contents

<b>1</b>	<b>Introduction</b>	<b>2</b>
1.1	Background	2
1.2	Travel Plan Benefits	3
1.3	Travel Planning Best Practice	3
1.4	Report Structure	3
<b>2</b>	<b>Development Delivery</b>	<b>5</b>
2.1	Introduction	5
2.2	Residential Delivery Trajectory	5
2.3	Employment Delivery Trajectory	6
2.4	Community Infrastructure Delivery Trajectory	6
2.5	Transport Infrastructure Delivery Trajectory	7
2.6	Wider Northstowe Proposals	9
<b>3</b>	<b>Travel Plan Management and Funding</b>	<b>10</b>
3.1	Travel Plan Management	10
3.2	Travel Plan Long Term Management Plan	11
3.3	Funding	12
<b>4</b>	<b>Site Audit</b>	<b>13</b>
4.1	Introduction	13
4.2	Site Location	13
4.3	Rail Services	13
4.4	Bus Services	14
4.5	Walking	16
4.6	Cycling	18
4.7	Accessibility to Facilities and Local Services	18
4.8	Education	20
4.9	Health	21
4.10	Leisure and Recreation	22
4.11	Retail	23
4.12	Summary	24
<b>5</b>	<b>Aims and Objectives</b>	<b>26</b>
5.1	Residential Travel Plan vision	26
5.2	Travel Plan Objectives	26
<b>6</b>	<b>Travel Plan Targets</b>	<b>27</b>
6.1	Travel Plan Targets	27
<b>7</b>	<b>Travel Plan Measures and Action Plan</b>	<b>29</b>
7.1	Introduction	29
7.2	Summary of Measures and Action Plan	29
7.3	Residents Travel Plan Welcome Packs	29
<b>8</b>	<b>Monitoring</b>	<b>31</b>
8.1	Monitoring Methodology	31
8.2	Initial Monitoring	32
8.3	On-going Monitoring Requirements	32
8.4	Reporting	32
8.5	Monitoring Timetable	33
8.6	Remedial Actions	33
<b>Appendix A</b>	<b>Figures</b>	



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**Appendix B**      **Wider Northstowe Context**

**Appendix C**      **Phase 1 Masterplan**

**Appendix D**      **Action Plan**



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# 1 Introduction

## 1.1 Background

- 1.1.1 This Residential Travel Plan (RTP) has been prepared in order to satisfy obligations set out in the S106 for planning application ref: S/0388/12/OL for land at Northstowe, Cambridgeshire. The site is located immediately to the north-east of Longstanton, the site location is illustrated on **Figure 1.1**, included in **Appendix A** alongside all figures referred to hereafter.
- 1.1.2 The site comprises the first phase of the wider Northstowe development of some 10,000 dwellings and associated land uses. The context of the first phase relative to the wider masterplan is illustrated on a series of drawings set out in the 'Northstowe Development Framework Document Phasing and Delivery Addendum' (October 2012) included in **Appendix B** for reference.
- 1.1.3 It is proposed to develop the Phase 1 site for a mix of residential, employment, education, retail, community and leisure uses to comprise the following:
- Up to 1,500 residential dwellings;
  - A three form entry primary school;
  - A mixed-use local centre;
  - B1, B2 and B8 employment;
  - A sports hub;
  - Public open space; and
  - Allotments.
- 1.1.4 An indicative masterplan showing the location of the constituent land uses relative to each other is included in **Appendix C**.
- 1.1.5 The outline planning submission for the site included three separate Travel Plan Frameworks, covering residential, workplace and school land uses respectively, all dated February 2012. This RTP has been prepared in reference to the approved February 2012 Framework RTP and is intended to serve the entirety of the residential elements of the development, rather than the provision of parcel specific RTP's as outlined in the approved S106 agreement.
- 1.1.6 Correspondence agreeing this revised approach has been issued by Cambridgeshire County Council (CCC) highways, dated 8<sup>th</sup> August 2016



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## **1.2 Travel Plan Benefits**

1.2.1 The following bullets set out the typical benefits that a RTP can be expected to deliver to an area:

- Health Benefits: through increased personal walking and cycling rates;
- Reduced Congestion: implement strategies which encourage alternative forms of transport other than car usage;
- Cleaner Environment: decreased pollutants from vehicles;
- Greater Travel Choice: to offer a wider mobility choice to meet the needs and requirements of the current population without comprising the aspirations of future generations; and
- Social Engagement: as a result of social inclusion it subsequently decreases the likelihood of social polarisation and increasing citizenship power.

## **1.3 Travel Planning Best Practice**

1.3.1 TPs are required for all new developments within Cambridgeshire which are deemed to have significant transport-related impacts on local or strategic transport networks, the environment and the local community. This RTP has been prepared with reference to the following guidance documents:

- Draft Cambridgeshire Residential Travel Plan Guidance (February 2011);
- Cambridgeshire County Council's RTP Guidelines, (December 2010); and
- The Department for Transport's (DfT) "Making Residential Travel Plans Work Summary Guide, (July 2007).

## **1.4 Report Structure**

1.4.1 Following this introduction:

- **Chapter 2:** describes the anticipated delivery trajectory of the various parcels and land uses comprising Phase 1 of the wider Northstowe development;
- **Chapter 3 :** describes the funding measures and the management for Phase 1 of the development;
- **Chapter 4:** summarises the findings of the site audit in terms of accessibility by all modes of transport;



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- **Chapter 5:** describes the aims of the RTP;
  - **Chapter 6:** describes the targets of the RTP;
  - **Chapter 7:** describes some the measures that the RTP will implement to achieve these targets and an action plan detailing when and how these will be implemented; and
  - **Chapter 8:** highlights the proposed monitoring framework.



## 2 Development Delivery

### 2.1 Introduction

2.1.1 This chapter describes the delivery trajectory for the Phase 1 development proposals. To recap the proposals comprise the following:

- Up to 1,500 residential dwellings;
- A three form entry primary school;
- A mixed-use local centre;
- B1, B2 and B8 employment;
- A sports hub;
- Public open space; and
- Allotments.

2.1.2 The location of the various constituent land uses relative to each other and the surrounding area is illustrated on the indicative masterplan included in **Appendix C**.

2.1.3 The following chapters of the report consider both the wider development but also more specifically those elements programmed to be delivered prior to the first monitoring exercise as described in this chapter.

### 2.2 Residential Delivery Trajectory

2.2.1 The anticipated completion trajectory for the proposed 1,500 dwellings is summarised in **Table 2.1** with spatial trajectory of delivery illustrated on **Figure 2.1**.

**Table 2.1 Residential Delivery Trajectory**

Calendar Years	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Anticipated Completions	0	130	260	260	260	260	230	100	0	1,500

2.2.2 The RTP will be subject to a process of monitoring and review as set out in later chapters of this report. The first residents surveys will be carried out upon the occupation of the 250<sup>th</sup> dwelling beyond which site specific targets will be identified and the RTP updated to suit. The 250<sup>th</sup> dwelling is anticipated to be occupied during 2018. It is proposed that the



RTP be updated periodically at each monitoring interval to take on board the level of development and infrastructure completed as part of this review. To date the following firms will be building houses in Phase 1 of Northstowe

- Bloor Homes;
- Bovis Homes;
- Linden Homes; and
- Taylor Wimpey.

2.2.3 One land parcel remains to be disposed of to another leading national housebuilder. The potential for five different builders to be onsite simultaneously should increase the rate of sale and may reduce the overall build out period for Phase 1 below the trajectory set out in **Table 2.1**.

### **2.3 Employment Delivery Trajectory**

2.3.1 The mixed use nature of the site presents opportunities to reduce the need to travel long distances thereby making the use of sustainable modes more attractive. It is therefore important to consider the delivery trajectory of the residential elements of the development relative to the employment elements. However it is unlikely that the site will attract potential occupiers until such as a number of residential units are built and occupied. Therefore the benefit of this use will probably not be fully recognised until after potentially the 500<sup>th</sup> unit.

### **2.4 Community Infrastructure Delivery Trajectory**

2.4.1 The mixed use nature of the site presents opportunities to reduce the need to travel long distances thereby making the use of sustainable modes more attractive. It is therefore important to consider the delivery trajectory of the residential elements of the development relative to the community infrastructure elements. **Table 2.2** details the timescales for delivery for the various community infrastructure.



**Table 2.2 : Community Infrastructure Delivery Trajectory**

Community Infrastructure	Timescale for delivery
Western Park (containing the Sports Pitches)	Upon occupation of the 350 <sup>th</sup> Dwelling
Sports Hub	Upon occupation of the 500 <sup>th</sup> dwelling
Community Building	Upon on Occupation of the 900 <sup>th</sup> Dwelling

2.4.2 The proposed primary school has already been constructed ready for initial residential occupations from September 2016. A secondary school is not proposed as part of the Phase 1 proposals but will be delivered as part of Phase 2. Its completion is not anticipated until 2019 and in the interim period the schooling of secondary age pupils will be split between being a wing of the Primary School (Years 7 to 9) and at Swavesey Village College (Years 10 and 11).

2.4.3 The Primary school will also offer community and health uses until such time as permanent facilities can be provided within Phase 1 and also in Phase 2.

## **2.5 Transport Infrastructure Delivery Trajectory**

2.5.1 The proposals also include for the staged delivery of various sustainable transport infrastructure. A summary of these items, the timescale for their delivery and funding mechanism are provided in **Table 2.3**. The location of the sustainable transport infrastructure in relation to the development site is shown on various plans describing the site audit in **Chapter 4**.



**Table 2.3 Sustainable Transport Infrastructure Delivery**

Sustainable Transport Infrastructure	Timescale for delivery	Funding
A footpath link with Magdalene Close, Longstanton	Provision within construction phase	Is to be provided through either the cycle route along the B1050 or through the HCA Capacity Funding
Connection of the Dedicated Busway to the Cambridge Guided Busway	by 2019	As part of the Capital Transport Monitoring Measures Contribution within the S106
Enhancement service of the Citi5 bus route	Upon occupation of the 50 <sup>th</sup> dwelling	As part of the Bus Funding Contribution and Community Transport Contribution within the S106
Construction of Dedicated Bus Way (connects CGB to Town Centre in Phase 2 back to CGB)	By 2019 in Phase 1	Funded by Developers
Off-site footpath and cycleway works (Longstanton to Bar Hill alongside the B1050)	Provision by Cambridgeshire County Council	As part of Off-Site Footpath and Cycleway Contribution within the S106 or
A contribution towards a form of community transport available to the occupants (e.g. voluntary car schemes etc.)	Prior to Occupation of the first Dwelling	As part of the Bus Funding Contribution and Community Transport Contribution within the S106
A contribution towards a the cost of implementing the various elements associated with the design/provision of street signs and furniture specification	Occupation of more that 75% of the Dwellings located on any street or road within the development phase  Or  Occupation of more than 25% of the Dwellings within the Development Phase	As part of Street Furniture Contribution within the S106



## 2.6 Wider Northstowe Proposals

2.6.1 It is important to recognise that the current Phase is only a relatively small element of the wider Northstowe settlement. The HCA have submitted an outline planning application for Phase 2 of Northstowe. Within this application there are a significant number of commercial, leisure, education and community facilities all of which will lie within 2-3km of Phase 1. These facilities will be connected by a combination of footway/cycle ways (including the dedicated provision within the dedicated bus corridor) and enhanced public transport.

2.6.2 The context of the first phase relative to the wider masterplan is illustrated on a series of drawings set out in the 'Northstowe Development Framework Document Phasing and Delivery Addendum' (October 2012) included in **Appendix B** for reference. **Table 2.4** provides a summary of the land uses to be delivered as part of each subsequent phase of development.

**Table 2.4 Summary of Subsequent Northstowe Development**

Land Use/Phase	2A	2B	2C	3A/3B	4
Residential	✓	✓	✓	✓	✓
Employment	✓	✓	✓	✓	✓
Education	✓	✓		✓	✓
Town/local centre	✓	✓	✓	✓	✓
Open Space	✓	✓	✓	✓	✓

2.6.3 It is clear that in the fullness of time that the sustainable travel credentials of the Phase 1 proposals will be further enhanced by the range of complementary land uses on the site, thereby reducing the need to travel long distances and making sustainable modes of transport more viable for many journey purposes.



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## 3 Travel Plan Management and Funding

### 3.1 Travel Plan Management

3.1.1 The day-to-day responsibility for the implementation of the RTP will lie with the Travel Plan Co-ordinator (TPC). As part of the S106 agreement, funding for the TPC role will be provided to Cambridgeshire County Council (CCC) upon first occupation of any dwelling. The TPC will be an appointed member of the 'Travel for Cambridgeshire' organisation.

3.1.2 Should the holder of the TPC role change over the life of the RTP all stakeholders will be informed.

3.1.3 The TPC role in relation to the RTP includes:

- Being the main contact for residents regarding the RTP;
- Offering advice and information on travel and transport-related subjects to Northstowe residents, Longstanton residents (in relation to Area Wide Measures) and visitors;
- The day-to-day management of the RTP; including delivery of measures and initiatives;
- Ensuring that the Travel Plan is publicised including on the Northstowe community website;
- Management of any Personal Travel Planning Advisors needed to implement the Personal Travel Planning within Northstowe;
- Undertaking monitoring and reporting on progress of the RTP to CCC, SCDC and HE; and.
- Liaise with the TPC for the School and Employment Travel Plans.

3.1.4 The TPC will report to the Northstowe promoters on the progress of introducing the measures identified through this RTP, the annual travel monitoring process and on-going progress against targets. This will both establish a formal internal review procedure of the RTP and allow for management approval in the decision making process on the funding and implementation of any further measures.

3.1.5 The TPC will liaise directly with CCC, South Cambridgeshire District Council (SCDC) and Highways England (HE) to provide reports on progress in delivering the RTP in line with the agreed targets.



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## **3.2 Travel Plan Long Term Management Plan**

- 3.2.1 To future proof the management and delivery of the RTP in the longer term, a strategy will be set in place for the eventual handover of the RTP from the TPC to the residents of the site through a Steering Group. The Travel Plan Steering Group (TPSG) will be set up within twelve months of the TPC's initial appointment.
- 3.2.2 The TPSG will initially comprise Gallagher (as the promoters of phase 1), TPC, CCC's Travel Plan officer in an advisory role, officers from SCDC, and other stakeholders as appropriate, e.g. HE, public transport operators, StreetCar and CamShare. It will also be very important to involve representatives of Northstowe residents to assist with the long term sustainability of the RTP. In the fullness of time the TPSG could also be opened up to the promoters (HCA) of future phases of the wider Northstowe development.
- 3.2.3 The TPSG will play an important background role during the early period of the RTP. It will assist guiding the implementation, monitoring and review process, enabling necessary high level decisions to be made, and helping to secure partnerships and maintain momentum of the RTP.
- 3.2.4 The TPSG will include a formal management and review arrangement and a practical means of achieving strong and constructive partnerships. This would be important if the early monitoring of the RTP indicates that the car mode share target is not being met, in which case the TPSG will bring key stakeholders together, e.g. CCC public transport officers and public transport operators so that initiatives to encourage public transport use further can be developed.
- 3.2.5 The TPC will initially chair the TPSG, which would meet every six months to monitor the implementation and management of the RTP and take action as appropriate.
- 3.2.6 On completion of the new homes in Phase 1 (approximately 7 years after commencement) the TPC will pass full responsibility for the RTP onto the TPSG. The handover arrangements will be agreed by the TPSG at least one year before the TPC is due to hand over the RTP. Once this handover is completed, the TPSG will comprise representatives of local residents, County and District transport officers and other key stakeholders that formed part of the TPSG prior to handover.
- 3.2.7 The handover of the RTP from the TPC will require strong links to be formed with local residents, so that the responsibilities of the TPC can be passed on. These links will be achieved through the close liaison between the TPC and local residents on a day-to-day



basis, and also at the Steering Group meetings. Other meetings between the TPC and local residents may also be appropriate and these shall be held on request.

### **3.3 Funding**

3.3.1 The joint promoters of Northstowe are committed to ensuring the sustainability of the development and, subject to the on-going viability assessment of the scheme, and have committed to appropriate financial contributions within S106 Agreements to ensure delivery of a range of sustainable transport infrastructure (summarised in **Table 2.3**) and supporting measures as follows:

- Monitoring in order to determine success of RTP;
- Creation of a website to inform the occupants of any activities occurring within the development;
- The provision of a residential travel information for those who first occupy a dwelling, including pedestrian and cycle route maps showing linkages to wider existing PROW and cycle routes ;
- Provide the TPSG with practical and technical support;
- Scheme for distribution of bike voucher on written application up to a maximum value of £50 for the first occupiers of any dwelling up to a maximum of one voucher per dwelling;
- Scheme for distribution of voucher for one month's free travel on bus services on written application for the first occupiers of any dwelling and up to a maximum of one voucher per dwelling; and
- Scheme for provision of cycle training for children and adults on written application.

3.3.2 The financial contributions for the Phase 1 development will be directly attributable to the first phase of the development.



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## 4 Site Audit

### 4.1 Introduction

4.1.1 This chapter considers the sustainable access credentials of the proposed development by all modes of transport and considers the existing situation including changes to existing infrastructure as a result of the development proposals.

### 4.2 Site Location

4.2.1 The whole Northstowe site is identified in the Northstowe Area Action Plan, with the area being considered as part of this FTP identified as Phase 1. The Phase 1 site is located immediately to the north-east of Longstanton and abuts the recently opened CGB and CGB Park and Ride site. The site location is illustrated on **Figure 1.1**, included in **Appendix A**.

4.2.2 The site is approximately 10km north-west of the centre of Cambridge and previously housed an 18-hole golf course and agricultural land. The northern border of the site is formed by the CGB which has unoccupied land to its north. To the east of the site is rural land. Rampton Road lies to the south of Phase 1 and then beyond that the former airfield of RAF Oakington, although this area will eventually be incorporated into Northstowe and is subject (in part) to an outline application submitted by the HCA. The south-western border of the site is the existing settlement of Longstanton, with residential buildings and a school backing onto the site.

4.2.3 At the north-west the site is bordered by the B1050 Station Road, which runs from the north of Cambridgeshire south to the A14. On the western side of Station Road there is a small area of Phase 1 development and then more open land which is proposed as an extension to Northstowe. Junction 29 of the A14 is located just under 4km south of the site near Bar Hill. Significant highway improvements are planned for the A14 and are programmed to commence in March 2017 with completion forecast by the end of March 2020.

4.2.4 Other settlements in the vicinity of the site include; Oakington which is 3km south-east of the site, Rampton 2.6km to the north-east, Cottenham 3.5km to the east and Willingham which is 2.5km to the north.

### 4.3 Rail Services

4.3.1 The closest existing railway station to the site is Cambridge railway station, which is located approximately 14km south-east. The station has a number of accessible facilities



for people with impaired mobility and seven of the 374 spaces in the station car park are designated for disabled use. A large amount of cycle parking is provided at the station, which consists of cycle stand and wheel racks.

4.3.2 Services from the station provide frequent coverage to a range of destinations including Kings Cross, Liverpool Street, Ipswich, Stanstead Airport, Leicester, Birmingham New Street, Norwich. Services towards London operate on a high frequency, with a service operating every 10-15 minutes, and services to Birmingham New Street operate on an hourly frequency. Therefore, it is possible to access a range of locations from this station.

4.3.3 In addition, a new railway station, Cambridge North Station, is forecast to be operational from May 2017 onwards. It will provide direct services to Cambridge Railway Station and act as a transport interchange with the CGB Park and Ride, Cambridge Science Park and local bus services. It will be accessible from the CGB, which also provides public transport access to Huntingdon Railway Station.

#### **4.4 Bus Services**

4.4.1 There are a number of bus services in operation in the area immediately surrounding the development site, as shown in **Figure 4.1**.

4.4.2 The CGB runs along the northern boundary of the site. This is accessed via the Longstanton Park and Ride site immediately to the north of Phase 1 and has a service approximately running every 5 minutes (in the peak hours). The nearest bus stop is easily accessible by walking or cycling modes; and extensive cycle parking is already provided at the Park and Ride.

4.4.3 The CGB opened in August 2011 with weekday services at approximately 10 minute intervals, from 06:00 to 23:00 hours, between Cambridge, Huntingdon and St Ives. The service is extremely popular and has exceeded its patronage targets every year since opening. A slightly reduced service is available on Saturdays. Sundays and Bank Holidays have a 20 minute service between 09:00 and 17:00 hours.

4.4.4 To compliment this, and to maximise the use of this service by residents of Northstowe, a dedicated bus only link will be provided from the Longstanton Park and Ride site, through Phase 1 into the retail/commercial centre of Northstowe to be provided in Phase 3 before reconnecting back to the CGB at Oakington. This will allow buses to come off the guided busway, through the length of Northstowe and back onto the CGB.



4.4.5 In addition to the CGB services the Citi 5 operates around the area. It currently runs between Cambridge and Fenstanton via Girton, Oakington, Bar Hill, Longstanton, Willingham, Over, Swavesey, and Fen Drayton. The Citi 5 offers a 20-minute frequency of service between Bar Hill and Cambridge and once per hour it extends to Fenstanton, and the villages on-route. This extended service is known as the 'Citi 5 in the Fens' service and it will be this service that will be extended into Northstowe Phase 1. The frequency of this service will not change (1 per hour) These details are shown in **Table 4.1** and **Figure 4.1**.

**Table 4.1: Existing Bus Services in the Vicinity of Longstanton**

Route No	Operator	Route Description	Daytime frequency and first and last departures*
A / B  Alternating services, A & B during day    Service B only during evening	Stagecoach in the Fens	Trumpington P&R – Addenbrooke’s – Central Cambridge – St Ives - Huntingdon	Day Services (Every 10mins)  First Bus 0558  Last Bus 1901   Evening Services (Hourly)  First Bus 1843  Last Bus 2336
C / D  Service D on early morning services only	Whippet Coaches	Cambridge Rail Station – Central Cambridge – Longstanton – St Ives	Day Services (Hourly)  First Bus 0653  Last Bus 1840
Citi 5	Stagecoach	City Centre – Girton – Bar Hill – Longstanton – Willingham – Over – Swavesey – (Fenstanton)	Day Services (every 20 mins to Bar Hill, hourly to St Ives)  First Bus 0605  Last bus 2305



4.4.6 As part of the S106 agreement a monetary contribution will be provided to divert the Citi5 service within the development. The funding for the redirected bus service is will commence upon the occupation of the 50th dwelling, and then continue in instalments over the next 6 years. **Figure 4.2** illustrates the proposed route and the location of the proposed bus stops and demonstrates that all dwellings will be within easy reach of the diverted bus service. As further phases of the wider Northstowe development come forward it is envisaged that the bus will be re-routed to also serve the wider development and provide public transport linkages between land uses within the development.

## **4.5 Walking**

4.5.1 The importance of walking as a leisure and health activity is widely recognised, and it is important that high quality leisure walking opportunities are provided for Northstowe development, both on site and off site. Therefore, all existing routes which fall within the 2km walking catchment have been surveyed to ascertain the existing conditions and improvements identified where appropriate within the transport strategy.

4.5.2 There are a number of public footpaths, bridleways and byways within the site and the surrounding area. These PROWs currently provide opportunities for healthy exercise, sustainable transport and recreation for pedestrians, equestrians and cyclists in the existing surrounding communities. These routes, and those provided in the highway context, are all considered below.

4.5.3 Underlying the importance of walking the development proposals for Phase 1 include the provision of an extensive network of footpath routes to connect all the development parcels to the main destination points, namely the primary school, the CBG stop, the local centre/community hall and the sports facility. These connections will be delivered in a timely manner to suit occupations. Each development parcel will benefit from such links

4.5.4 Included in the route assessments are dedicated footpaths and PROW further afield, in order to account for potential leisure journeys. This includes the following routes which are shown on **Figure 4.3**.

- Longstanton public footpath (from St Michael's Lane to Station Road);
- Longstanton to Rampton PROW (from Rampton Road to Cuckoo Lane);
- Rampton to Histon PROW; and
- Oakington to New Close Farm/Hatton's Road PROW



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- 4.5.5 Pedestrian conditions in Longstanton are generally good with footways provided on all streets and traffic calming on the High Street. Similar provision is present on Rampton Road, providing one of the main routes into the Northstowe site.
- 4.5.6 Additionally, the public footpath from St Michael's Lane to the south-east of Longstanton, across Rampton Road and through the former golf course to Station Road north of the village, provides a route adjacent to the new development. This route is off-road, unsurfaced and narrow through stiles and other access barriers. This footpath is currently the subject of a TRO seeking the permanent diversion of the footpath around the boundary of the Western Park
- 4.5.7 There is an existing link via a PROW running from the end of Rampton Road to Rampton village, which crosses the CGB line. On the Longstanton side of the CGB line the path is unsurfaced. The section to the east of the line is similarly unsurfaced and suitable for use as a leisure route. The path is a reasonable width (about 2m) throughout. There is no footway where the PROW emerges onto Cuckoo Lane although the road is a dead end providing vehicular access only to a breakers yard.
- 4.5.8 Pedestrian conditions in Rampton are generally good albeit Cuckoo Lane does not provide a footway.
- 4.5.9 The Rampton to Histon PROW links to the Longstanton route from Cuckoo Lane and runs through farmland south of Rampton, crossing Oakington Road halfway between Oakington and Cottenham. It is unsurfaced but reasonable in width (greater than 2m for much of its length). This route is likely to be used for leisure purposes only.
- 4.5.10 Access to Willingham for all non-motorised modes is via the B1050 corridor. This corridor does not have a footway along the section from the end of the High Street to Station Road where it crosses the CGB line. Traffic flows are relatively high along this route making it less attractive.
- 4.5.11 It is proposed to utilise the HCA capacity funding to complete a footpath/cycleway along the B1050, which will connect the southern boundary of the development site to Magdalene Close, Longstanton. This footpath will be circa 30m and will provide sustainable access between Phase 1 and the doctor's surgery within Longstanton.
- 4.5.12 Additionally, a further contribution towards off site footpath between Longstanton and Bar Hill (alongside B1050) will be made in line with the S106 agreement. This will provide a safe and convenient route to connect existing employment and retail facilities in Bar Hill with Northstowe.
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## **4.6 Cycling**

- 4.6.1 Routes linking the Phase 1 development with surrounding villages have been identified as providing infrastructure for cycle journeys. Due to the topography and existing 'cycling culture' in Cambridgeshire (particularly in the areas surrounding Cambridge), it can be considered that cycling is likely to be a realistic option for commuting trips outside the standard 5km catchment. The nearest cycle routes are shown on **Figure 4.4**.
- 4.6.2 Conditions for cyclists within Longstanton itself are generally good. Traffic flows are relatively light on Longstanton High Street, and the traffic speed is managed by traffic calming. Lane widths are adequate and a route is signed as part of the National Cycle Network.
- 4.6.3 The CGB has an adjacent wide smooth blacktop surface which offers a traffic-free cycling route. The route runs along the northern perimeter of the site, heading south to Oakington, Histon and Cambridge, and north to Huntingdon and St. Ives. From Swavesey it continues as a granular surface past the Fen Drayton Nature Reserve to the St Ives Park & Ride. Most stops along the guided section of the Busway provide covered, well-lit and CCTV monitored cycle parking, providing an ideal opportunity for cyclists to both commute to work, or to use this route for leisure purposes.
- 4.6.4 Regional route 24 also provides a link for cyclists from Longstanton to Cambridge, via Oakington and Girton. Conditions for cyclists within Oakington itself are generally good and traffic volumes are considered to be acceptable. This route utilises a shared use footpath between Oakington and Girton. At Girton, although the route moves onto the carriageway, traffic must abide by a 30mph limit which is complemented by a traffic calming scheme. The heavily utilised route continues through to Cambridge, generally functioning well and providing a safe environment for cyclists with the context of a busy radial corridor.
- 4.6.5 Again within Phase 1 there is extensive cycling provision made. Each of the Primary Roads benefit from a dedicated on-carriageway cycle lane, 3m wide leisure cycling routes are provided through the open space and a 3m footpath/cycleway is provided within the Dedicated Busway corridor, designed to provide a direct walking and cycling route to the proposed Northstowe town centre to be delivered as part of subsequent phases.

## **4.7 Accessibility to Facilities and Local Services**

- 4.7.1 The Phase 1 development will be providing a number of local facilities such as a mixed-use local centre and primary school. The wider Phase 1 development also creates the



opportunity for people to live and work within Northstowe, either in the employment site or through home working. The development is therefore aimed at enhancing sustainability through the internalisation of everyday trips and the encouragement of walking and cycling in undertaking these trips. The Phase 1 masterplan, included in **Appendix C** shows the location of the proposed amenities and services that are to be delivered as part of the development whilst the drawings included in **Appendix B** illustrate the Phase 1 proposals in the context of the wider Northstowe development.

- 4.7.2 It is clear that in the fullness of time that the sustainable travel credentials of the Phase 1 proposals will be further enhanced by the range of complementary land uses on the site, thereby reducing the need to travel long distances and making sustainable modes of transport more viable for many journey purposes.
- 4.7.3 **Figure 4.5** shows the location of key existing land uses in the context of the site. To provide an indication of the accessibility of the site distances to external facilities have been measured from a central point whereas internal distances are only an approximate average.
- 4.7.4 When considering the accessibility of existing facilities, the rural nature of the site has been taken into consideration. For example, some local facilities are within accepted walking thresholds, but have not been included as walking to them may require using a road which has no footway. However, these same facilities can be sufficiently accessed by bike.
- 4.7.5 Guidance given by the Institution of Highways and Transportation (IHT) in their publication 'Guidelines for Providing for Journeys on Foot, 2000' suggests that in terms of commuting, walking to school and recreational journeys, walk distances of up to 2,000 metres can be considered, with the desirable and acceptable distances being 500 and 1,000 metres respectively.
- 4.7.6 For non-commuter journeys the guidance suggests that a walk distance of up to 1,200 metres can be considered reasonable, with the desirable and acceptable distances being 400 metres and 800 metres respectively. The guidance suggests a 'typical' walking speed is approximately 4.8kph.
- 4.7.7 For cycling, a typical cycling speed of 1,200 metres every five minutes has been assumed, which equates to a distance of 5km based on a 20-minute cycle ride.



## 4.8 Education

4.8.1 As part of the development proposal, the site has constructed a primary school, which will open in September 2016. However, within the local area there are several education facilities within a reasonable distance of the site, and have been summarised in **Table 4.2** below.

**Table 4.2: Accessibility to Education Facilities**

Facility Name	Facility Type	Average Distance	Estimated Walk Time (mins)	Estimated Cycle Time (mins)
<b>Pathfinder CoE School</b>	Primary (with capacity for secondary until Secondary School opens)	950m from furthest point of Phase 1	11	4
Hatton Park Primary School	Primary School	1,600m	20	7
Mad Hatters Pre-School	Pre-School	1,600m	20	7
Old Buttery Day Nursery	Pre-School	3,400m	N/V	14
Honeypot Pre-School	Pre-School	3,800m	N/V	16
Willingham Primary School	Primary School	3,800m	N/V	16
Phoenix School	Pre-School / Primary School	3,900m	N/V	16
Scallywags Day Nursery	Pre-School	4,100m	N/V	17
Oakington CofE Primary School	Primary School	4,100m	N/V	17
Swavesey Primary School	Primary School	4,900m	N/V	20
Swavesey Pre School	Pre-School	4,900m	N/V	20



Swavesey Village College	Secondary School	5,000m	N/V	21
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4.8.2 The proposed primary school has already been constructed ready for initial residential occupations. A secondary school is not proposed as part of the Phase 1 proposals but will be delivered as part of Phase 2. It's completion is not anticipated until 2019 and in the interim period the schooling of secondary age pupils will be split between being a wing of the Primary School (Years 7 to 9) and at Swavesey Village College (Years 10 and 11).

#### 4.9 Health

4.9.1 A number of health facilities are accessible from the proposed development site either by foot or by bicycle. These have been identified and presented in **Table 4.3**. Space will be made available within the Pathfinder School within Phase 1 for use as interim health facilities, until such time as any permanent facilities are provided within Phases 2 or 3.

**Table 4.3: Accessibility to Health Facilities**

Facility Name	Facility Type	Distance	Estimated Walk Time (mins)	Estimated Cycle Time (mins)
Longstanton Branch Surgery	GP	1,300m	15	5
Willingham Medical Practice	GP	3,800m	N/V	16
The Surgery, Swavesey	GP	4,900m	N/V	20
Willingham Pharmacy	Pharmacy	3,900m	N/V	16
Clive Jones Dental Surgery	Dentist	1,300m	17	6
Mr Gwain King & Mrs Antoinette King	Dentist	1,400m	N/V	6

N/V = Walking route not considered viable



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#### **4.10 Leisure and Recreation**

4.10.1 As part of the development proposals, the site has intends to construct a sports hub which will be accessible to all the occupants within the site, with the timescale for delivery shown within **Table 2.2**.

4.10.2 The sports hub will provide the following

- Bowling Green
- 3G artificial pitch
- Formal MUGA
- 2 Mini football pitches
- 2 Junior football pitches
- 1 Senior Football Pitch
- 1 Senior Rugby Pitch
- 1 Informal MUGA

4.10.3 Therefore, within the local area there are a number of leisure and recreation opportunities; which are accessible by walking or cycling; and they are summarised on **Table 4.4**.



**Table 4.4: Accessibility to Leisure and Recreation Facilities**

Facility Name	Average Distance	Estimated Walk Time (mins)	Estimated Cycle Time (mins)
<b>Northstowe Sports Hub</b>	750m (from furthest point in Phase 1)	9	3
Longstanton Sports Club	1,800m	23	8
Longstanton Bowls Club	1,800m	23	8
Longstanton Tennis Club	1,800m	23	8
Swavesey Village College Community Sports Centre	5,000m	N/V	21

N/V = Walking route not considered viable

4.10.4 In addition to the facilities shown in **Table 4.4**, there are many clubs and societies in the area which do not operate on a full-time basis, instead providing classes and recreation opportunities from different venues for a period on a regular basis. Such facilities include:

- Histon & District Angling Society
- Longstanton Cricket Club
- The Fitness Class
- Willingham Keep Fit

#### **4.11 Retail**

4.11.1 A local centre will be provided within Phase 1 albeit the timing of this will be subject to commercial demand. Once provided this will sit on the edge of the main entrance. Until such time as the Local Centre is provided, further opportunities within the several facilities which are situated within a convenient cycle ride of the site. **Table 4.5** summarises these facilities.



**Table 4.5: Accessibility to Retail Facilities**

Facility Name	Distance	Estimated Walk Time (mins)	Estimated Cycle Time (mins)
<b>Northstowe Local Centre (From 2018)</b>	1,000m (from further point in Phase 1)	14	4
Co-operative Food Store, Longstanton	1,200m	15*	5
Longstanton Post Office and Village Store	1,400m	18	6
Willingham Post Office	3,500m	N/V	15
One Stop, Willingham	3,800m	N/V	16
Costcutter, Swavesey	4,700m	N/V	20

N/V = Walking route not considered viable

\*May take longer if travelling along B1050

4.11.2 In addition to the above, the local village of Bar Hill hosts a large Tesco supermarket which can be reached from Longstanton via the 'Citi 5 in the Fens' bus service. In due course it will also be more accessible by bike when the dedicated cycleway is built alongside the B1050.

#### **4.12 Summary**

4.12.1 In summary, given that the development proposal benefits from wide range of accessibility via a range of modes of transport, and is well served via a high frequency bus network, providing access to the rail network further afield, it can be considered to be in a sustainable location. This is further strengthened as the CGB will be accessible directly through the extensive on site pedestrian and cycle routes being provided within Phase 1. This accessibility will be further improved by the diversion of the existing Citi5 service into the development to provide access to the residents to Longstanton and Cambridge city centre and the provision of the Dedicated Busway.



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- 4.12.2 As part of the development, there will be a number of facilities provided within the development including a new mixed-use local centre, a primary and secondary school (within Phase 1) and a new sports hub. On average, the main facilities all lie within a 5 minute walk or 2 minute cycle time. This will enable an internalisation of trips and the enabling of a large proportion of the residential population to access day to day services through sustainable travel, particularly walking, cycling and public transport.
- 4.12.3 As part of the travel plan process, the first review of the site will be reviewed following the completion of the first residential survey, after the 250<sup>th</sup> occupation. As detailed within **Chapter 2**, the primary school will be open upon the first occupation of the development, as will a temporary bus route within site providing residents access to the villages of Longstanton and Bar Hill. In addition residents will be able to access a variety of facilities and services within the immediate catchment. Therefore this development can be considered sustainable in terms of transport.



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## 5 Aims and Objectives

### 5.1 Residential Travel Plan vision

5.1.1 To support the planning and transport policy objectives, this RTP will aim:

*'To create a sustainable, community driven environment for residents, which promotes a range of lifestyle and travel choices and reduces reliance on the private car'*

5.1.2 The overarching scope of this RTP is to assist in reducing the amount of car travel to and from the whole site. This will in turn reduce traffic impacts on the surrounding highway network, to the benefit of lower congestion, better air quality and road safety in the local area. The measures proposed within this document will not only bring associated benefits to Northstowe and its residents, but will also help to mitigate the impacts of the development on the wider local community.

### 5.2 Travel Plan Objectives

5.2.1 In pursuit of this vision, and in light of the aim of both national and local policy, the RTP will be supported by a number of objectives, as set out below:

- Reduce the impact and frequency of single-occupancy car travel on the local community;
- Encourage greater use of sustainable transport in preference to the use of the private car, including walking and cycling for local journeys;
- Increase accessibility of the site to a wide range of people including those who are less mobile;
- Protect and enhance the environment in and around the site;
- Provide a unique selling tool, promoting the site; and
- Promote a lifestyle to residents which includes healthy and sustainable living.

5.2.2 The objectives will work towards the vision of the RTP by informing a package of measures that focus on promoting access to the site by sustainable modes of transport as an alternative to the private car from the outset. It is intended that this will develop residents' and visitors mind-sets to consider sustainable travel alternatives for everyday trips instead of single occupancy car travel.



## 6 Travel Plan Targets

### 6.1 Travel Plan Targets

6.1.1 Initial RTP targets are specified in the approved FRTP as follows:

- *Achieve a 25% minimum take up rate of bike and bus vouchers by first household occupiers within 1 year of full build out; and*
- *Achieve a milestone of 10% reduction in the mode share of car trips by the end of year 5 from first occupation.*

6.1.2 During the initial implementation period the TPC will use their reasonable endeavours to achieve or exceed this minimum target of take up of bike and bus vouchers. As part of the monitoring process it is anticipated that CCC and SCDC will take into account the level of commitment and effort put into the RTP process if targets are not achieved.

6.1.3 The RTP targets to meet the proposed 10% reduction in mode share by car trips (as specified in the approved RFTP) are summarised in **Table 6.1**. These trips are based upon the Cambridge Sub-Regional Model (CSRM).

**Table 6.1 Proposed Travel Plan Targets**

Mode	CSRM Scheme Scenario Mode Share	Future Target Mode Share
Train	1%	1%
Guided Bus	3%	8%
Bus	2%	5%
Car Driver	68%	58%
Pedal Cycle	3%	5%
Walk	23%	23%
TOTAL	100%	100%

6.1.4 The targets set in **Table 6.1** are intended to form a reasonable benchmark for the monitoring of the RTP at this initial stage and will be reviewed following the completion of the first residential survey, after the 250<sup>th</sup> occupation. Final targets will then be agreed



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with CCC, SCDC and Highways England (HE) using the survey results and the identification of a true base modal split for the development.



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## 7 Travel Plan Measures and Action Plan

### 7.1 Introduction

- 7.1.1 This chapter of the RTP outlines a variety of measures that will be implemented at Northstowe in order to achieve the aims and objectives (**Chapter 5**) and subsequent targets (**Chapter 6**).
- 7.1.2 The internal layout of the development, the provision of safe, well lit, pedestrian and cycle routes, alternative leisure routes and the provision of a range of services within the development all in themselves encourage the use of non-car based modes of travel and accordingly sustainable travel will be encouraged by design.
- 7.1.3 The promoter is also committed to provide contributions towards the staged delivery of various strategic infrastructure measures as part of the S106 agreement as described in **Chapters 2 and 4**.

### 7.2 Summary of Measures and Action Plan

- 7.2.1 **Table 7.1** (included in **Appendix D**) identifies the proposed suite of measures to be adopted in line with those identified in the approved FRTP. The initiatives proposed are by no means exhaustive. Travel Plans are expected to evolve in response to new travel and transport issues that may arise, and as such, future changes will require a review of current measures if this RTP is to remain effective.
- 7.2.2 The nature of a Travel Plan results in different strategy for dealing with the unique set of travel issues facing a particular organisation or site. The combination of measures selected will flow from the site assessment and initial/on-going travel surveys and should be capable of delivering the RTP objectives and targets.
- 7.2.3 **Table 7.1** identifies the proposed RTP measures; the list is by no means exhaustive and further scope to develop the list over time may be applicable. **Table 7.1** also identifies those measures that will be delivered either before initial occupation or within the timeframe of the initial 250 occupations prior to the first RTP monitoring and review exercise.

### 7.3 Residents Travel Plan Welcome Packs

- 7.3.1 Each Phase 1 dwelling will receive a Travel Plan Welcome Pack (TPWP) including details on sustainable travel to/from the development. Through the information provided,



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residents of the development will be in a better position to make informed choices about how they choose to travel to and from the development. The pack will include:

- An overview of the objectives and structure of the RTP, stating why the Travel Plan is in place and what advice is available with regard to sustainable transport options;
- A summary of the benefits that having a Travel Plan brings, to individuals, the community and to the environment;
- Details of incentives being offered to residents to encourage sustainable travel, including, upon request, a maximum voucher towards £50 for the purchase or maintenance of bicycles and one month's travel pass towards bus travel. This will be available to those first occupying an individual dwelling;
- Details of cycle training opportunities available to the residents;
- Contact details of the TPC, should residents have any transport or travel problems, or ideas they wish to discuss;
- Up to date public bus and rail timetables. If necessary, these will be simplified and produced as pocket guides to make them easier to use and to carry in everyday travel;
- Details on how to access and register with the countywide car share database;
- Pedestrian and cycle route maps from the development to and from the surrounding area, including access to the nearest local facilities (such as schools, doctors and dentist surgeries, the post office etc.), bus and railway stations;
- Details of local taxi companies, such as Able Cars which operate in Longstanton;
- Details on how to get involved in the Travel Plan Forum;
- Brief summary note about the status of the emerging local School Travel Plans, including any noteworthy initiatives that have been implemented and within which parents could become involved;
- Details of the sites' Bicycle User Group and the Cambridge Cycling Campaign (Camcycle); and
- Information on which broadband providers are available from the exchange server serving the site and their residential unit. Both BT openreach and Virgin will be available to residents.



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## 8 Monitoring

### 8.1 Monitoring Methodology

8.1.1 The Travel Plan monitoring, as set out in **Table 8.1**, will form the main technical analysis to be included within the RTP monitoring report and will specifically include (within the first 5 years of monitoring):

- Annual resident travel surveys to identify current modal split; and
- Annual Automatic Traffic Counts (ATC) at the site entrances, to identify trip rates.

8.1.2 There is a Transport working group. Phase 1 has funded the installation of a number of fixed automatic traffic counts and CCC report the findings back to the monitoring group of councilors. The Travel Plan could potentially make use if this data is possible.

8.1.3 Phase 1 has established a cordon of automatic traffic counts on key routes which may be impacted by Northstowe. Data is collected monthly from these sites and the County Council feeds back findings to a Transport Monitoring Group. This source of information could be drawn on to as part of any monitoring assessment.

8.1.4 A sample residents travel questionnaire is set out within Appendix 8 of the Draft Cambridgeshire Residential Travel Plan Guidance (February 2011). This sample questionnaire will be used as the basis to design a site specific questionnaire in advance of the initial monitoring exercise.

8.1.5 Other indicators will include:

- Public Transport Patronage (PTP) levels to and from the site to be provided by the bus operator, using data recorded by the on-vehicle electronic ticketing machine, as part of the contract arrangements;
- The level of take up of the discounted public transport vouchers offered to residents upon occupation of their dwelling;
- The level of take up of cycle equipment discount vouchers;
- The number of sustainable travel queries directed to the TPC;
- Attendance at sustainable travel events; and
- Level of uptake of cycle training.



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## **8.2 Initial Monitoring**

8.2.1 The initial monitoring exercise will be carried out upon occupation of the 250th dwelling and will be used to ascertain site specific travel patterns and modal shift targets.

## **8.3 On-going Monitoring Requirements**

8.3.1 Beyond the initial monitoring exercise on-going monitoring will be carried out annually for five years. The promoters have allocated funds via the S106 agreement enable the TPC to undertake this exercise.

## **8.4 Reporting**

8.4.1 A monitoring report will be submitted to CCC annually and will contain the following information:

- Reiteration of the RTP objectives and targets;
- Monitoring methodology – including annual resident travel surveys to identify current modal split; and Annual Automatic Traffic Counts (ATC) at the site entrances, to identify site specific trip rates;
- A summary of the results - presented in relation to the agreed targets;
- Review of the measures already provided and to be provided and their relative success;
- A discussion on the progress against each target; and
- Proposed remedial measures to get the plan back on track, if concern that targets may not be met.

8.4.2 After the site specific modal share has been ascertained, revised targets will be proposed to CCC, SCDC and HE. Detailed results of all monitoring will be made available to CCC's Travel Plan Officer. It is intended that the RTP be revised from time to time to take on board the findings of the monitoring surveys as the site evolves.



## 8.5 Monitoring Timetable

8.5.1 The approved monitoring timetable as set out in the FRTP is summarised in **Table 8.1**.

**Table 8.1 Monitoring Timescales**

Timescale	Monitoring Process	Coordinated by
Construction Phase – Prior to First Occupation	Preparation of resident framework travel survey and methodology	TPC
Occupation of 250th Dwelling – initial monitoring exercise	Traffic counts Resident surveys Collation of patronage data from bus operator Disseminate results to residents Preparation of Travel Plan Monitoring Report Submission of Travel Plan Monitoring Report to CCC, SCDC & HE Agreement of additional measures / interventions for way forward	TPC
Annually (for the first 5 years) from the anniversary of occupation of the 250th Dwelling	Traffic counts Resident surveys Collation of patronage data from bus operator Report of findings to the Steering Group Preparation of Travel Plan Monitoring Report Submission of Travel Plan Monitoring Report to CCC, SCDC & HE Agreement of additional measures / interventions with CCC, SCDC & HA and Steering Group	
Post 5 years of monitoring	Consultation with CCC, SCDC and HA to determine total progress against targets and to identify and agree how monitoring should continue in the future.	

## 8.6 Remedial Actions

8.6.1 Revised SMART targets will be set and agreed with CCC, SCDC and HE following the first phase of monitoring described above. These targets will be fully reviewed following the subsequent phases of monitoring.



8.6.2 Regardless of the exact level for the targets, the RTP requires a Remedial Action Plan which can be set in motion following each monitoring phase, should there be a high likelihood that the agreed targets are not going to be met. A proposed Remedial Action Plan is set out in **Table 8.2** below, with meetings undertaken by the TPC.

**Table 8.2 Remedial Action Plan**

Order to be Taken	Action
1	Notification of potential failure to meet agreed target.
2	TPC to arrange meeting with CCC/SCDC to discuss way forward and agreement of remedial measures.
3	Set in to action remedial measures (such as):  Pursue offer of 'Personalised Travel Planning' service to all residents, particularly those who did not participate on occupation.  Pursue bike and bus vouchers to residents.  Review surveys to establish measures most likely to encourage residents to alter their travel habits in favour of sustainable modes.
4	Continue to monitor progress of measures against the targets.
5	TPC to report progress to CCC. If necessary, TPC to arrange meeting with CCC, SCDC & HE to discuss further potential measures and possible revision of future targets





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## Appendix A Figures



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## **Appendix B Wider Northstowe Context**

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## Appendix C Phase 1 Masterplan



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## Appendix D Action Plan

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