



WEST CAMBRIDGE

OUTLINE PLANNING APPLICATION

REVISED TRANSPORT ASSESSMENT



**West Cambridge
Development**
2020 Transport Assessment

On behalf of **University of Cambridge**



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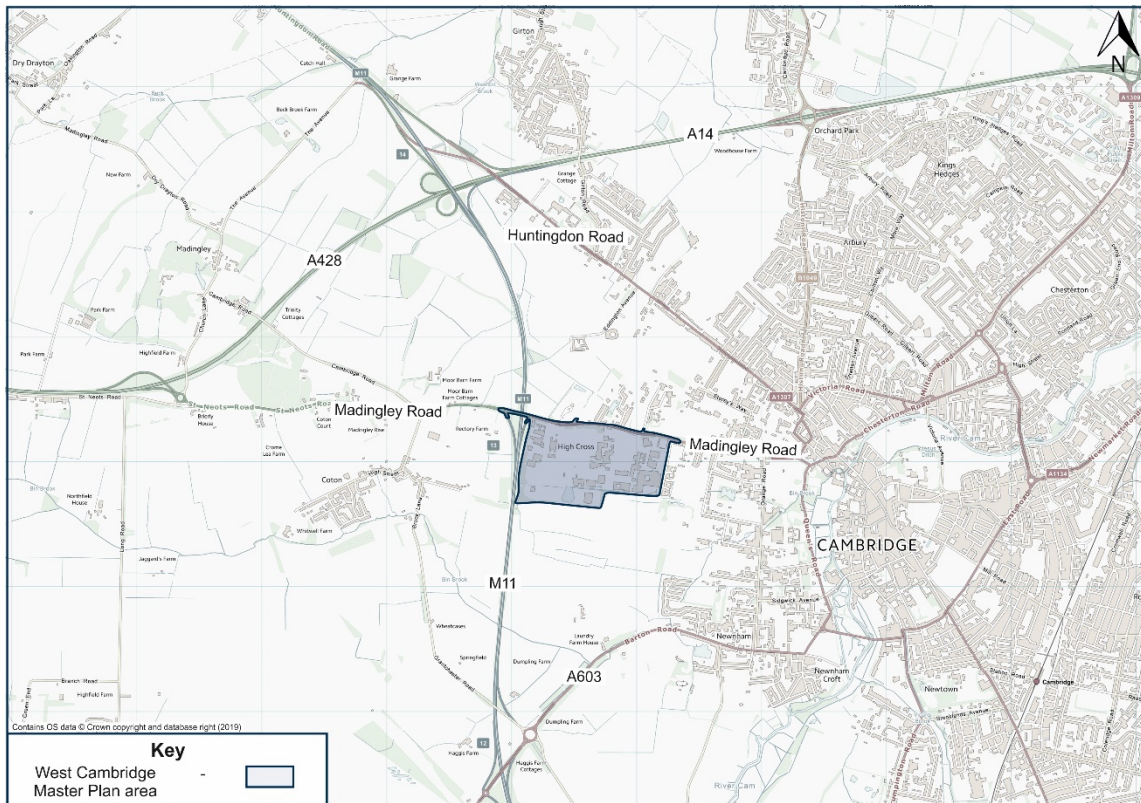
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Executive Summary

West Cambridge Development proposals

1. This application is submitted for outline planning permission for a Local Plan allocation, relating to the intensification of development on the existing West Cambridge Development for academic and commercial research, and various associated facilities. The location of this Site is shown on the plan below:

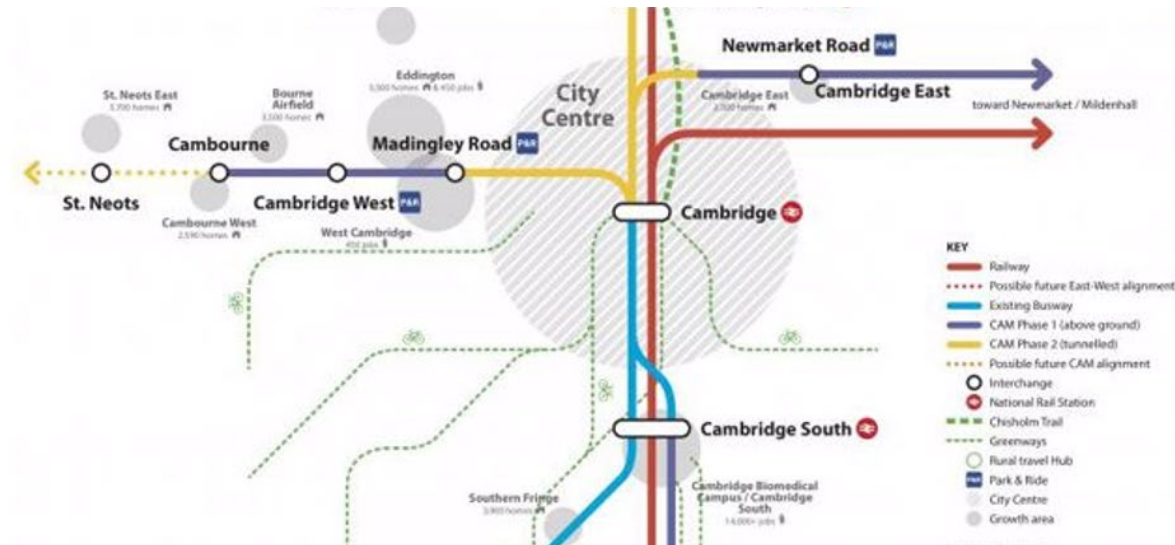


2. The promoter of the Development, the University of Cambridge, is one of the world's leading universities. It is renowned for the excellence of its teaching and research, and it makes a significant contribution to the prosperity of the city of Cambridge and the UK economy. To maintain its reputation as a world leader, the University must continue to develop and grow. The University wishes to support the phenomenal success of the Cambridge area for fostering high technology research and development by ensuring future opportunities may come to fruition within Cambridge.
3. An existing masterplan for West Cambridge that was granted an approval in 1999 - subsequently reviewed in 2004 - forms the basis of the current development on the Site. Together with the pre-existing development on the Site, the 1999 masterplan envisaged just under 275,000m² of development, of academic, research institute and commercial research, as well as ancillary use shared facilities, sports, and residential uses.
4. Whilst the academic and residential components of this extant consent have been delivered to the anticipated levels, only half of the commercial research and shared facilities components have been completed - well below the envisaged 1999 masterplan quanta.

5. The Cambridge Local Plan 2018 Policy 19 has allocated the intensification of the existing West Cambridge Development through a revised masterplan subject to a number of conditions – no specific additional development areas are referred to. It is within this context that the University of Cambridge is producing a new masterplan for the Site which significantly increases the amount of development to approximately 500,280m².
6. Whilst any development of this scale could have a significant traffic impact if not managed effectively, the University already has a proud reputation throughout the City for its travel demand management. Indeed, the University has always been proactive in delivering constant improvements to it – and the University was founding member of the Travel for Work Partnership established in co-operation with the County Council. This philosophy will be continued at West Cambridge, which has different travel characteristics to similar research development in the United Kingdom - and to similar developments throughout Cambridge, as a result of the following:
 - the strong travel demand management strategy being promoted;
 - the extensive non-car mode infrastructure proposed as mitigation;
 - all on-site car parking being subjected to the University's motor proctorial control and management; and
 - the land uses within the Development having car parking provision lower than the levels identified in the Cambridge Local Plan for such facilities.

West Cambridge and National / Local transport policy and guidance

7. The Development accords well with national transport policy and guidance to deliver sustainable development:
 - i. its sustainable location within Cambridge, and the incorporation of employment well located adjacent to residential land-uses reducing the need to travel - supporting the stated aspirations and objectives of paragraph 103 of the National Planning Policy Framework; and
 - ii. by promoting ways to reduce the traffic impact of this development and the University's other activities within Cambridge, and by controlling traffic generation, the Development supports the policy of the Department for Transport's Circular 02/2013.
8. The Development also accords with important local transport and planning policy requirements and strategies:
 - i. of Policy 19 of the Cambridge Local Plan 2018 - by including a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars, as well as enhancing links for walking, cycling and public transport (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city to support sustainable development;
 - ii. by offering significant developer contributions towards the area-wide strategic transport schemes to improve non-car movements in the Cambridge Sub-Region, especially a mass transit scheme along the A428 / A1303 Corridor from Cambourne into the City;



- iii. by improving the local footpath and cycleway network as an integral part of a wider transport system – thus improving access to the surrounding countryside – according with the Cambridgeshire Rights of Way Improvement Plan; and
- iv. of the measures identified within the Cambridge Long-Term Transport Strategy, the public transport strategy would deliver enhanced public transport services.

Transport Strategy for West Cambridge

9. The overall transport strategy for the Development responds to a number of important national regional and local objectives, summarised as follows:
 - delivering sustainably-located employment development within Cambridge - enabling development occupiers to walk, cycle and use public transport - sustainable modes of travel;
 - assisting the delivery of the wider transport strategy for Cambridge – including offering developer contributions towards area-wide strategic transport schemes;
 - providing development components, development layout and disposition of uses designed from the outset to be inherently sustainable, pedestrian and cyclist friendly - being based upon the provision of an integrated transport system as well as minimising the distance to travel overall;
 - encouraging the use of sustainable forms of transport such as walking, cycling, and public transport, thus reducing the dependency on the motor vehicle;
 - minimising the vehicular traffic impact of the Development with a series of measures including controlled parking and provision of Electric Vehicle charging points to assist in reducing local environmental impact;
 - assisting in reducing the number and severity of personal injury collisions on the local roads; and
 - implementing a Travel Plan / Travel Demand Management strategy for the Development.

- 10 Following discussions with the Joint Authorities, agreed developer contributions are being offered by the University towards area-wide strategic transport schemes to improve non-car movement in the Cambridge Sub-Region, especially towards a mass transit scheme along the A428 / A1303 Corridor. This mass transit scheme would not be required before the start of the second Key Phase. To provide resilience, should there be a delay to the delivery of this mass transit scheme these contributions could alternatively form part of a “Monitor and Manage” response to the necessary transport mitigation (see below), funding an independent transport strategy as identified in this Transport Assessment. Notwithstanding, it is agreed that the A428 / A1303 Corridor mass transit scheme is the preferred response, and it would be made more certain by being aided by the financial support offered by the University.

Proposed Approach to defining Transport Mitigation for West Cambridge

11. Whilst West Cambridge has been allocated within the Local Plan, this development is being brought forward within the context of wide-reaching transport planning uncertainty, including:
- i. the scale of local residential development identified in the Cambridge Local Plan 2019;
 - ii. the impact of the A14 Huntingdon – Cambridge Improvement Scheme - construction due to complete shortly in a phased manner;
 - iii. proposals for the A428 Black Cat to Caxton Gibbet Enhancement Scheme, details recently issued for consultation;
 - iv. Highways England’s need to consider measures along the M11 – including the M11 Junction 13 being included in the 2020 RIS2 announcement as a pipeline project for RIS3 (2025 – 2030); and
 - v. the impact of a series of other transport schemes – including - inter alia - the Oxford – Cambridge Expressway, and East-West Rail.

These would have a significant and substantial effect upon the strategic and local movements of vehicles across the region, and influence in an unknown manner the future access and movement strategy of West Cambridge – particularly in the mid- to late phases of the Development.

12. As the outline planning application will be submitted prior to the detailed definition of these measures, as agreed with the Joint Authorities (Cambridge City Council – the planning authority, Cambridgeshire County Council – the local highway authority, and Highways England – the strategic highway authority), a Monitor and Manage Approach (also known as an “Adaptive, Phased Approach”) has been adopted, incorporating:
- i. a graduated approach – the assessment process reflecting current transport planning policy where travel demand management measures are introduced first, followed by any necessary highway infrastructure measures to mitigate the residual traffic impact; as well as
 - ii. an adaptive approach – the proposed mitigation for each later phase responding to how emerging development and transport proposals influence movement – having considered the impact of the proposed additional quanta of development and the timescales for its delivery, responding to changes in future travel behaviour patterns and emerging transport policy, whilst being aware of uncertainties relating to further area-wide transport enhancement proposals delivered by others.
13. As such, this Transport Assessment provides:
- i. a detailed assessment of the trip generation only of Key Phase 1 – the initial phase of development - relating to the 2021 scenario, and the associated mitigation strategy. The

vehicular trip generation from West Cambridge is compared against that predicted in 1999 to arise from this site, and is shown within this Transport Assessment to be lower;

- ii. a further, high-level assessment based on agreed assumptions relating to the traffic impact, highway capacity assessment and likely mitigation strategy relating to later phases of West Cambridge (i.e., for 2021 onwards) - provided to inform the total Transport Cap contribution to finance the necessary development mitigation. It is acknowledged that the detail included within this assessment will be reviewed subsequently in the context of the applications for later phases once further clarity is reached.

Assessment Methodology

15. Within the context of an assessment of the Key Phase 1 of development in 2021 with relatively small development impact, it was agreed that a more local approach to the assessment of impact was appropriate. A methodology was therefore agreed with the Joint Authorities, based upon Peter Brett Associates' (now trading as Stantec UK Ltd) first-principles modelling approach.
17. This modelling work has been extended to enable conditions to be considered relating to later phases of West Cambridge (i.e., for 2031). Whilst this assessment has been undertaken without reference to the available network capacity – and would provide a conservative assessment of likely future impact – it has been used to assess the Transport Cap to finance the necessary development mitigation. The detail included within this initial assessment would be reviewed subsequently in the context of the applications for later phases, in the context of more current information.

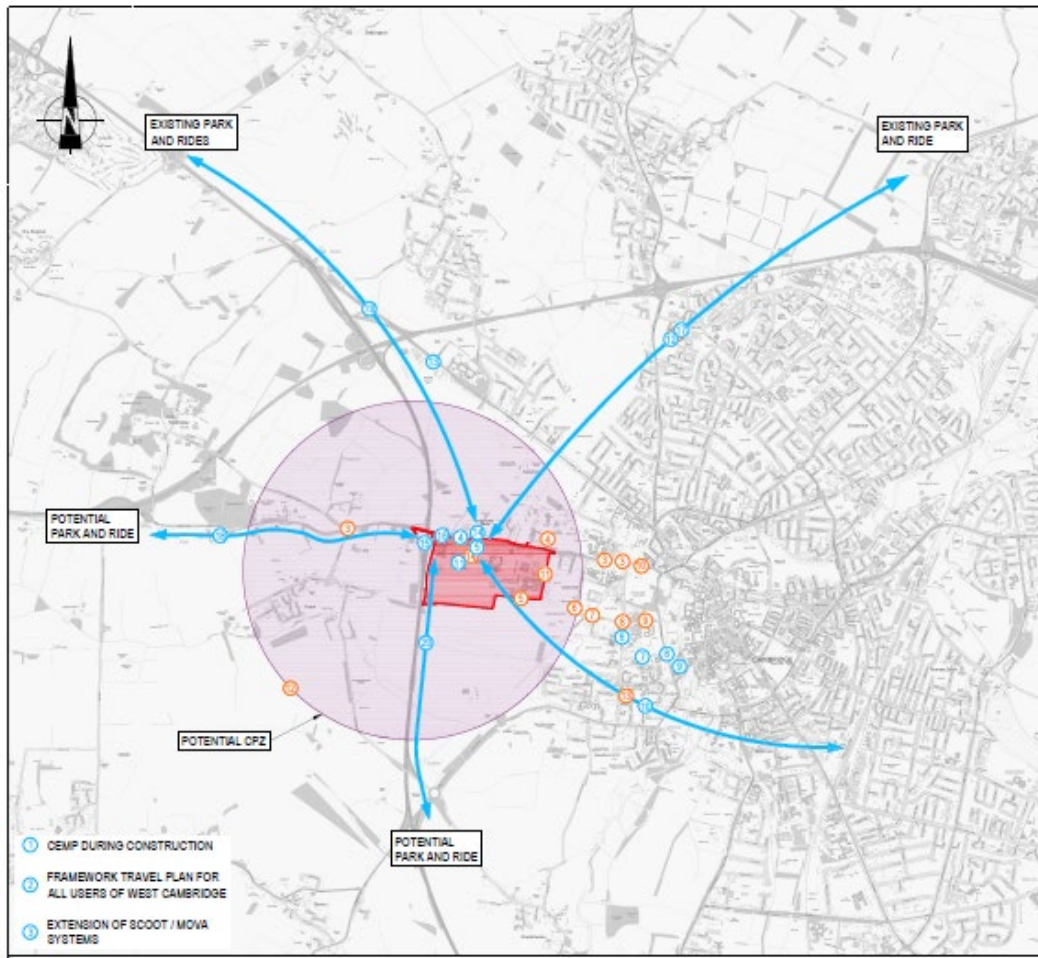
Assessment of traffic impact from West Cambridge

18. The results from the modelling show:
 - i. all links in the area experience increase in flows in the Do Minimum scenarios (i.e., With the Consented Development only and none of the proposed West Cambridge intensification) as a consequence of background traffic increases;
 - ii. the West Cambridge vehicle trip generation reported in the original 1997 application - upon which the previous highway mitigation strategy was derived and provided for - is higher than the equivalent Do Minimum assessment derived from Stantec's analysis. This reflects current transport trends, away from the use of cars;
 - iii. when compared to the 2020 Base flows, the predicted increase in vehicle movements for the 2021 Do Something Development will be less than for the 2021 Do Minimum scenario;
 - iv. the travel demand management strategy enshrined within the Framework Travel Plan accompanying this assessment – including - inter alia - for contributions towards strategic solutions, improved public transport, travel information, improvements to walking and cycling facilities, a range of support for non-car modes of travel, and a reduction in the proposed rates of car parking provision – would result in a reduced car trip generation rate from the Full Development of West Cambridge when compared to the predicted Do Minimum.
19. The junction capacity assessment identifies that:
 - i. in 2021, with the proposed Key Phase 1 and limited mitigation, all local junctions would operate either within capacity or no worse than conditions with the Extant Consent;
 - ii. in the predicted 2031 Do Minimum scenario - (i.e., With the Consented Development only and none of the proposed West Cambridge intensification) the network will experience a deterioration of operational conditions due to the substantial increases in peak hour flows;

- iii. in the 2031 Do Something scenario (i.e., the impact of the full delivery of West Cambridge), these conditions would deteriorate further;
- iv. an appropriate mitigation strategy compatible with the emerging strategic transport solution for Cambridge, with minimal interventions to preserve individual junction capacity, would be required – this would be delivered within the context of the adopted Monitor and Manage Approach. Further details follow.

Transport Mitigation Measures

- 20. As there may be a degree of variability in future projections (which can be attributed to a number of factors including fuel prices, Government policy etc), a pragmatic Transport Management Strategy has been developed in consultation with the Key Stakeholders for West Cambridge which is designed to be resilient to change. This high-level strategy would:
 - i. minimise the generation of development vehicle trips;
 - ii. where necessary, provide measures to preserve conditions, and / or enhance conditions for non-car movement on particular links;
 - iii. manage Development impact on some sensitive strategic links;
 - iv. improve pedestrian and cyclist movement across the network; and
 - v. provide flexibility moving forward, to enable the proposed measures to be amended by agreement to respond to identified issues.
- 21. The potential measures that would form part of this Transport Management Solution are shown indicatively on Figure 18.1, reproduced below:



22. Further, the Proposed Transport Management measures are summarised in Table 1:

Table 1 – Summary of 2031 Transport Management Measures

Transport Objective:	Measure:
To control and reduce vehicle trip generation:	<ul style="list-style-type: none"> offer contributions to area-wide strategic schemes to improve non-car movements, possibly a mass transit scheme along the A428 / A1303 Corridor, aligned through West Cambridge utilising the existing Charles Babbage Road infrastructure – <i>Paragraph 7.6.5. and 2.8.7;</i> offer contributions to the West Cambridge public transport strategy to offer a quality alternative to car – <i>Section 7;</i> provision of appropriate levels of car parking on-site, with delivery phased to reflect development implementation – <i>Paragraph 8.3.25 and Appendix 8.2;</i> managing the on-site car parking provision – <i>Paragraph 8.3.24;</i> continue benefit of earlier off-site parking control measures – <i>Paragraphs 8.3.21 - 8.3.23.</i>
To preserve conditions:	<ul style="list-style-type: none"> offer contributions to the delivery of an extension of the speed limit along Madingley Road to reflect the

Transport Objective:	Measure:
	<p>new junction arrangements – <i>Paragraphs 6.7.12 – 6.7.14.</i></p>
<p>To improve conditions for pedestrians and cyclists on-site:</p>	<ul style="list-style-type: none"> • quality footway / cycleway infrastructure – <i>Sections 6.4, 6.5 and 6.6;</i> • high levels of conveniently located quality cycle parking – <i>Sections 8.4;</i> • all major occupiers providing shower and changing room facilities – <i>Paragraph 6.4.7;</i> and • managing cycle parking provision – <i>Paragraph 6.4.7 and Section 8.4.</i>
<p>To improve conditions for pedestrians and cyclists off-site:</p>	<ul style="list-style-type: none"> • offer contributions towards an area wide strategic transport scheme to improve walking and cycling movements along Maddingley Road – which would enhance movements to the north as well as to the north of the City Centre – <i>Paragraph 7.6.5. and 2.8.7 ;</i> • improved crossing at Eddington Avenue – <i>Paragraph 6.8.1;</i> • improved facilities along the Corridor to the City Centre – along Grange Road, West Road, Queen’s Green and Silver Street – <i>Paragraph 6.10.4 – 6.10.7 and Figure 6.6;</i> • offer contributions to the delivery of an extension of the speed limit along Maddingley Road to reflect the new junction arrangements – <i>Paragraphs 6.7.12 – 6.7.14.</i>
<p>To enhance Public Transport on-site:</p>	<ul style="list-style-type: none"> • provide selected vehicle detection for buses through traffic signal controlled junctions to provide bus priority – <i>Paragraph 7.6.6;</i> and • provide information and incentives to the site occupiers – <i>Paragraphs 7.6.7 – 7.6.9.</i>
<p>Enhanced bus services:</p>	<ul style="list-style-type: none"> • Citi 4 - increased frequency to every 10 minutes – <i>Paragraph 7.4.2;</i> • Universal – possibly introduce an extended orbital service to Addenbrooke’s Hospital – <i>Paragraph 7.4.1;</i> • Arc Service – increased frequency, and possibly extend service further to the potential Barton Road Park and Ride and towards South Cambridge – <i>Paragraph 7.4.3;</i> and • review a new variation of the Service B on the Guided Busway – <i>Paragraph 7.4.4.</i>
<p>Enhancing travel demand management:</p> <p>Enhancing travel demand management (Cont’d):</p>	<ul style="list-style-type: none"> • locate further Car Club vehicles on-site – <i>Framework Travel Plan Paragraph 6.6.27 – 6.6.30;</i> • review cycling initiatives – including cycle pools, cycle buddy, training, discounted equipment – <i>Framework Travel Plan Paragraph 6.6.3 – 6.6.18;</i> and • marketing and promotion – <i>Framework Travel Plan Section 6.7.</i>

Transport Objective:	Measure:
To preserve local highway capacity, consider physical interventions:	<ul style="list-style-type: none"> • provide localised highway enhancement to accommodate the new Western Access Road junction – <i>Paragraph 8.5.2 and Figure 8.1</i>; • consider further highway mitigations, if required. – <i>Paragraph 18.3.4</i>
To preserve strategic highway capacity, consider Corridor interventions:	<ul style="list-style-type: none"> • work together with the Highway and Planning Authorities to deliver interventions strategically – <i>Paragraphs 18.2.7 – 18.2.9.</i>

Conclusions

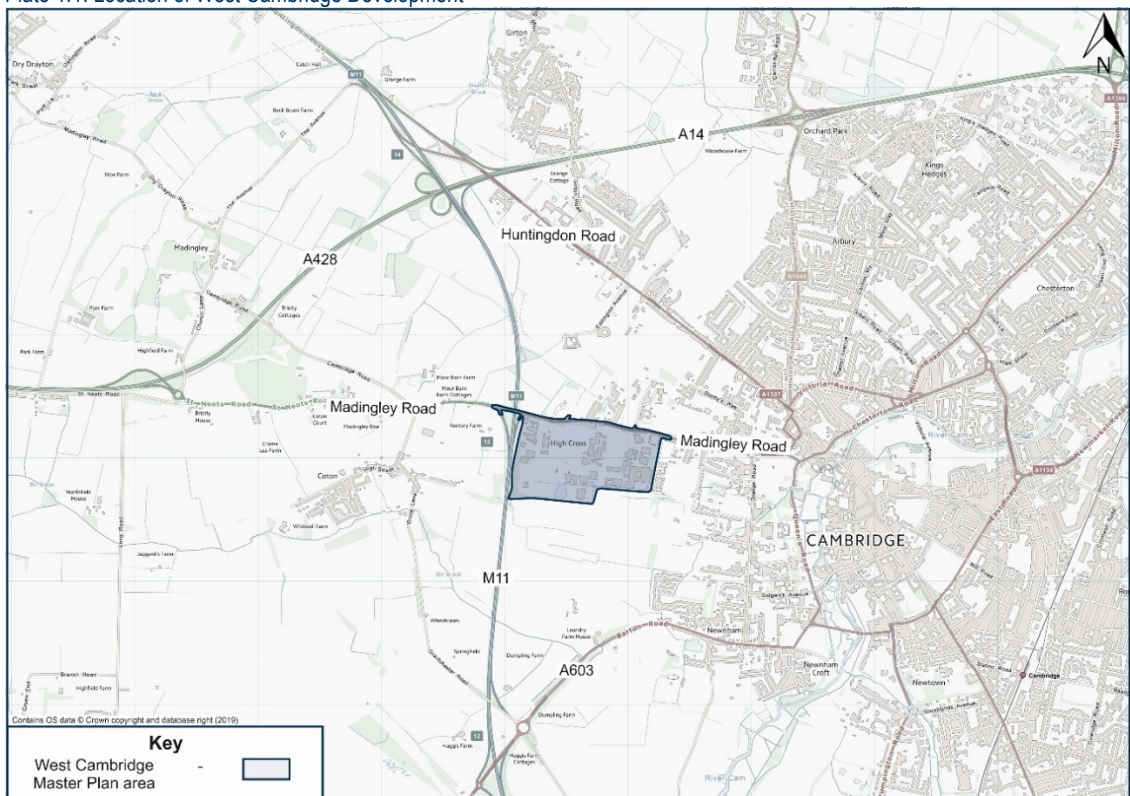
23. Overall, the Transport Assessment concludes that:
- i. the Development accords well with national and local transport policy – supporting its allocation within the Cambridge Local Plan 2018;
 - ii. the Development also accords well with important local transport and planning policy requirements, and would assist in the delivery of essential transport schemes to enable development to the west of Cambridge;
 - iii. as the outline planning application has been submitted in the context of uncertainty relating to local development and infrastructure mitigation, as agreed with the Key Stakeholders, the adopted Monitor and Manage Approach provides a reasonable manner of assessment, in a flexible manner;
 - iv. that a detailed assessment of the vehicular trip generation of Key Phase 1, the initial phase of development, shows that - when compared to the traffic impact of the consented, mitigated West Cambridge Development, that the impact of the Development proposals is less;
 - v. as there may be a degree of variability in future projections (which can be attributed to a number of factors including fuel prices, Government policy etc), the traffic management strategy formulated for West Cambridge is pragmatic and resilient to change;
 - vi. further assessments of Development impact beyond Key Phase 1 have been provided to inform the derivation of a Transport Cap to finance future mitigations. The proposed Transport Strategy will be reviewed and supported by additional assessments of the future emerging conditions on the network, and mitigation strategies will be refined and agreed for these phases;
 - vii. the overall transport strategy for the Development responds to important national regional and local objectives; and as such
 - viii. there are no transport-based reasons why outline planning consent should not be granted for the West Cambridge Development.

1 Introduction

1.1 Background

- 1.1.1 Peter Brett Associates LLP, now trading as Stantec UK Ltd, has been commissioned by the University of Cambridge to prepare a Transport Assessment to accompany an application for planning permission relating to the intensification of development of an extant site at West Cambridge for academic and commercial research, and various associated facilities. The location of this Site is shown on Plate 1.1:

Plate 1.1: Location of West Cambridge Development



- 1.1.2 The promoter of the Development, the University of Cambridge, is one of the world's leading universities. It is renowned for the excellence of its teaching and research, and it makes a significant contribution to the prosperity of the city of Cambridge and the UK economy.
- 1.1.3 To maintain its reputation as a world leader, the University must continue to develop and grow. The University wishes to support the phenomenal success of the Cambridge area for fostering high technology research and development by ensuring future opportunities may come to fruition within Cambridge.

1.2 West Cambridge Development

- 1.2.1 An existing masterplan for West Cambridge that was granted an approval in 1999 (planning application reference C/97/0961/OP) - subsequently reviewed in 2004 - forms the basis of the current development on the Site. Together with the pre-existing development on the Site, the 1999 masterplan envisaged just under 275,000m² of development, approximately 47% of which would be academic, 15% research institute and 22% commercial research. The remaining 16% would consist of shared facilities, sports, and residential uses. The academic and residential components have been delivered to the anticipated levels, but around half of the commercial research and shared facilities components have been completed - well below the envisaged 1999 masterplan quanta.
- 1.2.2 The Cambridge Local Plan 2018: Policy 19 has allocated the densification of the West Cambridge through a revised masterplan subject to a number of conditions – albeit that no specific additional development area is referred to. It is within this context that the University of Cambridge is producing a new masterplan for the Site which significantly increases the amount of development to approximately 500,280m².

Plate 1.2: West Cambridge Development



(Source – the Aecom 2020 Design and Access Statement – July 2020)

- 1.2.3 Whilst any development of this scale could have a significant traffic impact if not managed effectively, the University already has a proud reputation throughout the City for promoting its travel demand management. Indeed, the University has always been proactive in delivering constant improvements to it, and was a founding member of the Travel for Work Partnership (now called Travel for Cambridgeshire) established in co-operation with the County Council. This travel demand management-led philosophy will be continued at West Cambridge, within an area that has different travel characteristics to similar development in the United Kingdom, or indeed to similar developments throughout Cambridge as a result of the following:
- the strong travel demand management strategy being promoted;
 - the extensive non-car mode infrastructure proposed as mitigation;

- all on-site car parking being subjected to the University's motor proctorial control and management;
- the predominant academic research land uses within the Development having car parking provision lower than the levels identified in the Cambridge Local Plan for research facilities;
- the University-related commercial research facilities - with the nearby residential accommodation provided in North West Cambridge - demonstrably having far lower car trip generation rates than equivalent commercial science park facilities.

1.3 Surrounding Transport Context – and the Monitor and Manage Approach

1.3.1 The Transport Assessment addresses the transport-related issues of West Cambridge set within the context of the local planning and transport policy for the local Cambridgeshire area.

1.3.2 Whilst West Cambridge has been allocated within the Local Plan, West Cambridge is being brought forward within the context of wide-reaching uncertainty, including:

- i. the scale of local residential development identified Cambridge Local Plan (adopted October 2018);
- ii. the impact of the A14 Huntingdon – Cambridge Improvement Scheme granted a Development Consent Order by the Secretary of State in May 2016, with construction completing in a phased manner to the end of 2020;
- iii. Highways England's need to consider measures along the M11 – with M11 Junction 13 announced within the Road Investment Strategy (RIS) 2 in 2020 as a pipeline scheme for the next RIS 3 expenditure round (2025 – 2030);
- iv. the A428 Black Cat to Caxton Gibbet Enhancement Scheme, details recently issued for consultation; and
- v. the impact of a series of other transport schemes – including - inter alia - the Oxford – Cambridge Expressway, and East-West Rail.

1.3.3 These would have a significant and substantial effect upon the strategic movements of vehicles across the region, and influence the future access and movement strategy of West Cambridge – particularly in the mid- to late phases of the Development.

1.3.4 As the outline planning application will be submitted prior to the detailed definition of these measures, as agreed with the Joint Authorities (Cambridge City Council – the planning authority, Cambridgeshire County Council – the local highway authority, and Highways England – the strategic highway authority), a Monitor and Manage Approach (also known as the 'Adaptive Phased Approach') has been adopted, incorporating:

- i. a graduated approach – the assessment process reflecting current transport planning policy where travel demand management measures are introduced first, followed by any necessary highway infrastructure measures to mitigate the residual traffic impact; as well as
- ii. an adaptive approach – the proposed mitigation for each later phase responding to how emerging development and transport proposals influence movement – having considered the impact of the proposed additional quanta of development and the timescales for its delivery, responding to changes in future travel behaviour patterns and emerging transport policy, whilst being aware of uncertainties relating to further area-wide transport enhancement proposals delivered by others.

1.3.5 The stages of work involved include:

- i. this Transport Assessment, which considers the mitigation strategy - responding to future quanta of development, likely timescales for delivery, changes in future travel behaviour patterns, emerging transport policy, and the current uncertainty identified above relating to the wider transport and planning proposals;
- ii. identifying a fund, referred to as the Transport Cap, to deliver the later transport-related measures. The scale of this fund will be set with reference to the best information available;
- iii. providing a detailed assessment of the vehicular trip generation and assignment of an indicative 2021 Key Phase 1, the initial phase of development, contained within this Transport Assessment, along with a detailed mitigation strategy to respond to any impact;
- iv. providing a 2031 assessment of the Full Development vehicular trip generation and assignment within this Transport Assessment, to assess the Transport Cap;
- v. the detail included within this Transport Assessment would be reviewed subsequently within forthcoming applications for later phases, so further clarity may be provided relating to traffic impact, highway capacity assessment and mitigation.

The stages in this process are set out in the Transport Assessment.

1.4 Summary of the Transport Assessment

1.4.1 The Transport Assessment addresses the transport – related issues of the Development set within the context of the local planning and transport policy for Cambridge.

1.4.2 The Transport Assessment also identifies a transport strategy and a travel demand strategy for the Development which is designed to:

- i. accord with the wider transport strategy for Cambridge;
- ii. “manage down” the number of trips made by private car; and
- iii. increase the capacity of the existing highway network where necessary.

1.5 Structure of the Transport Assessment

1.5.1 The structure of the Transport Assessment was originally scoped with the Joint Authorities in 2015 and 2016, and contains additional information subsequently requested following their review of the Outline Planning Application in 2016 to 2019.

1.5.2 It considers national, regional and local planning and transport policy guidance as it relates to the Development, reviews existing travel patterns in the area, and sets out mode-specific strategies and targets, aimed at promoting journeys to and from the Site on foot, by bicycle and public transport. This will be further supported by measures set out in the Framework Travel Plan which has also been submitted to accompany the application for an outline planning permission. Both documents specifically address the following in accordance with the Scoping agreed with the key stakeholders in 2015 and 2016 – this reflects the now-archived - albeit not replaced - Department for Transport’s ‘Guidance on Transport Assessment’ document (dated 2007):

- reducing the need to travel, especially by car;
 - sustainable accessibility;
 - dealing with residual vehicular trips; and
 - mitigation measures for all modes of transport.
- 1.5.3 The 2020 Revision responded to the additional information sought by the Joint Authorities with respect to the assessment of the likely car-based trips extracted from the network by a strategic Cambourne to Cambridge mass transit scheme, and by the University's proposed public transport strategy.
- 1.5.4 Junction and link capacity assessments have been undertaken for the highway network in the vicinity of the proposed development, to enable an assessment of potential impacts of trips generated by the Development on the surrounding local and trunk road network.
- 1.5.5 The report's conclusions reflect that of the Cambridge Local Plan Inquiry - that the Development is well-located for academic and commercial research development in accordance with national, regional and local policy. The transport strategy defined for the proposed development is set firmly within the context of the excellent location and accessibility characteristics of the Site, based on:
- i. the local residential offer provided at North West Cambridge for both key worker and private accommodation - reducing the both distance travelled by the University workers, and the use of private car where non-car modes of travel can be adopted;
 - ii. the future additional residential offer provided at the West Cambourne and Bourn Airfield Developments to the west, linked through West Cambridge with a strategic Cambourne to Cambridge mass transit and cycling schemes.
 - iii. maximising the opportunity for non-car travel, particularly by delivering an excellent public transport system; and
 - iv. delivering strong pedestrian and cycling connectivity with Cambridge.
- 1.5.6 Overall, therefore, this Transport Assessment identifies a co-ordinated, integrated and sustainable transport strategy for West Cambridge within which development can proceed, within the context of the wider transport and development strategy for the whole of Cambridge.
- 1.5.7 The scope of this Transport Assessment has been agreed with the Joint Authorities. It contains five sections, as follows:

Part 1 - Background

Section 2 - Background and Development Proposals summarises the rationale and policy background supporting the Development, and provides details of the Development proposals;

Section 3 - Existing Conditions summarises the transport network and conditions surrounding the Development for all modes of travel;

Section 4 - Summary of Policy Review lists the existing National and Local policy, guidance and emerging strategies included in this review, and provides a summary of how the Development accords with this policy;

Part 2 - Development Access and Movement Details

Section 5 - Access and Movement Strategy reviews the overall accessibility of the Site for pedestrians, cyclists, public transport users, and cars – then sets out the accessibility strategies for each mode to enhance connectivity and accessibility both on- and off-site to encourage local journeys by more sustainable modes of travel;

Section 6 – Pedestrian and Cycle Access Strategy considers the Policy background, Travel Demand Management measures, the On-site infrastructure strategy and the Off-site infrastructure strategy with respect to Pedestrian and Cycle movement;

Section 7 - Public Transport Strategy considers the Policy background, Route Identification and Selection, Strategy Principles, Scenario Detail, On-site infrastructure, and Information and Incentives with respect to bus movement;

Section 8 – Car Parking Provision, Vehicular Access and Site Layout considers Parking Policy background, the Local Plan car and cycle parking standards, and Site Layout and Vehicular Access issues and proposals;

Section 9 - Travel Demand Management Strategy summarises how vehicle trips from the Development will be “managed” down;

Section 10 - Construction Access Strategy provides greater detail of the Construction Management Strategy, and the Construction Environmental Management Plan;

Part 3 - Future Performance of the network With and Without the Development

Section 11- Construction Traffic assesses the potential Construction traffic generation from the Development, and potential effects on the surrounding network;

Section 12 – Summary of the Supporting Modelling work reports the transport modelling, and the options tested;

Section 13 – Development Trip Generation reports the predicted vehicle trip generation, and compares this to the Consented Development quanta;

Section 14 – 2021 Key Phase 1 – Trip Impact Analysis summarises the link flow impacts as a consequence of background growth due to the local consented development, as well as the Development proposals, and reports the junction capacity assessment;

Section 15 – 2031 Full Development – Trip Impact Analysis summarises the link flow impacts as a consequence of background growth due to the local consented development, as well as the Full Development proposals, and reports the junction capacity assessment;

Part 4 - Additional Management Measures

Section 16 - Further Travel Management Measures summaries the proposed measures to manage any transport effects of the Development;

Section 17 – The 2021 Transport Strategy summaries the proposed measures to manage the transport effects of the Development in 2021;

Section 18 – The 2031 Transport Strategy summaries the proposed measures to manage the transport effects of the Development in 2031;

Part 5 - Conclusions

Section 19 – Conclusions completes the Transport Assessment.