

**DRAFT CONSULTATION RESPONSE ON UNIVERSITY OF CAMBRIDGE OUTLINE  
PLANNING APPLICATION AND DRAFT S106 HEADS OF TERMS FOR  
DEVELOPMENT AT NORTH WEST CAMBRIDGE**

*To:* **Cabinet**

*Date:* **15<sup>th</sup> November 2011**

*From:* **Executive Director: Environment Services**

*Electoral division(s):* **Castle and Bar Hill**

*Forward Plan ref:* **2011/063** *Key decision:* **Yes**

*Purpose:* **To invite Cabinet to consider the officer response and key issues in relation to the proposed University development at Cambridge North West.**

*Recommendation:* **Cabinet is invited to:**

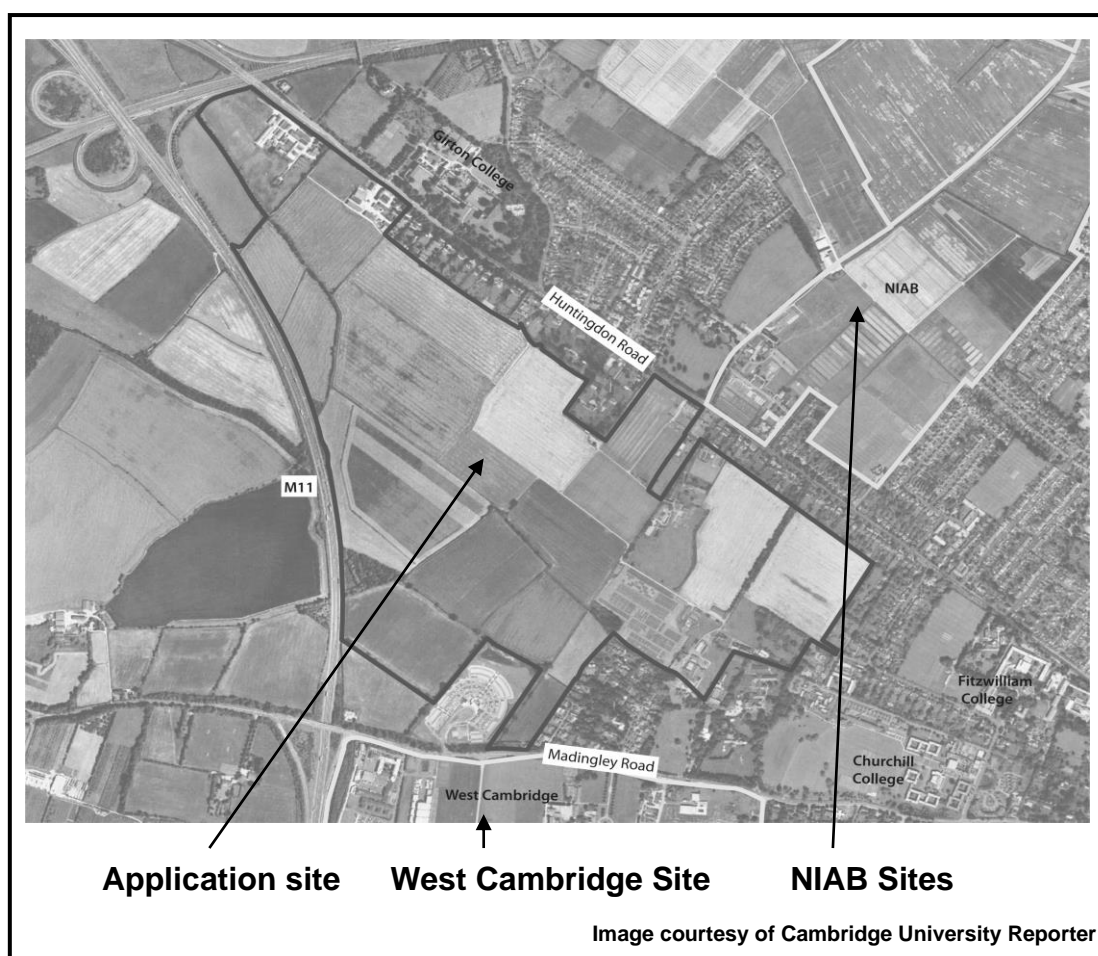
- i) Consider and endorse the draft officer response as set out in Appendix A and B including agreeing to placing holding objections as described;**
- ii) Consider and endorse County S106 Heads of Terms as set out in Appendix C; and**
- iii) Delegate to the Lead Member for Growth and Planning in consultation with the Executive Director for Environment Services and Local Members, the authority to make any minor changes to the draft consultation response prior to its submission.**

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## 1. BACKGROUND

- 1.1 The University of Cambridge is proposing a new urban extension to the city through provision of living and research accommodation, public amenities and open space. The University vision is to create a sustainable community at North West Cambridge.
- 1.2 The University already has planning consent for development at Cambridge West (land south of Huntingdon Road), to provide an academic and research environment for the University's physical science based faculties. This site is now nearing completion and therefore additional land and development is required to meet the University's longer term need.
- 1.3 This report considers the University's planning application to provide for the long term needs of the university and to fulfil the requirements of the Area Action Plan for North West Cambridge.
- 1.4 As context, Figure 1 the shows the main application site, the nearby National Institute Agriculture and Botany (NIAB) application sites to the north and the University West Cambridge site to the south.

**Figure 1: University Application Site**



- 1.5 The principle of development at north-west Cambridge including this site is well-established in planning policy. A copy of the North West Cambridge Area Action Plan is available to view at the below link:

1.6 The planning application proposes the following development:

- Up to 3,000 dwellings
- Up to 2,000 student bedspaces
- 100,000 sq.m. employment floorspace for a mix of business and research
- Up to 5,300 sq.m. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sq.m. net floorspace)
- Senior living accommodation of up to 6,500sq.m. (Class C2)
- Community centre
- Indoor sports provision
- Police station
- Primary health care facilities
- Primary school and nurseries (Class D1)
- Hotel (130 rooms)
- Energy centre
- Associated infrastructure including roads (including adaptations to Maddingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.

## **2. MAIN ISSUES**

2.1 The full proposed response to this development is set out in Appendix A. Set out below is a summary of the key issues from that response.

2.2 It should be noted that the planning application is not likely to be considered by the Joint Development Control Committee until March 2012, and therefore, officers will continue to work with the local planning authorities and applicant to address the main issues of concern set out in this report. However, until the matters highlighted in this report are resolved to the satisfaction of the Council, officers recommend that holding objections be lodged on the following areas although it is hoped that these will be resolved through discussion and negotiation prior to the determination of the application.

- The s106 mitigation package
- Education elements of the application
- Key transport elements of the application.

### **S106 Package**

2.3 The applicant's Planning Statement sets out matters to be addressed in a s106 agreement. It states that the list of items is a summary of topics envisaged by the applicant to be appropriate for inclusion in a s106 agreement and that further discussions are required with the local authorities.

2.4 Given this, the current s106 package is not agreed and it is suggested that a holding objection therefore be lodged until such time as this has been completed and contains all of the elements that the Council expects.

## **Education and Community**

- 2.5 There are concerns in relation to aspects of the school's design and access arrangements, and these matters are detailed in section A1 to A3 of Appendix A. These matters are being discussing with the applicant and it is expected that agreement can be reached.
- 2.6 In addition, the emerging draft s106 Heads of Terms (which does not form part of the outline planning application) includes provisions for on-site and off-site contributions for appropriate educational facilities. The quantum of these contributions is currently being negotiated as the broad principle of contributions is accepted by the applicant. Recently updated demographic profiles have been produced. Whilst these are being discussed between the Council and the applicant, it is not possible to finalise the size of the schools.

## **Transport**

- 2.7 The Transport Assessment and Travel Plan are regarded as being robust and completed to a standard acceptable to the County Council. A description of transport matters is enclosed at Appendix B.
- 2.8 Whilst officers have worked with the applicant at significant length, and much progress has been made, there are a number of transport related items of concern and these will require further discussions between the University and the County Council. These items are:
- Design of the site access junctions
  - Design of on-site highways
  - Adequacy of the walking/ cycling/ Rights of Way connectivity between the development site and external destinations
  - Completion of the bus strategy
  - Confirmation of the transport mitigation measures to be provided / s106 items.
- 2.9 Until these items are resolved, it is proposed that a holding objection be lodged, but again it is anticipated that a resolution will be agreed.

## **3. RECOMMENDATIONS**

- 3.1 Given the above, Cabinet is asked to:
- Consider and endorse the draft officer response as set out in Appendix A and B, including holding objections as described
  - Consider and endorse County S106 Heads of Terms as set out in Appendix C; and
  - Delegate to the Lead Member for Growth and Planning in consultation with the Executive Director for Environment Services and Local Members, the authority to make any minor changes to the draft consultation response prior to its submission.

## **4. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

### **4.1 Supporting and protecting vulnerable people when they need it most**

- 4.1.1 The applicant's scheme will support community facilities and as such will benefit the on and off-site community, including the most vulnerable citizens.

### **4.2 Helping people live healthy and independent lives in their communities**

- 4.2.1 The applicant's development will provide a range of community facilities, such as a health facility, senior care facility, faith residential provision, a new primary school and a community hall, which will contribute towards this priority.

### **4.3 Developing the local economy for the benefit of all**

- 4.3.1 The University of Cambridge is a world class university and the development of research and academic facilities will benefit the local economy through the development of the site housing to meet needs, and the provision of job and learning opportunities.

### **4.4 Ways of working**

- 4.4.1 Collaborative partnership working with the District Councils and applicant has been strong in the preparation of the planning application. It is important that this continues as discussions and negotiations continue in respect of the S106 agreement.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource and Performance Implications**

- 5.1.1 The s106 package will need to mitigate the impacts of the development and fund the necessary infrastructure measures required. Members are asked to endorse Officers in seeking full payment of all of the County Council's requirements.

### **5.2 Statutory, Risk and Legal Implications**

- 5.2.1. The planning application will be determined by the Joint Development Control Committee, of which the County Council, in conjunction with South Cambridgeshire District Council and Cambridge City Council will have Member voting rights. It is imperative that the County Council through s106 negotiations fully cover the risk impact of being able to provide the necessary public services for existing and future residents of North West Cambridge.

### **5.3 Equality and Diversity Implications**

- 5.3.1 There are no significant implications for equality and diversity.

### **5.4 Engagement and Consultation**

- 5.4.1 County Council officers were consulted on pre-application documents in March 2011 and have met with the applicant numerous times.

- 5.4.2 There were two public consultation events on the application held on 15<sup>th</sup> and 20<sup>th</sup> October 2011. These events were attended by nearly 400 people with a range of views expressed. Transport was a general issue that most people wanted to understand more about. The consultation results will be posted on the Cambridge City and South Cambridgeshire District Council's websites shortly and summarised in the Joint Development Control Committee report on the planning application.
- 5.4.3 The Council was formally consulted on the application between 23<sup>rd</sup> September and 21<sup>st</sup> October 2011. The local authorities were advised in advance of that deadline that the Council response would need to be endorsed by Cabinet on 15<sup>th</sup> November 2011.

Source Documents	Location
University Planning Application	New Communities 2 <sup>nd</sup> Floor, A Wing Castle Court  Members' Lounge

## **APPENDIX A – County Council response to Planning Application**

### **A1 *Children’s Services provision***

#### ***Primary Education***

- A1.1 The Council welcomes the provision of a 3 Ha primary school site, located close to the centre of the development.
- A1.2 The plan to provide three early years settings across the development, including one co-located at the school is also welcomed by the Council. Officers at present raise objection to the planning application on the grounds that agreement needs to be concluded in respect of the provision and contribution made towards education provision on the site.

#### ***Secondary Education***

- A1.3 The Council welcomes the reference in Appendix 2 of the Planning Statement, under matters to be addressed in the S106 agreement, to a contribution towards secondary school provision. The principle of a contribution is agreed but the quantum is yet to be agreed.

### **A2 *Design and Access Statement (education)***

- A2.1 County Officers require confirmation whether the existing Fibre Optic Network runs to the south of the proposed primary school site and that it will not be an encumbrance upon the effective development of the primary school site.
- A2.2 Whilst accepting that the master plan and images are indicative, the following changes are required:
- Plan B.1.2.2 and other parameter plans should be amended to limit the height of the primary school to a maximum of 2 storeys to accord with County Council policy.
  - The primary school site is split into two parts, a built area and a playing fields area. The Design and Access Statement should be amended to show:
    - The area currently marked as playing fields will need to include a range of uses, including formal and informal hard play as well as a parking and service area.
    - That it is inappropriate, at this stage to constrain the opportunity for effective design of the primary school by limiting the building to only one area of the site.
  - The locations for parking and access to the school site need to be revised in the Design & Access Statement. These are features that need to be considered as part of a wider design development process, to ensure that the school site operates effectively.
  - Plan B1.1.5 on page 137 of the D&A statement suggests that onsite drop-off is proposed. This is contrary to County Policy and should be removed.

- Page 106 refers to there being a direct connection between the primary school site and the open land at Storey's Field. This is clearly something that could be explored during the detailed design of the primary school, however, it should not be a requirement set out at this early stage. Confirmation is requested as to how this connection between the two sites will increase safety for either the primary school or the open space on Storey's Field.

### **A3 Sustainability**

- A3.1 Council Officers welcome the proposals to develop a District Combined Heat and Power (CHP) plant from the early years of the development. Council Officers require assurances that this provision and the associated infrastructure will be developed in a timely manner, to allow it to be incorporated in the design of the new primary school. The Council aims to open schools to meet the needs of the first residents within new communities.
- A3.2 Further confirmation on ongoing revenue costs of the CHP for the school is required. It is important that the primary school is not tied to a single energy/heat source that prevents it securing best value and making the most of limited revenue resources.

#### ***Library and community facilities provision***

- A3.3 A library sufficient to serve North West Cambridge is planned to be constructed on the NIAB site, as a potentially co-located facility with a health centre. The draft Heads of Terms for the University development includes a financial payment (exact amount yet to be agreed) towards this provision.
- A3.4 Community facilities are to be provided as part of the development and the construction cost to be borne by the University. At present the estimated cost of this facility is £1.08m and should be delivered as part of Phase 1 unless an interim facility is provided. The facility is to of 500 square meters floor area. It is part of the current negotiations that a temporary community facility will be provided for early residents and will be a vacant retail unit in the local centre.

### **A4 Minerals and Waste**

#### **A4.1 Transport Assessment:**

1. Back loading or the benefits of mineral holding areas for out of peak hours stock piling or temporary waste separation / recycling areas during construction should be incorporated into the development during construction.
2. HCV movements along Madingley Road will increase by 60% as a result of construction. Further clarification is required on the cumulative impacts of this and the NIAB construction.

#### **Sustainable Resource and Waste Management Strategy:**

- A4.2 Officers welcome this document and the University's commitment to reducing waste wherever possible. These commitments will need to be secured through appropriate planning conditions and S106 undertakings.



### Site Waste Management Plan (SWMP):

- A4.3 This document is not detailed enough. The Waste Planning Authority requires further information in the SWMP on the development but accepts many of the principles outlined within the current document. Further discussion is required with The Waste Planning Authority.

### **A5 Green Infrastructure**

- A5.1 Officers support the design of open space within the proposed development as indicated (Parameter Plan 03: Open Land and Landscape Areas; Zone B). Detailed landscape scheme for the proposals must build on this and maximizes the functionality of Green Infrastructure network, particularly as a wildlife corridor.
- A5.2 The parameter plan should show Washpit Brook, but it is currently missing from the diagram.

### Biodiversity

- A5.3 Officers support the proposal (as set out in the applicant's Planning Statement - Appendix 2) for the (i) provision of on-site ecological and biodiversity measures and (ii) off-site contributions for biodiversity and ecological. These measures will need to be addressed, in detail, in the final Section 106 Agreement or as planning conditions. Early provision is vital.
- A5.4 If planning permission is granted, further information / provisions should be secured by the local planning authority as planning conditions. Officers will send the detailed requirements for the CMEP and LNCS separately.

### Detailed comment - Biodiversity Strategy - Appendix 7.4 Environmental Statement in Appendices 11, Volume 3

- A5.5 Officers welcome the proposed Biodiversity Strategy, but have the following comment:
- i) 4.3.5 - Hedgerows should be trimmed bi-annually, rather than annually, to provide foraging (berries etc.) for wintering birds and hibernation opportunities for invertebrates.

### **A6 Archaeology**

- A6.1 The site is located in an area of high archaeological potential on the western side of the historic City of Cambridge. The road running west from the Roman town at Cambridge runs through the site and cropmarks suggested the presence of areas of late prehistoric and Roman settlement.
- A6.2 Officers consider that the proposals outlined are appropriate to mitigate the impact of the proposed development on the archaeological assets surviving within the area.
- A6.3 Planning conditions are required to capture these mitigation measures offered by the applicant.

**A7**

- A7.1 Until the above items are resolved to the satisfaction of Cambridgeshire County Council, a holding objection will be lodged.

## Appendix B - County Council response to the Transport Assessment

- B1 The University's planning application is supported by a Transport Assessment report and a Framework Travel Plan. The principal features of each document are described below.
- B2 It should be noted that the University's transport consultants, Peter Brett Associates (PBA), have worked closely with both the County Council and the Highways Agency (together with our own respective consultants) on the preparation of the Transport Assessment and Travel Plan. It should also be noted that PBA has relied upon the County Council's Cambridge Sub-Regional Transport Model (CSRM) for the preparation of the Transport Assessment and Travel Plan.

### Transport Assessment

- B3 The Transport Assessment report describes the proposals for; highway access, on-site highways, public transport, walking / cycling / equestrians / rights of way, public transport, parking and traffic impact and its mitigation. These items are addressed in turn;
- i) Highways Access
- B4 The University is proposing to provide three new vehicular accesses to the development site. These new accesses would be located at;
- Huntingdon Road (East),
  - Huntingdon Road (West), and
  - Madingley Road.
- B5 All three junctions would be traffic signal controlled. The Huntingdon Road (East) junction would be designed to form a linked junction with the new NIAB access junction. The Madingley Road junction is intended to form part of a crossroads junction which incorporates the existing High Cross junction (which serves the West Cambridge development area). It is also intended to coordinate the proposed crossroads junction with the nearby signal controlled junction to the Park & Ride site.
- B6 Preliminary designs for the three access junctions have been submitted as part of the planning application. Further design and assessment work is required.
- ii) On-site Highways
- B7 The principal on-site highways will comprise;
- An orbital route connecting the Madingley Road and Huntingdon Road (East) junctions including a bus only section
  - A radial route which would connect the orbital route with the Huntingdon Road (West) junction.
- B8 The Cambridge North West Area Action Plan (AAP), policy NW14, states, "A new route will be developed linking Madingley Road and Huntingdon Road."

*This road will be designed as part of the development and its design will be based on low vehicle speeds". Preliminary highway details have been submitted as part of the planning application. Officers are concerned that the highway designs will encourage high vehicle speeds, rather than the low speeds required by the AAP. Further design work is required.*

iii) Walking, cycling, equestrians and Rights of Way

B9 A network of footways/ cycleways is proposed as part of the University's development scheme. There is concern about the relation between footways/ cycleways and the main carriageways and concern that safety at crossing points may be affected by the anticipated higher vehicle speeds.

B10 The University is proposing to provide five connections between the development site and Huntingdon Road and two connections between the site and Madingley Road. In addition, a connection with Storeys Way and the M11 underpass are also proposed. However, it is considered that additional connectivity between the site and external destinations is required. Further improvements to assist pedestrian and cyclist movement, beyond those measures already established with the University, may be required.

iv) Public Transport

B11 The University is planning to provide the following level of bus access for the development site;

- Monday to Friday: 6 buses per hour daytime & 2 buses per hour evenings
- Saturday: 4 buses per hour daytime & 2 buses per hour evenings
- Sunday: 2 buses per hour daytime and evening

B12 It is proposed that this level of service would be provided by revising existing services Citi 4 and Citi 5 and augmenting these services by a new orbital service for North West Cambridge.

B13 The proposals outlined above are acceptable in principle with the County Council's public transport officer. However, considerable further details will be required from the applicant, including a services viability assessment, before public transport measures can be agreed with the University.

v) Parking

B14 The parking standards contained in the AAP would permit a maximum of 7,700 car parking spaces to be provided as part of development scheme (comprising 4,488 residential and 3,212 non-residential spaces). The cycle parking standards in the AAP require a total of 12,316 cycle parking spaces.

B15 The University has indicated that it would be willing to reduce the level of car parking as part of a travel demand management strategy for the site. A reduction of 21% in the number of car parking spaces is suggested, which would result in 6,055 spaces in total (3,343 residential and 2,712 non-residential spaces).

B16 In conjunction with the above, the University has indicated that it will apply and manage an agreed parking strategy for the site. Such strategy would comprise both highways measures and a car parking management plan for the development site.

vi) Traffic Impact

B17 The Transport Assessment examines the highway network in the year 2026. It looks at two scenarios; the “Do Minimum” situation (i.e. the traffic conditions that would exist on the highway network in 2026 without the University development) and “Do Something” (i.e. as per Do Minimum, but with the addition of the University site traffic). The TA considers a number of highways links and junctions, both on the County Council’s road network and the Highways Agency’s strategic road network.

B18 **Highway Links:** With respect to the County Council’s roads, the TA indicates that development could be accommodated by the local highway network. All highways links would continue to operate within their capacity in 2026 with development traffic on the road network. The TA indicates that the principal impact of development would be felt by the Madingley Road and Huntingdon Road corridors. In order to quantify the effect of development, a comparison of average journey times has been undertaken (i.e. without and with development). This exercise indicates that development would increase average journey times (per vehicle) along each corridor by the following amounts;

Madingley Road	Inbound	AM	49 secs
	Outbound	AM	12 secs
	Inbound	PM	13 secs
	Outbound	PM	16secs
Huntingdon Road	Inbound	AM	44 secs
	Outbound	AM	37 secs
	Inbound	PM	54 secs
	Outbound	PM	50 secs

B19 It should be noted and is accepted that the increased journey times reflects the delays incurred by the provision of two new access junctions on Huntingdon Road and a new access junction on Madingley Road.

vii) Mitigation

B20 The analysis in the Transport Assessment takes into consideration;

- the trip mitigation effects of the Travel Plan, and
- the proposed bus strategy.

B21 In addition to the above, a number of further transport measures are proposed by the University (the travel benefits arising from these measures have not been included in the Transport Assessment): these measures are;

a) Trip reduction measures;

- Reduced number of car parking spaces (as outlined above)
- Promotional campaign for the Guided Busway

b) Highway capacity enhancement measures;

- M11 Junction 13 Southbound slip-road improvements
- Madingley Road/ Queen Street/ Northampton Street junction improvements

c) Demand management measures;

- SCOOT/ MOVA traffic signal system installation on the Madingley Road corridor
- SCOOT/ MOVA traffic signal system installation on the Huntingdon Road corridor
- Traffic calming on the Oxford Road/ Windsor Road

d) Pedestrian / cyclist improvement measures;

- Enhancements along Huntingdon Road
- Improvement of the Huntingdon Road/ Victoria Road/ Castle Street junction
- Huntingdon Road cycle crossing at Whitehouse Lane

B22 The University already operates its own Travel Plan. In addition to the measures outlined above, the University is willing to augment its travel plan with a view to reducing the number of University related trips in order that this saving could be used to offset the trips generated by the development (a process known as Trip Banking). The University has suggested that its Travel Plan could be revised to include;

- A car sharing scheme
- Extending the existing car club scheme
- Introduction of subsidised passes for public transport
- Introduction of subsidised passes for the Guided Busway
- Review of car parking policy and car park management
- Marketing of the University's travel plan.

B23 The Transport Assessment describes the potential level of trip reduction arising from the travel measures described above (including the enhanced University Travel Plan) as between 762 and 1162 trips in the morning peak hour.

#### Travel Plan

B24 A framework Travel Plan has been submitted in support of the planning application: this sets out the overall strategy for managing travel demand for the development site. The framework Travel Plan will be used as the basis of informing individual site-specific Travel Plans, once site occupiers are known.

### Highways Agency

- B25 The Highways Agency (HA) has jurisdiction for both the A14 and M11. The HA has issued a holding direction to the planning authorities which prevents the grant of planning consent. This direction will remain in place until the 31<sup>st</sup> December 2011 to allow for full consideration of the planning application.

### S106

- B26 A preliminary list of transport related items is included in the draft s106 Heads of Terms enclosed at Appendix C. Together, the transport items total £9.245 million.
- B27 It should be recognized that discussions are ongoing regarding transport related s106 items. The attached list should not be regarded as being complete at this time. Similarly, the costs attached to each item should be regarded as subject to amendment.

### Current Position

- B28 As mentioned above, the University's transport consultants have engaged with transport officers from both the County Council and Highways Agency, together with their respective consultants, with regards to the production of the Transport Assessment and Framework Travel Plan. The County Council's CSRM transport model has also been used for this purpose.
- B29 The Transport Assessment and Travel Plan are regarded as being robust and completed to a standard acceptable to the County Council. Nevertheless, there are a number of transport related items of concern and these will require further discussions between the University's consultants and the County Council's officers. These items are;
- design of the site access junctions
  - design of on-site highways
  - adequacy of the walking/ cycling/ Rights of Way connectivity between the development site and external destinations
  - completion of the bus strategy
  - confirmation of the transport mitigation measures to be provided / s106 items
- B30 Until the items noted in point B29 are resolved to the satisfaction of Cambridgeshire County Council, a holding objection will be lodged.

## APPENDIX C – Draft S106 Heads of Terms

	County requirement	LA Trigger	Status
Access to Countryside M11 upgrade	£75,000	Commuted sum prior to 50 <sup>th</sup> occupation	Principle agreed – triggers yet to be agreed
Improvement of existing footpath from site to Madingley Road to Bridleway standard	Up to £30,000	Commuted sum prior to 50 <sup>th</sup> occupation	LAs to pursue matter with Trinity College
Creation of link from Madingley Road to Cambridge University 800 year old wood	Up to £30,000	Commuted sum prior to 50 <sup>th</sup> occupation	LAs to pursue matter with Trinity College
Contribution to library fit out	£170,000 (allowance to be made for Police fit out costs)	Occupation of 1000 <sup>th</sup> dwelling or commencement of library building, whichever occurs sooner	Principle agreed – quantum to be agreed
Children's Centre	£289,394		Principle agreed – quantum and trigger to be agreed
Primary school - capital	£11.56M (1Q11) max for 3FE school – cost to be confirmed when size of school agreed		Principle agreed – costs and triggers to be agreed
Primary school - revenue	To be calculated once size of school confirmed	Annual payments from opening date	General principle agreed – costs to be agreed



<b>Secondary school - capital</b>	<b>£7.9M for 2.1FE – cost to be agreed when size of school agreed</b>		<b>Principle agreed – costs to be agreed</b>
<b>Waste Recycling Centre</b>	<b>£807,000</b>	<b>Payment once CCC has permission for new recycling centre</b>	<b>Principle agreed</b>

## Transport - s106 Heads of Terms / Planning Conditions

Transport Item	Indicative Cost	County Council's Position
<b>Northwest Cambridge Travel Plan Measures</b>	£2,085,000	TP measures to be funded and delivered by the University throughout the life of the development
<b>Public Transport</b>	£2,085,000	Cost and trigger to be agreed with CCC
<b>Huntingdon Road Corridor Works</b>		
Scoot and Mova traffic signal optimisation - Huntingdon Road - Site Access West	£255,000	Traffic signals equipment to be installed by the University in conjunction with site access junctions construction works
Scoot and Mova traffic signal optimisation - Huntingdon Road - Site Access East	£250,000	
Scoot and Mova traffic signal optimisation - Huntingdon Road – NIAB	£250,000	
Oxford Road / Windsor Road: initial monitoring scheme and potential further traffic calming	£25,000	Monitoring of traffic conditions on Oxford Road / Windsor Road (and installation of further traffic calming if required) to be undertaken by University
Enhancements to cyclist movements along Huntingdon Road	£50,000	Scheme to enhance movement of cyclists to be agreed with CCC and delivered by University
Improvement of pedestrian and cyclist movements through Huntingdon Rd / Victoria Rd / Castle St junction	£55,000	Scheme to improve movement of pedestrians and cyclists through the junction to be agreed with CCC and delivered by University
Cycle crossing of Huntingdon Road at Whitehouse Lane	£150,000	Cycle crossing scheme to be agreed with CCC and delivered by University

Enhancement of the traffic calming scheme along Huntingdon road	£100,000	Traffic calming scheme to be agreed with CCC and delivered by University
Traffic monitoring - 2nr automatic traffic counts for 1 week (southern end of Oxford Road and eastern end of Windsor Rd) on a biennial basis	£40,000	Monitoring of traffic conditions on Oxford Road / Winsor Road to be undertaken by University  Frequency of traffic monitoring to be agreed with CCC
2 automatic number plate recognition surveys for one day (at same points as above) on a biennial basis	£40,000	Monitoring of traffic conditions on Oxford Road / Winsor Road to be undertaken by University  Frequency of traffic monitoring to be agreed with CCC
Demand responsive pedestrian and cyclist crossings incorporate to Western Huntingdon Road junction (part of site junction works)	£75,000	Crossing facilities to be installed by the University in conjunction with site access junction construction works
Installation of cycleway/footway on southern verge of Huntingdon Rd	£470,000	Cycleway/footway to be delivered by University
<b>Madingley Road Corridor Works</b>		
Queen St / Madingley Rd/ Northampton St junction	£5000	Junction improvements to be delivered by University
SCOOT and MOVA traffic signal optimisation at M11 J13 Northbound off slip road	£115,000	Traffic signals equipment to be installed by the University in conjunction with site access junction construction works
SCOOT and MOVA traffic signal optimisation at M11 J13 Southbound On slip road	£115,000	Highways Agency consent required for works to M11 slip roads

SCOOT and MOVA traffic signal optimisation at Park and Ride	£115,000	
SCOOT and MOVA traffic signal optimisation at NWC and West Cambridge Site Access junctions	£115,000	
Improvement of cycleway/ footway along Madingley Road	£5000	Cycleway/footway to be delivered by University
<b>University City Wide Travel Plan Measures</b>		
Co-ordinated Travel Plan measures across University's facilities	£500,000	TP measures to be funded and delivered by the University
Promotional campaign for guided bus way	£375,000	TP measures to be funded and delivered by the University
Encouragement of non car modes of travel (Area wide Travel Plan for UofC)	£750,000	TP measures to be funded and delivered by the University
Subsidised Bus Passes, including passes for the Guided Busway	Included in Public Bus Transport subsidy figure above	TP measures to be funded and delivered by the University
<b>Other Works</b>		
Additional measures for M11 J13 Southbound slip road (contingency item - possibly ramp metering or similar)	£1,125,000	The University is to establish the requirement for additional traffic measures on the M11 southbound slip road with the Highways Agency  If required, such measures are to be installed by the University in conjunction with site access junction construction works
Controlled Parking Zone (CPZ)	£100,000	CPZ scheme to be established with CCC/ LAs. LAs to implement and manage