

CREATE Travel Plan

Introduction

This plan has been drafted to ensure compliance with the Local Plan objectives of the local authority and ensure the development proposed can meet both the needs of the community and city as well as the needs of the new facility.

Objectives of this Travel Plan

1. Minimise staff vehicle travel to regular staff users resident or working on a flexible beyond city boundaries only (estimated maximum of eight staff fall into this category and options may be available to reduce via parking at Shire Hall site).
2. Encourage non-vehicle usage by visitors to the facility to below 50% of users and only 10% of users requiring site vehicle access.
3. Ensure minimisation of conflicts between vehicles and other users to access the site to ensure no directly caused accidents.
4. Minimising vehicle site access to ensure no increase in congestion at peak times in French's Road.
5. Ensure no discernible impact on on-street parking in the streets surrounding the site.

Monitoring

The objectives will be monitored via:

- numbers of regular staff users needing vehicle access to site
- monitoring of travel intentions via bookings and feedback forms from users
- monitoring of accidents and near misses
- feedback from residents, school, staff and visitors about congestion levels

Supporting sustainable access to development

The proposed development will provide a range of spaces for mixed use, with a focus on community arts and education, and in particular making use of technology to maximise transmission of provision without the need for travel. It will do this by developing two-way internet streaming of activity where feasible to general public and institutions.

Scope of usage and therefore access required

The spaces available will also be usable by a broad community including council services and this will require travel to the centre in order to make use of:

- small studios suitable for rehearsals or learning for 4-5 people, on a regular basis throughout the day and evening , with a greater usage expected after school
- large studios suitable for activity for up to 30 people, on a regular basis throughout the day and evening
- a large hall suitable for usage up to 100 people

Therefore the maximum population on site would be expected to be:

- consistently 40-50 people
- regularly 100 people
- occasionally 150 people

Bookings are most likely to last for 2 hours or more which makes for a changing population throughout the day of 5-6 changes. Bookings will be made using a pre-booking process online.

The majority of users in the daytime will be local adult community or visiting school groups (walking, minibus or coach travel). After school hours visitors will be a mixture of ages but again many will be from the city area and will use pedestrian or cycle methods to reach the site.

Staff requirements for the centre will vary, depending on the activities taking place but it is expected that there will normally be 4-5 staff on site consistently and up to 15 on occasion.

Large-scale activities are most likely to occur in the evening period after 6pm or during the school day. School day large-scale events are more likely to involve groups that are dropped off elsewhere by coach (see below) or make their way via city public transport.

Prioritisation

Prioritisation will be given to pedestrian, cycle and public transport as means of access.

Bookings and usage of the centre will be pre-booked and limited vehicle access will be communicated as part of that booking process (some will be necessary due to equipment requirements of users).

Visitors will be encouraged to use nearby public parking or booked visitor parking at the Shire Hall site which is only a few minutes walk away.

Any large-scale events at the site will require clear information to be provided to attendees referring to means of accessing the site without vehicle transport.

There is an option of adding gate control to the site in order to control vehicle access as long as this is practical for both school and facility.

The expectation is that most regular users will be from the city area, with some visitors on occasion from outside the Park and Ride locations and occasional coach visits from further away. Coaches will not be able to access the site or adjoining residential roads.

We will encourage regular users who do not require access for large or bulky delivery (for example of instruments) to use pedestrian or cycle access to the site, with a high level of cycle parking provided on site near to the facility. We will reduce the need for equipment access by users by providing access to bulky instruments and equipment on site as part of the facility but recognise that on occasion people will need to bring their own equipment.

Public transport options will be publicised clearly and recommended for people needing to travel from beyond pedestrian or cycle limits, highlighting the access via Train, Park and Ride and Guided Busway routes.

Managing other travel method conflict with vehicles

As car access will be limited as far as possible, the main conflict point will be the school and facility car parking against any cycle or pedestrian entrances. On the site itself, speed will be limited and appropriate slowing methods can be added to support this if required.

Pedestrian access to the site is currently via a separate gate and pathway at the side of the front entrance to the site from French's Road which has limited pavements and no cycle ways. Pedestrian access could be developed to provide cycle access away from cars. A protected route could be extended alongside the school separate from car park movements with a suitable informal "zebra" crossing point to continue the path to the east side of the facility and appropriate signage.

There are controlled access points to the school site from gates in the school fields which can be used under agreement with the school for groups attending the centre from those directions. These have no conflict with traffic.

It may also be possible to agree new pedestrian or even vehicle access to the site with the owners of the private lane to the North of the facility. This will have the added advantage of reducing the likelihood of people using the private industrial area as a short cut to the main entrance on French's Rad. If so then the pedestrian access from that lane could be to the East of the facility joining up with the protected pathway from the school side. If a vehicle access is available then

this will join up with the car park traffic without affecting the proposed pedestrian access points above. Discussions will identify if this is feasible with the owners. Introducing a vehicle access point may however provide for a further conflict with pedestrians and cyclists on the private lane and this could require further speed control or separate pathway to make safe for users. Therefore it may be preferable if agreement is possible to limit this to a cycle and pedestrian access only or controlled access added to limit usage.

Peak Time for the site will be between 0830 and 0900 and 1445 and 1515 for school arrival and departures. The normal space usage requirements of the centre will be between 0930 and 2200. Staff arrival and users of the centre early in the day can therefore be at the end of the school arrival peak time. Activity taking place in the afternoon not involving school groups can be timed to end after 1515 or before 1430 so that the peak departure time can be avoided. If gated access to the site is provided for vehicles, this can be locked down during relevant periods to reduce the proximity of pedestrians and vehicles at these times and information provided to visitors to the facility to remind them that access will not be permitted.

Links to pedestrian, cycle and public transport networks

Pedestrian

Pedestrian routes currently used for the site include the pavement access along French's Road which leads to the inner ring road route on Victoria Road, a pathway linking across from Harvey Goodwin Avenue and a limited access at school start and finish times via gates on the playing fields to the south to pathways towards Linden Close and Histon Road.

If a controlled access point could be agreed from the private lane to the north of the site via the East side of the facility this would enable a further route from the Histon Road to the site which could be open (or controlled entry). Alternatively the routes via the school fields could be developed to help access from the West side of the site, however this could only be used at certain times or would have to be controlled in some way.

All other non-vehicle routes will need to connect to these entry points in some way.

Cyclists

The established cycle network connections are extensive. There are signed primary networks to the east and west of the site via Stretton Avenue and Histon Road respectively. These two routes are linked to the North via a recognised cycle link along Akeman Street or via Gilbert Road with on road cycle lanes. To the South there is an identified route from Castle Street to St Luke's Street and then on to Stretton Avenue or from Chesterton Road via Carlyle Road and Searle Street to join the same. Connections to city centre or other arterial routes into the city are straightforward to all of these.

The safest current route to the site for cyclists would be via Stretton Avenue, turning on to Harvey Goodwin Street and then using pedestrian access across to French's Road to join the pedestrian entry. This may require signage to remind cyclists to dismount if the access does not have a cycle marking.

A new entrance from the private lane available to cyclists as mentioned above would provide a further route from Histon Road, however it is a short ride to the south and back up French's Road if necessary.

Limiting cycle traffic along Victoria Road would be a goal as this does not have designated cycleways.

A map providing recommended access routes would be provided by the facility online. Established route connections to suitable points on the Chisholm Trail will be highlighted as well.

Public Transport

The location of the facility overall provides access to all major public transport routes into the city, being a short walk from the city centre terminal points for all City Stagecoach Routes.

The closest bus stops to the facility are on French's Road and Histon Road, served by the City 8 Stagecoach service. This is also a direct bus route from the British Rail station to the south of the city (City 1 is also possible with a short walk from Chesterton Road). On development of the Science Park railway station City 1 or 2 routes will also be relevant.

The Park and Ride bus routes have stopping points that can connect with the above routes, or appropriate pedestrian/cycle routes as follows:

Madingley/Newmarket via Bridge Street (pedestrians via Castle Street and Victoria Road, cyclists to join routes above via St Luke's or Chesterton Road)

Milton/Babraham via The Grafton Centre (bus routes as above or pedestrian and cycle routes across Midsummer Common and then via Victoria Road or Chesterton Road links).

Trumpington via Downing Street (bus routes as above or pedestrian and cycle via Jesus Green or city centre to Bridge Street or Chesterton Road links)

Therefore Park and Ride can be recommended as an option with the Madingley and Newmarket routes particularly useful for travel from out of town.

Guided Busway

Of particular use, especially for young people out of the city will be the access to the Guided Busway. Route B from Huntingdon and St. Ives has a stop at Shire Hall in Castle Street and pedestrian/cycle routes are straightforward to the site from there.

Route B from Trumpington and Route A from St Ives via the Science Park both stop at Drummer St which is again a short walk or cycle or further bus link to the site.

Coaches and minibuses

On occasion users of the facility may travel from a distance via minibus or coach. Minibuses can be accommodated on site as multi-user transportation is a more efficient usage of the available parking for transporting groups, particularly children and young people.

Coach access is not possible to the site or via French's Road. As equipment would be provided on site it is rare that non-portable equipment would need to be transported by large groups - on that rare occasion this can be arranged in advance or as a separate vehicle transportation or a transfer mechanism from coach to facility organised.

There are alternatives for drop off and pick up points that could be agreed for the occasions required, which are expected to be infrequent, as part of the purpose of the facility is to enable online engagement for longer distance participation instead of travel.

Suggested options have taken into consideration the needs of risk assessment processes for schools in order to provide best safe pedestrian routes from the drop off and pick up point:

Option 1: Histon Road, near to Linden Close. St Luke's Primary School already uses a stopping point alongside Histon Road via the school fields gate. As coach arrivals and departures would be known in advance this would provide the closest most suitable access point and the school would enable facility keyholders to be able to use this access.

Option 2: Castle Park: A slightly more distant option would be to use Castle Park which has a straightforward loop for a coach (already used by council bus transport) and has pathways that lead via the public car park to Victoria Road.

Disabled Access

Appropriate onsite parking at the recommended limits will be provided for disabled access and the protected pedestrian routes suggested above will also be relevant for those using mobility scooters. If targeted activity involved disabled groups means additional disabled parking is required, it will be possible to designate/reserve additional spaces on site for the specific event.

Parking

The facility and school is in the Uncontrolled Parking Zone for planning purposes although it is recognised that it is very close to the centre of town and the Controlled Zone. The facility is in part focused on new distance learning techniques and the encouragement of non-vehicle usage is built into the travel plan and information for users.

Ideally there would be 1 parking space provided by 20sqm of floor space including disabled car parking. For the school site the provision will be two spaces for every three staff.

The floor area of the facility proposed is approximately 1250sqm, therefore provision of 62 including 3 disabled spaces should be available for the purposes of the use of the building. There are 30 staff although some are part-time, therefore 20 spaces required. Therefore ideally there will be 82 potential spaces including 4 disabled user spaces. We would argue though that the usage and travel plan outlined, plus the proximity to the Controlled Zone would permit a lower level of spaces on site without increasing pressure on on-street parking in the nearby roads.

Currently on site there are 29 spaces.

The proposal enables an increase to a maximum of 63 spaces including 4 disabled access provide with 2 each next to the entrances to school and facility respectively.

Although this falls short of the planning requirements, options to use parking at Shire Hall, particularly for major events out of hours will reduce pressure on these spaces. Requirements for booked visitor spaces will enable management of the parking needs.

Ideally cycle parking should be provided for at least 180 cycles for both school and facility. This should be possible at the design phase.

Space will be created for appropriate loading and unloading and service vehicles to both parts of the site.

Staff parking

We will encourage use of car club options in the local area, particularly for staff who can access this via the Shire Hall site. The car parking options available to council staff will be applied to the facility staff in order to reduce on site staff parking requirements and encourage public transport usage for staff based in or close to the city.

Visitor parking

It is expected that visitors requiring vehicle access will be minimal as detailed above, due to the efforts provided to maximise non-vehicle transportation to the facility.

For those not travelling by public transport or other means and unable to access limited onsite parking, directions will be provided to alternative nearby parking including:

Castle Park Pay and Display

The Boathouse Pay and Display, Chesterton Road

Park Street Car Park, City Centre

On street parking meters near to area

However when required, visitor spaces will be booked in advance if possible with some provided for un-reserved situations.