

## North East Cambridge Area – Transport Approach

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox; Executive Director - Place and Economy

Electoral division(s): Chesterton East, Kings Hedges

Key decision: No

Forward Plan ref: n/a

Outcome: The Committee is being asked to approve the County Council's approach to the assessment and consideration of traffic and transport impacts associated with proposed development within the North East Cambridge (NEC) Area Action Plan (AAP) area. Subject to this approval, the anticipated outcome is to allow officers to provide a consistent technical approach to assessing transport implications for all developments in this area.

Recommendation: It is recommended that the Committee:

Approves the approach to the assessment and consideration of traffic and transport impacts, and the associated transport position as set out within the paper (2.4)

Name: David Allatt  
Post: Asst Director: Transport Strategy & Network Management  
Email: [David.Allatt@cambridgeshire.gov.uk](mailto:David.Allatt@cambridgeshire.gov.uk)  
Tel: 07411 962 132

### Member contacts:

Names: Councillor Lorna Dupre  
Post: Chair  
Email: [lorna.dupre@cambridgeshire.gov.uk](mailto:lorna.dupre@cambridgeshire.gov.uk)  
Tel: 07930 337596

Names: Councillor Nick Gay  
Post: Vice Chair  
Email: [nick.gay@cambridgeshire.gov.uk](mailto:nick.gay@cambridgeshire.gov.uk)  
Tel: 07833 580957

# 1. Background

- 1.1 The Greater Cambridge Shared Planning Team (made up of South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC)) are preparing an Area Action Plan (AAP) for North East Cambridge (NEC), which will form part of the statutory development plan. The County Council is supporting this work.
- 1.2 The area proposed to be covered by the AAP is shown in Appendix A. It includes land to the east of Milton Road in Cambridge – the area bounded by the A14, the railway and extending south to the Nuffield Road industrial area - and the west of Milton Road, including Cambridge Science Park (CSP) and Cambridge Regional College (CRC).
- 1.3 The area east of Milton Road is one of the last remaining significant brownfield sites in Greater Cambridge, extending to almost a square kilometre. Policy 15 of the Cambridge Local Plan, and Policy SS/4 of the South Cambridgeshire Local Plan, allocates the area for high quality mixed-use development, primarily for employment uses (such as office/research) as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
- 1.4 The local plans do not specify the amount of development, site capacities, or timescales for development, deferring such matters to the preparation of the joint AAP.
- 1.5 Since the local plans were adopted the City Council has secured funding, through the Housing Infrastructure Fund (HIF), to assist with the relocation of the Anglian Water Waste Water Treatment Plant (WWTP) off site. The vacated WWTP site together with land around Cambridge North station, Cambridge Business Park, St John's Innovation Park, Cambridge Science Park and other land, will, in accordance with development plan policy, provide the opportunity for the creation of a new city district which can make a significant contribution to the future housing and employment needs of Greater Cambridge.
- 1.6 The County Council Transport teams have been assisting the councils in the preparation of the aforementioned AAP, aiding understanding of the potential transport impacts, including the commissioning of further transport evidence and conveying the findings and implications of this to interested parties. Following consultation on a preferred option draft of the AAP from 27 July to 5 October 2020, the pre-submission document is being prepared for reporting to both authorities later in the year.
- 1.7 In the meantime, however, proposals are being promoted through planning applications by some landowners for expansion, intensification, and consolidation of some of the sites across the NEC area. Responses to the AAP consultation from communities have already raised concerns about the transport implications arising from the AAP vision. These emerging proposals are, in some cases, significant in scale and have the potential to impact upon the already challenging traffic conditions in the area. These proposals, if treated in a piecemeal way, will harm the delivery of the AAP vision and objectives.

## 2 Main Issues

### Transport Issues

- 2.1 The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018, specifically considered this area and made a number of recommendations which included:
- Providing a form and mix of development that enables access to many services and facilities by residents, workers, and visitors to be made locally or without the need to travel by car;
  - Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
  - A policy of demand and parking management for developments in the area;
  - A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
  - A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.
- 2.2 These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP (the North East Cambridge Area Action Plan Transport Evidence Base (September 2019)).

### Transport Principles

- 2.3 The County Council Transport teams have set out their position in a NEC Transport Position Statement. This was reviewed and revised in February 2021 and is attached at Appendix B. Its purpose is to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area.
- 2.4 Fundamentally, the position highlights that the Highways Authority will not consider future development proposals to be acceptable unless they (i) present proposals as part of a clear area-wide transport strategy, (ii) address cumulative impacts, and (iii) accord with the following key transport principles:
- A) Future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget, then development within an area will halt until this is resolved.
  - B) Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation and should include measures to further reduce this over time.

- C) Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- D) Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and Transport Assessment for the whole area before individual elements can come forward.
- E) Each proposal within the AAP area should consider the impacts of cumulative development and provide effective mitigation. Development within the NEC area is required to make financial contributions towards strategic infrastructure. The total strategic contribution from the AAP developers is forecast to be circa £110 million. The final amount, and its apportionment will be determined by the development quantum proposed.
- F) Proposed development must not lead to unacceptable air quality.
- G) Developments should indicate how they will engage with and support the promotion of walking and cycling to and from key nodes – and within the area
- H) Proposals will be expected to provide for future “area wide” travel planning initiatives as part of the AAP which would seek to ensure a coordinated approach to travel planning across the whole of the site, rather than rely solely on site specific travel plans.

### Controlling Development Trips

- 2.5 The transport evidence in support of the AAP has identified the importance of applying a vehicle ‘trip budget’ approach to enable growth, essentially restricting the total number of peak trips from the area and, therein the individual development sites. This precedent has been secured through the Waterbeach New Town development.
- 2.6 To achieve this, the transport evidence advocates new developments be subject to a strict trip budget which limits the number of external trips allowed to and from each site in the peak period. It is expected that development would not normally be supported if proposals exceed the trip budget, and exceedance of the trip budget would halt development.
- 2.7 The transport evidence indicates that, irrespective of the level of development, the highway network serving NEC could only support cumulative AM peak hour vehicle movements of 3,900 two-way trips (3,000 PM) from sites in the AAP area. This essentially equates to a ‘no net increase’.

- 2.8 Through the pre-application and transport assessment scoping stages of current development proposals, County Transport teams have advised that the trip budget will be proportioned amongst the sites within the NEC area in accordance with the total anticipated size of each area (current and future) in accordance with the total quantum of development identified within the Draft AAP.
- 2.9 With this level of vehicle trips, only minor changes to Milton Road accesses would be required – with no other significant off-site highway mitigation. The bulk of the mitigation would be the measures that improve the attractiveness and connectivity of other sustainable modes of travel to achieve the trip budget.

### Sustainable Travel Enhancements

- 2.10 The significant sustainable travel enhancements required are set out below. These measures have been identified through the NEC Transport evidence base, although further measures to meet the trip budget will also be considered. The County Transport teams expect these measures to be included in, and enabled by, developer proposals for NEC. They view that the only way to do this effectively is to take a holistic view of the development area.

<b>Internal</b>	<ul style="list-style-type: none"> <li>○ Sustainability focused master-planning / urban realm</li> <li>○ Segregated high quality and safe crossing point(s) on Milton Road (could take the form of a green bridge connecting the NEC on both sides of the road, a tunnel under the roadway, and/or other grade separated solutions)</li> <li>○ Safe crossing points on the busway</li> <li>○ Access/egress controls to limit access from egress to the local Highway</li> <li>○ Intra-site shuttle system</li> <li>○ NEC parking strategy</li> <li>○ Travel Plan Measures and Travel Monitoring (including e-bikes / e-scooters, incentive programmes, transport subsidies, smartphone apps / information messaging, car sharing, home working / hot-desking culture)</li> <li>○ Potential changes to development mix / quantum to reduce trip budget impact and increase internalisation levels</li> <li>○ Marketing support to attract residents to the area that are more likely to use alternative travel modes other than car</li> </ul>
<b>Local</b>	<ul style="list-style-type: none"> <li>○ New segregated public transport link from Milton Road P&amp;R to site avoiding interaction with Milton Road and including shared pedestrian / cycling facilities</li> <li>○ Additional P&amp;R spaces at key locations, recognising that demand for these might reduce in the longer term should demand responsive feeder services be provided</li> <li>○ Park and cycle opportunities at P&amp;R locations</li> <li>○ P&amp;R shuttle system</li> <li>○ Variable Message Signage (VMS) at key locations</li> </ul>
<b>Strategic</b>	<ul style="list-style-type: none"> <li>○ Deliver a segregated mass transit link that also links to the Busway</li> <li>○ Implement Milton Greater Cambridge Partnership Corridor</li> <li>○ Implement A10 Greenway and wider Greenway network</li> <li>○ Implement Chisholm Trail</li> </ul>

- |  |   |
|--|---|
|  | <ul style="list-style-type: none"> <li>○ Rail frequency uplifts (NR – Ely Junction works required)</li> <li>○ Additional public transport services (including buses and rail but, in the medium term, taking advantage of the benefits that future forms of mobility and rapid transport will bring)</li> <li>○ Delivery of already planned cycle improvements including the Waterbeach Greenway and the Chisholm Trail</li> <li>○ Plugging gaps in the wider cycle network to enhance routes to key residential areas</li> <li>○ Alignment with any demand management measures that might emerge via the GCP's consideration of wider measures for Greater Cambridge.</li> </ul> |
|--|---|

### Car Parking Management

- 2.11 Restrictive car parking will be key. A comparative exercise shows that new development needs to (and can) achieve significantly different parking ratios to the approved Local Plan in order to enable proposals to fall within the trip budget methodology:
- 1 space per 84-128 sqm of employment floorspace (or even lower where possible)
  - 0.5 spaces per dwelling (or even lower where possible, maximising opportunities for car-free dwellings)
- 2.12 For sites that already have substantial car parking provision, the approach is to require a phased reduction in parking spaces as sites are intensified and area-wide sustainable transport accessibility is achieved. To support the delivery of low parking levels, developers should also support the provision of car clubs, pool vehicles, and subsidised travel, including bike purchase schemes. Such provision will need to be set out in the area-wide and site-specific Travel Plans to be submitted with development proposals and the provisions therein secured by way of S106 Agreement.
- 2.13 To avoid displaced parking developers/authorities will need to monitor surrounding area (Chesterton East, West and South, and the King's Hedges areas to the south and Milton to the north), with measures to identify and eliminate informal parking (e.g. through contributions towards the consultation and implementation of Controlled Parking Zones).
- 2.14 Where people accessing NEC do not currently have the ability to do so using sustainable modes of travel, the approach seeks to intercept these trips on route or at the boundary of the AAP area. This includes exploring the opportunities for increasing patronage of Park & Ride sites and enhanced facilities such as cycle parking and variable messaging on the A14 and A10 approaches. For deliveries, parcel hubs should enable last green mile services.
- 2.15 Finally, the County expects the NEC road hierarchy and development layout within the existing and future development areas will enforce behavioural change, through exploring the development and use of small, edge of development car parks, rather than on-plot or on-street parking or large areas of surface car parks. Likewise, no-through routes for non-essential vehicles and lower speed limits, priority for walking and cycling, and innovative use of landscape will also improve the quality of travel

experience for non-car users and reduce the attractiveness of on plot car parking compared to more sustainable alternatives.

#### Physical Controls

- 2.16 If necessary, the Highway Authority, in consultation with the councils, Highways England and other stakeholders, will consider methods of physically controlling site trips, including through signalling or highways works.

#### Developer Financial Obligations

- 2.17 It is recognised that the growth within NEC cannot be delivered unless the area achieves a behavioural transformation. As set out above, this will be impossible without significant investment in on and off-site transport infrastructure. Developer funding will be essential to enable this.
- 2.18 Current estimates assume a sustainable area-wide package requiring circa £110 million of developer funding, subject to further modelling and the final details of the package of measures.
- 2.19 The County Council will expect all developers to contribute towards this package. As with other sites along a corridor, a formula approach will be applied to ensure costs are apportioned equitably. The inputs to the formula will inevitably need to be refined as detailed transport evidence is provided, and further details are known about the package costs.

#### Next Steps

- 2.20 The County Transport teams have requested through the Landowners' Forum that those developers seeking to bring forward development in this area embrace the above approach.
- 2.21 The County is supporting the development of a joint Developer Transport Strategy, which will echo the findings of the County's evidence, set out the developer growth ambitious, and their commitment to progressing in line with the principles set out. Drafting of the strategy is currently taking place, with a view to completing in Autumn 2021.
- 2.22 A pre-submission AAP document is being prepared with input from the County Council, for reporting to both district planning authorities later in 2021.

### **3. Alignment with corporate priorities**

#### **3.1 Communities at the heart of everything we do**

The report sets out how the County will protect local communities from negative transport impacts, whilst supporting growth in opportunities through sustainable land use development.

#### **3.2 A good quality of life for everyone**

The report above sets out the implications for this priority in paragraphs 2.10

### 3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraphs 2.10

### 3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

## 4. Significant Implications

### 4.1 Resource Implications

- No direct implications, however, the approach ensures that developments in the area contribute financially to the area-wide strategic transport package, providing much needed local match capital funding.

### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

- There are no significant implications associated with this paper. Through note that there will be future implications as the authorities consider the delivery approach to the transport infrastructure package.

### 4.3 Statutory, Legal and Risk Implications

- The approach will assist the County in fulfilling its Local Highway Authority duties as a statutory planning consultee.

### 4.4 Equality and Diversity Implications

- There are no significant implications within this category. Access for all will form an overarching requirement of any detailed planning application assessed through the National Planning Policy Framework (NPPF).

### 4.5 Engagement and Communications Implications

- The Position Statement in Appendix B provides clear communication to the development sector of how the County intends to approach planning applications in the area.

### 4.6 Localism and Local Member Involvement

- There are no significant implications within this category.

### 4.7 Public Health Implications



- There are no direct implications within this category, though note that the sustainable transport infrastructure package for the AAP will ultimately support improved public health.

#### 4.8 Environment and Climate Change Implications on Priority Areas:

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

~~Positive/neutral/negative~~ Status:

Explanation: This transport approach paper does not cover the spec of the buildings within the AAP, though the AAP will set expectations in this regard.

##### 4.8.2 Implication 2: Low carbon transport.

~~Positive/neutral/negative~~ Status:

Explanation: See the measures set out in 2.10 which will be a requirement of growth in the AAP area

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

~~Positive/neutral/negative~~ Status:

Explanation: This transport approach paper does not cover these areas, though the AAP will set expectations in this regard.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

##### 4.8.5 Implication 5: Water use, availability and management:

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

##### 4.8.6 Implication 6: Air Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: See the measures set out in 2.10 which will be a requirement of growth in the AAP area

##### 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

~~Positive/neutral/negative~~ Status:

Explanation: Out of the scope of this paper

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes/No

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?  
Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by  
Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your  
Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been  
cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents

[The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case \(January 2018\)](#)  
[North East Cambridge Area Action Plan Transport Evidence Base \(September 2019\)](#)  
[Draft North East Cambridge Area Action Plan 2020](#)

#### Appendices

Appendix A – NEC Spatial Framework Map

Appendix B: Cambridgeshire County Council revised NEC Transport Position Statement,  
February 2021

APPENDIX A – NEC Spatial Framework Map



## APPENDIX B – Transport Position Statement

### **Transport Position Statement:**

#### **Approach to planning applications on the A10 northern corridor**

**DATE: May 2020 (Revised February 2021)**

### **Purpose**

To outline the approach to be taken by Cambridgeshire County Council (CCC), as the Highway Authority, in the consideration of planning applications on the A10 corridor between Stretham and Cambridge. This relates particularly to the North East Cambridge (NEC) area ahead of the adoption of an Area Action Plan (AAP). This area includes Cambridge Science Park and the area between Milton Road and the River Cam to the east.

CCC has established its position to ensure that development proposals within the above area, that come ahead of the NEC AAP submission, do not prejudice or frustrate the delivery of the strategic transport solution or wider development aspirations of the NEC AAP area. Fundamentally the position highlights that:

- Future developments should (i) present proposals as part of a clear area-wide transport strategy, and (ii) accord with the key development principles set out at the end of this statement (iii) adopt an innovative approach to sustainable transport, parking and demand management, and (iv) - will be subject to a clearly defined trip budget.

These matters will be informed by the AAP transport evidence and are summarised below.

Applications that do not satisfy the above requirements will not be supported by the Highways Authority.

### **Background**

North East Cambridge is one of the last remaining major brownfield sites in Greater Cambridge and it has long been an ambition of the local councils to take advantage of the opportunity this site affords to regenerate this part of the city and to support the continued economic success of the local economy. The Government announced in March 2019 the allocation of £227M from the Housing Infrastructure Fund for the relocation of the Water Recycling Centre.

The NEC area continues to make an important contribution to the Cambridge cluster of research and high-tech. The A10 corridor is to the north of Cambridge and suffers from peak time congestion between Ely and Cambridge. Towards Cambridge the A10 is at capacity between the A14 interchange and the Kings Hedges Road junction. This can have an impact on the surrounding network in both peaks and leads to congestion exiting the Science Park in the PM peak.

In terms of noise from the A14, an assessment that includes noise mitigation along the A14 stretching beyond the River Cam has concluded that daytime decibel levels of between 50-55dB are achieved and are acceptable for an edge of urban area in close proximity to the A14.

The on-going air quality modelling assessment indicates that traffic related air pollution is not a significant constraint to the development based on the current National Air Quality Objectives, however it is recommended that sensitive development / relevant receptors are not introduced to areas that are shown to (or are forecast to) exceed the NAQO's. Such receptors include residential dwellings, schools, hospitals and external amenity space. Average modelled concentrations range between 18-25µg/m<sup>3</sup>. With the highest levels recorded alongside the A14, Nuffield Road and Milton Road. Should the NQO of 20µg/m<sup>3</sup> be introduced as the recently enacted Environment Bill, parts of the study area may be unsuitable for sensitive developments. The areas that are forecast to be impacted by this are as follows:

- Cambridge Science Park and area of Cambridge Regional College (in its' entirety)
- St John's Innovation Park (a portion of St John's Innovation Centre) and
- A strip of land in the southwest of the NEC area close to the Milton Road carriageway

Cambridge Guided Busway services are frequent but are overcrowded at peak times, and serve only the Northstowe to St Ives corridor. Since the opening of Cambridge North railway station in May 2017 the number of passengers using the new station has risen substantially, with half a million passengers using the station in the first year of opening. In 2018/19 this has increased to 813,000 entries and exits. The introduction of 8 carriage trains in 2020 will significantly increase rail capacity on the London to Kings Lynn corridor.

Barriers to easy pedestrian and cycle connectivity to this area include the mile distance between Cambridge North railway station and much of the Science Park, the severance impact of Milton Road, Cambridge Guided Busway, inward facing and fenced off business parks, the A14, the railway and River Cam. These will be only partly addressed through the completion of the Greater Cambridge Partnership (GCP) Milton Road corridor cycle and bus improvements, and the Chisholm Trail cycle route connection to central Cambridge, and the Waterbeach Greenway to Waterbeach.

Overall the 2011 census details that the mode share for the NEC is 71% by private car with half of employees having no viable public transport option, (90% of these people travel to the site by car). The Cambridge Science Park has made significant progress in reducing the car mode share since the 2011 census, however, the abundance of parking with few demand controls in place strengthens the link between parking and car use.

### **NEC Planning policy**

The North East Cambridge area is mostly made up of land to the east of Milton Road and the Cambridge Science Park to the west. The planning policies for NEC are set out in both Cambridge and South Cambridgeshire Local Plans (2018) as a high quality mixed use employment-led development with a range of supporting uses. The Local Plans state that appropriate proposals for employment development and redevelopment on Cambridge Science Park will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies. Proposed development within NEC will also be required to reflect guidance set out in the Sustainable Design and Construction SPD 2020.

The boundary of the new NEC area, along with the amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the area.

SCDC and Cambridge City Council have approved a Greater Cambridge Local Development Scheme (LDS) setting out a programme for the development of an Area Action Plan (AAP) that covers NEC. It is envisaged the preparation of the Proposed Submission AAP will be completed by summer/autumn 2021 but consultation would be delayed until the successful completion of

the Development Consent Order (DCO) process into the relocation of the Anglian Water Waste Water Treatment Plant (WWTP), because of the need at Examination to be able to demonstrate that the development proposed on the site could be delivered. The Proposed Submission AAP is likely to be published in Autumn/Winter 2023, and then be Submitted for Examination in Spring 2024.

It is worth noting Cambridgeshire and Peterborough Mineral and Waste Local Plan contains a number of policies that concern parts of NEC. These include the safeguarding of two rail heads for the transportation of materials into the county. Both the rail heads and the HGV movements onto Milton Road to access the wider highway network, need to be accommodated as part of future development of the site. Development adjoining or near to the rail heads needs to be suitable so not to prejudice this land use. (Note, The Minerals and Waste Local Plan is currently being updated. The rail heads are proposed to be retained.)

### **Transport issues**

The NEC area is complex with a variety of developer interests, all with aspirations for developing their sites. The Ely-Cambridge Transport Study Preliminary Strategic Outline Business Case, which concluded in January 2018 specifically considered this area and made a number of recommendations which included:

- Providing a form and mix of development that enables access to many services and facilities by residents, workers and visitors to be made locally or without the need to travel by car.
- Provision of significantly lower levels of car parking than has been traditionally provided, particularly for employment;
- A policy of demand and parking management for developments in the area;
- A move away from the traditional approach of predicting the level of unrestrained trip generation and then providing highway capacity mitigation to accommodate the predicted level of trip making; and
- A move towards a vehicular trip budget for the A10 Corridor and NEC area which will help to control the number of vehicular trips accessing the sites.

These recommendations have been investigated further through work to provide a specific transport evidence base to support the AAP. This report is titled North East Cambridge Area Action Plan Transport Evidence Base (September 2019). This report examined several future growth scenarios which are summarised in the table below.

	Existing	HIF Scenario	Option1	Option 2	Option3	Option 4
Jobs	12,000	18,900	18,200	23,200	27,000	23,200
Dwellings	n/a	9,200	5,500	6,650	7,600	8,700

### **Trip Generation and Trip Budget**

It is clear that the only way that the comprehensive and sustainable delivery of the AAP can be achieved is if sites **significantly reduce their vehicle trip generation, below current levels.**

To achieve this, developers will be subject to a strict trip budget which will limit the number of external trips allowed to and from each site. Development will not be permitted if proposals exceed the trip budget, and exceedance of the trip budget would halt development. **This trip**

**budget accords with baseline movements to ensure that new development does not produce a net-vehicle increase.**

**The vehicle trip budget for the NEC area, to ensure a no-net increase on the baseline is:**

- **AM Peak: 3,900 two-way trips**
- **PM Peak: 3,000 two-way trips**

Of the AM budget the inbound employment based trips are 2,882 with most of these inbound and 1,018 residential with most of these outbound.

The trip budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future). Vehicle flows will require monitoring for each area against the trip budget.

With the exception of relatively minor highway works at Milton Road accesses the scenario above does not require major highway mitigation. To achieve the above there will need to be significant investment in enhancing the sustainable travel options.

### Parking

As the transport evidence shows, this significant new urban quarter cannot be sustained with a 'traditional' approach to trip generation and parking. We have therefore adopted an innovative approach to accommodate the scale of development desired by the landowners. This will require a significantly restrictive and carefully managed approach to car parking.

The Evidence Base report indicates that, in order to comply with the trip budget, when fully built out the area should not provide total employment parking in excess of 4,185 spaces (or **4,800** spaces when accounting for the 85% utilisation rate).

The total parking budget will be proportioned amongst the NEC area in accordance with the total anticipated size of each area (current and future).

The Evidence Base report includes an overall parking standard for the area as a range, which is dependent upon the growth scenarios. **It is essential that (i) each of the existing areas significantly reduce their existing parking allocation / occupancy and (ii) areas of growth take a restrictive approach to car parking, in order to achieve the AAP growth objectives.**

### Cumulative Development

Each area within the AAP should demonstrate how it will fulfil the wider ambition of the AAP masterplan in terms of movement and connectivity. This will need to be demonstrated through masterplans of each development area, to enable the wider masterplan for the AAP area.

The NEC AAP Transport Evidence Base report of September 2019 details a comprehensive list of internal, local, and strategic transport interventions. These are presented in Table 55 of this report and have been identified as they would help to support the delivery of the ambitious mixes of development under consideration for the area. Development within the NEC area is required to make financial contributions towards this infrastructure.

The total strategic contribution from the AAP developers is forecast to be £110 million. The final amount will be dependent upon the transport schemes and costs as they are progressed. The apportionment will be determined by the development quantum proposed.

### Development Principles

The following development principles will guide our assessment of the transport implications future planning applications within the NEC AAP area.

- **1:** Highway capacity is 'maxed-out', so any future growth will need to be delivered in a way that does not add additional car trips to the network. This will require developments to come forward with significant sustainable travel enhancements, demand management measures and adherence to a strict 'trip budget' for an area. If an area shows no signs of being able to meet its trip budget then development within an area will halt until this is resolved.
- **2:** Applications within the area must seek to reduce or at worst equal current peak hour vehicle trip generation and should include measures to further reduce this over time.
- **3:** Applications in the area must have a significantly reduced parking allocation / ratio for employment and housing. Guidance on parking ratios is provided within the Transport Evidence Base report.
- **4:** Developers for an area should submit a NEC or sub area-wide Transport Strategy that demonstrates how their individual application fits into the wider masterplan for the sub area or NEC area as a whole (including reductions in overall parking provision as necessary). This approach has been used successfully in Broad Concept Masterplan areas, which require a masterplan and Transport Assessment for the whole area before individual elements can come forward.
- Each proposal within the AAP area should consider the impacts of **cumulative development** and provide effective mitigation. Development within the NEC area is required to make **financial contributions** towards strategic infrastructure.
  - The total strategic contribution from the AAP developers is forecast to be **£110 million**. The final amount, and its apportionment will be determined by the development quantum proposed.
- **5:** Proposed development must not lead to unacceptable air quality

Proposals that fail to comply with the above principles will not be supported by the Highway Authority.