

# APPENDIX 17.2

## FRAMEWORK TRAVEL PLAN

---



**Brookgate Land Limited**

**Cambridge North - Phase 2**

**Framework Travel Plan**

May 2022

Project Code: 05425

**PJA**  
50-60 Station Road  
Cambridge  
CB1 2JH  
UK  
[pja.co.uk](http://pja.co.uk)



## Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
First draft for client review	13 April 2022	Julia Coonan	Eliot King	Mike Salter
Final Version	27 May 2022	Julia Coonan	Eliot King	Mike Salter

### Prepared for

**Ivan Bennett**  
 Construction Director  
**Brookgate Land Ltd**  
 2 Station Place  
 Cambridge  
 CB1 2FP

## Contents

<b>Section</b>	<b>Page</b>
<b>I Introduction.....</b>	<b>6</b>
1.1 Background	6
1.2 Structure of the Framework Travel Plan	8
<b>2 Local Policy and Guidance.....</b>	<b>9</b>
2.1 Overview	9
2.2 National Planning Policy	9
2.3 Regional Policy	11
2.4 Local Policy	13
2.5 Summary	17
<b>3 Objectives and Targets.....</b>	<b>18</b>
3.1 Overview	18
3.2 Objectives	18
3.3 Targets	18
<b>4 Travel Plan Coordination Strategy.....</b>	<b>20</b>
4.1 Overview	20
4.2 Travel Plan Coordination	20
<b>5 Monitoring Strategy.....</b>	<b>22</b>
<b>6 Action Plan.....</b>	<b>24</b>

### List of Tables

Table 6-1: Action Plan.....	24
Table 6-2: Existing Local Bus Services (Monday – Friday).....	27
Table 6-3: Existing Local Bus Services (Saturday – Sunday).....	27
Table 6-4: Peak Hour Rail Services To/From Cambridge North station (Monday – Friday).....	29

### List of Figures

Figure 1.1: Indicative Site Plan for Cambridge North Phase 2.....	7
---	---

## Appendices

Appendix A Public Transport Timetables ..... 27



## I Introduction

### I.1 Background

- 1.1.1 PJA has been appointed by Brookgate Land Limited to provide highways and transport advice and prepare a Framework Travel Plan (FTP) to accompany a forthcoming planning application for the next stage of development at Cambridge North.
- 1.1.2 The Site lies within South Cambridgeshire District and forms part of the former Chesterton Sidings site, adjacent to Cambridge North Station. It is located on the north-east edge of Cambridge, approximately 3km from the city centre, and lies to the east of the Cambridge Business Park.
- 1.1.3 Brookgate has land interests to the north and south of Cowley Road, to the west of the railway line. This Framework Travel Plan focuses on proposals to the south of Cowley Road, known as 'Phase 2'.
- 1.1.4 The planning application for Phase 2 follows on from the Cambridge North Railway Station development which opened in 2017, Novotel which opened in 2020 and an office building known as One Cambridge Square which is currently under construction.
- 1.1.5 The development proposals comprise construction of five commercial buildings, all with retail, hospitality and amenity uses on the ground floor. In addition to the office and lab spaces, Phase 2 includes the development of a Mobility Hub to the immediate north of the existing Novotel. This multi-functional building will serve as a central transport hub for the Cambridge North development and Cambridge North railway station, including car parking provision alongside other uses. The final element of the Phase 2 scheme is provision of 425 residential units of a mix of sizes and tenures on the western side of the site.
- 1.1.6 This Framework Travel Plan relates to the entire hybrid application and therefore covers:
- The office building of One Milton Avenue;
  - The labs and ground floor amenity uses on Station Row;
  - The labs of the One Chesterton Square and Two Milton Avenue and ground floor amenity uses; and,
  - The residential development to the west of Milton Avenue.
- 1.1.7 The indicative site layout, and the various component elements set out above, are shown in Figure 1.1. In addition to the proposed uses subject to this planning application, the plan also shows the existing facilities of Cambridge North station, the Novotel, and the One Cambridge Square building, for orientation.

**Figure 1.1: Indicative Site Plan for Cambridge North Phase 2**



Source: ACME

- 1.1.8 The objectives of this FTP are to encourage the use of sustainable travel modes such as public transport, cycling and walking, as well as discouraging single occupancy vehicle (SOV) trips to and from Cambridge North.
- 1.1.9 Across all stakeholders, the benefits of the Travel Plan have the potential to promote a healthier, more productive workforce and residents, cost savings to staff and residents, reduced demand for on-site parking and less congestion on local roads.
- 1.1.10 Following this Framework Travel Plan, Full Travel Plan(s) could be developed at a later stage in the planning process if required through potential planning conditions. It is anticipated that subsequent Travel Plans, if required, would provide further detail on community and tenant-specific measures in addition to the core initiatives outlined within this Framework Travel Plan.





## **I.2 Structure of the Framework Travel Plan**

1.2.1 This Framework Travel Plan is divided into the following sections:

- **Section 2** – Summarises the Local Policy and Guidance which has influenced the development of this Framework Travel Plan
- **Section 3** – Outlines the objectives and targets of this Travel Plan
- **Section 4** – Demonstrates the Travel Plan Coordination Strategy
- **Section 5** – Discusses the Monitoring Strategy for the Travel Plan
- **Section 6** – Provides an Action Plan for the implementation of this Travel Plan



## 2 Local Policy and Guidance

### 2.1 Overview

2.1.1 This Framework Travel Plan has been developed in accordance with the relevant national and local policies and guidance which are noted below:

#### National Policy

- National Planning Policy Framework (2021)
- National Planning Practice Guidance (2014) - Travel Plans, Transport Assessments and Statements

#### Regional Policy

- Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020)
- Cambridgeshire County Council's Transport Assessment Requirements (2019)

#### Local Policy

- Cambridge Local Plan (2018)
- South Cambridgeshire Local Plan (2018)
- Greater Cambridge Partnership City Access (updated 2020)
- The Emerging North East Cambridge Area Action Plan (NECAAP) (2020)
- Emerging Greater Cambridge Local Plan

### 2.2 National Planning Policy

#### National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), which was last updated in July 2021, sets out the Government's planning policies for England and how these should be applied to developments. The principal requirements of the NPPF in relation to Travel Plans are outlined below.

2.2.2 NPPF paragraph 113 states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*.

2.2.3 Chapter 9 'Promoting Sustainable Transport' of the NPPF states that sustainable transport, including active travel modes and public transport usage, should be considered at the earliest possible stage in the development process. Specifically, paragraph 104 of NPPF states that:



*“Transport issues should be considered from the earliest stages of plan-making and development proposals”. This is to ensure that “Opportunities to promote walking, cycling and public transport use are identified and pursued.”*

- 2.2.4 It is considered that a robust Travel Plan will help to encourage future employees, visitors to, and residents of, Cambridge North to travel sustainably.

### **National Planning Practice Guidance (2014) – Travel Plans, Transport Assessments and Statements**

- 2.2.5 Under the heading ‘Travel plans, Transport Assessments and Statements in decision-taking’, the National Planning Practice Guidance (NPPG) states that:

*“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”*

- 2.2.6 The Guidance document identifies Travel Plans as the following:

*“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.”*

- 2.2.7 The Guidance document goes on to state that Travel Plans should be considered from the outset of the development, rather than retrospectively developed:

*“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation. Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area.”*

- 2.2.8 Under the heading ‘Why are Travel Plans, Transport Assessments and Transport Statements important?’ the guidance sets out the following:

*“Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *Encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*



- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.”*

2.2.9 Effective travel planning thus supports national planning policy, by helping to manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

2.2.10 This Framework Travel Plan thus aims to demonstrate how sustainable travel to and from Cambridge North could be encouraged to positively contribute to the transport environment of the wider area.

## **2.3 Regional Policy**

### **Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020)**

2.3.1 The Cambridgeshire and Peterborough Combined Authority Local Transport Plan (CPCA LTP), which was adopted in January 2020, is the first combined LTP for Cambridgeshire and Peterborough.

2.3.2 The CPCA LTP describes how transport interventions can be used to address the current and future transport challenges and opportunities within Cambridgeshire and Peterborough. Specifically, the CPCA LTP sets out the policies and strategies required to secure growth and ensure that planned large-scale development can take place in a sustainable way.

2.3.3 A key focus of the CPCA LTP is to help address regional transport issues, including, but not limited to, congestion and a lack of public transport, walking and cycling connectivity in order to create a *“more attractive, less car-focused place to live and work<sup>1</sup>”*.

2.3.4 In Policy 7.2 - *Promoting and raising awareness of sustainable transport options*, the CPCA LTP states that the plan supports the development and implementation of travel plan measures within workplaces and new residential developments so that *“healthy, safe, low carbon travel for commuters is actively encouraged and supported.”* The CPCA LTP states that this vision should be supported through the *“promotion of existing and emerging walking and cycling routes and improving the availability, type and quality of information on sustainable modes, [and] ensuring health and air quality benefits are emphasised.”*

2.3.5 This FTP aims to promote the use of existing and proposed public transport services and walking and cycling routes in the vicinity of the development, and signpost how residents, staff and visitors can access them.

---

<sup>1</sup> CPCA LTP, Paragraph 3.49



- 2.3.6 A change in the governance of the CPCA in 2021 has prompted a refresh of the current CPCA LTP and it now proposes to develop a revised Local Transport and Connectivity Plan (LTCP). The LTCP will set out the CPCA's long-term strategy to improve transport in Cambridgeshire and Peterborough. At the time of preparing this TP, the LTCP was subject to consultation.
- 2.3.7 The LTCP plans to commit to delivering "*truly integrated connectivity to all communities with a drive towards a net zero carbon future*". The CPCA's summary of the emerging plan highlights that true connectivity is dependent on digital infrastructure and a greener and more agile transport network.

### **Cambridgeshire County Council's Transport Assessment Requirements (2019)**

- 2.3.8 Cambridgeshire County Council (CCC) published the current version of its Transport Assessment Guidelines and Requirements document in September 2019. The document provides guidance on when a Transport Assessment and Travel Plan is required and what it should contain.
- 2.3.9 The Guidance states that a Travel Plan is expected for developments that require a Transport Assessment, and that a Travel Plan should include the following details:
- Proposed development;
  - Policy;
  - Site assessment;
  - Baseline modal split;
  - Objectives;
  - Targets;
  - Contacts details of the Travel Plan Coordinator (TPC);
  - Measures;
  - Monitoring; and
  - Funding of the Travel Plan.
- 2.3.10 The Guidance states that additional information could include the following:
- Information on the distance to local facilities;
  - Details of walking and cycling routes and related websites;
  - Details of the nearest public transport hubs and timetables;
  - Details of journey times to key destinations for each mode of travel; and,
  - Details of opportunities for car sharing.
- 2.3.11 The requirements set out for Travel Plans in CCC's Guidance have informed the development of this Framework Travel Plan.



## 2.4 Local Policy

Cambridge North is located in South Cambridgeshire, but close to the border with Cambridge City. Although the focus below is on key South Cambridgeshire transport-related planning policies, those from Cambridge City have also been considered in the development of this Framework Travel Plan.

### South Cambridgeshire Local Plan (2018)

- 2.4.1 The South Cambridgeshire Local Plan (SCLP) was adopted in September 2018 and is based on the three principles of sustainability comprising economic, social and environmental sustainability.
- 2.4.2 The SCLP sets out the planning policies and land allocations to guide future development of the District up until 2031. Pertinent policies to the development of Cambridge North are set out below.
- 2.4.3 *Policy TI/2: Planning for Sustainable Travel* states that developments should promote sustainable travel options that could enhance connectivity to the site.
- 2.4.4 *Policy TI/2* states that this includes demonstrating the provision of safe and direct pedestrian routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling.
- 2.4.5 This Framework Travel Plan aims to demonstrate how Cambridge North links to safe, direct and sustainable routes between key locations proximate to the development. The FTP also provides information on public transport services available at, and proximate to, the site.

### Cambridge Local Plan (2018)

- 2.4.6 The Cambridge Local Plan was adopted in October 2018 and sets out how change can be managed in a “positive and sympathetic way”.
- 2.4.7 Section 9 of the Local Plan is titled ‘Providing the Infrastructure to Support Development’ and focuses on how sustainable development can be achieved in terms of transport and infrastructure.
- 2.4.8 Within this section, *Policy 81: Mitigating the transport impact of development* states that “development will only be permitted where they do not have an unacceptable transport impact” and therefore “it is important that every opportunity is taken to mitigate the negative transport impacts of a development,” including the provision of a Travel Plan that should accompany all major developmental proposals.



## **Greater Cambridge Partnership (2021) - Cambridge City Access Strategy ('Making Connections')**

- 2.4.9 The Cambridge City Access Strategy (henceforth, City Access) is under development by the Greater Cambridge Partnership (GCP) and seeks to reduce congestion, deliver a step-change in public transport, cycling and walking, and significantly improve the air quality in Greater Cambridge.
- 2.4.10 In January 2020, the GCP's Director of Transport presented a Paper<sup>2</sup> to the GCP Joint Assembly, and subsequently to the Executive Board, which summarises technical and analytical work undertaken since 2016, alongside the recommendations of the Cambridge Citizens' Assembly, to inform the City Access Strategy.
- 2.4.11 The GCP Paper highlights that *"traffic conditions in, and on the approach to Cambridge are bad, and worsening"*. As a result, the Paper states that existing traffic conditions not only *"cause delay and misery for the people of Greater Cambridge"* but also prevent business and leisure trips from being made into and around Cambridge quickly and reliably.
- 2.4.12 In light of the traffic conditions and air quality issues discussed above, the Paper recommends that substantial changes are required. The Paper states that *"we need significantly more people travelling by public transport, cycling and walking and significantly fewer people travelling by car,"* and that this should be facilitated through the development of a, *"world-class public transport system,"* in the area.
- 2.4.13 More recently, the GCP has consulted on their City Access 'Making Connections' programme. The consultation sought feedback on three key aspects, these being a new bus network, better cycling and walking routes and high quality public spaces, and designing a potential charging zone to potentially raise revenue and create space for public transport. The consultation responses are currently being analysed and reviewed.
- 2.4.14 The proposals consulted on also included improvements to the bus network such as more 'looped' services around Cambridge, more frequent services, longer operating hours and a joined-up fare system including hopper fares to use multiple buses across the city area.
- 2.4.15 To fund any changes to the bus network, the proposals recognise that additional money would be needed. The three options were consulted on:
- 1 Parking charges (applying higher charges to more of the city's parking, and introducing a Workplace Parking Levy: a yearly fee for organisations for parking spaces at workplaces);

---

<sup>2</sup> GCP. Public Transport Improvements and City Access Strategy: Update on Technical Work and Next Steps. 30 Jan 2020.



- 2 A flexible charge (charging private vehicles to drive within an area, potentially varied by time of day or day of week); and
- 3 A pollution charge (charging vehicles to drive within an area unless they meet set emissions criteria).

2.4.16 This FTP aims to mitigate the potential transport impact of Cambridge North by encouraging users and residents of the development to travel by public transport, cycle or commute on foot, given that the development is located in a highly sustainable location.

### **Draft North East Cambridge Area Action Plan**

2.4.17 The Proposed Development is located within the North East Cambridge area. North East Cambridge comprises 182 hectares of brownfield land which has been identified to accommodate a new city district. An Area Action Plan (NECAAP) has been developed by South Cambridgeshire District Council (SCDC) and Cambridge City Council and will, once adopted, form the planning framework to guide development in the area.

2.4.18 The Proposed Submission version of the emerging NECAAP (Regulation 19) was reported to the respective decision-making committees of the Councils over December 2021 to January 2022 and was approved for public consultation. However, the Proposed Submission Plan is not able to progress to public consultation until the Development Consent Order (DCO) process for the relocation of the Cambridge Waste Water Treatment Plant has concluded.

2.4.19 At the time of writing this Statement, the DCO is due to be submitted to the Planning Inspectorate in Autumn 2022 and could take 18 months to process. Therefore, consultation on the Proposed Submission version of the emerging NECAAP is not likely to take place until 2024.

2.4.20 In light of the above, the NECAAP remains at an early stage in its preparation and can only be afforded negligible weight in the determination of planning applications. .

2.4.21 The NECAAP vision for the area is for *“North East Cambridge to be a healthy, inclusive, walkable, low-carbon new city district with a vibrant mix of high quality homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.”*

2.4.22 Chapter 7 of the NECAAP addresses connectivity and describes the area as, *“15-20 minute cycle ride from the city centre. It already has good public transport links, and there are many walking, cycling and public transport improvements already planned for this area.”*

2.4.23 Chapter 7 includes seven policies relating to connectivity and transport, summarised below:

- Policy 16 Sustainable Connectivity
  - All new development should be designed around the principles of walkable neighbourhoods.





- New development should facilitate the delivery of a comprehensive network of high-quality links and connections between and within sites.
- A series of pedestrian and cycle connections external to the AAP area are identified.
- The design of streets and spaces should consider the needs of those walking, cycling and using other sustainable modes, minimising conflict between users.
- Planning applications should demonstrate how solutions to internalising trips and reducing motor vehicle use have been explored.
- Policy 17 Connecting to the Wider Network
  - Development will be required to contribute to new and improvements to existing connections for non-motorised users as set out in the policy.
- Policy 18 Cycle and Micro-mobility Parking
  - Cycle parking must be provided in excess of the minimum standards outlined.
  - At least 5-10% of cycle parking provision must be designed to accommodate non-standard cycles.
  - Provision should be made to store and charge micro-mobility options and mobility scooters.
- Policy 19 Safeguarding for Public Transport
  - An area to the south of the proposed development site will be safeguarded for a transport interchange. Development proposals within the safeguarded area must demonstrate how they will support or enhance this function and engaged with key transport bodies.
- Policy 20 Last Mile Deliveries
  - Delivery and consolidation hubs are identified for Cambridge Science Park and a location close to Milton Road. The hubs should be designed to receive goods from larger vehicles and enable last-mile delivery by sustainable modes.
- Policy 21 Street Hierarchy
  - Development should be designed to manage vehicle movements in accordance with the street hierarchy shown in Figure 42. This includes primary streets providing the main vehicular accesses, secondary streets and consideration of car-free zones.
- Policy 22 Managing Motorised Vehicles
  - Introduces the concept of vehicle trip budgets to limit vehicular trips from development on Milton Road and Kings Hedges Road.
  - By complying with the trip budgets, major highway mitigation is not required.
  - Investment in enhancing sustainable travel options and restrictions on parking are required to support compliance with the vehicle trip budgets.
  - On-street parking should be limited through prohibitive design.



- A monitoring strategy for the vehicle trip budget and car parking should be developed by landowners and the highway and planning authorities.

## **2.5 Summary**

2.5.1 In summary, the requirement for a Travel Plan is recognised within national, regional, and local policy as a key method of positively encouraging sustainable modes of travel and thus contribute to the sustainable transport environment of the wider area.



## 3 Objectives and Targets

### 3.1 Overview

3.1.1 The following section of this report sets out the aims, objectives and targets specific to this FTP for Cambridge North.

3.1.2 The primary purpose of this FTP is to encourage employees, residents and visitors to Cambridge North to adopt healthy and sustainable travel choices.

### 3.2 Objectives

3.2.1 The objectives of a Travel Plan are designed to provide direction and a clear focus for the users of a development including residents, staff and visitors. Therefore, the objectives of this FTP are as follows:

- To support Cambridge North in meeting its allocated vehicle trip budgets for the AM and PM peak hours;
- To raise awareness of the sustainable modes of travel available to all residents of, and visitors to, Cambridge North;
- To encourage active modes of travel, particularly walking and cycling, and to emphasise both the health, environmental and financial benefits of these modes to residents, staff and their wider network;
- To promote healthy lifestyles which will contribute to a sustainable and vibrant community within the Cambridge North masterplan area; and,
- To discourage the use of private vehicles for trips to and from the site, particularly as a single occupant, through education about the negative impacts of these kinds of trips, suggesting suitable alternatives, and through the management of car parking.

### 3.3 Targets

3.3.1 Targets need to be measurable goals against which the progress of the Travel Plan can be assessed.

3.3.2 It is recommended that targets are 'SMART' – specific, measurable, achievable, realistic and time-bound, in order to achieve this and provide accountability,

3.3.3 To establish targets, it is important to have a baseline modal split for site users.

3.3.4 Within 6 months of each element (e.g. residential development or each commercial occupier) of Cambridge North being occupied, it is proposed that baseline travel surveys are undertaken. These would include surveys for each occupant of the office and lab developments and also baseline



residential surveys. The survey results would form the baseline modal share for each respective element.

- 3.3.5 The results of the surveys and the proposed travel plan targets would then be shared and agreed with CCC.



## 4 Travel Plan Coordination Strategy

### 4.1 Overview

4.1.1 This section provides details relating to the coordination of the FTP, including details of the Travel Plan Coordinator (TPC) role(s). The TPC is the custodian of the FTP who plays an integral role in its successful delivery.

### 4.2 Travel Plan Coordination

4.2.1 It is proposed that the implementation and monitoring of the site Travel Plan is the responsibility of an appointed Cambridge North Travel Plan Board, which would be formed of TPCs from each tenant of the office and lab development and a nominated TPC for the residential development.

4.2.2 All Travel Plans are dependent on nominated individuals being allocated the time and resources to successfully implement the proposed measures. It is thus important that the TPC roles are allocated prior to occupation of element of the development (e.g. residential development or commercial occupier moving in), to fulfil the role as set out within this document.

4.2.3 It is also important that all residents and staff are made aware of the relevant individual(s) who hold the role. This allows users of the development to more easily raise any transport and travel issues.

4.2.4 Key duties of TPCs include:

- Delivering Travel Plan initiatives across the site;
- Acting as the 'go to' contact for advice on staff, resident and visitor travel;
- Carrying out regular monitoring and collating up to date travel pattern data;
- Reviewing data such as the use of cycling facilities;
- Organising regular meetings to discuss the Travel Plan and travel matters with the site manager;
- Participating (and taking a lead role) in area-wide travel planning activities so that Cambridge North is recognised as an exemplar site for travel planning; and
- Arranging for Travel Plan reviews in Year 1, 3, and 5 as is required by CCC.

4.2.5 It is anticipated that the amount of time spent by the TPCs will vary according to the period of occupation, the occurrence of the planned travel planning activities and the final monitoring requirements agreed with CCC. It is not expected that the time dedicated will be uniform throughout the life of the Travel Plan.



4.2.6 Once appointed, the details of the TPCs will be provided to Travel Plan Plus (TP+), the body established to provide travel plan advice to the Cambridge North area. The TPCs will work with Travel Plan Plus to implement and promote sustainable and active travel choices that can be integrated with TP+'s wider travel planning activities across North East Cambridge.



## 5 Monitoring Strategy

- 5.1.1 This Framework Travel Plan forms the basis of a long-term management strategy that is designed to increase the mode share of sustainable modes of transport for tenants and residents of Cambridge North. This will further enhance the benefits of this location as a place for dynamic forward-thinking, businesses to connect physically with their employees in a convenient and sustainable way.,
- 5.1.2 In this way, the Framework Travel Plan can support Cambridge North in contributing to national policy objectives centred around reducing the greenhouse gas emissions from transport, local objectives including reduced traffic generation and congestion, and business objectives including providing a highly accessible location, a healthy and productive workforce, and a mechanism for capturing data for use in tenants' sustainability reporting.
- 5.1.3 To achieve this, it is important that the Framework Travel Plan is regularly reviewed to support continued delivery against the Travel Plan objectives.
- 5.1.4 The Travel Plan monitoring strategy will be used to help gauge progress made towards achieving the targets and objectives and, if necessary, enable the Travel Plan to be refined and adapted in order to improve its progression. This will further enhance its exemplar status by introducing a dynamic cycle of continuous improvement, and allowing the plan to be agile to wider changes in the transport environment (e.g. a wider cultural shift to increased uses of micro-modes such as e-scooters, or the delivery of new infrastructure, such as the Waterbeach Greenway).
- 5.1.5 Travel surveys are key to monitoring the progress of Travel Plans, as they allow the modal share of a development's users to be assessed and tracked which can, in turn, feed into wider initiatives.
- 5.1.6 For the purposes of this document, mode share refers to the mode of travel that respondents use for the farthest distance in their commute. Possible modes of travel in the survey would include (but are not limited to):
- Car Driver
  - Car Passenger
  - Bus
  - Park & Ride
  - Park & Cycle
  - Train
  - Walking
  - Cycling



- Scooting

5.1.7 It is also recommended that additional information is collected, including:

- Origin location (staff) and destination location (residents);
- Typical working hours;
- Reasons for choice of mode of travel;
- Preferred mode of travel and why that mode is not utilised by the user (if appropriate); and,
- Possible incentives for switching mode of travel to a sustainable alternative (if appropriate).

5.1.8 Details of the format and timing of the baseline travel survey will be agreed in advance with the relevant CCC Officer and with Travel Plan Plus.

5.1.9 Whilst there is scope to coordinate with Travel Plan Plus on the delivery of the baseline travel survey, the development and administration of the travel surveys for each tenant will be the responsibility of a nominated TPC, who would share their results with the wider Cambridge North Travel Plan Board.

### **Repeat Surveys**

5.1.10 It is proposed that the baseline (year 1) survey will be conducted within 6 months of occupation of each respective element (e.g. residential development or each commercial occupier).

5.1.11 Further monitoring will take place 3 and 5 years after the baseline surveys are completed, in order to assess the progress of the Travel Plan. This will include engaging with Travel Plan Plus.

5.1.12 The surveys will be analysed in order to establish how effective the Travel Plan has been in achieving its aims and targets, and subsequently to assess whether any modifications are required.

5.1.13 Collated results of all surveys undertaken to inform the Travel Plan will be submitted to the CCC Travel Planning Team for review.

### **Cycle Parking**

5.1.14 The TPCs will organise an annual weekday and weekend spot count of cycle parking occupancy to help monitor the demand for cycle parking at locations around the development.





## 6 Action Plan

- 6.1.1 This section of the Travel Plan draws together the proposals for the Travel Plan implementation, monitoring and review process. The proposed actions are summarised in the Action Plan table below. The actions indicate how the various elements of the Travel Plan will be organised and prioritised.
- 6.1.2 The Travel Plan Action Plan provides details of the initiatives that form part of this Travel Plan. This includes identification of an Owner for each action, and when the measures are due to be implemented or actioned. These are recognised as being the core measures and tasks that will be implemented.
- 6.1.3 As outlined in the introduction to this Framework Travel Plan, any other community and tenant-specific measures can be developed during a future Full Travel Plan process if needed to discharge a planning condition. It is anticipated that future objectives and targets in any Full Travel Plan will be at least as ambitious as those set out in this document, and will be used to update the Action Plan set out below.

**Table 6-1: Action Plan**

Mode	Measure	Task	When	Owner
All	Appoint a Travel Plan Coordinator(s)	Identify and appoint a series of TPCs for each commercial tenant and for the residential development. The TPCs will be responsible for the effective implementation of the Travel Plan and the measures it contains.	Pre-occupation	Commercial occupiers/residential developer
All	Coordinate with Travel Plan Plus	The TPCs are to coordinate with Travel Plan Plus – the local advice body for travel advice in the Cambridge North area – to discuss measures to improve modal share by sustainable modes.	Pre-occupation	TPCs
All	Introduce staff and residents to sustainable travel options	The TPCs should arrange a staff engagement event and distribute staff /resident welcome packs and about the Travel Plan and sustainable options for Travel.	Upon occupation	TPCs



Mode	Measure	Task	When	Owner
Cycling	Cycle parking access	Signpost access to the secure cycle parking to staff and residents and include information regarding cycle parking in the Welcome Packs.	Upon occupation	Developer
Cycling	Advertise cycle training	Advertise available cycle training to staff if organised at the discretion of each tenant, to improve confidence and uptake of cycling by staff members (to be accessed at individual staff members discretion)	Upon occupation	TPCs
Cycling	Provide cycle maps	Provide all staff and residents with access to cycling maps within the Welcome Packs. The maps will show key routes, wider transport connections and leisure opportunities.	Upon occupation	TPCs
Walking	Provide walking maps	Provide staff and residents with walking maps within the Welcome Packs showing key routes.	Upon occupation	TPCs
Cycling	Signpost cycle hire options	Provide staff and residents with information regarding local cycle hire options.	Upon occupation	TPCs
Public Transport	Public transport information	Provide all site users with public transport information including signposting to sources of information on routes and timetables and useful apps.	From occupation	TPCs
Car	Promote local car share schemes	Promote car share schemes such as Liftshare ( <a href="http://www.liftshare.com">www.liftshare.com</a> ). through the Welcome Packs.	From occupation	TPCs
Car	Promote use of on-site car club vehicles	Promote the use of the proposed on-site car club vehicles in place of employees using their own private vehicle for travel to/from the site, or residents feeling the need to own a car.	From occupation	TPCs



Mode	Measure	Task	When	Owner
All	Convene the Cambridge North Travel Plan Board, undertake baseline monitoring and complete the Travel Plan update	Arrange regular meetings to discuss the progress of the Travel Plan, and continued engagement with Travel Plan Plus.	Ongoing during occupation	TPCs



## Appendix A Public Transport Timetables

### Buses

6.1.4 A timetable for the bus services on Monday – Friday is provided in the table below.

**Table 6-2: Existing Local Bus Services (Monday – Friday)**

Stop Reference	Bus No.	Route	First Bus arriving at Cambridge North	Frequency (buses per hour)	Last Bus leaving Cambridge North
The Busway Cambridge North (Stop 1)	Busway B	Huntingdon - St. Ives – Longstanton - Cambridge North – Cambridge Central	0628	2 bph	2258
The Busway Cambridge North (Stop 1)	Busway B	Cambridge Central – Cambridge North – Longstanton – St. Ives	0712	2 bph	2337
The Busway Cambridge North (Stop 2)	Citi 2	Waterbeach - Milton - Cambridge North – Chesterton – City Centre – Addenbrooke’s	0540	3 bph	2200
The Busway Cambridge North (Stop 2)	Citi 2	Addenbrooke’s – City Centre – Chesterton – Cambridge North – Milton – Waterbeach - Ely	0724	3 bph	2330

Source: Stagecoach (Accessed March 2022)

6.1.5 The majority of the aforementioned bus services run on weekends, but a number operate with a reduced frequency, as can be seen in the following table. Inbound refers to services that route towards Cambridge City Centre from Cambridge North and vice versa for outbound.

**Table 6-3: Existing Local Bus Services (Saturday – Sunday)**

Stop Reference	Bus No.	Saturday			Sunday		
		First Bus	Frequency (buses per hour)	Last Bus	First Bus	Frequency (buses per hour)	Last Bus
The Busway Cambridge North (Stop 1)	Busway B Inbound	0628	2 bph	2258	0803	1 bph	2203
The Busway Cambridge North (Stop 1)	Busway B Outbound	0712	2 bph	2337	0837	1 bph	2237
The Busway Cambridge North (Stop 2)	Citi 2 Inbound	0540	3 bph	2200	0914	2 bph	1814
The Busway Cambridge North (Stop 2)	Citi 2 Outbound	0724	3 bph	2330	0940	2 bph	1840

Source: Stagecoach (Accessed March 2022)

6.1.6 In addition to the above services, there are further bus stops located on Milton Road including:

- Milton Park & Ride service between Milton Park & Ride and Cambridge City Centre with 6bph;



- Busway A service between St Ives and Trumpington Park & Ride, via Cambridge City Centre and the Cambridge Biomedical Campus with 3bph; and,
- #9 service between Ely and Cambridge City Centre with 1bph with some extensions to Littleport and Chatteris across the day.

## **Rail**

- 6.1.7 Cambridge North Station opened in May 2017 and is located approximately 200-400m to the southeast of the proposed development site.
- 6.1.8 The station has a pick-up/drop-off area combined with a taxi rank and designated Blue-Badge car parking spaces located to the north of the public realm space in front of the station entrance.
- 6.1.9 All southbound services towards London from Cambridge North also call at Cambridge; a journey which takes approximately 5 minutes.
- 6.1.10 Facilities at Cambridge North station include ticket machines, a Costa Coffee kiosk, sheltered seating and toilets.
- 6.1.11 The follow table summarises the peak hours services that call at Cambridge North station. For the purposes of this report, the AM peak for train travel is considered to be 0700-0800 and the PM peak is considered to be 1700-1800. Full timetables are available using <https://www.nationalrail.co.uk/>.



**Table 6-4: Peak Hour Rail Services To/From Cambridge North station (Monday – Friday)**

Peak Hour	Destination	Train Operator	Departure Times	Arrival Times	Peak Hour Frequency	
AM Peak Services	Cambridge North – London King’s Cross	Great Northern	0729	0833	2 services per hour	
		Great Northern	0801	0903		
	London King’s Cross - Cambridge North	Great Northern	0712	0807	2 services per hour	
		Great Northern	0742	0839		
	Cambridge North – London Liverpool Street	Greater Anglia	0707	0825	2 services per hour	
		Greater Anglia	0741	0920		
	London Liverpool Street – Cambridge North	Greater Anglia	0728	0900	2 services per hour	
		Greater Anglia	0758	0934		
	Cambridge North - Ely		Greater Anglia	0704	0716	4 services per hour
			Great Northern	0717	0734	
			Greater Anglia	0729	0742	
			Great Northern	0740	0754	
	Ely – Cambridge North		Great Northern	0714	0728	4 services per hour
			Greater Anglia	0729	0741	
Greater Anglia			0735	0747		
Great Northern			0744	0800		
PM Peak Services	Cambridge North – London King’s Cross	Great Northern	1701	1803	2 service per hour	
		Great Northern	1732	1835		
	London King’s Cross - Cambridge North	Great Northern	1712	1814	2 services per hour	
		Great Northern	1742	1840		
	Cambridge North – London Liverpool Street	Greater Anglia	0713	1846	1 service per hour	
	London Liverpool Street – Cambridge North	Greater Anglia	1737	1858	1 service per hour	
	Cambridge North - Ely		Great Northern	1710	1724	4 services per hour
			Greater Anglia	1727	1740	
			Greater Anglia	1734	1747	
			Great Northern	1741	1756	
	Ely – Cambridge North		Great Northern	1717	1731	3 services per hour
			Greater Anglia	1728	1739	
			Great Northern	1745	1759	

Source: National Rail (accessed March 2022)

6.1.12 The table above shows that Cambridge North station is well served by existing train services providing good local, regional, and national, access.