

## Chapter 10: Transport and Highways

### Introduction

- 10.1 Most developments are likely to generate new transport movements and will have some impact on the local transport network. In the case of many development schemes, specific works and improvements will be required either on-site and/or off-site to mitigate the direct impact of the development scheme on the transport network and to make the proposed development acceptable in Highways terms. The types of improvements sought may include, but are not limited to junction improvements, provision of traffic signals, traffic calming, walking and cycling related measures, public transport enhancements, car clubs, and parking controls. These can be described as development specific transport works and are normally required to be implemented as part of the development scheme.
- 10.2 However, due to the congested highway network in and around Cambridge, there has been a change in transport policy approach away from the 'predict and provide' approach - where mitigation relies heavily on additional highway capacity being created - to a 'decide and provide' approach, particularly for larger development sites. This means the number of vehicular trips generated by the development is carefully controlled and limited by a vehicular trip budget. The type of transport mitigation required will focus less on highway measures and more on improvements to facilities and contributions towards services for non-car modes, along with measures to discourage travel to the site by vehicle such as reduced/restricted car parking.

### Policy Context

- 10.3 The transport policies of both Local Plans seek to ensure that new developments will be located to help minimise the distance people need to travel and be designed to make it easy for everyone to move around and access jobs and services by sustainable modes of transport.

### Cambridge

- 10.4 Cambridge Local Plan 2018 Policy 5 concerns strategic transport infrastructure and requires that development proposals must be consistent with and contribute to the implementation of the transport strategies and priorities set out in the Transport Strategy for Cambridge and South Cambridgeshire. Policy 80 supports Policy 5 by requiring new developments to support and prioritise access to sustainable travel, such by walking, cycling

and public transport, including the safeguarding of land to secure provision. It further establishes the design requirements for new roads and/or road access. Policy 81 concerns the mitigation of the transport impacts arising from a development, including the requirement for the submission of a transport assessment and travel plans for all major developments, and requires contributions/mitigation to make the transport impacts of a development acceptable. Policy 82 sets out the parking standards and requirements to be applied to different forms of development as well as the need for new developments to adequately address their servicing requirements.

## **South Cambridgeshire**

- 10.5 South Cambridgeshire Local Plan 2018 Policy TI/2 –seeks to ensure development is located and designed to reduce the need to travel, particularly by car, and promotes sustainable travel. It ensures sufficient information is supplied that the transport (and associated environmental and health) impact, including cumulative impacts, is suitably assessed (in the form of a transport assessment or statement; a low emission strategy statement and travel plan) and mitigated through direct improvements and reasonable and proportionate financial contributions towards planned strategic transport improvements. Policy TI/3 seeks to ensure appropriate provision of car and cycle parking.

## **Other relevant plans and strategies**

- 10.6 The adopted Local Plans were prepared in parallel with a [Transport Strategy for Cambridge and South Cambridgeshire](#). This provides a policy framework and programme of transport schemes for the area taking account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.
- 10.7 [Local Transport and Connectivity Plan \(Cambridgeshire & Peterborough Combined Authority\)](#) This sets out the long-term overarching strategy to make transport in Cambridgeshire and Peterborough better faster, greener, and more accessible for everyone. It sets out a vision and goals for how transport supports a better future and describes the projects needed to make that new future possible. This includes things like better buses, more train services, less pollution and carbon emissions, and helping more people to cycle and walk.
- 10.8 Reflecting the transport plans for the area, the [Greater Cambridge Partnership](#) are bringing forward a range of sustainable transport initiatives. These are part

funded by the Greater Cambridge City Deal, but developments are required to contribute reflecting their transport impacts.

- 10.9 [Cambridgeshire Active Travel Strategy \(Cambridgeshire County Council\)](#) and [Active Travel Toolkit](#). The Active Travel Strategy provides a comprehensive set of policies that will enable quality provision of active infrastructure and initiatives in Cambridgeshire. It has the ambition of achieving mode shift to more sustainable modes of travel, including through improvements to the transport network, improved connectivity, and ensuring a consistent standard of infrastructure provision for inclusive cycling and walking across the county. The Active Travel Toolkit aims to provide planning authorities, County Council and developers with comprehensive guidance throughout the planning process, ensuring prioritisation of active travel in new developments (of all sizes) and consistent quality of infrastructure provision.
- 10.10 [Active Travel England](#) are a statutory consultee on development applications comprising 150 homes or more, 7,500sqm or more in size, or 5ha or more in area. They provide a range of guidance and advice notes to both LPAs and applicants aimed at ensuring new infrastructure and developments are designed with active travel at the forefront. This includes providing provision for high quality cycling and walking networks, green spaces and green routes, and supporting facilities such as cycle parking.
- 10.11 [Cambridgeshire Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) Reflecting the Government's ambition to increase walking and cycling, particularly to school, by 2025. It sits under the Active Travel Strategy and forms part of the long-term vision to improve the county's cycling and walking networks. It identifies cycling and walking improvements required at the local level, enabling a long-term approach to developing cycling and walking networks.

### **Development types from which obligations will be sought**

- 10.12 The Councils will expect the transport elements and impacts of development to be set out in a Transport Assessment or Statement in line with the NPPF and Cambridgeshire County Council's latest [Transport Assessment Requirements document \(January 2024\)](#). The latter suggests that any form of development that produces 30 or more two-way vehicle trips in any peak hour or generates approximately 150 person trips per day will need to be supported by a detailed transport assessment.

10.13 However, there is no overall minimum development threshold below which transport, or highways obligations will not be sought. Obligations will be sought where:

- there is a requirement to improve existing, or construct new, highway infrastructure in order to access development in a safe and appropriate manner, including for servicing, or to mitigate the effects of the development on the highway network.
- there are requirements to improve non-car accessibility infrastructure in order to access development in a safe and appropriate manner or to mitigate the effects of the development on the transport networks.
- there is a need generated for strategic transport improvements including measures to promote walking, cycling, public transport and highways traffic calming and capacity improvements.

10.14 Consequently, there is no development threshold below which an obligation for transport infrastructure may not be required and there are no types of development that would be exempt from transport infrastructure requirements.

### **Types of obligations**

10.15 Cambridgeshire County Council is the local Highway Authority for the Greater Cambridge area. National Highways are responsible for trunk roads. Cambridgeshire County Council and National Highways are consulted on planning proposals that affect the highway network.

10.16 A range of traffic and highway measures may be required as the result of individual development schemes. The County Council's Transport Team will normally advise on the requirements for individual applications, and/or such works will be identified in the submitted Transport Assessment/Statement, Traffic Management Plan, Construction Logistics Plan, or Low Emissions Strategy Statement. However, the main types of obligations are:

### **Travel plans**

10.17 Travel Plan are a tailored package of practical measures to reduce car travel to and from a proposed site, and to promote and encourage more sustainable forms of transport by increasing the awareness of travel options, such as walking and cycling, and through the provision of facilities to support such options, such as shower facilities and secure cycle parking.

10.18 Travel Plans should identify specific required outcomes, targets, and measures, and set out clear future monitoring and management arrangements. Travel Planning must be considered as the principal mechanism to reduce the impact of any development on the transport network and must consider what additional measures may be required to offset unacceptable impacts if target mode shares and impacts are not met. Travel plans may include provision for financial penalties to fund the promotion or provision of sustainable transport until travel plan objectives are met.

### **Site-specific highways improvements**

10.19 Highways improvements that may be necessary, directly as a result of a development, may include but are not limited to:

- Works required to secure safe access and egress from the development site to the adjoining highway network or to mitigate the direct impact of the development on the off-site road network, including for servicing.
- Provision of internal roads to an adoptable standard (NB: this does not infer an obligation to formally adopt a road).
- Traffic calming measures.
- Works required to secure safe pedestrian and cycle connections to existing off-site routes.
- Site-specific pedestrian and cycle/e-cycle facilities, including contributions to micro mobility (such as cycle and e-scooter hire schemes).
- Site-specific measures and contributions to improve public transport, community transport services, demand responsive or mobility as a service, and multi modal interchange facilities.
- The provision, removal or relocation of street furniture; dropped kerbs; crossovers; pedestrian and cycle crossings; traffic lights; streetlights; signage and wayfinding; or trees.
- The provision of on street parking controls, including loading and waiting restrictions.
- Contributions to monitor and enforce car free developments and developments subject to a vehicular trip budget (see further below).
- Contributions to electric car clubs.
- Provision and contributions to low emission vehicle infrastructure, including electric vehicle charging points and associated grid infrastructure.
- Contributions to digital infrastructure to reduce vehicle use and manage movement of people and vehicles.

## **Strategic transport interventions**

10.20 There will be occasions where the transport demand created by a development may not be satisfactorily mitigated by the measures in a travel plan or through site-specific highways improvements. Where a particular site requires public transport services, or highway or traffic management/mitigation to the wider network, it will likely be required to secure:

- Measures to improve conditions for non-car modes to encourage the transfer of car trips onto active travel and public transport options.
- Contributions to known transport improvement schemes that will improve conditions for non-car modes to encourage the transfer of car trips onto active travel and public transport.
- Junction improvements and/or traffic management measures, including the potential introduction or extension of parking controls, subject to monitoring and consultation.

## **Vehicular trip budget**

10.21 For development, subject to a vehicular trip budget, the means of monitoring the trips to and from the development will need to be agreed with the County Council's Highways Team. The requirement for monitoring is likely to extend from construction through to post- final occupation. Should the monitoring demonstrate that the forecast trips have exceeded the agreed vehicular trip budget, then a financial penalty, hold on future development or a revised schedule of further transport or travel planning interventions will likely be triggered. Such measures reflect the unacceptable impact a breach will have on the highway network that are directly as a result of the development. The level of any financial penalty or required mitigation will reflect the level of breach, its impact, and duration/persistence. The measures should be sufficient to ensure appropriate and immediate action is taken to remedy the breach.

## **Form in which obligations should be made**

10.22 It is essential that travel plan, transport infrastructure and traffic management measures are provided in a timescale commensurate with the proposed phasing of the development and the Councils will seek to approve trigger points through the appropriate legal agreements.

10.23 Onsite and offsite transport improvements within the vicinity of the development, including those contained within agreed travel plans, will be expected to be incorporated within the development proposal and delivered by

the developer. In cases where the developer is required to undertake works on the public highway, a s278 Agreement will need to be entered into with the County's Highways Team for the site.

10.24 Where the County Council's Highways Team is engaged in negotiating and agreeing the technical details of highways improvements as part of a s278, or are required to undertake safety audits, or to review the effectiveness of travel plans and construction management plans, the County Council is likely to seek a fee to cover staff costs incurred. The fee will be assessed in respect of each individual application and calculated having regard to the nature of the development, the anticipated traffic generation and the level of monitoring required.

10.25 Where a financial contribution is sought towards strategic transport improvements, the amount payable will be determined on the basis of the cost of the transport infrastructure and the trips from the development that would use the transport infrastructure.

### **Exemptions**

10.26 There is no development threshold below which a transport obligation may not be required and there are no types of development that would be exempt from transport infrastructure requirements.

### **Further guidance**

10.27 Applicants for planning permission should contact the County Council via email [TA.Officers@cambridgeshire.gov.uk](mailto:TA.Officers@cambridgeshire.gov.uk) to obtain pre-application advice in the transport implications for their development

- Cambridgeshire County Council strategy and toolkit for Active Travel: [Cambridgeshire Active Travel Strategy \(Cambridgeshire County Council\) and Active Travel Toolkit](#).
- Cambridgeshire County Council guidance on Transport Assessments and Travel Plans: [Transport Assessment Requirements - January 2024](#)

### **Other Sources**

- [Active Travel England guidance, advice notes and toolkit](#):
- [Planning for Active Places](#)
- [Sustainable Development Advice Notes](#)
- [Planning Applications Assessment Toolkit](#)