

Chapter 21: Public Rights of Way

Introduction

- 21.1 New housing and commercial developments may create a need for publicly accessible routes on-site or to move in and out of the development and link with existing pedestrian and cycle routes and the wider rights of way network.

Policy Context

Cambridge

- 21.2 Cambridge Local Plan 2018 Policy 5 Sustainable transport and infrastructure requires development proposals to contribute to delivery of transport strategies with particular emphasis on securing modal shift and the greater use of more sustainable forms of transport. Policy 80 supports development that prioritises walking, cycling and public transport and is accessible for all. Policy 81 sets out requirements regarding the mitigation of the transport impacts of development, which can include investment in infrastructure. A range of area specific policies within the Cambridge local plan seek provision of countryside access/rights of way. This will contribute toward the regional network of public rights of way for vulnerable traffic (walkers, cyclists, horse riders and carriage drivers).

South Cambridgeshire

- 21.3 South Cambridgeshire Local Plan 2018 Policy HQ/1 requires developments to achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets and other routes both within the development and linking with its surroundings and existing and proposed facilities and services, focusing on delivering attractive and safe opportunities for walking, cycling, public transport and, where appropriate, horse riding. Policy TI/2: Planning for Sustainable Travel states that planning permission will only be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport.

Development types from which Obligations will be sought

- 21.4 Developments that may trigger a need for publicly accessible routes on-site or to move in and out of the development and link with existing pedestrian and cycle routes and the wider rights of way network.

Form in which contributions should be made

21.5 Planning Obligations may be sought on-site as part of the development works to secure new rights of way over the proposed development site or for the upgrade of existing routes. Such obligations may include requirements for maintenance of newly created or existing rights of way. Financial contributions may be appropriate where necessary to establish better links/connections between new and existing routes on site, and that of the existing wider network. The level of any financial contribution will be based on the cost of the works required to establish the link between on and off-site network connections

Exemptions

21.6 No specific exemptions.

Further guidance

[Cambridgeshire's Active Travel Strategy](#) (Cambridgeshire County Council)

[Cambridgeshire Rights of Way Improvement Plan](#) (Cambridgeshire County Council)

[Cambridgeshire Local Cycling and Walking Infrastructure Plan](#) (Cambridgeshire County Council)

[Cambridgeshire Local Transport and Connectivity Plan](#) (Cambridgeshire and Peterborough Combined Authority)