

Land north of Pampisford Road, Great Abington

Transport Overview

March 2025



Transport Approach

The Transport Strategy for the site strikes a balance between:

- the accessibility of the site (geographic/transport context);
- existing, evidenced travel patterns for residential sites in the area; and,
- the need to stretch targets for higher non-car travel to meet sustainability, healthy living and climate metrics.

Journey to work information for the local area taken from the Census identifies that circa **80% of people currently drive** to work.

The development at Pampisford Road will seek to reduce car trips with a **65% car travel target**. This is considered achievable due to:

- a combination of 'carrot' measures including proximity to the forthcoming CSET travel hub, high-quality residential facilities for active travel; and
- 'stick' measures including appropriate car parking provision.

It is likely that all the above will be promoted/communicated through a Travel Plan.



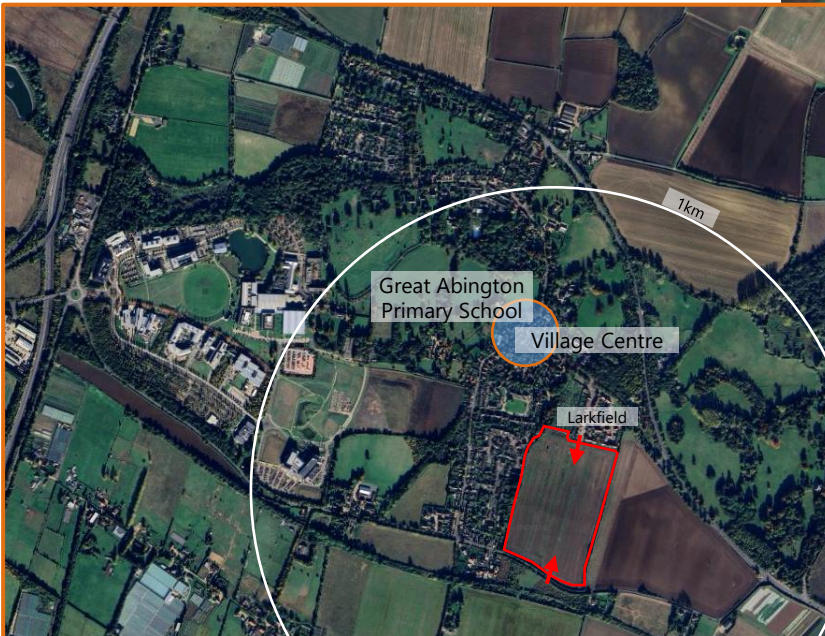
Geographic Context

The Site is located to the east of Great Abington, and to the north of Pampisford Road.

The Site currently comprises an agricultural field, bound to the north by a recent residential development and community allotment, to the east by agricultural fields, to the south by Pampisford Road and to the west by existing residential properties.

There are existing field accesses to the site from Pampisford Road and via Larkfield to the north.

Existing pedestrian access is available via a footway along Linton Road and through Larkfield.



The Site is within 1km walk of the **village centre, including a shop, pub, primary school and recreational facilities.**

The Site is within 2.5km of **employment sites and Linton Village College (secondary school)**. A medical practice and pharmacy are located approximately 2.5km from the Site in the village of Linton.

Transport Context

The Site is well-located for access to a number of sustainable transport options, with links to local villages, plus Cambridge.

Bus

Two bus stops; 'Linton Road' and 'High Street' are located between 200-600m from the site. These stops are served by the #13, once or twice an hour, providing direct services to Cambridge and Haverhill via local villages.

A further bus stop, also called 'High Street' is located approximately 1.2km from the Site on the A1307. From here, the #13, plus the express service #X13 route to/from Cambridge and Haverhill three times an hour.

Rail

Whittlesford Parkway station is located within 5.5km of Land at Pampisford Road, including frequent (3-4/hour) direct services to:

- Cambridge (+ Cambridge North) (12-15 mins);
- London Liverpool Street (70 mins);
- Ely; and,
- Norwich.

Potential future changes include:

- Cambridge South opening in Autumn 2025, providing direct access to the Cambridge Biomedical Campus and Trumpington.



Active Travel

The Linton Greenway routes along Linton Road to the immediate north of the Site. Here, a high-quality active travel route connects to Linton in one direction and Cambridge in the other direction. The route also connects to other local routes including towards Sawston and Whittlesford Parkway.

CSET Travel Hub

A proposed Travel Hub, located within 2.5km of the Site, connecting to a new high-quality high-frequency public transport route towards Cambridge via the Cambridge Biomedical Campus.

Highway Network

Larkfield

To the north of the site, Larkfield is a residential street, serving approximately 45 dwellings. The street is subject to a 20mph speed limit and has traffic calming via raised tables at junctions/corners.

A spur of Larkfield currently serves as a field access point to the Site. Here, the block paved carriageway is circa 5.5m in width, with 2m footways on either side.

Linton Road

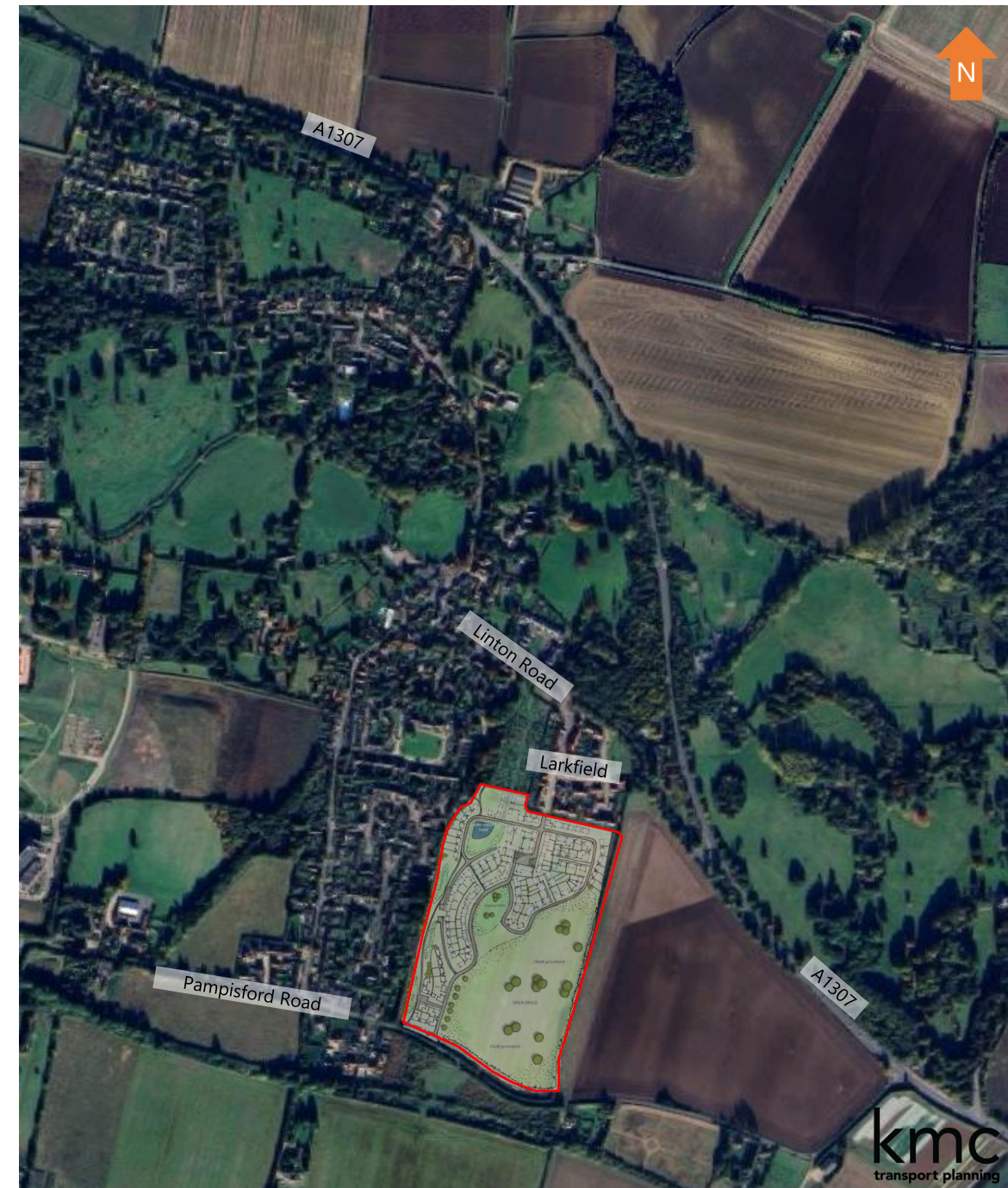
To the north of the site, Linton Road is a single carriageway road between the village centre and the A1307. The speed limit changes from 30mph to 50mph 40m to the west of Larkfield.

Pampisford Road

Pampisford Road is a single carriageway road between the A1307 and the A11/A505 junction. The speed limit changes from 30mph to 50mph 40m to the west of the existing agricultural access.

A1307

The A1307 routes between Cambridge and Haverhill. The section closest to the Site is subject to the National Speed Limit. The junction between Pampisford Road and the A1307 is signalised.



Site Access

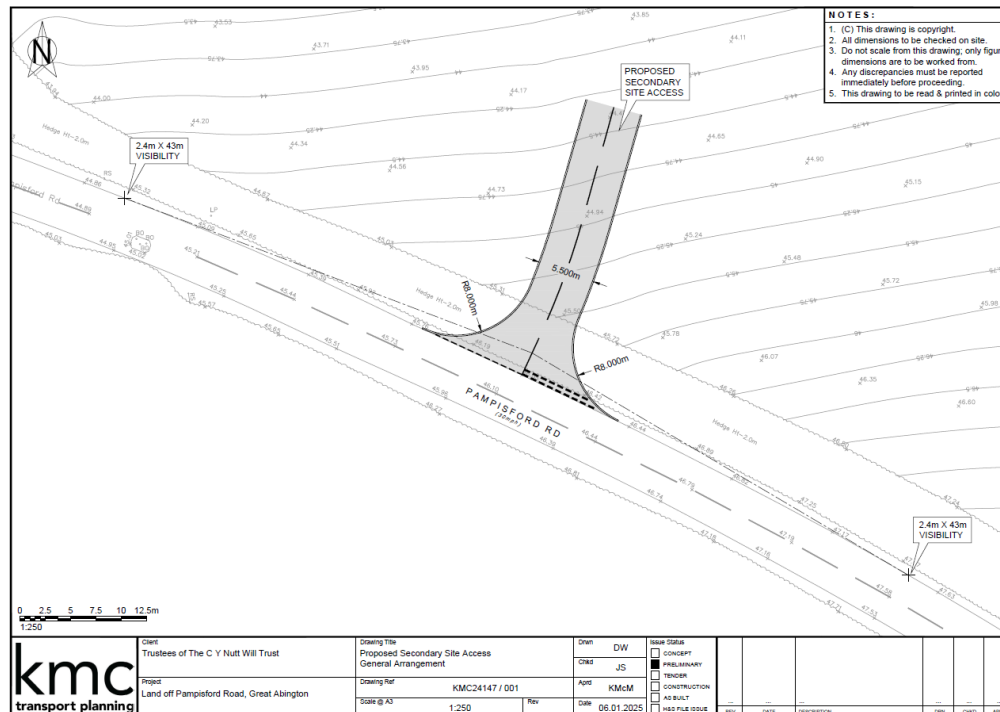
Larkfield

A spur of Larkfield currently serves as an agricultural access point to the Site. Here, the block paved carriageway is circa 5.5m in width, with 2m footways on either side.

This access has been retained through the development to provide access to the Site.

Pampisford Road

A new access point is proposed to the Site from Pampisford Road, 100m to the west of the existing agricultural access. The geometry of this access will accord with Cambridgeshire County Council General principles for development .

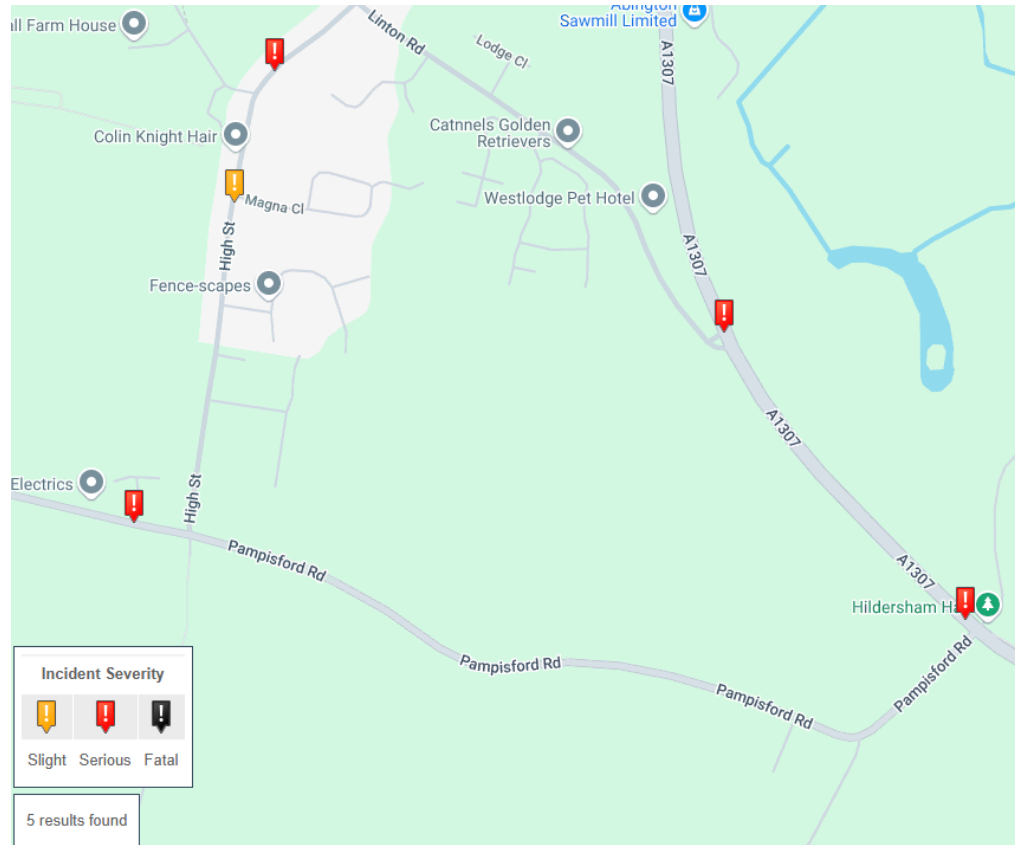


Existing agricultural access from Larkfield – repurposed as proposed access to the Site



New access point to the Site from Pampisford Road, 100m to the west of the existing agricultural access point.

Highway Safety



Personal Injury Collision data from the last five years shows no collisions in the vicinity of the proposed site access points. However, there are two collisions each on High Street and the A1307, plus one further west on Pampisford Road.

The one slight collision on High Street resulted in injury to a cyclist. There are no collision clusters identified by CCC within the vicinity of the site.

Active Travel Infrastructure

The development could provide a range of measures to encourage those travelling on foot and by bike, or a combination of modes.

- Covered and secure cycle parking for each residential property;
- Cycle parking provided in excess of the standards;
- New 2.0m footway on Pampisford Road to connect to the existing provision to the west.

Trip Forecasting

Trip forecasts have been based on TRICS which has been used on previously approved local sites in Abington including Larkfield.

The parameters of the TRICS calculation includes developments of 50-200, in village locations, with medium sized populations within 8 km.

Census data shows that for commuting, car driver mode share is at around 80%.

In terms of car ownership, the census data provides a snapshot of local car ownership. This data will be analysed to understand the likely parking demand and appropriate parking provision against local parking standards.

| Number of cars/vans | Approximate % |
|---------------------|---------------|
| 0 | 7% |
| 1 | 40% |
| 2 | 38% |
| 3 | 15% |

Person Trip Rates

| Time | Person Trip Rate | Total Person Trips (135 homes) |
|---------------------|------------------|--------------------------------|
| AM peak (0800-0900) | 0.745 | 101 |
| PM peak (1500-1600) | 0.634 | 94 |
| Daily | 6.265 | 846 |

Vehicular Trip Rates

| Time | Person Trip Rate | Total Person Trips (135 homes) |
|---------------------|------------------|--------------------------------|
| AM peak (0800-0900) | 0.425 | 57 |
| PM peak (1700-1800) | 0.394 | 53 |
| Daily | 3.869 | 522 |

Method of Travel to Work

