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transport planning

Cambridge South

Call for Sites – Transport Approach & Strategy

Pigeon

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Project:	Cambridge South
Client:	Land Improvement Holdings 'LIH' and Pigeon Land 'Pigeon'
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1 INTRODUCTION

1.1 Report Purpose

1.1.1 This transport focussed submission has been prepared on behalf of Lands Improvement Holdings ('LIH') and Pigeon Land ('Pigeon') in response to the call for sites held by the Greater Cambridge Shared Planning service ('GCSP') as part of the next stage of the preparing the Greater Cambridge Local Plan ('GCLP').

1.1.2 It provides details regarding 190 hectares of land known as Cambridge South located between Cambridge Road and the M11 and south of Addenbrooke's Road, immediately south of Trumpington ('the Site').

1.1.3 LIH and Pigeon are promoting Cambridge South for development to deliver circa 4,500 new homes alongside supporting infrastructure and ancillary retail, amenity and commercial uses. The site's location means that it can have a particular synergy with the nationally important Cambridge Biomedical Campus, as well as contributing to wider needs.

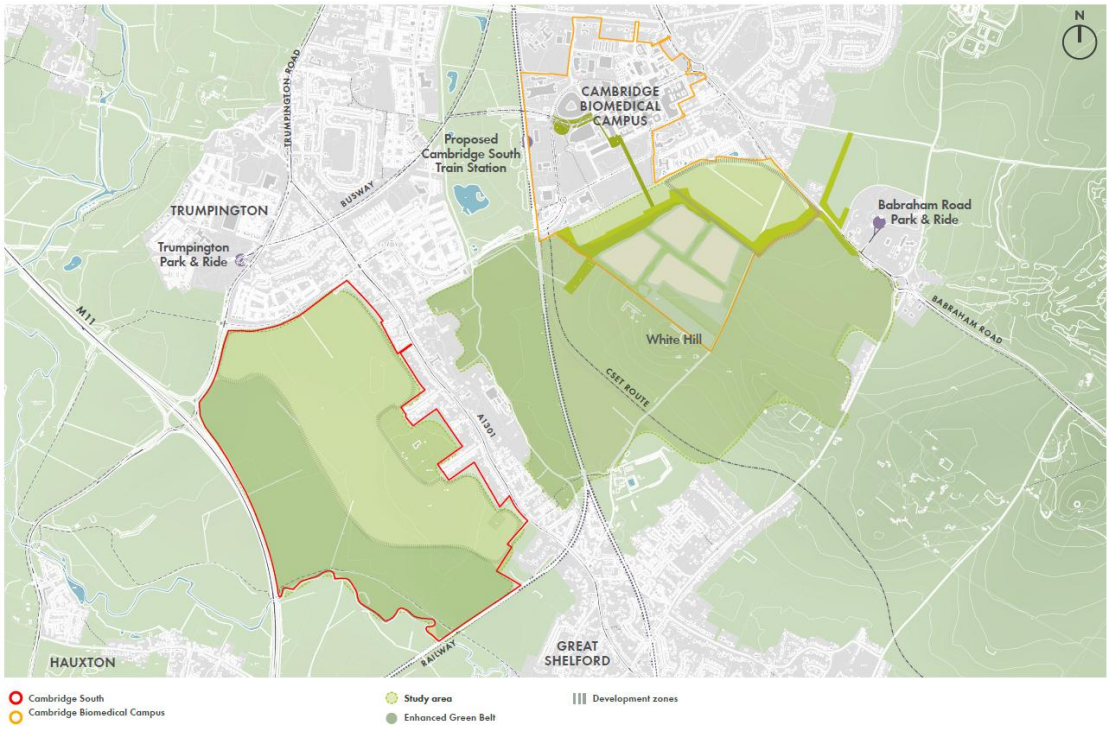
1.2 Site Context

1.2.1 Cambridge South, henceforth known as 'the Site', is a 190 ha site located to the south of the city of Cambridge. The Site crosses the border between Cambridge City and South Cambridgeshire districts.

1.2.2 The Site is bound to the north by Addenbrooke's Road/Hauxton Road (A1309), to the east by residential properties on the A1301, to the south by the railway and the River Cam and to the west by the M11. At present, the Site comprises private monocultural agricultural land.

1.2.3 Figure 1.1 shows the location of the site in relation to the built-up areas of Trumpington and Great Shelford, plus in relation to the Cambridge Biomedical Campus.

Figure 1.1: Definition of Development Zone



1.3 Previous Engagement

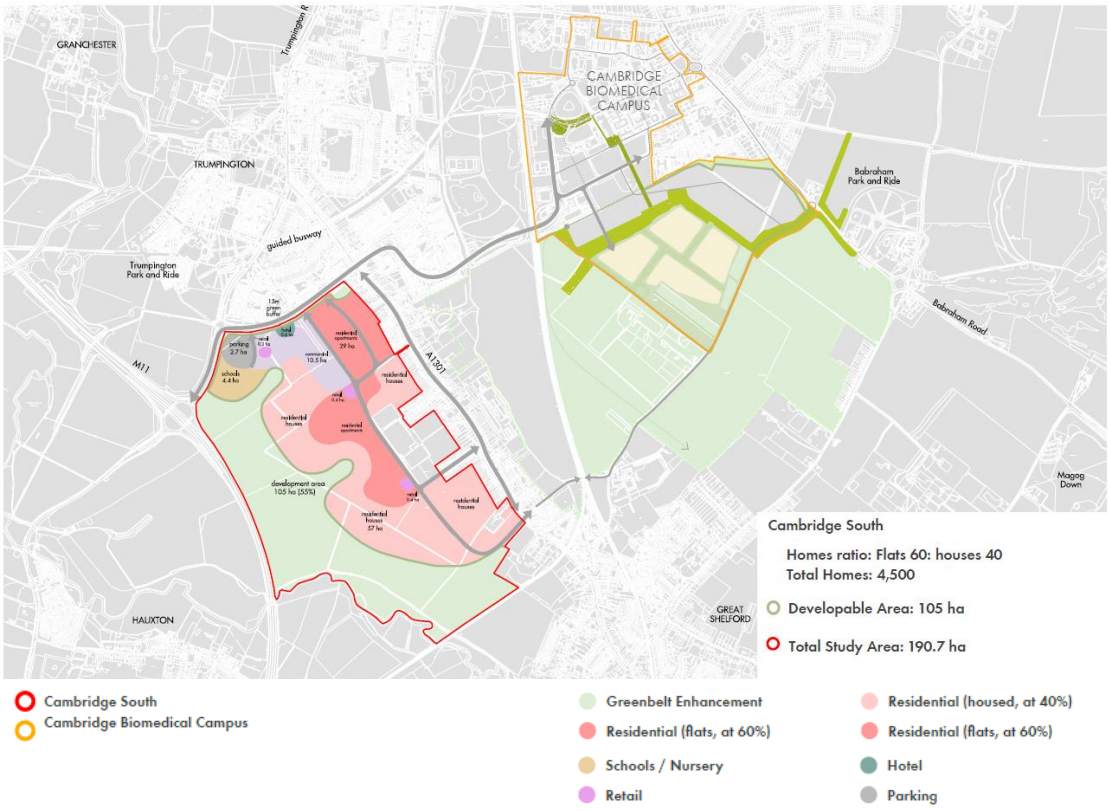
1.3.1 The Site has been the subject of previous submissions. A high-level summary of the previous planning history relating to the Site is as follows:

- **April 2021** – Call for Sites submission to the local plan process; promoting the delivery of circa 5,000 homes at Cambridge South in parallel to the expansion of the Cambridge Biomedical Campus (CBC)). The submission was supported by the CBC.
- **November 2021 –** GCSP First Proposals document published as part of Regulation 18 consultation included expansion of CBC into the greenbelt as part of Policy S/CBC. However, the western part of the submission, south of Addenbrooke's Road, was listed as not suitable, deliverable or developable due to '*no capacity for growth. Sites would need to ensure no net increase in vehicle trips on the Strategic Road Network'*.
- **2024/2025** – In light of the latest National Planning Policy Framework update and announcements regarding growth in the Greater Cambridge region, the masterplan for Cambridge South has been updated. Here, it is considered that highways capacity is not an insurmountable constraint, and the Site can be delivered without severe impacts on the highway network.
- **March 2025** – Call for Sites re-submission based on the land south of Addenbrooke's Road.

1.4 Site Proposal Overview

1.4.1 Figure 1.2 demonstrates the indicative development land uses proposed at the Site, comprising circa 4,500 homes, associated social infrastructure and open green space. An integrated access and movement framework connections the site internally and externally to the surrounding area and existing communities including the Cambridge Biomedical Campus.

Figure 1.2: Indicative Development Land Use



2 THE CASE FOR GROWTH

2.1 Introduction

2.1.1 Leveraging and justifying transport investment often relates to substantial growth proposals which can support business cases and also make contributions to transport projects. Additionally, the location of that growth is critical to achieving less impactful transport outcomes if genuine sustainable transport choices are available. Scale and location are everything. The Cambridge South proposal reflects both of these aspects, and this section of the report outlines the exceptionally strong case for growth at Cambridge South, which in turn supports the growth of Greater Cambridge.

2.2 The Challenge of Housing and Transport in the UK & Greater Cambridge

2.2.1 The UK is facing a pressing challenge: accommodating a growing population while ensuring sustainable development.

2.2.2 With housing demand outstripping supply in many regions, the need for new communities is undeniable. However, the location of development is key, playing a critical role in determining the environmental and sustainability of the growth. Key research from institutions such as the Chartered Institute of Highways & Transportation (CIHT) and Royal Town Planning Institute (RTPI) demonstrates that poorly planned developments, often situated away from primary towns and cities and without good transport links, can exacerbate car dependency, increase congestion, and contribute to greenhouse gas emissions. Instead, by focusing growth in the right places, the UK can reduce transport-related carbon emissions, which currently account for 27%[1], enhance quality of life, and create more resilient communities. This approach to spatial growth was, and should remain, fundamental to the Greater Cambridge Shared Planning Local Plan process.

2.2.3 Greater Cambridge has become the economic powerhouse of the East of England and has been highlighted as having a '*vital role to play in this Government's mission to kickstart economic growth*'[2]". However, whilst Greater Cambridge is one of the fastest growing and most productive areas in the UK, critical infrastructure challenges, particularly in transport, threaten its competitive advantage.

2.2.4 One key challenge is the imbalance between houses and jobs. Here, significant job growth has occurred in key sectors such as life sciences, technology, and higher education, but this has not been matched by commensurate housing growth within the city. The problems associated with this disconnection in supply and demand for infrastructure and housing has led to increased congestion and a sharp rise in housing and rental prices that now far exceed national averages[3]. Spatially, the imbalance has been exacerbated as the development of new large settlements have primarily been to the north and west of the city, whilst large employment growth has

[1] DfT. (2023). Transport and Environment Statistics 2023
[2] MHCLG. (2024). *Realising the Full Potential of Greater Cambridge*
[3] Savills. (29th Feb 2024). *Spotlight: Good growth for Cambridge.*

largely been to the south, forcing increased commuter distances and reliance on private vehicles given the lack of cross city connections for public transport.

2.2.5 Research undertaken by Cambridge Ahead[4], states that, if no significant new policy interventions are implemented to address housing and transport gaps in the next decade, employment growth in Greater Cambridge is likely to reverse and decline from 2031 onwards. This decline could lead to a loss of agglomeration economies compared to global competitors, resulting in 124,900 to 143,600 fewer jobs by 2051 relative to the growth trend anticipated in the Greater Cambridge Joint Local Plan consultation. Furthermore, the growth trend in jobs outlined in the Joint Local Plan is modest compared to projections from the Cambridge and Peterborough Independent Economic Review (CPIER, 2018), which estimated 112,600 more jobs by 2051.

2.2.6 When these increases are realised, an associated increase in the amount of housing to retain an appropriate home to job balance will be necessary. Whilst infrastructure investment is always necessary, the burden of infrastructure deliverability for growth in appropriate locations is always less than in locations which already have an infrastructure deficit and which then puts pressure on a developments viability model.

2.3 The Challenge for the Cambridge Biomedical Campus

2.3.1 One of the key growth areas within Greater Cambridge is the Cambridge Biomedical Campus (CBC), where over 23,000 employees currently work across a range of healthcare, life sciences and research positions[5], all at the forefront of globally significant research and development.

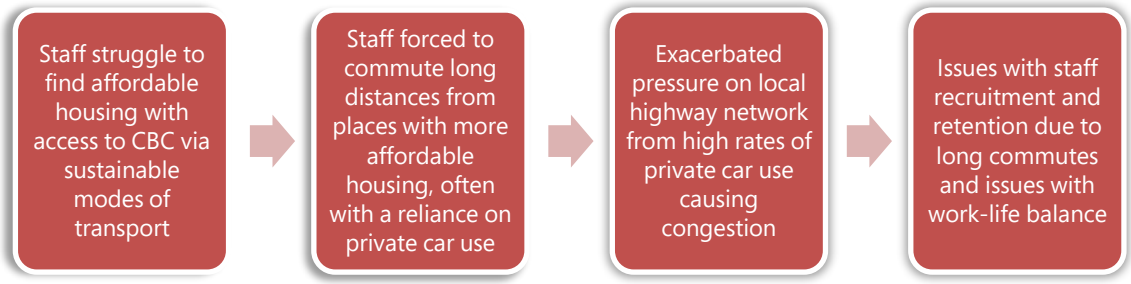
2.3.2 There is consistent and significant government support for the expansion of CBC, recognising the importance of the campus for driving local and national growth. As part of the proposed expansion, the CBC 2050 Vision (2021) was prepared, setting out a clear vision for growth and success of CBC:

"Cambridge Biomedical Campus will be globally leading and locally rooted, the preferred destination for Life Sciences, where research, commercialisation and real-world application come together to create life-saving innovation in a vibrant local community".

2.3.3 Central to the Vision, is the concept of locality and community and the creation of a distinct neighbourhood which serves a purpose beyond commercial use. However, CBC currently faces the following chain of issues which threaten the long-term sustainability of, and Vision for the campus.

[4] Cambridge Ahead. (2024). *Cambridge Futures Modelling*

[5] CBC (Lichfields). (2024). Cambridge Biomedical Campus Housing Study



2.3.4 The above issues relate to both land use and transport; a lack of suitable housing linked to a suitable sustainable transport network. Failure to address the chain of issues risks significant investment, knowledge, skills and expertise being lost overseas to competitor cities and will impact on the ability for CBC to expand in line with their 2050 Vision.

2.4 The Case for Location-Sensitive Development

2.4.1 The RTPI's 'Plan the World We Need' (2021) report calls for a holistic approach to planning that integrates housing, transport, and environmental considerations. This includes strengthening local planning authorities, investing in public transport, and incentivising sustainable development practices.

2.4.2 Key to a holistic approach is providing housing growth in the right areas, co-located or with easy access via sustainable transport to employment. Achieving this can help address the aforementioned imbalance and associated negative social and economic impacts. Here, the following benefits can be unlocked through providing new growth in the right locations:

- Reducing car dependency in favour of walking, cycling and public transport;
- Freeing up capacity on the highway network;
- Enhancing social equity, improving connectivity and access to services; and,
- Leveraging existing infrastructure, minimising the need and costs of new infrastructure.

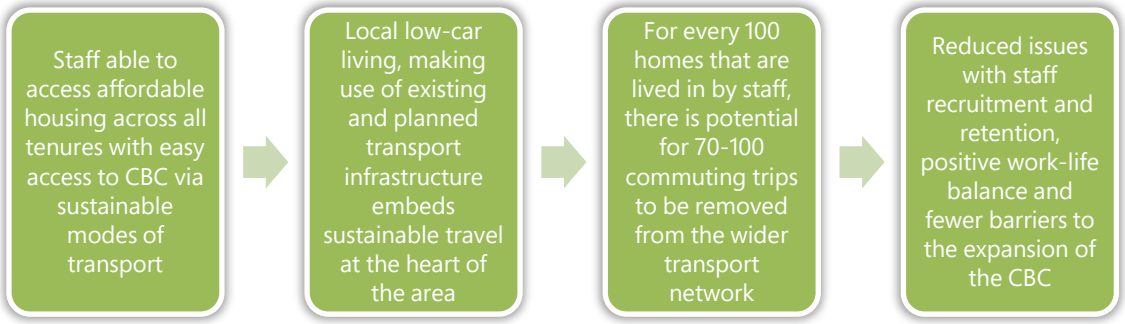
2.5 The Case for Cambridge South

2.5.1 Cambridge South is uniquely positioned to support the growth of Greater Cambridge, and in particular, the CBC due to the following reasons:

- Close proximity in terms of distance and access to CBC via existing active travel links;
- Sufficient scale to make a meaningful impact in meeting the full range of housing needs of the CBC workforce;
- Excellent connectivity into wider transport network, including the emerging public transport network including Cambridge South station, the South West Travel Hub and Cambridge South East Transport schemes.

2.5.2 If CBC is supported to expand, the jobs are coming. These jobs are transport 'trips'. The question becomes, where and how these trips arrive and depart and not whether they are going to be realised in the first place.

2.5.3 Cambridge South has the potential to better address this question and to mitigate against the negative spiral currently experienced at the CBC. Here, with the delivery of Cambridge South, the chain of issues could reform into the following:



2.5.4 The transport strategy at Cambridge South to support the above positive chain is discussed within the rest of this document.

3 A STRATEGY TO SUPPORT GROWTH

3.1.1 This section of this report, outlines the proposed transport strategy to support growth at Cambridge South, which incorporates the following facets:

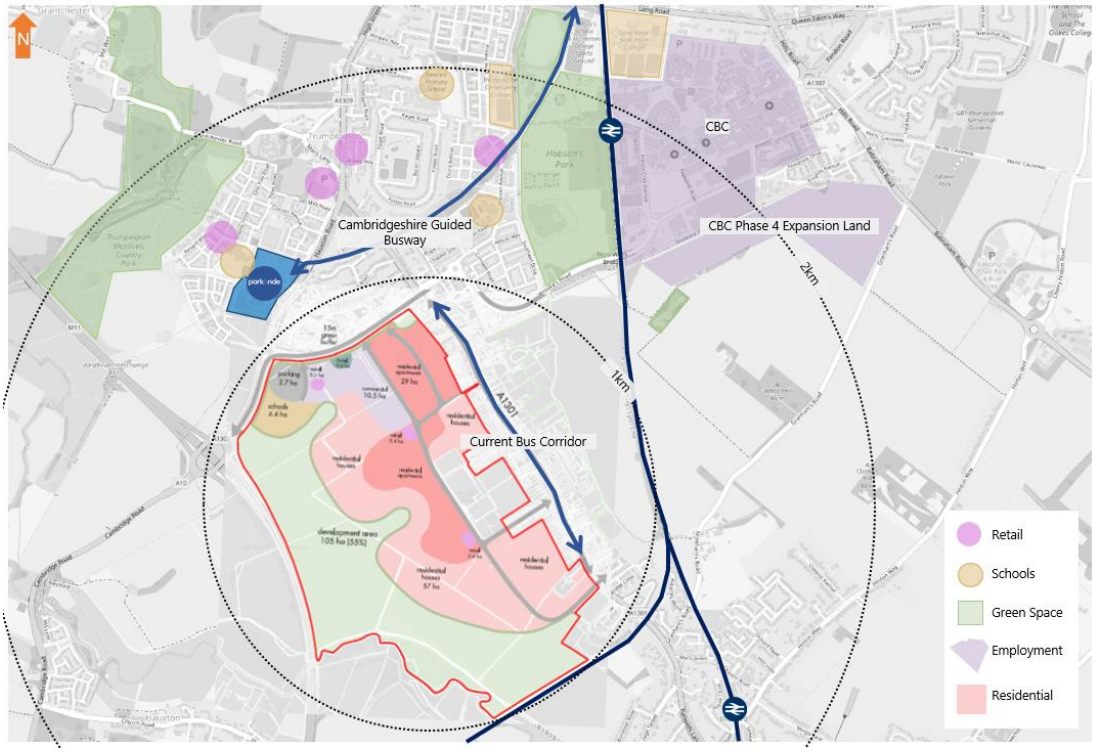
3.2 Local, Low-Car Living

3.2.1 The best transport strategy is an intelligent land use strategy. The internalisation of trips and local living will result from creating a place where people have access to day-to-day, leisure, healthcare, educational and other needs. This responds to the calls from bodies such as the RTPI for new developments to focus on a holistic approach to growth.

3.2.2 Cambridge South embodies this thinking through providing everyday amenities and facilities on-site, whilst also being co-located with easy access to the Cambridge Biomedical Campus and a number of existing high-quality bus corridors.

3.2.3 Figure 3.1 demonstrates this proximity to both employment sites and onward transport links. Here, the site is within 1km of an existing bus corridor with a frequency of 3 buses per hour, plus within 2km of Trumpington Park&Ride (frequency of 6 buses per hour) via both the Trumpington Road corridor and the Cambridgeshire Guided Busway.

Figure 3.1: Local Living



3.2.4 It is proposed that the following elements are incorporated into the local living strategy:

- **Investing in a primary street network focused on active travel**, in line with the transport movement hierarchy;
- **Consolidating car parking into designated parking areas to** free up street space for other users;
- **Providing a shuttle bus service between the Site and CBC**, to strengthen the connection between the residential element of the Site and key employment sites;Undertake a **monitor + manage** approach to car parking across phases to keep car parking to a minimum;
- Providing **micromobility solutions** on-site including car clubs, cycle/scooter hire and parcel hubs to provide flexibility and last-mile solutions; and,
- Incorporating publicly accessible, biodiverse open green space to fulfil a **local leisure** need.

3.2.5 In terms of amenities, the following table outlines the existing and planned amenities relevant to the Site. The amenities highlighted in blue are anticipated to be delivered on-site.

Table 3.1 Accessibility to Amenities/Services

Type	Amenity	Distance	Accessibility
Local Food Shop	Sainsburys Local, Trumpington Meadows	1.5km-2.5km	Within walking and cycling distance
	Tesco Express, Great Shelford	2km-3km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Supermarket	Waitrose	1.2-1.6km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Post Office	Trumpington Post Office	2km-2.5km	Within walking and cycling distance
	Great Shelford Post Office	2km-2.5km	Within walking and cycling distance
Primary School	Trumpington Meadows Primary School	1.5km-2.5km	Within walking and cycling distance
	Great & Little Shelford CofE Primary School	1-2.5km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Secondary School	Trumpington Community College	2km-4km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Health Centre	Trumpington Medical Centre – Clay Farm Centre	2km-4km	Within walking and cycling distance
	Granta Medical Practices – Great Shelford	1-2.5km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Pharmacy	Welfare Pharmacy – Clay Farm Centre	2km-2.4km	Within walking and cycling distance

	Boots Pharmacy	2km-3km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Local Centre	Trumpington Meadows Local Centre	500m-1.2km	Within walking and cycling distance
	Great Shelford Village Centre	1.5km-2.5km	Within walking and cycling distance
	On-site	500m-1km	Within walking and cycling distance
Employment	Cambridge Biomedical Campus	2-4km	Within walking and cycling distance

*All distances estimated from midpoint of residential area on Site

3.3 Enhancing Existing Infrastructure

Existing Active Travel

3.3.1 In line with the transport movement hierarchy, active travel will be key to the transport strategy of the Site. Active Travel is not just 'nice to have' but a staple of any Cambridge based transport solution. New communities which embrace active travel become great, and healthy places to live and this is fully appreciated by LIH and Pigeon.

3.3.2 In terms of existing infrastructure, there are already several high-quality local links;

- Addenbrooke's Road provides a key link between the Site and CBC. It also provides onward connectivity north-south along the Cambridgeshire Guided Busway and DNA path/Greenways. Its active travel infrastructure is disjointed and of poor quality.
- The DNA path (forming part of National Cycle Route 11) which routes north-south along the alignment of the railway between Cambridge Biomedical Campus and Great Shelford. The DNA path is popular but width constrained and in places, poorly maintained.
- The Cambridgeshire Guided Busway providing access between Trumpington Park&Ride and Cambridge and Cambridge South stations.

Potential Enhancements

3.3.3 As part of the proposals for the Site, an improvement scheme for **Addenbrooke's Road** has been developed that would see full segregation of cyclists from pedestrians and vehicles and priority over vehicles at side road junctions. The scheme will infrastructure that meets the design guidance set out in Local Transport Note 1/20 and Active Travel England.

3.3.4 There is also the potential opportunity to upgrade **the footpath and bridge connection from Shelford to the DNA path**. It is anticipated that a bridge upgrade will be needed as part of EWR 4 tracking which presents an opportunity for active travel benefit. The northernmost section of the DNA path is proposed to be upgraded as part of the CSET Phase 2 works, as the two routes intersect. There are currently no proposals to upgrade the DNA path south of this, presenting another opportunity that Cambridge South could improve this section to facilitate access to the southern portion of the Site, and bring wider benefits to The Shelfords.

3.3.5 Likewise, there is the potential opportunity to contribute/develop active travel infrastructure along Shelford Road, which has been identified in the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) as a medium term goal.

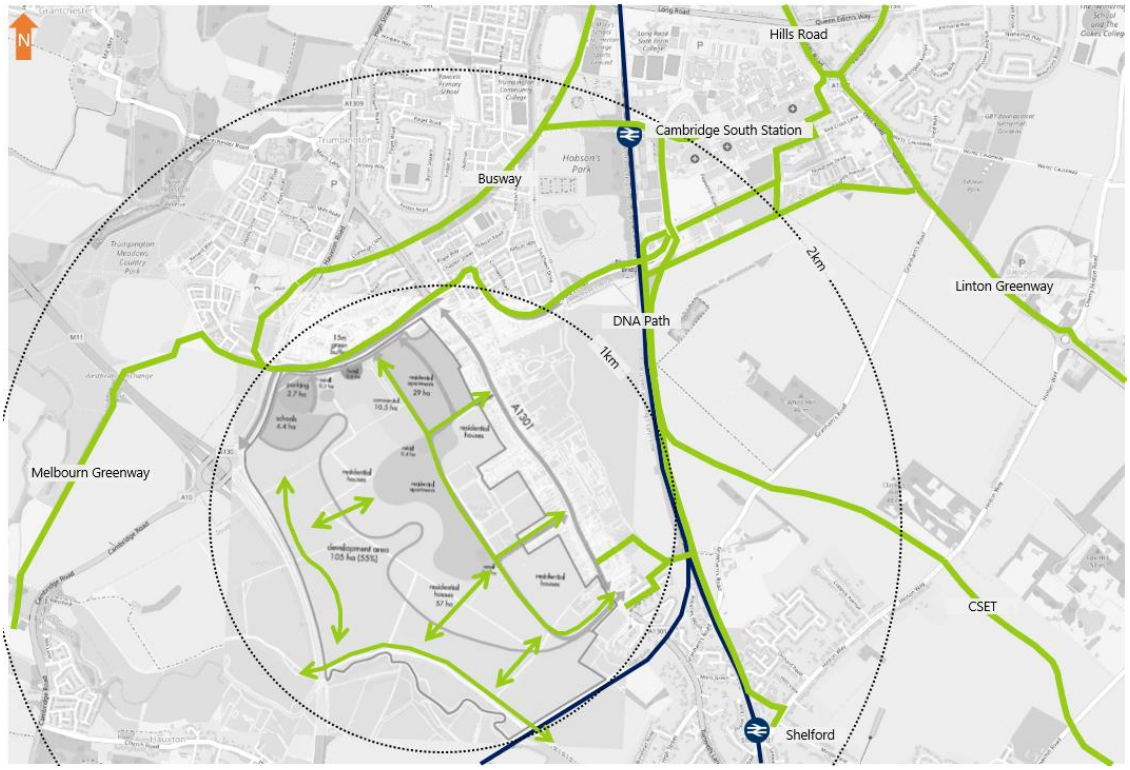
Potential Internal Site Infrastructure

3.3.6 The potential layout of the Site is intended to be designed to reinforce active travel as top of the transport user hierarchy and embed a culture of walking and cycling. Thus, it is anticipated that the following active travel infrastructure is implemented:

- Pedestrian and cyclist connectivity **prioritised over vehicular access**;
- Pedestrian and cycling infrastructure reflecting the scale, form and function of each street;
- **Direct and leisure active travel routes** across the site;
- **Maintenance and enhancement of permissive path 'Jenny's Way'** across railway line and M11 which is an important connection for Shelford and Hauxton;
- **Best in practice cycle parking** for residential and commercial elements of the site to encourage cycling; and,
- **Micromobility solutions** to provide last mile connectivity and flexibility to active travel.

3.3.7 An indicative active travel connectivity strategy is shown in Figure 3.2, highlighting key movements within the Site, plus in the wider area.

Figure 3.2 Potential Active Travel Connectivity

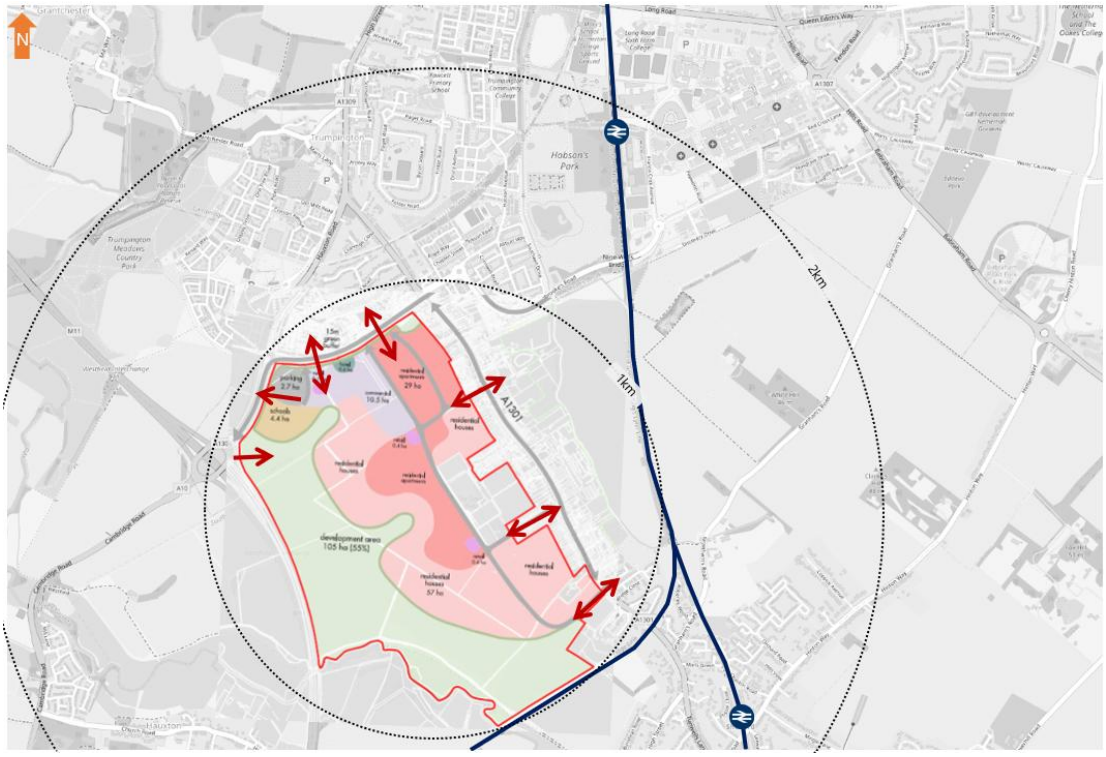


Vehicle Access

3.3.8 A number of potential vehicle access points have been suggested, particularly focusing on the northern and eastern areas. Given the constraints of the western and southern boundaries, it is not anticipated that any access is delivered from these areas.

3.3.9 Figure 3.3 demonstrates a number of potential locations for access/egress to/from the Site.

Figure 3.3 Potential Vehicle Access Points



3.3.10 The location, quantity and arrangement of these access points will need to be discussed with the relevant bodies (Cambridgeshire County Council and/or National Highways) to understand feasibility and the strategic benefits of the different locations.

3.3.11 However, it is considered that delivery of the highlighted potential access points is possible from the public highway or on land that is in control of LIH and Pigeon.

3.3.12 The potential locations are indicative and not an exhaustive list, including;

- Several potential locations along the A1301 Shelford Road;
- Several potential locations along Addenbrooke's Road;
- Egress onto Hauxton Road;
- Access from M11 J11.

3.3.13 Whilst general arrangement plans have already been designed for some of the potential access points,it is acknowledged that these are likely to change once the principles of the design have started to be thought through in line with the layout and proposed uses of the site.

Consolidation/Logistics Hub

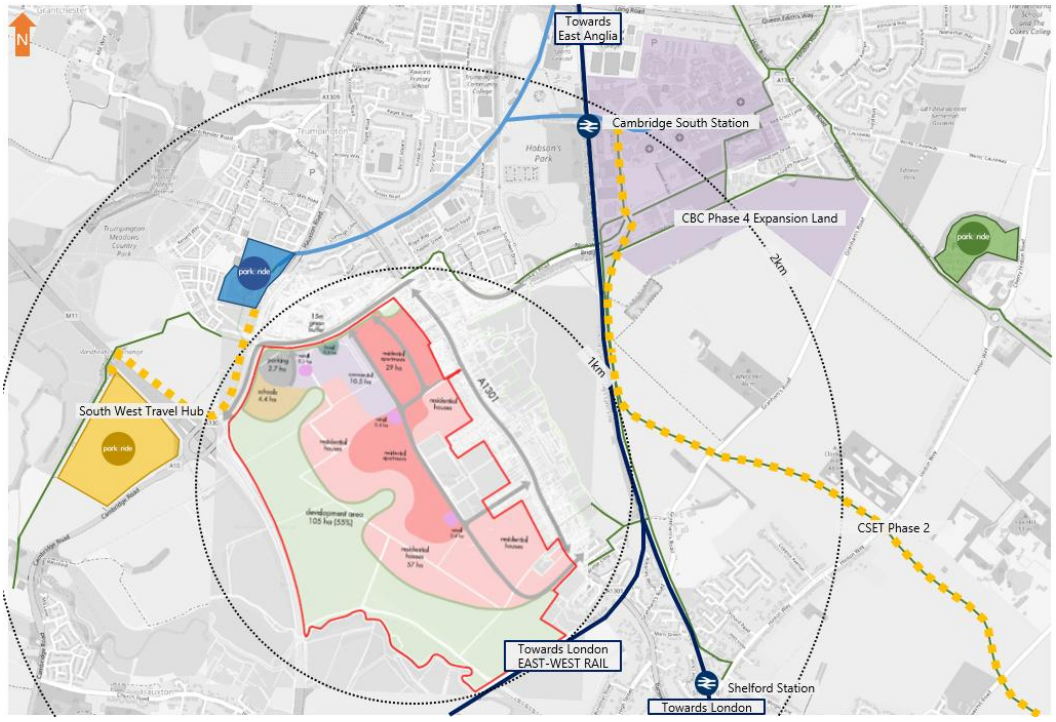
3.3.14 The Site offers the opportunity to take deliveries more directly from the strategic road network into a consolidation/logistics hub for onward delivery to the CBC and across the South Cambridge area via alternative modes. This could free up loading and highways capacity within CBC. An indicative study of this suggests there could be the opportunity to intercept around 50-100 daily goods vehicles from CBC alone.

3.3.15 To maximise the positive benefits to the local highway network, trips to the potential consolidation hub should ideally be captured as close as possible to the strategic road network. Here, it is considered that there is an opportunity to explore access/egress from M11/Hauxton Road.

3.4 Leveraging & Supporting Planned Infrastructure

3.4.1 There are a number of public transport improvements proposed relative to the Site, which are shown in Figure 3.4 below. Placing growth in areas which are being invested in from a transport perspective makes eminent sense. Whilst many of these (GCP) schemes have been promoted historically as 'congestion schemes', they will be required to evolve into growth enablers.

Figure 3.4: Existing and Planned Public Transport



3.4.2 A summary of the major planned infrastructure and its relevance to the Site is provided in Table 3.2.

Table 3.2 Local Planned Projects

Project Name	Description	Update	Relevance to Cambridge South
Cambridge South Railway Station	A new railway station located within the Cambridge Biomedical Campus at the access point to the Cambridgeshire Guided Busway	Station due to open in early 2026. Timetabling yet to be confirmed but it is anticipated that all services to/from London will call at Cambridge South.	Cambridge South station will be located 1-2.5km from most residences within the Site. Whilst Shelford station is closer to the southern part of the Site, only slow stopping services to London Liverpool Street call at Shelford, increasing the desirability of using Cambridge South station.
Cambridge South East Transport Phase 2	A new off-road public transport route between Cambridge Biomedical Campus and a new Travel Hub at the A1307/A11 junction.	A Transport Works Act Order has been submitted in early 2025. The revised target for completion of the project is to be confirmed.	The CSET route will provide a key public transport and active travel link close to the Site. The Site will benefit from the local active travel improvements this link brings and the site will be
South West Travel Hub	A new Travel Hub located to the south west of the M11 J11 junction, with vehicular access onto the A10 and pedestrian/cycle access over the M11 as part of the Melbourn Greenway. Public transport is planned from here towards Cambridge and the CBC.	Planning permission was obtained in 2022. Construction works have begun in early 2025. with a new estimated opening date of 2026.	SWTH aims to capture traffic on approach to Cambridge and provide a sustainable option for reaching the city centre and the CBC. The Site will benefit from improved capacity on the local highway network as trips are taken off the network prior to M11 J11.
East-West Rail	A new railway route between Cambridge and Oxford.	EWR Co undertook a design consultation on proposals in late 2024. The results are expected in early 2025. Meanwhile, works are being accelerated on sections of the route closer to Oxford. It is currently to be confirmed when the Development Consent Order will be submitted to Government. The opening date is also currently to be confirmed.	Given proximity to Cambridge South station, the Site will benefit from easy access to the services and benefits delivered by East-West Rail, including local rail infrastructure improvements.

3.4.3 Whilst these schemes are being planned and are at different stages of their design and approvals processes, they and the wider GCP programme, needs further funding from s106 contributions. The lack of residential growth to the south of the city has contributed to recent pausing of the CSET project and Cambridge South has the ability to positively contribute to this project given that many residents of the new community would be looking to access jobs in the southern cluster and thus using CSET to access them. Further matters of deliverability are considered in Section 4.

4 DELIVERABILITY OF IMPROVEMENTS

4.1 Measures

4.1.1 The previous section discussed a number of internal site and external transport improvements which are relevant to the Site.

4.1.2 Although it is at an early stage of design, it is acknowledged that Cambridge South will be in a position to contribute proportionately to the delivery of a number of transport network improvements as indicated in Table 4.1.

Table 4.1 Indicative Transport Network Contributions

Type	Measure	Direct delivery or contribution
Walking and Cycling	Melbourn Greenway	Contribution
Walking and Cycling	Barton Greenway	Contribution
Walking and Cycling	Sawston Greenway	Contribution
Walking and Cycling	Haslingfield Greenway	Contribution
Public Transport	CSET2	Contribution
Multi Modal	South West Travel Hub	Contribution
Public Transport	Bus Service Enhancements	Contribution
Walking and Cycling	Possible improvements to bridge over railway to DNA path	Contribution
Walking and Cycling	Shelford Road (as identified within LCWIP priority matrix)	Contribution

4.1.3 Here, it is anticipated that the Site could have a role to play in part contributions to major local public transport schemes such as CSET2 and South West Travel Hub.

4.1.4 In addition, there are a number of active travel improvements locally, some of which are already identified (e.g. Greenways) and others which are yet to have any workstream allocated to them (e.g. access to DNA path, improvements to Shelford Road).

4.1.5 Internally, section 3 discussed a number of measures within the site or to facilitate site access which could be directly paid for by Cambridge South. This includes access arrangements onto Hauxton Road/Addenbrooke's Road/Shelford Road, internal parking and logistics improvements and behaviour change measures including Travel Planning.

Table 4.2 Indicative Internal Site Transport Contributions

Type	Measure	Direct delivery or contribution
Walking and Cycling	Wider improvements and crossings	Direct
Highways	Junction 11 works and access	Direct
Highways	Hauxton Road	Direct
Highways	Addenbrooke's Road access	Direct
Highways	Hauxton Road / Addenbrooke's Road	Direct
Highways	Shelford Road / Addenbrooke's Road	Direct
Logistics	Consolidation	Direct
Parking	CBC Parking	Direct
Management Plans	Travel Plan / DSP / TROs	Direct

4.2 Assessment of Highway Effects

4.2.1 Previous Call for Sites submission to support the Site included a *Cambridge South Transport Strategy* (April 2021) document.

4.2.2 The document summarised the finding of an extensive assessment of trips generation associated with the Site and an analysis of traffic effects using a city-wide microsimulation traffic model.

4.2.3 A trip generation model was developed which defined the benefits of this scheme in context the daily demand for external car travel if car travel was unconstrained has been compared with what it would be for a scheme of the same size but without the benefits of CBC, a railway station, the travel hubs, CSET, the associated limited parking, the homes and the other masterplan features.

4.2.4 The assessments associated with committed developments at CBC suggest that these may add an additional demand of about 1,450 vehicles during the peak hours. However, these forecasts are made without reference to the Cambridge South proposals and the local mitigation proposed, nor do those forecasts consider the strategic transport interventions that are planned.

4.2.5 Strategic mobility measures for the area will help improve overall mobility choice and have the potential to reduce overall traffic movements. This was reflected in the traffic model.

4.2.6 The traffic model is Cambridge-wide. The Cambridge road network already operates at capacity for some times of the day, and in replicating this the model will not accommodate additional traffic at these times. At these times, increasing theoretical road capacity will increase traffic movement, whilst reducing theoretical road capacity will reduce traffic movements. This is consistent with the GCP approach to reducing traffic over time and identifies road capacity as one of the many tools for reducing carbon emissions.

4.2.7 The model was run for the pre-Covid peak commuter hours in the morning and the evening. The model enables judgements to be made on where traffic is likely to increase and decrease on the network, how journey times change on specific routes, where queuing is likely to occur and the proportion of traffic demand will be redistributed to other times or other modes.

4.2.8 In no circumstances did the model highlight any issues that affect safety. In particular, there is no indication that this scheme, or the approach, affects traffic on the mainline of the M11.

4.2.9 The model output quantifies the likely effects on traffic convenience, none of which are important or substantial in the planning policy context, and none of which challenge the overarching aim to reduce traffic in Cambridge.

4.2.10 The work corroborates the expectation that this is an excellent location for growth, benefiting from major investments in sustainable travel infrastructure, and with no substantial requirement for potentially counterproductive highway infrastructure.

5 PLANNING CONTROLS

5.1 Introduction

5.1.1 This section of the report sets out the anticipated planning related transport controls for the site should it be allocated and ultimately be granted planning consents. LIH and Pigeon are satisfied that the credentials of the site are so strong that a framework for monitoring and managing impacts is both reasonable but also achievable without any significant commercial risk (subject to the ultimate agreements).

5.2 Planning Controls & Management

5.2.1 Any significant growth in Greater Cambridge must approach managing transport impact in an intelligent and collaborative manner. This means adopting practices that link delivery to both infrastructure and the 'performance' of earlier phases. Such an approach is needed to ensure that the inevitable and necessary growth of our unique city is done in such a way that the growth contributes to, rather than detracts from, the community and city within which it will sit. Cambridge South understands this responsibility and the obligations which will be expected of it through all stages of planning and delivery.

Planning Controls

5.2.2 A Vehicular Trip Budget (VTB) is a planning tool that sets a cap on the total number of vehicular trips generated by a development over a specified period, typically aligned with peak hours. The VTB approach ensures that new developments contribute to sustainable transportation goals by limiting car dependency and promoting alternative modes of transport, such as walking, cycling, and public transport. It is a proactive measure to mitigate traffic congestion, reduce carbon emissions, and improve air quality. Whilst the approach puts an increasing amount of obligation on developers and promotors, the positive outcomes are plentiful and, as such, the approach will be explored by LIH and Pigeon. The benefits are as follows:

- **Congestion Reduction:** By capping vehicular trips, the VTB approach directly addresses traffic congestion, improving travel times and reliability for all road users.
- **Environmental Impact:** Lower car dependency reduces greenhouse gas emissions and air pollution, contributing to climate goals and public health.
- **Enhanced Quality of Life:** Prioritising active travel and public transport creates healthier, more liveable communities with less noise and pollution.
- **Predictability for Developers**: The VTB provides clear guidelines for developers, reducing uncertainty and facilitating compliance with planning requirements.
- **Calibrating back to an agreed vision**: as part of a Vison Led transport strategy striving for preferable outcomes and in accordance with the NPPF.

5.2.3 In the case of Cambridge South, the following framework for the application of a trip budget could apply.

1. Setting the Trip Budget

- **Baseline Assessment:** Begin by assessing the existing transportation network and trip generation patterns in Greater Cambridge, particularly around the Cambridge Biomedical Campus. This includes analysing current traffic volumes, peak hour congestion, and the availability of alternative transport options.
- **Trip Allocation**: The budget will reflect the capacity of the local road network and the broader sustainability goals of the Greater Cambridge Partnership (GCP) and the Cambridge and Peterborough Combined Authority (CPCA). There are a number of stages of setting the trip budget and at the early stages of the plan making process, this can be considered as 'Range Finding, followed by 'Refinement' during the Reg 19 stages of plan making, 'Specific' as part of the planning application and then 'Monitoring' during the deliver stages.
- **Policy Alignment:** We would ensure the VTB aligns with local and national policies, such as the CPCA's Local Transport and Connectivity Plan (LTCP) and the UK's Net Zero targets.

2. Phasing and Delivery Process

- **Phased Development:** The residential development will be phased, with each phase cognisant of the overall trip budget. This allows for incremental monitoring and adjustments based on real-world data.
- **Trip Reduction Measures:** Incorporate trip reduction measures from the outset and accelerate and enhance these as required, such as:
  - High-quality cycling and pedestrian infrastructure.
  - Subsidised public transport passes for residents.
  - Car-sharing schemes
  - Mixed-use development to reduce the need for long-distance travel.
- **Monitoring Mechanisms:** Implement a robust monitoring system to monitor vehicular trips generated by each phase of the development. This may include:
  - Automatic traffic counters on access roads.
  - Surveys of residents' travel behaviour.
  - Data from public transport operators.
    Implementation of traffic and movement sensors which will provide volumetric information alongside more granular details such as turning movements, desire lines, and near misses. Sensors are able to link into Greater Cambridge's wider network of traffic data to help understand city scale movement patterns.
  - Reliable and consistent monitoring undertaken in such a way that is consistent with many of the other strategic sites in the Greater Cambridge area.
  - Ensuring compliance with the trip budget may require regulatory mechanisms and penalties for non-compliance and Cambridge South fully accepts that performance must align with expectations.

- Equity is often a challenge for a VTB model when a site includes multiple landowners and without a master developer model. This is not the case with Cambridge South and the framework for the disaggregation of trips can be agreed well in advance of occupations.

3. Managing Trip Demand

- Dynamic Adjustments: If trip generation exceeds the allocated budget for a phase, introduce additional measures to reduce car use. These could include:
  - Enhanced frequency and coverage of public transport services.
  - Stricter parking restrictions or higher parking fees.
  - Incentives for remote working and flexible hours.
- Community Engagement: Work with residents and local stakeholders to promote sustainable travel habits. This could involve:
  - Travel planning workshops.
  - Awareness campaigns highlighting the benefits of walking, cycling, and public transport.
  - Feedback mechanisms to address transportation concerns.

4. Integration and Collaboration with Wider Transport Strategies

- The role Cambridge South plays in supporting the Cambridge Biomedical Campus has been made clear throughout this document. This is absolutely true of the Vehicular Trip Budget whereby by land holdings would benefit from each other in helping to adhere to the ambitious targets that they will adopt as part of the allocation, planning and delivery process. It makes absolute sense to support both sites to adhere to a trip budget through the
- Connectivity to the Biomedical Campus: Ensure seamless connectivity between the residential site and the Cambridge Biomedical Campus. This will involve dedicated bus lanes, cycle superhighways, and shuttle services.
  -

5.2.4 A Vehicular Trip Budget approach offers a dynamic and proactive approach for managing transport demand in Greater Cambridge, particularly for large residential developments near the Cambridge Biomedical Campus. By setting trip limits, integrating sustainable transport options, and implementing robust monitoring mechanisms, the VTB can help achieve a balanced and sustainable growth strategy. As Cambridge continues to evolve, innovative planning tools like the VTB will be essential to creating a connected, resilient, and environmentally friendly city.

6 PLANNING POLICY

6.1 Introduction

6.1.1 The National Planning Policy Framework (NPPF) provides a policy steer for how transport matters within development should be considered. Key to the approach is ensuring a vision -led approach to sustainable travel patterns, targeting preferred outcomes over mitigating effects that might occur as a consequence of backward facing projections.

6.1.2 Sustainable Travel is a theme across the SCDC and City of Cambridge Local Plans which are both relevant to the Site. The below Compliance table indicates how clearly the development proposals at Cambridge South accord with national and local policy.

Table 6.1: Summary of Key National and Local Policy and how these relate to Cambridge South

Policy	Key transport considerations	Site response
National Planning Policy Framework (Updated December 2024) Section 9 of the NPPF outlines the national policy on promoting sustainable transport.	Paragraph 109 highlights the importance of adopting a *'vision-led approach'* from the early stages of the planning process to *'identify transport solutions that deliver well-designed, sustainable and popular places'*.	A vision for sustainable development that prioritises active travel and sustainable transport opportunities is provided for Cambridge South. A further aspect of the vision for Cambridge South is to provide housing predominantly to meet the identified needs of those working at CBC. The transport strategy that will support this vision will ensure a vision-led approach.
	Paragraph 110 highlights that the planning system should manage patterns of growth ensuring that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*.	Access to the new Cambridge South Railway Station is complemented by a network of active travel routes. In providing housing within walking and cycling distance of major destinations such as CBC, sustainable travel will become the obvious choice. Campus linked homes will help reduce commuting to a growth and thriving CBC.

	Paragraph 115 sets out the key criteria for assessing sites for allocation within plans. The criteria include: a) Ensuring sustainable transport modes are prioritised b) Providing safe and suitable access c) Designing streets, parking and transport elements in line with guidance Ensuring impacts on the transport network are mitigated with reference to a vision-led approach.	The Site addresses this section of the NPPF by: • Designing a place with a street network that is centered around people rather than vehicles with walking and cycling prioritised. • Providing access by all modes with active travel access which can be separated from primary vehicle access points. • Setting a clear vision which prioritises active travel and utilises sustainable transport opportunities.
	Paragraph 155 considers matters relating to development within the Green Belt. In respect of transport, it is confirmed in section c. that development should also not be regarded as inappropriate where *'The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework'*	The Site is in a sustainable location in terms of transport with infrastructure, either already in place or planned. The approach is entirely consistent with paragraphs 110 and 115 of the NPPF.
Cambridge Local Plan (2018) The Cambridge Local Plan sets out how the development needs of the city will be met until 2031.	Policy 80 highlights that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, particularly where it is a major development on the edge of the city. Policy 81 states that developments will not be permitted where they have an unacceptable transport impact. Policy 82 highlights that parking should adhere to parking standards.	The overall approach to design will be to prioritise walking and cycling across the site, provide essential day-to-day facilities such as schools and local centres internally and ensure access to local amenities and key locations is achievable through sustainable travel means. The provision of housing in close proximity to major employment locations will help address the imbalance of homes and jobs across Cambridge. The provision of key worker homes will help support the growth of CBC and reduce the need for more distance commuting.
South Cambridgeshire	Chapter 10 states that there is a need for the transport system	

Local Plan (2018) The adopted South Cambridgeshire Local Plan guides the future of development in South Cambridgeshire to 2031.	to be balanced in favour of sustainable modes; walking, cycling and public transport. However, due to South Cambridgeshire's rural nature, it is recognised that the car will remain an essential mode of travel for some. Policy TI/2 'Planning for Sustainable Travel' is of importance to this development. It states: *'Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate for its location'* Policy TI/2 also states there is a requirement for developers to demonstrate they will 'make adequate provision to mitigate against the likely impacts of their proposal'. This includes cumulative impacts.	Parking for cars will be provided at low levels as supported by the policy that advocates this in sustainable accessible locations.

7 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 This report has highlighted the fundamentals of the site in terms of its proximity and scale and also highlighted the strategy elements which the site is both dependent on but also can significantly contribute to. The Site has all the ingredients necessary to provide globally and locally significant growth whilst reducing carbon emissions and improving healthy living. It can do this because it has the following attributes:

- Providing homes that support growth across Cambridge and directly at CBC, substantially increasing the opportunity for local working and local living, changing previously car dominated travel patterns to more sustainable modes. This contributes positively towards addressing the imbalance of homes and jobs in Cambridge.
- Creating a community that maximises the benefits of the interacting facilities and homes. This includes localising the major reasons for travel including education and leisure.
- A substantial investment is underway in longer distance active travel routes and shared travel facilities, including Cambridge South Railway Station which is under construction, the Cambridge South East Transport, the South West Travel Hub and East West Rail. Cambridge South can support these projects and their business cases.
- The existing wider area has excellent active travel and shared travel facilities. Cambridge South will contribute towards further investment in the movement network based on active and shared travel modes.
- It commits to working with planning controls and travel demand frameworks. Uniquely, its commitments and adherence to them also assist CBC in meeting theirs.

7.2 Conclusions

7.2.1 The NPPF sets out policies relating to the promotion sustainable transport. Cambridge South is entirely consistent with those polices.

7.2.2 In line with paragraph 109 of the NPPF, the vision considers opportunities associated with existing and proposed transport infrastructure, promotes walking and cycling and measures to promote public transport use.

7.2.3 The sustainable location offers access to a range of modes with local facilities within walking and cycling distances. Its location near to key employment hubs, with provision of home in an accessible location and inclusion of key worker homes will support Cambridge and directly growth at CBC. The approach is consistent with paragraph 110 of the NPPF.

7.2.4 The vision will ensure the Site meets the key tests for allocation as set out in paragraph 115 of the NPPF. It ensures sustainable travel modes are prioritised with safe and suitable access across a range of active travel, public transport and vehicle modes. Streets that are designed around people meets the relevant guidance in this respect. The vision-led strategy supported by design principles will help minimise transport effects.

7.2.5 The Site can meet the requirements of paragraphs 110 and 115 of the NPPF, being in a sustainable location and therefore meeting the transport requirements of paragraph 155 of the NPPF relating to the Green Belt.

7.2.6 This site and development proposition, also clearly aligns with the stated objectives of Housing and Planning Minister Matthew Pennycook, who stated on the 30 October 2024 in his letter to Peter Freeman, Chari of the Cambridge Growth Company that:

'*When it comes to the growth strategy, development on a more dispersed geographical footprint is perfectly acceptable, but one or more contiguous urban extensions of the city must be core components of the vision the Growth Company brings forward but one or more contiguous urban extensions of the city'*.