UNIVERSITY OF CAMBRIDGE

North West Cambridge

Future Phases of Eddington

September 2025

Framework Site-wide Travel Plan

kmc
transport planning

North West Cambridge Masterplan

Future Phases

Framework Site-Wide Travel Plan

UNIVERSITY OF CAMBRIDGE

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1 INTRODUCTION

1.1.1 KMC Transport Planning Ltd ('KMC') is retained by the University of Cambridge (UoC) (the 'Applicant') to provide transport planning advice and prepare supporting technical documentation to support the planning application process which will see the development of Future Phases of the North-West Cambridge Masterplan ('NWCM') for residential, employment, academic retail and supporting uses (referred to as 'Future Phases' throughout this document).

1.1.2 Eddington is the University of Cambridge's response to the need to provide affordable housing for its staff so it can attract and retain top talent to maintain its global competitiveness. By housing staff in a purpose-built, high quality neighbourhood, the University also reduces the demand on the wider housing market in the city.

1.1.3 By providing 50% of housing for staff and the remainder contributing to increasing the overall supply of housing in the city, the Eddington development supports the highly successful Cambridge eco-system which provides long-term growth and prosperity for the local, regional and national economy. Importantly however, Eddington is open to all. Eddington combines all the community infrastructure that is needed for a new, growing neighbourhood. The University's investment in the community is evident in the school, nursery, post-doc centre, hotel, supermarket, community centre, sports facilities and parklands as well as homes delivered in Phase 1. The Site will remain under the University's long-term stewardship.

1.1.4 In transport terms Eddington is exceptional. The Chartered Institution of Highways and Transportation, Highly Commended Eddington in the 2025 Creating Better Places award, it is a real-world example of a Decide and Provide approach to transport planning where the outcomes sought were designed for and the benefits have been subsequently reaped. These benefits are comprehensively monitored and reported by the Eddington transport team to Cambridgeshire County Council (CoCC) and have provided the foundation this Travel Plan.

1.1.5 The challenge for Future Phases is to ensure that the ingredients that make Eddington successful are identified, maintained, monitored, and enhanced. This Framework Site-Wide Travel Plan has therefore been prepared to support an outline planning application, submitted to the Greater Cambridge Shared Planning Service (GCSPS).

1.1.6 Relevant guidance on the preparation of Travel Plans is set out in Cambridgeshire County Council (CCoC), as the Local Highway Authority "Transport Assessment Guidelines" (2024). The document has also been prepared in line the "National Planning Policy Framework" (NPPF) (2024) and the "National Planning Practice Guidance" (NPPG) (2014).

1.1.7 Within the guidance, the role of Travel Plans for mixed-use developments is set out, confirming that they are required for planning permission to be granted. The guidance states that travel plans must include joint outcomes, targets, and indicators, which should be centrally administered.

1.1.8 An important element of the Site-Wide Framework Travel Plan should be to define and confirm the role of individual Travel Plans for specific uses or elements of the scheme and to commit to these being prepared and implemented as part of the proposed development.

1.1.9 To support the development proposal a comprehensive Transport Strategy has been developed. This document does not seek to repeat the full details of that Transport Strategy which is identified across various reports that support the planning application. Instead, this document sets out the approach towards implementing, managing, monitoring and reviewing the Transport Strategy.

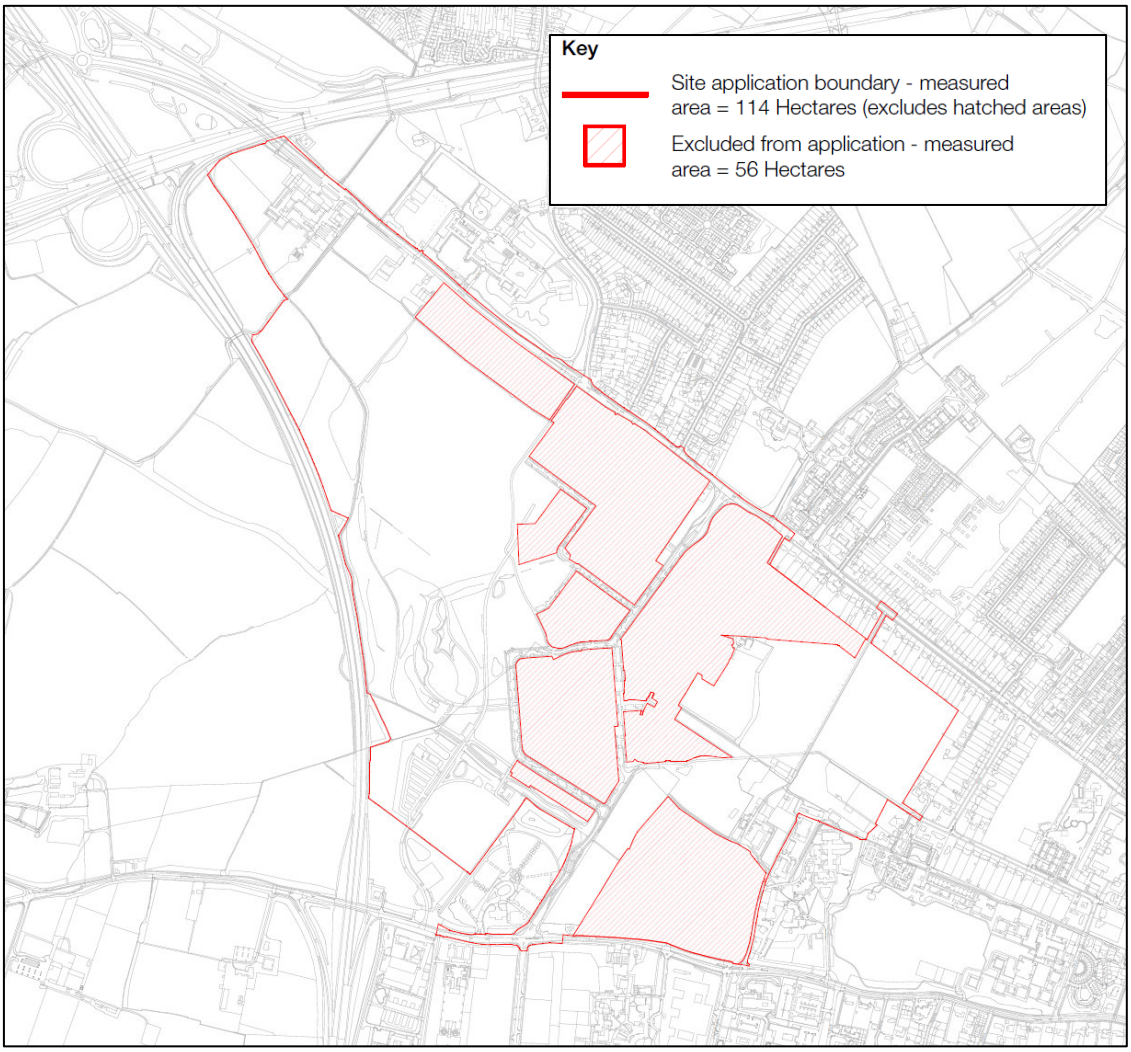
2 BACKGROUND

2.1 Site Context

2.1.1 The NWCM Site (Future Phases) is located approximately 2km north-west of Cambridge city centre. The Site is roughly triangular in shape and comprises land between Huntington Road (A1307), Madingley Road (A1303) and the M11. The Site forms part of the emerging settlement of Eddington.

2.1.2 The Site covers a total area of approximately 114 hectares ("ha") and is located across the administrative boundary of South Cambridgeshire District Council ("SCDC") and Cambridge City Council ("CCC") which are therefore the Local Planning Authorities ("LPAs") for the site. The Greater Cambridge Shared Planning Service ("GCSPS") manages planning services on behalf of SCDC and CCC. The Site location is shown in Figure 1.1.

Figure 1.1: Site Location



2.2 Planning Context

2.2.1 Outline Planning Permission for Eddington was originally granted (application references 11/1114/OUT and S/1886/11) in February 2013 for a residential led mixed use development. The full description of development for that Outline Planning Permission is as follows:

"*Proposed development comprising up to 3,000 dwellings; Up to 2,000 student bedspaces; 100,000 sqm. employment floorspace, of which: up to 40,000 sqm. commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000 sqm. academic floorspace (Class D1); up to 5,300 sqm. gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 sqm. net floorspace); Senior Living, up to 6,500sq.m. (Class C2); Community Centre; Indoor Sports Provision; Police; Primary Health Care; Primary School; Nurseries (Class D1); Hotel (130 rooms); Energy Centre; and associated infrastructure including roads (including adaptions to Madingley Rd and Huntingdon Rd), pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.*"

2.2.2 Details of what was consented and what has been delivered so far / under construction is set out in **Table 2.1**

Table 2.1: Development Quanta consented at NWCM in 2013

Use	Quantum Approved	Delivered in Phase 1
Residential	3,000 units (50% affordable housing to meet the needs of Cambridge University key workers, 50% market housing)	1,121 occupied of these, 686 for University key workers and 435 market homes. Total homes to come forward in Phase 1 = 1,848.
Student Accommodation	2,000 units	325
Employment/Academic Floorspace	100,000 sqm	-
Retail	5,300sqm	New Local Centre including supermarket, additional retail units and market square. Total Phase 1 retail floorspace approved through reserved matters applications - 4,158 sqm
Senior Living	6,500sqm	-
Hotel	130 rooms	180 apart hotel by Locke Living and 150 rooms by Hyatt Centric Hotel Delivered
Primary School	-	Delivered (University of Cambridge Primary School)
Community Centre	-	Delivered (Storey's Field Centre)

2.2.3 The ability to bring forward further residential dwellings under the Outline Planning Permission (through Reserved Matters Applications) expired in 2023. As a result, the University needs to bring forward a new planning application for the Future Phases of the NWCM.

2.3 Development Proposals

2.3.1 The UoC is seeking Outline Planning Permission ("OPP") for the Future Phases of the NWCM. The Outline Planning Application ("OPA") seeks planning permission for:

"*Outline planning application (all matters reserved except for means of access to the public highway) for a phased mixed use development, including demolition of existing buildings and structures, such development comprising:*

- *Living Uses, comprising residential floorspace (Class C3/C4, up to 3,800 dwellings), student accommodation (Sui Generis), Co-living (Sui Generis) and Senior Living (Class C2);*
- *Flexible Employment Floorspace (Class E(g) / Sui Generis research uses);*
- *Academic Floorspace (Class F1); and*
- *Floorspace for supporting retail, nursery, health and indoor sports and recreation uses (Class E (a) – E (f)).*
- *Public open space, public realm, sports facilities, amenity space, outdoor play, allotments and hard and soft landscaping works alongside supporting facilities;*
- *Car and cycle parking, formation of new pedestrian, cyclist and vehicular accesses and means of access and circulation routes within the site;*
- *Highway works;*
- *Site clearance, preparation and enabling works;*
- *Supporting infrastructure, plant, drainage, utility, earthworks and engineering works."*

2.3.2 The proposed development quantum is illustrated in **Table 2.2**.

Table 2.2: Proposed Development Quantum

Use	Use Class	Amount (GEA sqm)
Residential	C3/C4	Up to 365,000*
Co-Living	Sui Generis	Up to 52,000*
Student Accommodation	Sui Generis	Up to 52,000*
Senior Living	C2	Up to 6,500
Employment	E(g) / Sui Generis Research Uses	Up to 40,000
Academic	F1(a)	Up to 60,000
Supporting retail, nursery, health, indoor sports and recreation	E(a) – E(f)	Up to 3,500
Ancillary floorspace comprising Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, development infrastructure required to support the development etc	N/A	No maximum

**Total maximum floorspace of Residential (C3/C4) + Co-living (Sui Generis) + Student Accommodation (Sui Generis) – Up to 417,000 sqm GEA*

2.4 Approach

2.4.1 This Framework Site-Wide Travel Plan for Future Phases of the NWCM identifies how, under the long-term stewardship of the UoC, the ongoing future travel needs of the community will be met, providing opportunities for healthy living, sustainable travel patterns, and helping to meeting wider carbon reduction targets.

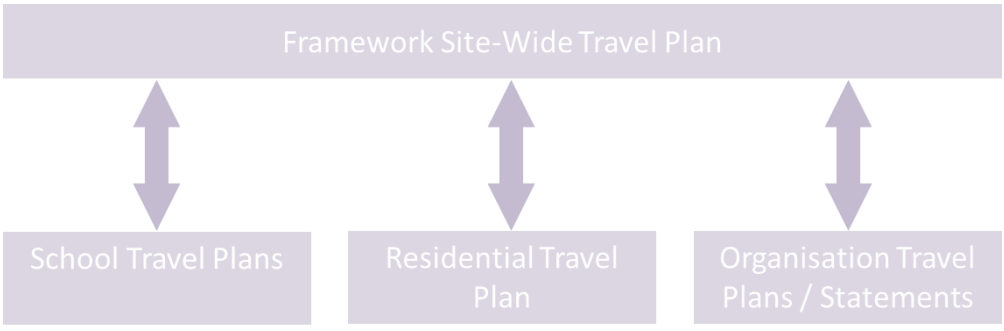
2.4.2 The management of future travel is defined, identifying the role of stakeholders such as the planning and highway authorities, UoC as the long-term steward, residents and the various stakeholders and organisations. This includes a commitment by UoC in its role to support individual organisations and occupiers in the preparation of their specific Travel Plans. It is then the role of individual organisations and occupiers to take ownership and implement their Travel Plan.

2.4.3 Review mechanisms, relating this to the wider Transport Strategy for the area, together with targets and monitoring are identified.

2.4.4 The status of this document, which supports the outline planning application for the NWCM, is such that it provides the framework within which future Travel Plans will be developed. This sequential and iterative approach to the Travel Plan reflects the long-term stewardship role that UoC would like to pursue.

2.4.5 The mixed-use nature of the proposals, where occupiers are not yet known, leads to the future requirement for land-use specific Travel Plans. These Travel Plans will comply with and feed into the Framework Site-wide Travel Plan.

Figure 2.1 Travel Plan Structure



2.4.6 The overall structure of travel planning is reflected across the various elements of this framework including important aspects such as the future management and Travel Plan Co-ordinator roles.

3 VISION, OBJECTIVES AND TARGETS

3.1 Vision

3.1.1 The Transport Strategy for NWCM is an essential element to help achieve the vision for NWCM, and this FSWTP will be key to this strategy. This FSWTP sets out the approach towards implementing, managing, monitoring and reviewing the Transport Strategy.

3.1.2 In terms of transport, the vision for the Future Phases of the NWCM is as follows:

"Accessibility is at the core of our transport vision. We achieve accessibility through land use decisions and the integration of both digital and physical mobility solutions. North West Cambridge will be a complete, compact, and connected community that leverages its unique characteristics and achievements to date to foster low-impact, low-carbon transport solutions for the benefit of both the local community and the broader city. North West Cambridge will embrace the sharing economy to reduce consumption and waste, setting the benchmark for sustainable transport behaviours in new communities."

3.1.3 The vision for the NWCM also aligns with the vision outlined in the UoC Transport Strategy (2019-2024), which is as follows:

"Support the day-to-day operation and planned growth of the University while maintaining the special character of Cambridge. This includes minimising traffic impact, providing sustainable travel options and contributing to the framework for development the estate in a way that reduces the need to travel, as well as supporting staff wellbeing and work life balance"

3.2 Objectives

3.2.1 The overarching objectives of the Transport Strategy for the NWCM and this Framework Site-Wide Travel Plan have been designed to help achieve the vision for the site. The objectives also align with the UoC Transport Strategy (2019-2024), and are summarised as follows:

- Minimise environmental impact, with a focus on air quality and the climate crisis;
- Reduce the need to travel away from the proposed development by providing a good mix of land uses, fostering local living;
- Reduce the overall reliance on the private car for all trip purposes with a long-term strategy of mode shift away from single occupancy car use;
- Build upon the successes achieved at Eddington and further increase permeability of NWCM for walking, wheeling, cycling and public transport;
- Facilitate shared transport amongst existing and new communities, such as encouraging car sharing;
- Facilitate convenient travel to the UoC sites and within Cambridge for new and existing communities;
- Work with partners and approving authorities to ensure that the off-site transport strategy will help deliver sustainable growth;

- Make a positive contribution to the wellbeing of new and existing communities, as well as to quality of place and the environment;
- Explore and exploit emerging and future technologies effectively, and make the best use of world class research at the UoC;
- Encourage a high level of community involvement in travel behaviour change initiatives.

3.3 Targets

UoC Transport Strategy Targets

3.3.1 The UoC Transport Strategy (2019-2024) provides a framework to guide investment in improving transport facilities on the UoC Estate and across Cambridge. Pertinent to the Transport Strategy, the UoC understands that it has "*Vital role to play in the future success of Cambridge as a major developer building housing stock and employment space within the city. The University, in its role as a responsible developer, needs to maximise the uptake of sustainable travel modes to manage traffic levels so that these developments can move ahead without having a negative impact on the highway network*".

3.3.2 The UoC Transport Strategy (2019-2024) highlights the target that has been put in place to achieve this vision, which is as follows:

"*The Target that 75% of staff members should regularly commute to work by sustainable mode of travel (walking, cycling, bus, train, motorcycle, car sharing or working at home (i.e. not in a single occupancy car'))*"

3.3.3 NWCM will contribute positively towards the achievement of this goal through the development of a sustainable community.

North West Cambridge Area Action Plan Targets

3.3.4 The North West Cambridge Area Action ('AAP') Plan Policy NW11 "Sustainable Travel" states that:

"*Development and transport systems will be planned in order to reduce the need to travel and encourage the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal share of no more than 40% of trips to work by car (excluding car passengers*)".

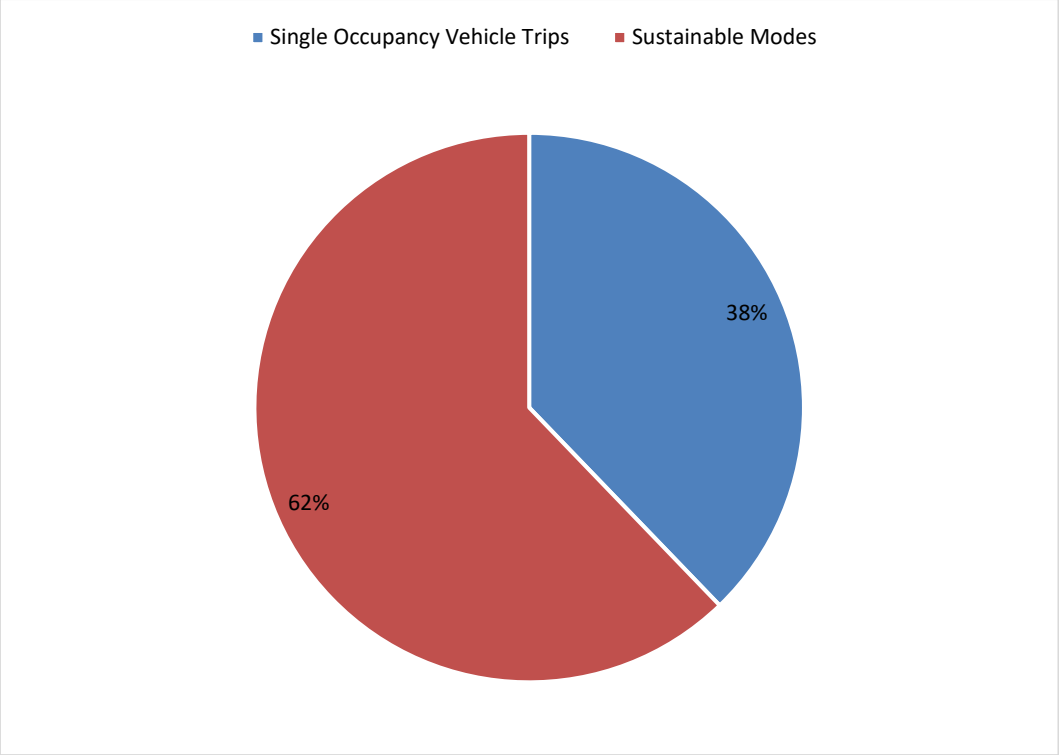
3.3.5 The accompanying Transport Assessment supporting the outline planning application (OPA), also prepared by KMC, provides the technical support that the Proposed Development is forecast to generate a modal share of less than 40% of car trips to work.

Travel Targets

3.3.6 The principal travel target for the Framework Site-Wide Travel Plan is to not exceed a 37.8% mode share in single occupancy car driver mode share the OPA, pertinent to the NWC AAP. The

remaining 62.20% of trips will be by sustainable modes. The site-wide target mode share for external trips is presented in **Figure 3.1**.

Figure 3.1: Target Mode Share



3.3.7 An additional key indicator, which would also represent a Travel Plan target, would be the quantum of peak hour external vehicle trips that are generated or attracted by the NCWM.

3.3.8 The Transport Assessment outlines the external vehicular trip budget at full occupation, as consented in 2013, and these are presented in Table 3.1.

Table 3.1: Consented NWCM external vehicle trip budget

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrive	**Depart**	**Two-way**	**Arrive**	**Depart**	**Two-way**
External vehicle trips	899	817	1,716	812	923	1,735

3.3.9 The proposed monitoring protocol for the mode share targets and external vehicle trip budget is provided in **Section 7** of this Framework Site Wide Travel Plan.

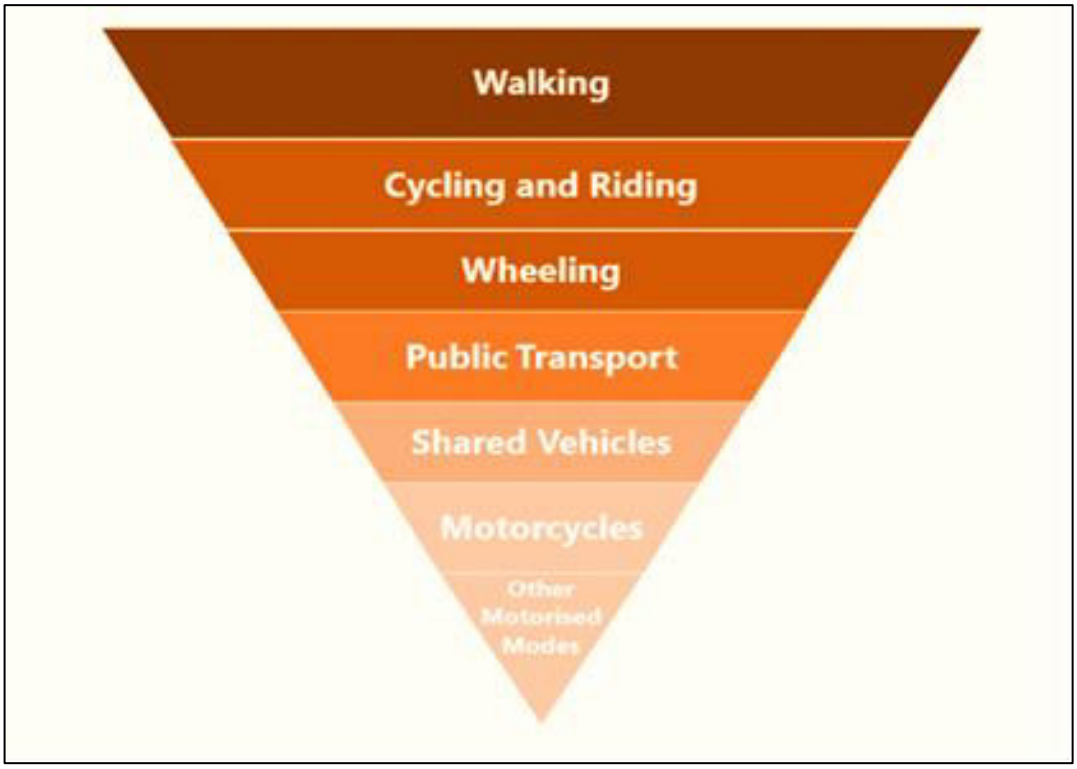
4 IMPLEMENTING THE VISION

4.1.1 The Transport Assessment, also prepared by KMC, submitted alongside the planning application outlines the full Transport Strategy supporting NWCM. Transport Strategy starts with the continuation of providing a proposed mix of uses that will meet the day to day needs of the local community, reduce the need to travel and foster local living.

4.2 Hierarchy of Modes

4.2.1 The Transport Strategy has been developed under a hierarchical approach that gives greatest weight and importance to people and less weight to vehicles. This prioritises walking and then wheeling and cycling within the proposed development, with design cues and corridors that make these travel modes the most obvious and convenient form of travel. This looks to continue and further enhance the existing successes recorded at Eddington. The road user hierarchy is shown in **Figure 4.1**.

Figure 4.1: Hierarchy of Modes



4.2.2 Motor vehicle travel is not precluded, especially where accessibility requirements of mobility impaired people or deliveries and servicing, for example, absolutely necessitate this.

4.2.3 Public transport vehicle movement through the site is also facilitated for, both in its current form and the proposed expansion of the local bus services as detailed in the Transport Assessment.

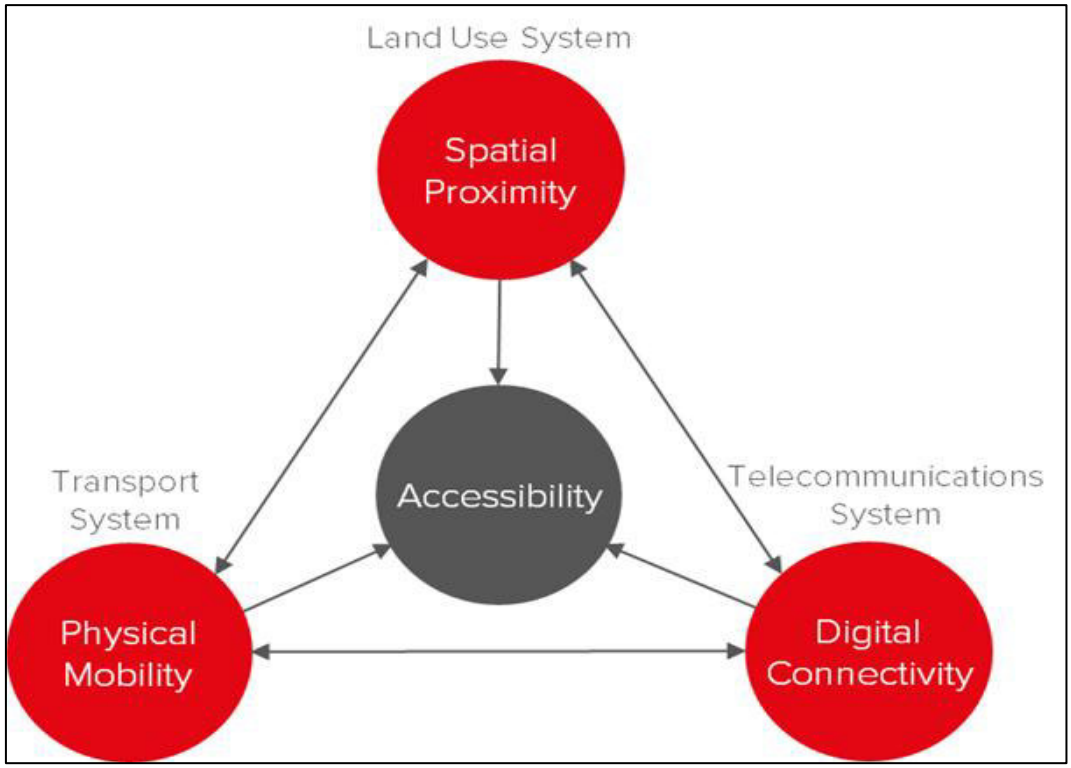
4.3 Transport Strategy

4.3.1 The Transport Strategy for NWCM is underpinned by 'the principle of 'triple access planning', which refers to ensuring three forms of access and connectivity, which are summarised as follows:

- **Physical Mobility** – Traditional transport (walking, wheeling, cycling, public transport).
- **Spatial Proximity** - How close essential / day-to-day services and destinations are to where people live.
- **Digital Connectivity** – Access to services and opportunities through digital forms.

4.3.2 A summary of triple access planning is shown in **Figure 4.2**.

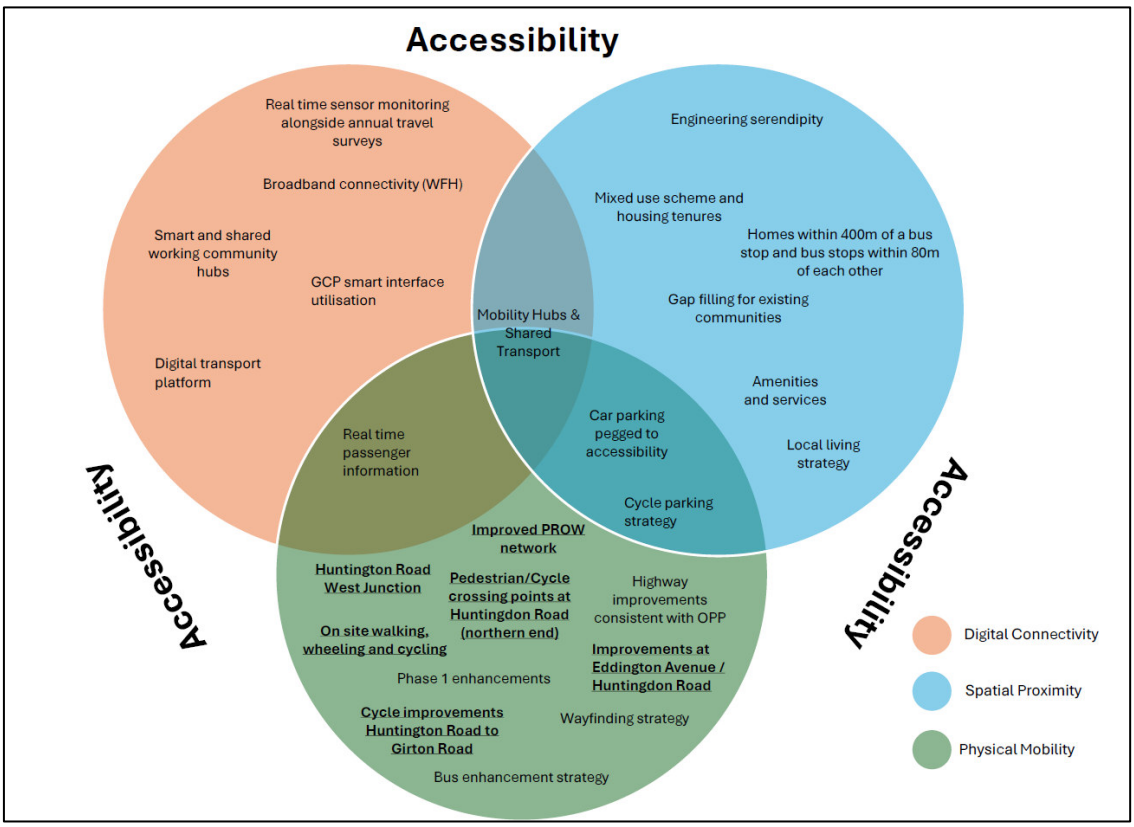
Figure 4.2: Triple Access Planning (Source: Triple Access Planning for Uncertain Futures)



4.3.3 There are many interactions between these three forms of access and connectivity, and the 'softer' measures outlined in this Travel Plan. The Travel Plan measures set out later will (1) support the uplift in active and sustainable travel (Physical Mobility), (2) influence local living and access to amenities (Spatial Proximity), and (3) encourage, provide and advertise Digital Connectivity.

4.3.4 An overview of the range of measures that are proposed in respect of various modes and initiatives is provided in **Figure 4.3**.

Figure 4.3: Transport Strategy Measures and Initiatives



4.4 Travel Plan Measures

4.4.1 As outlined above, in support of the Transport Strategy, a range of 'softer' Travel Plan Measures are proposed, as summarised in **Table 4.2** by mode.

Table 4.2: Proposed Travel Plan Measures

Mode	Measures	Ownership	Timing
Walking, Wheeling and Cycling	Provide high quality end of journey facilities. In workplaces provide shower and changing facilities for people that cycle or wheel. Secure lockers for the storage of clothes, equipment, and helmets.	Each Occupier / Organisation	Implemented for P1 and ongoing
	Provide cycle and wheeler maintenance facilities within the development such as 'Dr Bike' days with free servicing. This will include bike repair stations, Training, Personalised Travel Plans, and exploration of community cycle led rides.	UoC	Implemented in P1, and ongoing

	Encourage organisations to offer employees Cycle to Work scheme opportunities.	Each Occupier / Organisation supported by UoC	Implemented for P1 and ongoing
	Continue to develop and implement new micromobility hubs as appropriate.	UoC	Implemented for P1 and ongoing
Public Transport	Encourage organisations to provide subsidy / loans for season tickets for staff.	Each Occupier / Organisation supported by UoC	Implemented for P1 and ongoing
Car	Car Club provision will be expanded for use by both residents and employees. It is an aim to ensure these vehicles are electric. Discounted membership and mileage will be explored.	UoC	Implemented and in operation for P1 and ongoing
	Vehicles parking is restricted at a ratio of 1:1 for private residential properties to discourage ownership of more than one vehicle.	UoC	Successfully implemented for P1 and to be continued into Future Phases
Communication and Promotion	Continue to utilise the virtual 'Residents Hub' to inform residents of new transport offers, initiatives or external matters.	Each Occupier / Organisation supported by UoC	Successfully implemented for P1 and to be continued into Future Phases
	Travel Information Packs (tailored for employees and residents) which will contain summarised information on the Travel Plan and sustainable travel.	Each Occupier / Organisation supported by UoC	Successfully implemented for P1 and to be continued into Future Phases
Technology	Exploration of app-based demand responsive services.	UoC	By the occupation of 3,000th dwelling
Mobility Hub	Three 'primary' mobility hubs will be provided, located along the spine of the proposed development. These facilities will provide a focal point for the administration of the Site-Wide Travel Plan. A network of smaller scale 'neighbourhood' mobility hubs will also be provided at individual neighbourhoods. Shared transport services and initiatives will be provided at both types of mobility hub, scaled appropriately. Whilst each mobility hub will be subject to detailed design and pertinent to its local environment and users, they could include the following: Bus Stop, Passenger Waiting Facilities, Real Time Passenger	UoC	As part of highway Infrastructure delivery.

	Information, Cycle Parking, Micromobility Station, Cycle Repair Hub, Delivery Lockers, Wayfinding, EV Charging, and Wi-Fi Connectivity.		
Management	A comprehensive management structure for the Travel Plan has been developed as part of the previous outline consent for NWC. This will be continued and, where necessary, further enhanced.	UoC	Started for P1 and to be continued into Future Phases
Agile Working	Encourage employment building occupiers to adopt their own agile / flexible working schemes to promote working from home. This may reduce the need to travel for some residents.	Each Occupier / Organisation supported by UoC	Progress as part of future building occupiers' lease contracts

5 OCCUPIER AND RESIDENTIAL TRAVEL PLANS

5.1.1 This Framework Site-Wide Travel Plan sets the framework within which future Travel Plans will be developed. Land-use specific Travel Plans will be required, and these will be both guided by and feed back into the Framework Site-Wide Travel Plan.

5.1.2 There is currently a number of existing occupiers at Eddington who have their own land-use specific Travel Plan / Travel Plan Statement. It is proposed that these are brought under the 'umbrella' of this Framework Site Wide Travel Plan.

5.1.3 As per the existing arrangements, Occupiers who lease or purchase buildings within NWCM will be required to adhere to the Framework Site-Wide Travel Plan as part of the terms of purchase or lease clauses. This will require them to prepare Travel Plans or Travel Plan Statements as dictated by size. Small scale organisations below thresholds (as defined in CCoC guidance) will not be required to prepare Full Travel Plans, but their staff and stakeholders will still be eligible to take advantage of all of the travel behaviour change initiatives provided across the Site. Table 5.1 below presents CCoC's current guidance on the GFA triggers for when an occupier and residential TP & TS/TA are required.

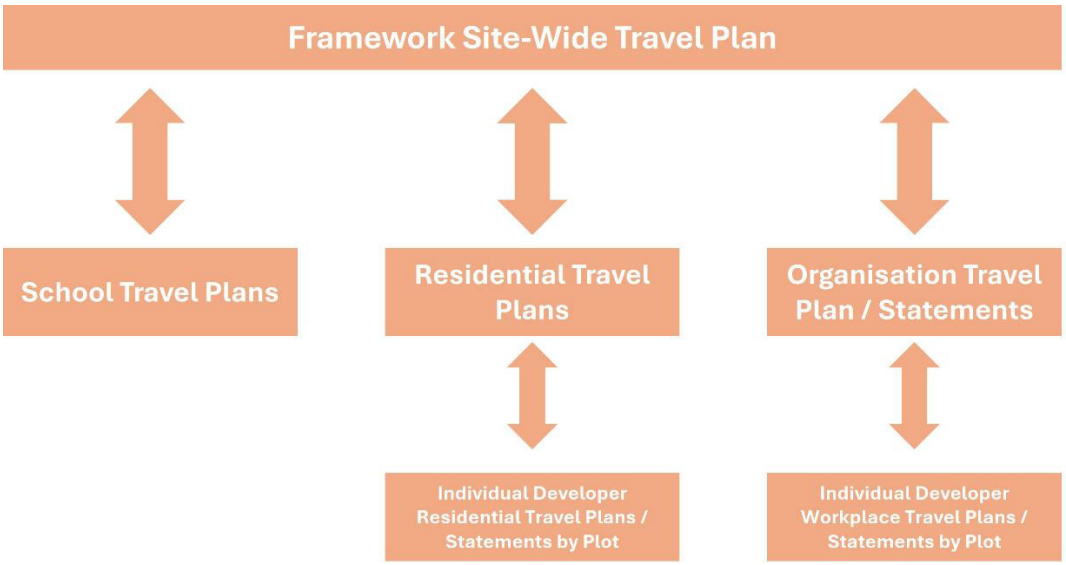
Table 5.1: CCoC Guidance on GFA Trigger for TP & Ts/TA

Land Use		TS	TA
B2	General Industrial	2,500 - 4,000 sqm	>4,000 sqm
B8	Storage and Distribution	3,000 - 5,000 sqm	>5,000 sqm
C1	Hotels	75 - 100 Bedrooms	>100 Bedrooms
C2	Residential Institution: hospitals, nursing homes	30 - 50 Beds	>50 Beds
C2	Residential Institution: residential education	50 - 150 Students	>150 Students
C2	Residential Institution: institutional hostel	250 - 400 Residents	>400 Residents
C3	Dwelling houses	50 - 80 Dwellings	>80 Dwellings
E(a)	Food retail	250 - 800 sqm	> 800 sqm
E(a)	Non-food retail	800 - 1,500 sqm	>1,500 sqm
E(b)	Restaurants and cafes	300 - 2,500 sqm	>2,500 sqm
E(c)	Financial and professional services	1,000 - 2,500 sqm	>2,500 sqm
E(d)	Indoor sport, recreation, or fitness	500 - 1,500 sqm	>1,500 sqm
E(e)	Medical or health services	500 - 1,000 sqm	>1,000 sqm
E(f)	Creche, nursery, day centre (non-residential)	50 - 100 Students	>100 Students
E(g)	Business: office, R&D, light industrial process	1,500 - 2,500 sqm	>2,500 sqm
F1(a)	Provision of education (non-residential)	50- 100 Students	> 100 Students
F1(b-g)	Non-residential institutions	500 - 1,000 sqm	>1,000 sqm
F2	Local community uses	500 - 1,500 sqm	>1,500 sqm
Others/Sui Generis		To be discussed	

5.1.4 The UoC currently coordinate the monitoring across the site for all occupier Travel Plans. Going forward, it is suggested that a monitoring fee is explored from future occupiers to contribute to the ongoing site wide monitoring costs. Further to this each developer will undertake their own Residential or Workplace Travel Plan delivery and monitoring (with a fee to use the site wide monitoring data) for their plot, or each developer pay a fee to join the University's Residential/Workplace Travel Plan schemes, through their annual commercial rental or Estate management charges.. The latter options would include a bespoke TP service from the University to support TP delivery for those who may require this service.

5.1.5 The individual Travel Plan requirements are set out in **Figure 5.1.**

Figure 5.1 Travel Plan Structure



5.2 Framework Site-Wide Travel Plan

5.2.1 This document provides the updated framework for future Travel Plans and essentially provides the basis for the "living document" that will be carried forward as the subsisting Framework Site-Wide Travel Plan.

5.2.2 This document will be updated prior to first occupation of the Future Phases and will confirm assumptions made in this Framework Site Wide Travel Plan, update the Transport Strategy as necessary, confirm the Travel Plan Manager position, and update any element that may have been adjusted through the planning process.

5.3 Residential Travel Plans

5.3.1 Eddington already has a Full Residential Travel Plan which is accredited "Very Good" within Modeshift Stars. Building on this success, any future development Full Residential Travel Plan will be required to cover the residential elements of the NWCM going forward.

5.3.2 The Residential Travel Plan will be created separately and delivered by the developer and their travel plan coordinator, following approval from the travel plan manager, or it could be delivered under the current residential travel and with a Travel plan fee contributing to its delivery and Monitoring. Prepared prior to occupation, prepared in co-ordination with the Travel Plan Manager and relevant stakeholders, and utilise the successful measures implemented for Eddington. The document will be submitted to CCoC for review.

5.3.3 Residential Travel Plans will utilise the Modeshift STARS Travel Plan toolkit, as per the existing Travel Plan monitoring system at Eddington.

5.4 Organisation Travel Plans and Statements

5.4.1 When organisations meet the CCoC travel plan thresholds, a full Travel Plan or Travel Plan statement will be prepared by each organisation/occupier, with support from the UOC Travel Plan Manager. These specific TPs will then be aligned with the Modeshift Stars accreditation.

5.4.2 Full Travel Plans must accord with the Framework Site-Wide Travel Plan and have due regard to local and national Travel Plan guidance.

5.4.3 At least one month following the first beneficial occupation, a Travel Plan Co-ordinator / Travel Plan representative for the respective organisation must be appointed.

5.4.4 If the respective Occupiers fails to meet Travel Plan targets, they could be required to submit an action plan to the UOC Travel Plan manager setting out what they will do to bring the Occupier Travel Plan back on track towards the achievement of the Travel Plan targets.

6 TRAVEL PLAN MANAGEMENT AND STEWARDSHIP

6.1 The Role of UoC

6.1.1 In having a long-term investment in NWCM, the UoC will continue to be the steward for the new community. Notwithstanding this, as per paragraph 10.72 of the S106 for the previous outline planning consent, the long term aim is to hand over the stewardship of the Travel Plan to residents after a 20-year period.

6.1.2 The UoC is dedicated to fostering long-term stewardship at NWCM, ensuring a continuous commitment to maintain the quality and integrity of the development and its public spaces. This effort aims to establish a more sustainable and improved development model for future generations.

6.1.3 Due to the scale of NWCM, multiple developers and stakeholders will be involved, creating the need for an overseeing body to coordinate the implementation of the Transport Strategy and Travel Planning. This is especially crucial for a project that will be developed over an extended period, where technological advancements may be expected.

6.2 Management Structure

Framework Site Wide Travel Plan and Transport Coordinator

6.2.1 The UoC will have general responsibility for the Framework Travel Plan and for the relevant obligations.

6.2.2 The UoC will be contractually required to appoint the Transport Coordinator to cover all forms of occupation within the Development – the role involves ensuring the Framework Travel Plan objectives / actions become established at the outset. A Transport Coordinator is currently in-roll at Eddington. The roles and responsibilities will be expanded to the Future Phases of NWCM.

Transport Coordinator

6.2.3 A full-time Transport Coordinator has already been appointed at Eddington as part of the previous planning consent for NWCM. The roles and responsibilities will be expanded to the Future Phases of NWCM.

6.2.4 The UoC holds responsibility for this appointment. The role functions as an enhanced Framework Travel Plan Coordinator, with oversight of all aspects of the transport strategy associated with the Development.

6.2.5 The Transport Coordinator will continue to actively work with all relevant stakeholders—including Cambridgeshire County Council—through the established Stakeholders Group to support the continued implementation of the transport strategy. This includes ongoing engagement with site occupiers to promote the use of sustainable transport options.

6.2.6 The Transport Coordinator also serves as the central point of liaison on travel plan-related matters, coordinating between the individual Residential Travel Plan Coordinators, commercial research occupier Travel Plan Coordinators, School Travel Plan Coordinators, and Travel Plan Coordinators for retail and community uses. This coordination role is ongoing and will continue as the development progresses.

6.2.7 The responsibilities of the Transport Coordinator are subject to regular review and updates to reflect the evolving needs of NWCM. These responsibilities include:

- Issuing the Framework Travel Plan as guidance to all relevant major occupiers;
- Providing advice to developers, occupiers, and operators on the overall transport strategy and assisting with the development of their individual Travel Plans;
- Working with the School and Cambridgeshire County Council to develop and support the implementation of the School Travel Plan;
- Acting as a liaison between stakeholders—including residents, businesses, and transport providers—to ensure travel needs are identified and addressed with appropriate solutions;
- Compiling and maintaining a list of best practice measures and techniques;
- Coordinating the timing of monitoring activities and advising individual coordinators on the organisation of travel surveys;
- Providing templates for travel diaries and staff survey questionnaires, where required;
- Coordinating the collection of annual review reports from individual coordinators;
- Organising, coordinating and review data collection for all modes;
- Maintaining regular communication with Cambridgeshire County Council and public transport operators to ensure occupiers' and residents' needs inform service development;
- Reviewing the Framework Travel Plan and assessing progress toward the achievement of sustainable transport objectives.

6.2.8 The post of Transport Coordinator has been established with a long-term commitment in mind. Reflecting UoC's ongoing responsibility for the Development, this position will remain in place 5 years post final occupation of the dwellings.

6.2.9 The current Travel Plan and monitoring reports have been recognised by CCoC as an exemplar.

Site Specific Travel Plan Coordinators / Representatives

6.2.10 In addition to the NWCM Transport Coordinator roll (and in the context of the individual land uses):

- Employment occupiers of a specified size are required to implement Workplace Travel Plans and appoint a Travel Plan Coordinator;
- Developers of residential areas above a specified threshold are required to implement Residential Travel Plans and appoint or nominate a Travel Plan Coordinator;

Transport Stakeholders Group

6.2.11 Following the previous outline planning consent, a 'Transport Stakeholders Group' was established by the Transport Coordinator as part of the site-wide transport strategy. The group—comprising key developers, planning and highway authorities, public transport operators, and community representatives—is now operational and actively involved in delivering, managing, operating, monitoring, and reviewing the site-wide travel and transport strategy. This approach will be carried forward into Future Phases of NWCM.

Sustainable Travel Behaviour Champions

6.2.12 As part of the Development Transport Strategy, the Transport Coordinator will continue to recruit Sustainable Travel Behaviour Champions. These individuals, while not appointed to formal roles, will play a key part in promoting sustainable travel options. Selected from within the local community, they will use their personal networks to raise awareness and encourage behaviour change. Champions will be trusted and respected figures—such as well-known parents at the school gate or active members of neighbourhood watch groups—who are well-positioned to influence others in their community.

7 MONITORING, PROGRESS AND REVIEW

7.1 Monitoring

7.1.1 Monitoring and review are key aspects of the Travel Plans. Successful monitoring allows the effectiveness of the measures and publicity to be assessed and a change in emphasis or revisions to the strategy to be considered. Travel Plans are living documents that require monitoring, reviewing, updating in order to maintain current best practice and address any new issues that may arise during implementation.

7.1.2 As per the existing Travel Plan management, regular monitoring and review will be carried out to demonstrate progress in meeting the Framework Site-Wide Travel plan and attainment of targets. Eddington benefits from an existing travel plan monitoring system that has been in place since the first occupation, which will be continued through Future Phases and developed where required.

7.1.3 Surveys will take account of multi-modal trips from all access points. This will include walking, wheeling, and cycling only accesses in addition to main vehicular accesses and all travel modes, including public transport services and innovative travel such as micro mobility. As agreed with CCoC the installation of a sensor based monitoring system will be considered and completed by October 2026 for ongoing live traffic monitoring.

7.1.4 In addition, to a sensor based monitoring system of movements, travel surveys of residents, employees and school staff and pupils will continue to be undertaken and co-ordinated by the Transport Coordinator bi-annually to monitor changes in the development.

7.1.5 The surveys will also continue to include attitudinal questions to collect qualitative data around travel behaviours.

7.1.6 Data such as car club usage and mileage, micromobility usage and mileage, and public transport origin/destination data will also continue to be collected.

7.1.7 A summary of the proposed survey types is contained in **Table 7.1**.

Table 7.1: Survey Types for Travel Plan Monitoring

Survey	Frequency	Outline
Access movement surveys	Data recorded 365 days per year by sensor based monitoring	Sensor based monitoring system at key access points to identify movements by all modes 365 days per year.
Bi-Annual travel surveys	Every other year (year 2 & 4 etc.)	Survey of staff, pupil, and residents in order to gather feedback from users of different modes of travel consider, level of satisfaction and identify constraints and opportunities.
Car and Cycle Parking surveys	Annual	For main employee car parks the strategy utilises technology to monitor movements. Snapshot surveys of other key areas such as parking pockets for residential living streets.
Use of sustainable transport schemes	Annual	Monitoring uptake and patronage of sustainable transport options, including shuttle services and car sharing.

7.1.8 The Transport Coordinator will co-ordinate and liaise with the Authorities over this monitoring process and review. If targets are not being met, a review of the measures will be carried out and new measures investigated to encourage further modal shift.

7.1.9 The frequency of monitoring is subject to agreement with the Authorities. The 2024 monitoring included a number of TRICS standard assessment methodology surveys for the first time. These were in addition to the travel survey questionnaires.

7.1.10 If the traffic monitoring is captured all year, there will be the opportunity to update periodically the recently used TRICS Standard Assessment Methodology surveys to monitor land uses within the development. This will provide an additional wealth of data and interim reviews with CCoC can be undertaken if circumstances suggest that further monitoring is necessary.

7.1.11 If available from the bus operators, the monitoring will also provide information about public transport operational performance and uptake. This information will inform of any operational changes that might be required to the on-site bus services.

7.1.12 The results of the monitoring will be reported back to the Transport Stakeholders Group and the Authorities and stakeholder groups via the annual North West Cambridge transport monitoring report.

7.2 Reporting Progress

7.2.1 The Travel Plan Manager will continue to prepare an annual monitoring report which will demonstrate the travel patterns and behaviours associated with NWCM, as per the data collected in the monitoring protocol. This monitoring report will include results of the annual travel survey and other collected data. The 2024 Annual Monitoring Report is included in **Appendix A**.

7.3 Contingency Measures

7.3.1 If there is a notable and sustained deviation from the forecast values, or if the trip budget is exceeded (as detailed in the Transport Assessment also prepared by KMC), the NWCM Transport Coordinator, in collaboration with the Transport Stakeholders Group, will assess whether implementing contingency measures is advisable.

7.3.2 This assessment will take into account various factors, including the positive impacts of any non-development-specific measures already introduced by the UoC.

7.3.3 Any contingency measures would aim to reduce car usage and achieve the forecasted outcomes within an agreed timeframe. These measures are consistent with those included in the previous outline consent for NWCM, and may include:

- Alterations to the public transport services better to meet demand;
- Discounted public transport tickets for a limited period of time;
- Additional car parking management through extensions to controlled parking zones;
- Membership discounts and incentives associated with the on-site car club;
- Increased travel behaviour change initiatives such as travel awareness campaigns;
- Consideration of further on-site traffic management and access control measures to discourage car use.

7.3.4 The Transport Team will review the measures proposed, and make recommendations to the Authorities, who will help make the decision which contingency measures should be pursed. The appropriate measure will directly relate to the specific shortfalls identified during the monitoring and review process.

Appendix A 2024 Northwest Cambridge Development Monitoring Report

Northwest Cambridge Development Monitoring Report 2024

1. Introduction

1. This report presents the results of all monitoring activities undertaken for the North West Cambridge Development (NWCD) Travel Plan for the year 2024. It compares these against the findings from previous years.

2. Cambridgeshire County Council agreed with the monitoring approach by adopting the 2015 NWCD Travel Plan Monitoring Strategy.

3. Section two of this report summarises the findings based on the key monitoring activities. Due to a technical issue with data collection beyond the University's or our data contractor's control, this report is submitted late, with approval from Tam Parry Cambridgeshire County Council on the 14/01/2025.

   Sections included:

   - Section 3: Trips on the A14
   - Section 4: Development and non-development trips through NWCD
   - Section 5: Parking beat survey
   - Section 6: Sainsbury's travel plan update
   - Section 7: University of Cambridge Primary School travel plan updates
   - Section 8: Eddington Nursery travel plan update
   - Section 9: Turing Locke Hotel travel plan update
   - Section 10: Eddington staff annual travel survey
   - Section 11: Eddington resident travel survey
   - Section 12: Eddington sustainable travel initiatives
   - Section 13: Eddington Action Plan for the year 2025.

4. As part of the agreed monitoring strategy, a copy of this report will be submitted to Cambridgeshire County Council (to Tam Parry, Principal Transport Officer).

2. Summary of findings

1. This section summarises the results of the monitoring activities for the North West Cambridge Development (NWCD) Travel Plan for 2024, as agreed with Cambridgeshire County Council in the 2015 NWCD Travel Plan Monitoring Strategy.

2. The key findings presented in this report are as follows:

- **Section 3 – Trips on the A14:** The 2024 data indicates there could be 197 fewer staff vehicle trips along this stretch of the A14 compared to the revised 2015 working-from-home baseline.

- **Sections 4 - Development and non-development trips through NWCD:** The surveys found that on average, 5,167 trips traverse daily through Eddington. 43.6% of the matched trips recorded were classified as development-related and 56.4% as non-development-related. This is a decrease of 1.1% of development trips compared to 2023. The direction of movement for non-development-related trips is slightly more north to south, with 55.8% of trips travelling north to south and 44.1% travelling south to north throughout the day. There were also 8,327 trips made by walking, cycling and scooting through the development, an increase of 2,401 trips from 5,926 in 2023, due to a missing link at the Travellers Rest crossing being included in this year's counts.

- **Section 5—Parking beat survey:** Overall, parking stress has decreased since the 2023 survey and is equal to the 2020 stress level of 27%. This difference compared to 2023 is due to a different survey company collecting the data and calculating it with a different methodology.

- **Section 6—Sainsbury's Travel Plan updates:** The 2024 staff travel survey did not receive responses, so a different methodology for staff modal data will be considered in 2025. The 2023 TRICS survey is the most recent output from the store.

- **Section 7 – University of Cambridge Primary School Travel Plan update:** 68% of respondents to this year's pupil survey travel to the school by sustainable modes – an 8% decrease from 2023. This is above the 60% sustainable travel mode target within their Modeshift Stars travel plan. 45% of teachers travel to the school using sustainable modes of travel, an increase of 14% from the 2023 survey. The Parent Travel Committee has not met for the majority of 2024; the new head teacher is meeting with parents to re-energise this stakeholder group.

- **Section 8 – Eddington Nursery Travel Plan updates:** 46% of staff travel by sustainable modes, an increase of 6% from the 2023 survey. The nursery is progressing with adopting a Modeshift Stars Education Travel Plan.

- **Section 9—Turing Locke Accommodation:** The number of staff survey responses in 2024 was below the required amount for Modeshift Stars accreditation. Therefore, a snapshot survey was held, which achieved a 37% response rate. This resulted in a reduction of sustainable travel modes from 50% to 46%. The hotel operator has also introduced additional pool bikes for

guests, reducing trips by motor vehicles from the hotel. They are also progressing with their Modeshift Stars Business Travel Plan.

- **Section 10 – Eddington Staff Travel Survey:** The current modal split for staff based in Eddington is 40% by sustainable modes (cycling, walking and public transport), an increase of 1%, with Car sharing reducing by 1% from 2023.

- **Section 11—Eddington Resident Travel Survey:** 150 residents responded, a 51% decrease from 2023 responses. 143 (95%) of responses reported on their travel to work modes; 79% travelled to work by sustainable modes, a 10% point decrease from the 2023 survey, with less cycling and more car-along and walking journeys.

- **Section 12—Eddington Sustainable Travel Initiatives:** There has been a continued uptake in the initiatives to promote sustainable travel throughout the year.

- **Section 13 outlines the forward delivery plan** to encourage the uptake of the core initiative offered to new residents and employees.

3. Trips on the A14

1. As part of the Northwest Cambridge Framework Travel Plan, the University has committed to monitoring and managing potential impacts NWCD might have on the A14 and M11. Improvement commitments to the M11 may be triggered if, at the practical completion of employment floor space at NWCD, University-related vehicle trips along the A14 to the northwest of the M11 Junction 14 have not decreased by 200 compared to the base year (2015).

Methodology

2. It was noted that monitoring requirements of the agreed location have changed since the completion of National Highways' work to improve the M11 junction 14 and the A14, which were completed in June 2022.

3. The University's 2024 Annual Staff Travel Survey respondents were asked, "During your journey to your workplace, do you drive through the green dashed line on the A14 or the local access road (A1307) shown in the diagram below?

   The green dashed line is shown to the south of junction 25 Bar Hill on the A14. A screenshot of the respective question is shown in Figure 1.

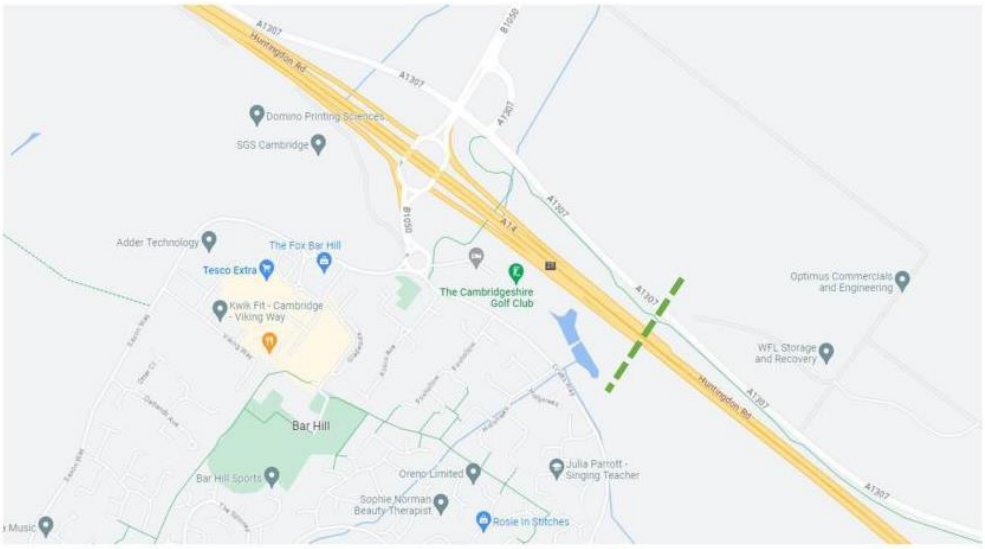


Figure 1 Extract from the University of Cambridge Annual Staff Travel Survey 2023

4. The findings from the survey were factored based on the 2023 University census (headcount), according to which the University employed a total of 13,656 staff members as of October 2024[1].

Findings and Statistical Analysis

5. 2358 (17.3%) of all staff responded to the 2024 travel survey. Of those who responded, 490 (21%) didn't answer the question, and 1,664 (70%) staff members did not travel along that stretch of highways. The remaining 203 (9%) stated that they travel along the lengths of the A14 (114 - 5%), and 89 (4%) used the local access road (A1307) as part of their journey to work.

[1] University of Cambridge staff headcount provided by University of Cambridge Human Resources Department October 2024.

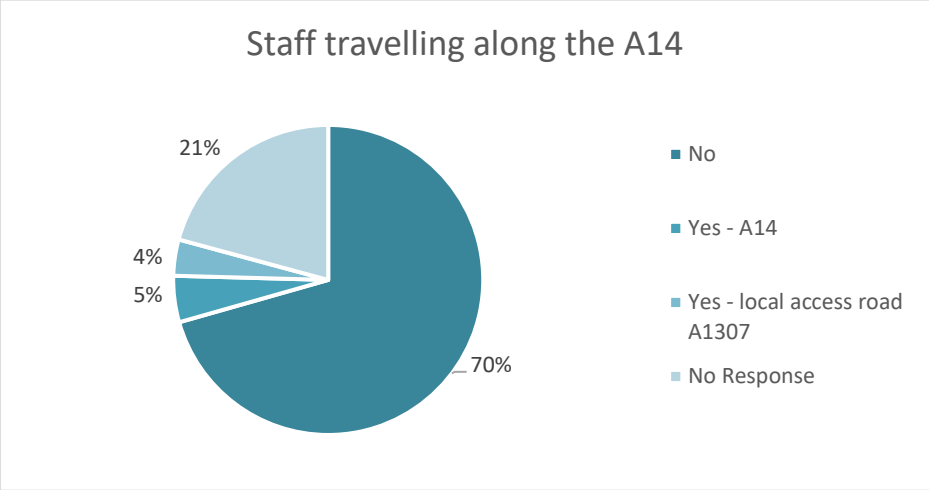


Figure 2 Staff travelling along the A14

6. It should be noted that the University of Cambridge has monitored its employees' commuting modes since the 2009 travel-to-work survey. Table 1 shows that, on average, 1% of University staff worked from home until the COVID-19 pandemic in 2020. This figure increased to 68% of home working and has stabilised at 31% for the second consecutive year.

Table 1. University of Cambridge Travel to work modal survey data (Inc. working from home) data 2009 – 2024

	Other	Walk	Train	Universal	Public Bus	Motorbike	Home Working	Car Share	Bicycle	Drive (alone)
2009	4%	11%	5%	0%	9%	1%	2%	7%	39%	22%
2010	1%	9%	7%	0%	9%	1%	1%	8%	40%	23%
2011	2%	9%	6%	0%	9%	1%	1%	7%	41%	24%
2012	2%	10%	6%	0%	8%	1%	1%	7%	41%	24%
2013	2%	10%	6%	0%	8%	1%	2%	7%	40%	26%
2014	0%	10%	6%	0%	8%	1%	1%	8%	42%	24%
2015	0%	10%	6%	1%	6%	1%	2%	8%	42%	25%
2016*	1%	8%	6%	0%	7%	1%	0%	9%	42%	26%
2017	0%	9%	6%	1%	7%	1%	2%	6%	39%	30%
2018	0%	8%	6%	1%	8%	1%	1%	6%	37%	31%
2019	0%	9%	8%	1%	7%	1%	1%	6%	36%	31%
2020	0%	4%	1%	0%	1%	0%	68%	2%	14%	10%
2021	0%	7%	3%	1%	2%	1%	45%	3%	24%	15%
2022	0%	5%	5%	1%	5%	0%	32%	5%	26%	21%
2023**	0%	7%	5%	1%	5%	0%	31%	3%	26%	20%
2024	0%	7%	5%	1%	6%	1%	31%	4%	24%	20%

*The 2016 survey did not include the work-from-home question**Rounding error in 2023-reduced to 31%.

7. Based on the revised calculation for working from home and statistical analysis, it can be said with 95% certainty that between 7.48% and 9.74% of University staff travel on the A14. Scaled up based on the 2024 University census of those not working from home, these percentages equate to 1,021 and 1,330 members of staff, respectively. This suggests that, on average, 1,175 staff members travel along the A14 or the A1037 local road.

8. Considering the change in staff travel behaviours and the introduction of hybrid working, the University has applied the work-from-home percentages to compare the trip data to reflect the most current trend in staff travel habits. Table 2 presents a year-by-year comparison of the number of staff travelling along the A14 from annual travel surveys since 2015[2]. This shows that as of October 2024, 209 more staff vehicle trips could be recorded along the new road layout of the A14/A1307 compared to the 2015 baseline. Table 2 also shows that as of October 2024, 197 fewer staff vehicle trips could be along this stretch of the A14/A1307 compared to the revised 2015 working-from-home baseline.

Table 2: Year-by-year comparison of staff travelling along the A14

	Trips along the A14	Working from home percentage	Trips along the A14 (revised)
Target	766	**1%	756
Oct-2015 (Baseline)	**966**	****1%**	**956**
Oct 2016*	821	0%	821
Oct-2017	988	2%	968
Oct-2018	937	1%	928
Oct-2019	971	1%	952
Oct-2020	526	68%	168
Oct-2021	877	45%	482
Oct-2022	1,152	32%	783
Oct 2023***	1,110	31%	755
Oct 2024	1,175	31%	759

*The 2016 survey did not include the work-from-home question.

**The WFH baseline was applied at 1% from the 2015 travel survey.

***A14/A1307 New road layout north of Junction 14.

9. The S106 planning requirement to monitor staff travel along the A14 was discharged in July 2023, following the completion of National Highway's improvements to the A14 and the junction to the M11. However, the University has continued monitoring this area of the highway network to support North West Cambridge's development further.

[2] It was agreed with Tam Parry via email on 15th August 2019 that the baseline should be the October 2015 Staff Survey in line with subsequent years rather than the SDG baseline survey which was used in previous reports.

4. Development and non-development trips through NWCD

Methodology

1. The Framework Travel Plan agreed that an annual traffic survey will be carried out. These were carried out between 07:00 and 19:00 on five key entry and exit points into the development (see figure 3 for site locations):

    - Huntingdon Road western entry/exit (site 1/2);
    - Huntingdon Road eastern entry/exit (site 7/8);
    - Girton Road entry/exit (site 3/4);
    - Madingley Road western entry/exit (site 15/16);
    - Madingley Road eastern entry/exit (site 11/12);
    - Madingley Road southern entry/exit (site 13/14);
    - Eddington Avenue southern entry/exit (9/10)
    - Eddington Avenue northern entry/exit (5/6)

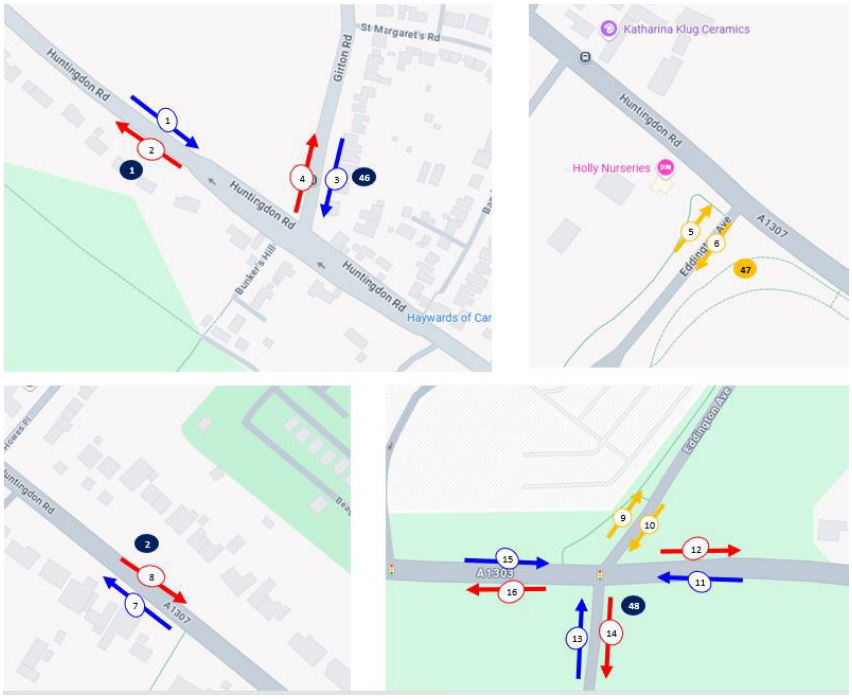


Figure 3: Direction of movements

2. The following methodology was agreed for the calculation of the level of trip generation from the NWCD:

    - A one-day survey carried out mid-week;
    - Vehicles will be counted entering or exiting the NWCD;
    - Development-related trips are defined as:
        - Through-trips of more than 30 minutes;
        - Trips with the same entry and exit point of any length.
    - Non-development related trips are defined as:
        - Through-trips which are less than 30 minutes.
    - There is no requirement to carry out a baseline survey. It was agreed that annual surveys would take place each October.

3. Some of the trips that are less than 30 minutes could potentially be development-related trips, and therefore, in future years, a methodology will be developed to assess this.

4. Traffic surveys were carried out by Tracsis PLC to monitor the number of development and non-development trips NWCD attracts. Surveys were conducted on Tuesday, 25 March 2025, a neutral weekday. Results were split into 15-minute intervals.

5. Automatic Number Plate Recognition (ANPR) surveys were conducted to capture the movement direction and vehicle classification of all incoming and outgoing trips at NWCD. On average 91.2% of the vehicles passing each site were captured in the survey. The fourteen different movement directions that were recorded are shown in figure 3. Inbound movements are indicated with blue, outbound movements with red and intermediary movements with yellow arrows.

6. To better assess and understand movement patterns, the data was analysed in more detail for the entire day, as well as for the AM and the PM peak periods. The results of these assessments are summarised below.

All-day findings (07:00-19:00)

7. Traffic flows were recorded as follows:

8. At the southern end of Eddington Avenue (near Madingley Road), 2448 vehicles were counted travelling northbound and 2850 vehicles counted travelling southbound between 07:00 and 19:00. This equates to an average of 204 vehicles per hour travelling northbound and 238 per hour travelling southbound, a decrease of 11 vehicles per hour travelling southbound and 19 vehicles per hour travelling northbound compared to 2023.

9. At the northern end of Eddington Avenue (near Huntingdon Road), 2325 vehicles were counted travelling northbound and 2711 vehicles counted travelling southbound, equating to an average of 193-177 vehicles travelling northbound and 225 travelling southbound per hour. This is an increase of 16 vehicles per hour travelling northbound and an increase of 13 vehicles per hour travelling southbound compared to 2023.

10. The surveys found that 43.6% of the matched trips recorded were classified as development-related and 56.4% as non-development-related. This is a decrease of 1.1% of development trips compared to 2023. The direction of movement for non-development-related trips is slightly more north to south, with 55.8% of trips travelling north to south and 44.1% travelling south to north throughout the day. This is an increase in trips travelling south to north and a decrease in north-to-south trips from 2023.

11. Figure 4 shows the direction of the development-related trips, showing that 47.7% (a 5.3% increase since 2023) of development-related trips are from the north to the north and 49.6% (a 3% increase since 2023) from the south to the south. Only a small proportion of development-related trips entered from one direction and exited at another, a decrease from 2023.

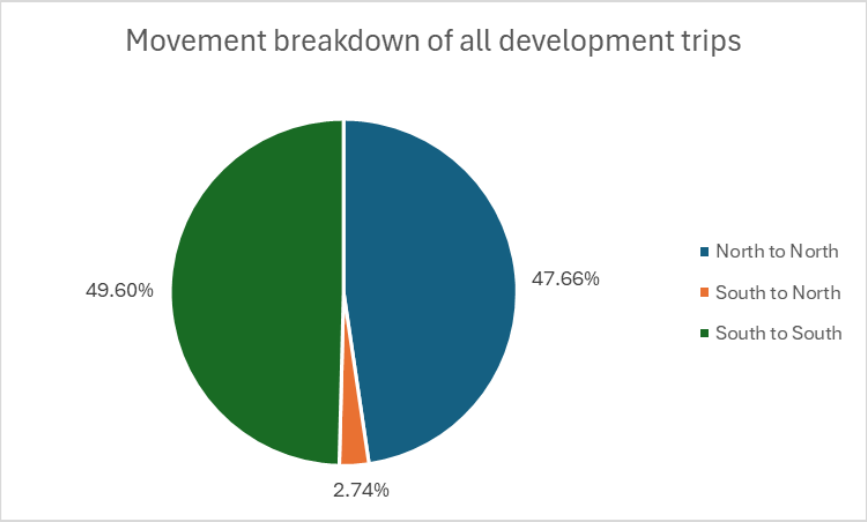


Figure 4: Direction of movements for development related trips

AM peak findings (07:00-09:00)

12. In the AM peak an average of 176 vehicles per hour were counted travelling northbound and 322 vehicles per hour travelling southbound on Eddington Avenue south near Madingley Road. This is an increase of 14 vehicles per hour travelling northbound and 12 vehicles travelling southbound compared to 2023.

13. An average of 210 vehicles per hour were counted travelling northbound and 446 vehicles per hour travelling southbound on Eddington Avenue near Huntingdon Road. This is a decrease of 32 moving northbound and an increase of 1 vehicles per hour travelling southbound respectively compared to 2023.

14. In the AM peak, 37.5% (a 5.3% increase compared to 2023) of all matched trips were registered as development trips and 62.5% (a decrease of 9.3 % since 2023) were non-development trips travelling through the site in less than 30 minutes. A high proportion (71.2%) of the non-development trips were in the direction of north to south, suggesting that the route through the site is being used as part of the commute for trips into Cambridge.

15. The directions of the development trips are as follows:
    - 28.3% are south to south (9.3% increase since 2023)
    - 4% are south to north (0.3% increase since 2023)
    - 0% are north to south (8% decrease since 2023)
    - 58.5% are north to north (1.5% decrease since 2023)

PM peak findings (16:00-18:00)

16. In the PM peak an average of 282 vehicles per hour were counted travelling northbound and 206 vehicles per hour travelling southbound on Eddington Avenue south near Madingley Road. This is an Increase of 1 vehicle per hour travelling northbound compared to 2023 and no change in southbound vehicles.

17. An average of 235 vehicles per hour were counted travelling northbound and 203 vehicles per hour travelling southbound on Eddington Avenue near Huntingdon Road. This is a decrease of 46 and decrease of 2 vehicles per hour travelling northbound and southbound respectively compared to 2023.

18. In the PM peak, 43.1% of trips were registered as development trips and 56.9% were non-development trips. A higher proportion (59.7%) of the non-development trips were in the direction of south to north compared to north to south (29%), similar to 2023, suggesting again that the route through the site is being used as part of the commute for trips out of Cambridge.

    The directions of the development trips are as follows:

    - 47.7% are south to south (Decrease of 3.3% since 2023)
    - 3.1% are south to north (Decrease of 2.9% since 2023)
    - 0% are north to south (Decrease of 2% since 2023)
    - 49.2% are north to north (Increase of 8.2% since 2023)

19. In addition to surveying vehicle movements in and around the site, surveying all pedestrian and cycle/scooter movement in and out of the site was also conducted in 2024. Table 3 shows 8,327 trips were made by walking, cycling and scooting through the development. Further details of each site location can be found in Table 4.

Direction	Pedestrian	Cycle	Cyclist cargo bike/multi person bike	Cyclist with bike trailer	Cyclist with child seat	Kick scooter	Electric scooter	Total
Total inbound	1740	2175	80	16	40	15	57	4123
Total outbound	1828	2179	79	23	35	10	50	4204
Matched total	3568	4354	159	39	75	25	107	8327
Percent	42.8%	52.3%	1.9%	0.5%	0.9%	0.3%	1.3%	

Table 3 – Total inbound and outbound NMU movements at surveyed entry/exit points around the development.

Name	Direction	Pedestrian	Cycle	Cyclist cargo bike/multi person bike	Cyclist with bike trailer	Cyclist with child seat	Kick scooter	Electric scooter	Total
Eddington Avenue (North)	Inbound	156	838	20	3	4	2	20	1043
	Outbound	149	748	24	5	6	0	19	951
Playing Field (North)	Inbound	274	200	14	4	14	11	8	525
	Outbound	298	170	13	5	11	3	6	506
Storey's Way (East)	Inbound	488	556	32	6	7	1	17	1107
	Outbound	533	693	30	9	8	2	17	1292
Eddington Avenue (South)	Inbound	424	44	0	0	2	1	0	471
	Outbound	408	36	0	0	1	0	0	445
Park and Ride (South)	Inbound	398	537	14	3	13	0	12	977
	Outbound	440	532	12	4	9	5	8	1010

Table 4 – Breakdown of entry/exit points into the development.

5. Parking beat survey

Methodology

1. A parking beat survey was carried out on Tuesday 8 Oct 2024 by Tracsis Traffic and Data services Ltd. The surveys captured the number of spaces available, number of vehicles parked, duration of stay, and vehicle classification.

2. Surveys were carried out on the following road:
   - Beat 1 – Lansdowne Road, Conduit Head Road & Clerk Maxwell Road
   - Beat 2 – Thornton Close, Thornton Court, Thornton Road & The Brambles
   - Beat 3 – Thornton Road, Thornton Way & Girton Road
   - Beat 4 – Girton Road, Bandon Road, St. Margaret's Road & Wilderspin Close
   - Beat 5 – Storey's Way
   - Beat 6 – Sherlock Road, Eachard Road, Hoadly Road, Sherlock Close, Small Road, Woodlark Road
   - Beat 7 – Oxford Road, Halifax Road, Nursery Walk, Richmond Road, Wentworth Road

Figure 5: Parking beat survey sites

3. The following data was collected:
   - Parking beats were carried out in two time periods counted on each road every hour. One to show overnight parking from 5:00am - 07:00am and the other to show the daytime parking from 09:30am - 11:30am to compare the level of parking stress overnight with in the daytime. Parking stress (or percentage occupancy) is a measure of demand for parking and is defined by the number of vehicles parked in relation to the on-street capacity. This is usually expressed as a percentage figure of the overall capacity. For example, 75%

parking stress indicates that three-quarters of all available parking spaces on a road is taken up by parked vehicles.

- The number of available spaces was recorded for each parking row based on a 5m average vehicle size[3].
- The number of on street spaces occupied by each vehicle type (cars, vans, motorbikes, trucks and lorries) was recorded for each parking row.
- The number of vehicles parked on double yellow lines; single yellow lines was also recorded to determine the level of parking contraventions.
- The parking beat surveys were used to analyse the duration of stay by noting vehicle registration numbers every hour. The maximum duration of stay which could be recorded on the survey was 5 hours from the first survey at 5am until the last survey at 10:30am.

Parking stress

4. Figure 6 shows an overview of average parking stress.

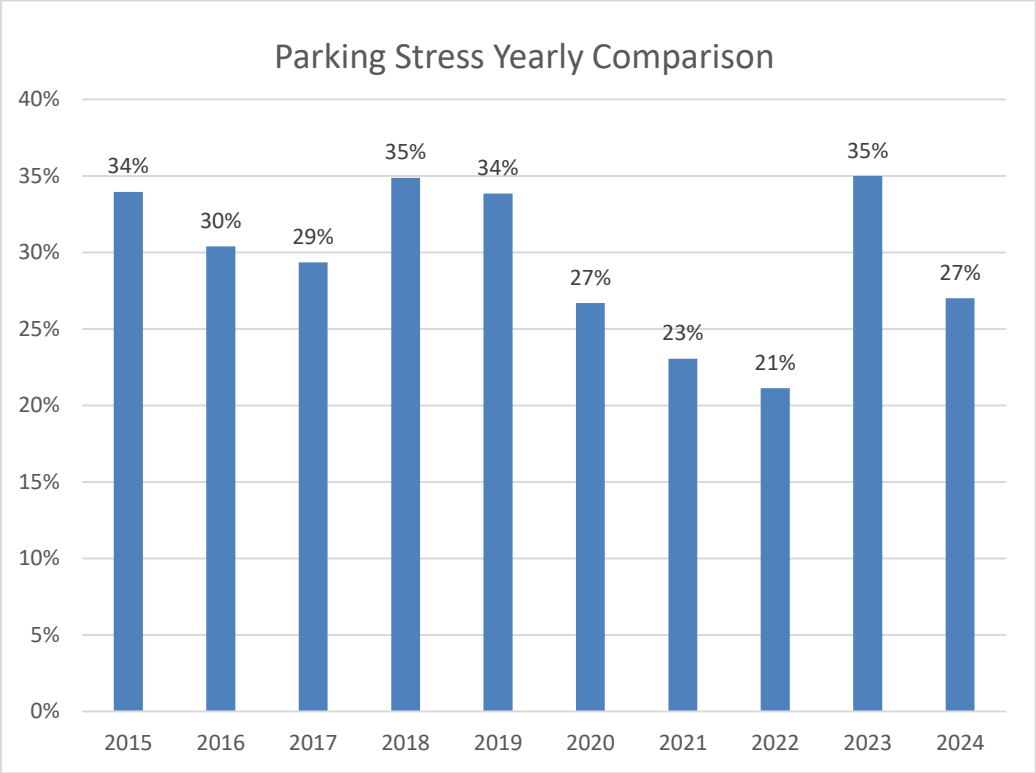


Figure 6: Parking stress comparison 2015-2024

5. Table 5 provides an overview of parking stress levels by street. The greatest increase was recorded on Oxford Road with 9% compared to 2023, the greatest decrease on Thornton Court with -36%.

6. The five streets that have the highest overall average parking stress are Thornton Court, Richmond Road, Halifax Road, Woodlark and Wentworth Road. All of these roads are off

[3] *This was agreed with Paul Wotherspoon from Cambridgeshire County Council Parking Services on 8th October 2015 by email.*

Huntingdon Road and between 500m and 1.3km as the crow flies from the nearest occupied properties on the NWCD. These areas have had high levels of parking stress each year since these surveys started, suggesting these are highly populated locations with a high demand for parking. Demand has broadly been stable between 2022 and 2024, with the largest increase seen on Oxford Road.

Table 5 – Variation in parking stress by road (2015-2024)

Street Name	Spaces	2015 Overall Average %	2016 Overall Average %	2017 Overall Average %	2018 Overall Average %	2019 Overall Average %	2020 Overall Average %	2021 Overall Average %	2022 Overall Average %	2024 Overall Average %	Net Change from Previous Year
Bandon Road	36	25%	30%	31%	33%	18%	36%	27%	27%	26%	-1%
Clerk Maxwell Road	124	49%	47%	31%	41%	41%	13%	27%	35%	21%	-15%
Conduit Head Road	43	15%	17%	23%	15%	15%	8%	10%	10%	8%	-2%
Eachard Road	62	27%	38%	28%	24%	37%	20%	33%	23%	19%	-4%
Girton Road	133	2%	1%	7%	1%	0%	1%	1%	0%	4%	4%
Halifax Road	71	89%	75%	101%	91%	87%	79%	57%	57%	55%	-2%
Hoadly Road	51	13%	11%	16%	14%	21%	12%	13%	13%	7%	-6%
Howes Place	65	11%	Road is c	28%			13%	9%	6%	0%	-6%
Lansdowne Road	39	13%	17%	21%	2%	7%	5%	0%	0%	0%	0%
Marion Close	66	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%
Nursery Walk	23	18%	13%	24%	22%	15%	14%	9%	4%	9%	4%
Oxford Road	136	85%	68%	43%	82%	78%	48%	55%	49%	58%	9%
Richmond Road	108	90%	80%	96%	102%	92%	104%	67%	70%	68%	-2%
Sherlock Close	41	16%	17%	21%	26%	15%	0%	7%	9%	4%	-4%
Sherlock Road	71	17%	26%	23%	30%	33%	19%	13%	5%	13%	7%
St. Margaret's Road	55	10%	8%	12%	6%	4%	13%	12%	2%	0%	-2%
Storey's Way	122	44%	28%	31%	48%	44%	33%	2%	5%	8%	3%
The Brambles	52	2%	3%	5%	7%	4%	6%	8%	6%	9%	2%
Thornton Close	124	11%	10%	6%	11%	10%	10%	11%	15%	13%	-2%
Thornton Court	12	70%	89%	82%	82%	72%	74%	75%	99%	63%	-36%
Thornton Crescent	13	0%	< 2015 res	< 2015 res	< 2015 res	< 2015 res	< 2015 res	< 2015 res	< 2015 res	26%	
Thornton Road	173	24%	21%	18%	27%	27%	28%	28%	26%	33%	7%
Thornton Way	57	18%	20%	10%	16%	21%	20%	24%	21%	24%	3%
Wentworth Road	18	88%	73%	74%	89%	70%	33%	48%	51%	47%	-4%
Wilderspin Close	21	4%	0%	6%	9%	5%	2%	0%	10%	8%	-1%
Woodlark Road	64	29%	32%	26%	24%	34%	33%	27%	36%	31%	-5%
TOTAL	**1709**	**34%**	**30%**	**29%**	**35%**	**34%**	**27%**	**23%**	**21%**	**23%**	2%

Duration of stay

7. Around 43.9% of vehicles stayed for the full survey period, 4,2% stayed for 5 to 6 hours 37,9% stayed for 2 hours and 14% stayed for up to an hour. In total, 48.1% of vehicles were present in both monitoring periods.

8. Compared to 2023 there are more vehicles recorded as parking for longer terms, although the methodology is slightly different due to two beats.

9. Annex A presents the findings of the parking beat survey in more detail.

6. Sainsbury's Travel Plan updates

1. As part of the planning conditions, Sainsbury's must have an active Travel Plan in place according to the Framework Travel Plan guidelines.

2. The Eddington staff travel survey was circulated to Sainsbury's in October 2024. No employees completed the survey in October 2024. This report remains unchanged whilst the transport coordinator engages with Sainsbury's planning development team.

Table 6 Sainsbury staff travel modes

Year, Number of Respondents and Percentage	**Walking**	**Cycling (incl. tandem)**	**Bus (incl. U Bus)**	**Train**	**Car (incl. car share)**
2018*	(3.5%)	(24.1%)	(15.3%)	(0%)	(55%)
2022	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (100%)
2023	0 (0%)	1 (16%)	0 (0%)	0 (0%)	5 (84%)
Framework Travel Plan Targets Sustainable Travel Modes: 60>% Car (Inc. car share) mode: <40%	**Actual: 14%** (2022-0%, 2018- 45%)				**Actual: 84%** (2022-100%, 2018-53%)

* This is based on total contracted shifts minus 14%, roughly the weekly absence percentage through sickness and annual leave.

3. All store-related trips were monitored in May 2023 using the TRICS Standard Assessment Methodology. This information is essential for the development monitoring and further phases of development at Eddington.

4. Within the Transport Assessment (TA) for the Sainsbury's store, TRICS data was used to create a modal trip prediction based on similar location characteristics from elsewhere within the United Kingdom. The table below shows the 2023 results compared to this prediction and demonstrates that the store is not attracting trips from vehicles as predicted and that more local walking and cycling to the store is happening than was expected

Table 7 Sainsbury's transport assessment and TRICS survey data 2023

Year	Multiple Occupancy cars	Single Occupancy cars	Public Transport	Cyclists	Pedestrians	Scooters
2010 (TA)	59%	30%	1%	0%	10%	0%
2023	13.6%	21.4%	10.5	5%	49.2%	0.1%
Difference	-45.4%	-8.6%	+9.5%	+5%	+39.2%	+0.1%

5. Moving forward, the Travel Plan Coordinator will continue engaging with Sainsbury's planning development managers to gain support for Sainsbury's travel plan requirements. Further evaluation is planned for 2025 using the TRICS standard assessment methodology.

7. University of Cambridge Primary School Travel Plan

General Updates

1. The Primary School is updating and reviewing the Travel Plan as part of a planning condition requirement. The current Travel Plan covers 2018 to 2023 and is now hosted on the Modeshift Stars platform.

Survey results

2. Surveys have been conducted to assess the travel patterns of families travelling to the school. An online survey was conducted asking families about their travel to school on Wednesday, 11 October.

3. 2024 saw a decline in the response rate to the school's parent survey, with only 41 responses, a 72% decrease from the 2023 survey.

Table 7 - Responses by year to the parent travel survey

Year	Responses by parents
2018	73
2019	235
2020	322
2021	63
2022	118
2023	146
2024	41

4. Table 8 summarises the modal split results from 2018 to this year. All of the 2024 survey respondents responded to the mode of travel question. The 2024 data shows an 8% decrease in sustainable travel modes for travel to school as set out within the travel plan.

Table 9 - modal split for parents/guardians

Year, Number of Respondents and Percentage	**Walking**	**Cycling (incl. tandem)**	**Bus (incl. U Bus)**	**Train**	**Taxi**	**Car (incl. car share)**
2018	9 (12%)	24 (33%)	1 (1%)	0 (0%)	0 (0%)	39 (53%)
2019	39 (17%)	92 (39%)	7 (3%)	0 (0%)	0 (0%)	96 (41%)
2020	56 (17%)	149 (46%)	2 (1%)	1 (0%)	0 (0%)	114 (35%)
2021	13 (21%)	33 (52%)	0 (0%)	0 (0%)	0 (0%)	17 (27%)
2022	25 (21%)	48 (41%)	3 (3%)	0 (0%)	0 (0%)	41 (35%)
2023	34 (23%)	71 (49%)	2 (2%)	1 (1%)	1 (1%)	33 (23%)
2024	5 (12%)	21 (51%)	2 (5%)	0 (0%)	0 (0%)	13 (32%)
Travel Plan Targets Sustainable Travel Modes: 60>% Car (Inc. car share) mode: <40%	**Actual: 68%** (2023-76%, 2022- 65%, 2021- 73%, 2020-64%, 2019-59%, 2018-46%)				**Actual: 32%** (2023-24%, 2022-35%, 2021-27%, 2020-35%, 2019-41%, 2018-53%)	

5. The parent travel committee has not operated for the past few months since a change in parents leading this group. Therefore, the lower response rate could be attributed to the lack of awareness of the survey period, although the head of the school circulated the survey link to all parents.

6. Information on the travel patterns of primary school staff was collected as part of the Eddington Annual Staff Travel Survey 2024.

7. In total, 24 members of the Primary School staff responded to the survey in 2024, a decrease of 18 responses from last year. The modal split for the 24 members of staff who responded to this question does not meet the targets set out in the travel plan of 60% of staff travelling by sustainable modes. Table 6 compares the survey results against the Travel Plan targets.

Table 10 – Modal split staff commutes

Year, Number of Respondents and Percentage	**Walking**	**Cycling**	**Bus**	**Train**	**Car Share – Passenger**	**Car – Driver**
2019	4 (50%)	1 (13%)	0 (0%)	1 (13%)	0 (0%)	2 (25%)
2020	3 (19%)	4 (25%)	0 (0%)	0 (0%)	0 (0%)	9 (56%)
2021	8 (15%)	10 (18%)	4 (8%)	0 (0%)	1 (2%)	30 (57%)
2022	4 (10%)	8 (19%)	3 (7%)	0 (0%)	1 (2%)	26 (62%)
2023	4 (9%)	6 (13%)	2 (4.5%)	0 (0%)	2 (4.5%)	31 (69%)
2024	2 (9%)	5 (23%)	1 (4%)	0 (0%)	2 (9%)	13 (55%)
Travel Plan Targets Sustainable Travel Modes: 60>% Car (Inc. car share) mode: <40%	**Actual 45%** (2023-31%, 2022-38%, 2021-43%, 2020-44%, 2019-76%)					**Actual 55%** (2023 69%, 2022-57%, 2021- 57%, 2020-56%, 2019-25%)

*2% of Staff WFH in 2018.

8. The open text for questions 7 and 8 has been summarised using Open AI chat GPT. This highlights various concerns related to transportation, safety, and infrastructure around Eddington, Cambridge, particularly for school commutes and cyclists. Key issues include:

Improved Crossings and Safety: There are multiple calls for additional pedestrian crossings, especially at key locations such as Girton Corner, the top of Girton Road, and on Huntingdon Road. A pelican or lollipop crossing is suggested at the school entrance on Eddington Avenue.

Cycle Path Enhancements: Both questions' responses highlight the need for improved cycling infrastructure, including safer, better-maintained cycle lanes and paths suitable for cargo bikes. There are calls for clearer, dedicated cycle routes (not just coloured lanes), better connections between villages and Cambridge, and safer paths in areas like Storey's Field and Thornton Close.

Traffic and Road Safety: Concerns about road safety include the need for lower speed limits (particularly on Huntingdon Road), better traffic management around busy junctions, and more effective measures to prevent dangerous driving, such as cars cutting through bus-only lanes and motorbikes using footpaths.

School Bus and Public Transport: The unreliable bus service, particularly the U bus, is a significant issue, with requests for more frequent and dependable service, especially for schoolchildren. There is also a call for a school bus to serve areas like Eddington and rural villages and more sustainable transport options such as electric cars.

Parking and Drop-off Problems: School drop-off and pick-up times are complicated by confusing parking regulations, clearer parking systems, a lack of grace periods for fines, and the need for designated taxi bays to avoid road blockages.

General Infrastructure and Maintenance: Requests for better infrastructure include maintaining clear, safe, and well-lit paths, especially during the autumn and winter when roads freeze. Concerns also exist about the state of some paths, such as those near Thornton Close, which are seen as unsafe due to poor lighting and potential criminal activity.

Overall, the parent responses emphasise the need for safer, more reliable transportation options, including improved bus Inc. school services, enhanced cycling infrastructure, better pedestrian safety measures, and maintenance of roads and paths to ensure the safety and comfort of all users, particularly pedestrians, cyclists, and schoolchildren.

A summary of each question can be seen in Annex B.

9. Moving forward, the University of Cambridge will work closely with the school's new head teacher and administration team to re-energise the school's travel plan group through the parent-teacher group Focus, ensuring sustainable travel modes are promoted and encouraged through the actions set out in the accredited travel plan.

10. Plans are also underway to complete a TRICS Standard assessment methodology Survey in 2025 of the school in the absence of any active travel plan group at the school.

8. Eddington Nursery Travel Plan updates

1. The Eddington Nursery opened in October 2018. As of 2024, there were, on average, up to 129 children attending the nursery daily.

Table 11 Nursery Parents/Students' mode of travel

Year, Number of Respondents and Percentage	**Walking**	**Cycling**	**Bus**	**Train**	**Car Share – Passenger**	**Car – Driver Inc. Car share driver**
2024	3 (18%)	6 (35%)	1 (6%)	0 (0%)	0 (0%)	7 (41%)

2. Seventeen responses from a school with 129 pupils is 13% of the pupil population; these responses are not considered to be a statistical representative of the nursery. The transport coordinator is considering using the TRICS standard assessment methodology to evaluate the nursery the future to ensure that more robust data is being collected.

3. Four staff members completed the 2024 survey. The modal shift data indicated it has again not achieved the travel plan target. The responses in 2024 are not considered to be representative of the staff population. The nursery has access to 15 parking spaces in the University of Cambridge primary school car park, which are fully utilised each day.

Table 12 - Eddington Nursery staff travel modes

Year, Number of Respondents and Percentage	**Walking**	**Cycling**	**Bus**	**Train**	**Car Share – Passenger**	**Car – Driver Inc. Car share driver**
2020	1 (13%)	2 (25%)	2 (25%)	0 (0%)	0 (0%)	3 (38%)
2021	1 (8%)	3 (23%)	0 (0%)	0 (0%)	2 (15%)	7 (54%)
2022	0 (0%)	4 (40%)	0 (0%)	0 (0%)	0 (0%)	6 (60%)
2023	0 (0%)	3 (23%)	2 (15%)	0 (0%)	1 (8%)	7 (54%)
2024	0 (0%)	1 (23%)	1 (23%)	0 (0%)	0 (0%)	2 (54%)
Travel Plan Targets Sustainable Travel Modes: 60>% Car (Inc. car share) mode: <40%	**Actual 46%** (2023-46%, 2022-40%, 2021-46%, 2020-63%)					**Actual 54%** (2023-54%, 2022-60%, 2021-54%, 2020-38%)

4. The transport coordinator is working with the nursery to adopt the Modeshift Stars travel plan. The transport coordinator is considering using the TRICS standard assessment methodology to evaluate the nursery in the future to ensure that more robust data is being collected in 2025.

9. Turing Locke Aparthotel Travel Plan Updates

1. The annual Eddington Staff Travel Survey was conducted and distributed to all staff based in the Hyatt-Turing Locke building, including Douce, Douce Heights, Brew, Astronomer restaurant and housekeeping staff.

2. Twelve (12.5%) of the 95 hotel staff responded to the travel survey, a decrease of 30% from 2023. The responses in Table 8 do not achieve the agreed travel plan targets for the site. Therefore, a snapshot survey was completed early in 2025, to achieve the required response rate for Modeshift Stars accreditation.

Table 13 Turing Locke Hotel staff travel modes

Year, Number of Respondents and Percentage	**Walking**	**Cycling**	**Bus**	**Train**	**Coach Passengers**	**Kick/Electric Scooter**	**M/bike- Scooter**	**Car – Driver Inc. Car share driver**
2018 (projected) Baseline	32%	22%	17%		2%	0%	0%	8%
2021	8%	23%	0%	0%	0%	0%	0%	69%
2022	0%	10%	20%	0%	0%	0%	0%	70%
2023	6%	13%	23%	7%	0%	1%	0%	50%
2024	0%	25%	0%	0%	0%	0%	0%	75%
2025 (snap-shot)	0%	13.5%	21.6%	0%	0%	8.1%	2.7%	54%
Travel Plan Targets Sustainable Travel Modes: 75>% Car (Inc. car share) mode: <25%	**Actual: 46%** (2024- 25%, 2023-50%, 2022 -30%, 2021 - 46%)							**Actual: 54%** (2024-75%, 2023-50%, 2022 - 70%, 2021 - 54%)

3. The hotel's general manager has been actively engaging with the NWCD and attending the Transport stakeholder group meetings where possible.

4. Turing Locke management has partnered with the local bus provider to purchase 2000 bus tickets for hotel residents and staff monthly in 2024.

5. Turing Locke has also increased the number of loan cycles from 20 to 38 available for guests to use when staying for a while, enabling travel without the need for a vehicle.

6. The hotel also has limited parking, including electric charge points, which are only available after paying a premium of £15 for 24 hours' use.

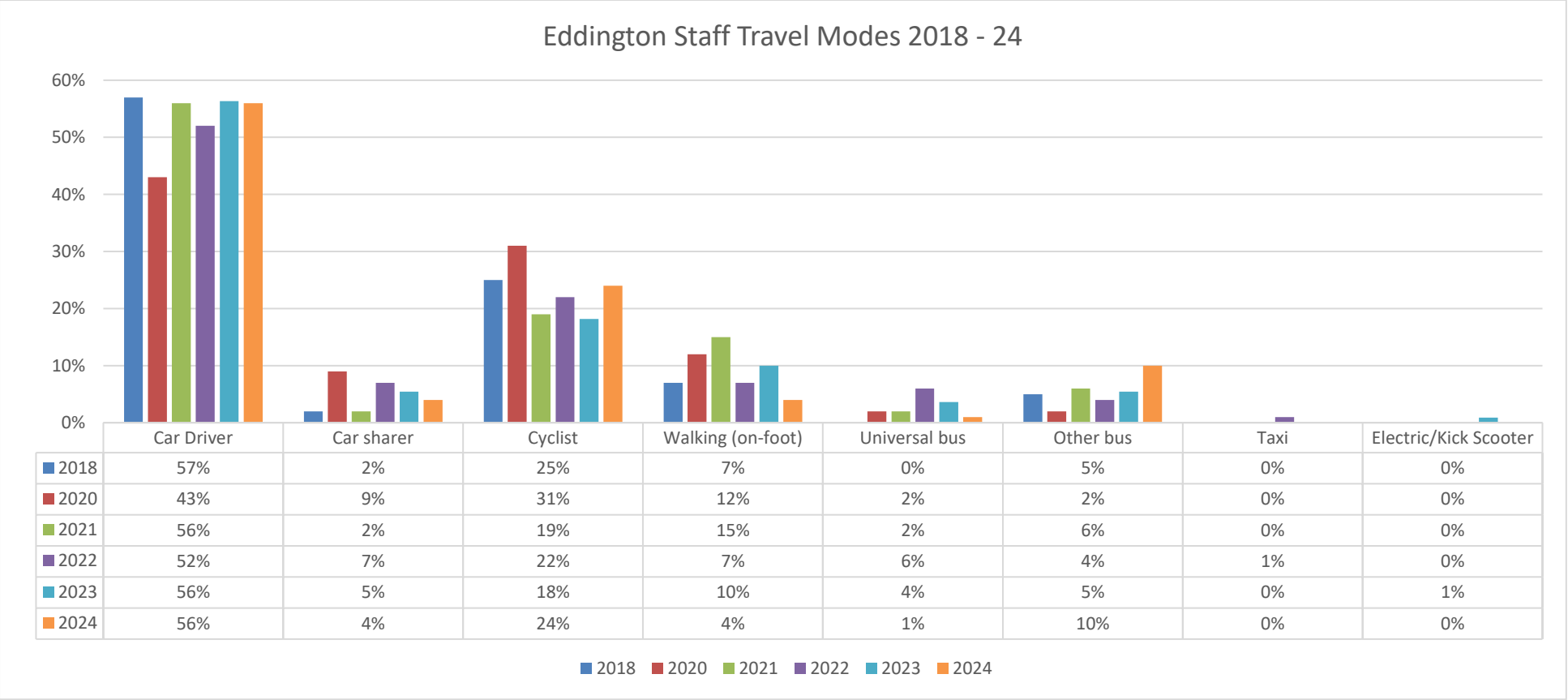
7. The Eddington Transport coordinator supports the general manager in registering sustainable travel modes and completing their Modeshift Stars for business accreditation (accreditation pending). Further TRICS Standard Assessment Methodology surveys are planned for 2025.

10. Eddington Staff Annual Travel Survey

1. An Annual Eddington Staff Travel Survey was conducted and distributed to all staff based in Eddington in October 2024; this includes NWCD staff based at the Estate Management Office and facilities office in Eddington, the Nursery, Turing Locke Accommodation, University of Cambridge Primary School, and Sainsbury's. 58 staff members responded to the survey, with approximately 255 staff members based in Eddington.

2. Only 54 responses provided a mode of travel for work. The current modal split for staff based in Eddington is 40% sustainable (cycling, walking and public transport), an increase of 1%, with Car sharing reducing by 1% in 2023. Figure 7 provides a detailed overview of the mode share.

Figure 7 Eddington Staff mode of travel 2018-23



	Car Driver	Car sharer	Cyclist	Walking (on-foot)	Universal bus	Other bus	Taxi	Electric/Kick Scooter
2018	57%	2%	25%	7%	0%	5%	0%	0%
2020	43%	9%	31%	12%	2%	2%	0%	0%
2021	56%	2%	19%	15%	2%	6%	0%	0%
2022	52%	7%	22%	7%	6%	4%	1%	0%
2023	56%	5%	18%	10%	4%	5%	0%	1%
2024	56%	4%	24%	4%	1%	10%	0%	0%

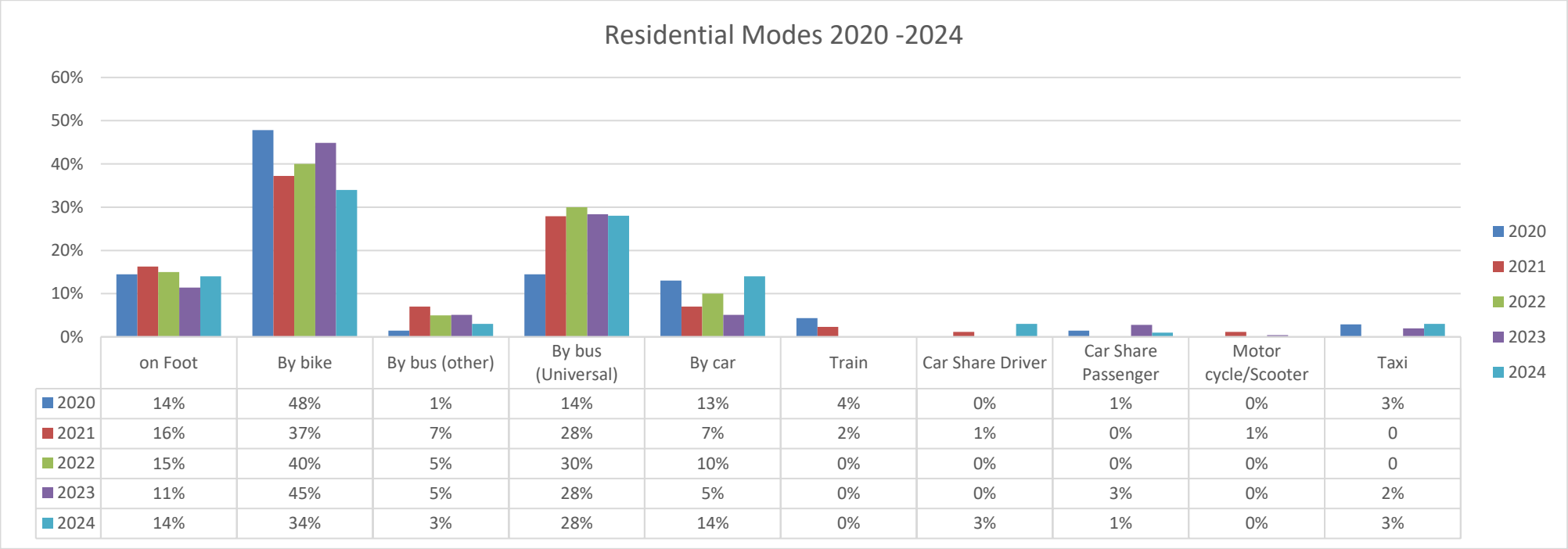
11. Eddington Resident Travel Survey

1. The Eddington resident travel survey was carried out between 19 October and 4 November. 150 residents responded to the survey (153 fewer than last year), a decrease of 51% compared to the 2023 survey.

2. 143 (95%) of respondents shared their travel-to-work mode, which can be seen in Figure 8, which shows that 79% of residents travel to work by sustainable means (walking, cycling or public transport combined). This has decreased by 10% points since last year, reflected in the reduction of cycling and an increase in walking and Car alone, rather than by other active travel modes.

3. The mix of the type of dwellings (market housing- key worker housing) released since 2023 looks like it might have had an impact on the modal shift observed. However, the modal shift could also be due to the lower response rates and the observed comments from residents switching from Bus to taxi and car use due to issues raised with the Universal Bus within the open text responses (Annex C).

Figure 8: Eddington resident travel to work mode share



	on Foot	By bike	By bus (other)	By bus (Universal)	By car	Train	Car Share Driver	Car Share Passenger	Motor cycle/Scooter	Taxi
2020	14%	48%	1%	14%	13%	4%	0%	1%	0%	3%
2021	16%	37%	7%	28%	7%	2%	1%	0%	1%	0
2022	15%	40%	5%	30%	10%	0%	0%	0%	0%	0
2023	11%	45%	5%	28%	5%	0%	0%	3%	0%	2%
2024	14%	34%	3%	28%	14%	0%	3%	1%	0%	3%

4. In Question 9, residents were asked if they had any comments about transport in Eddington. 143 surveys were returned, with just over half (77) providing additional comments. Using Open AI Chat GPT software, we reviewed these 77 responses and created the following headline themes.

   Here are the themes based on the key points from the text:

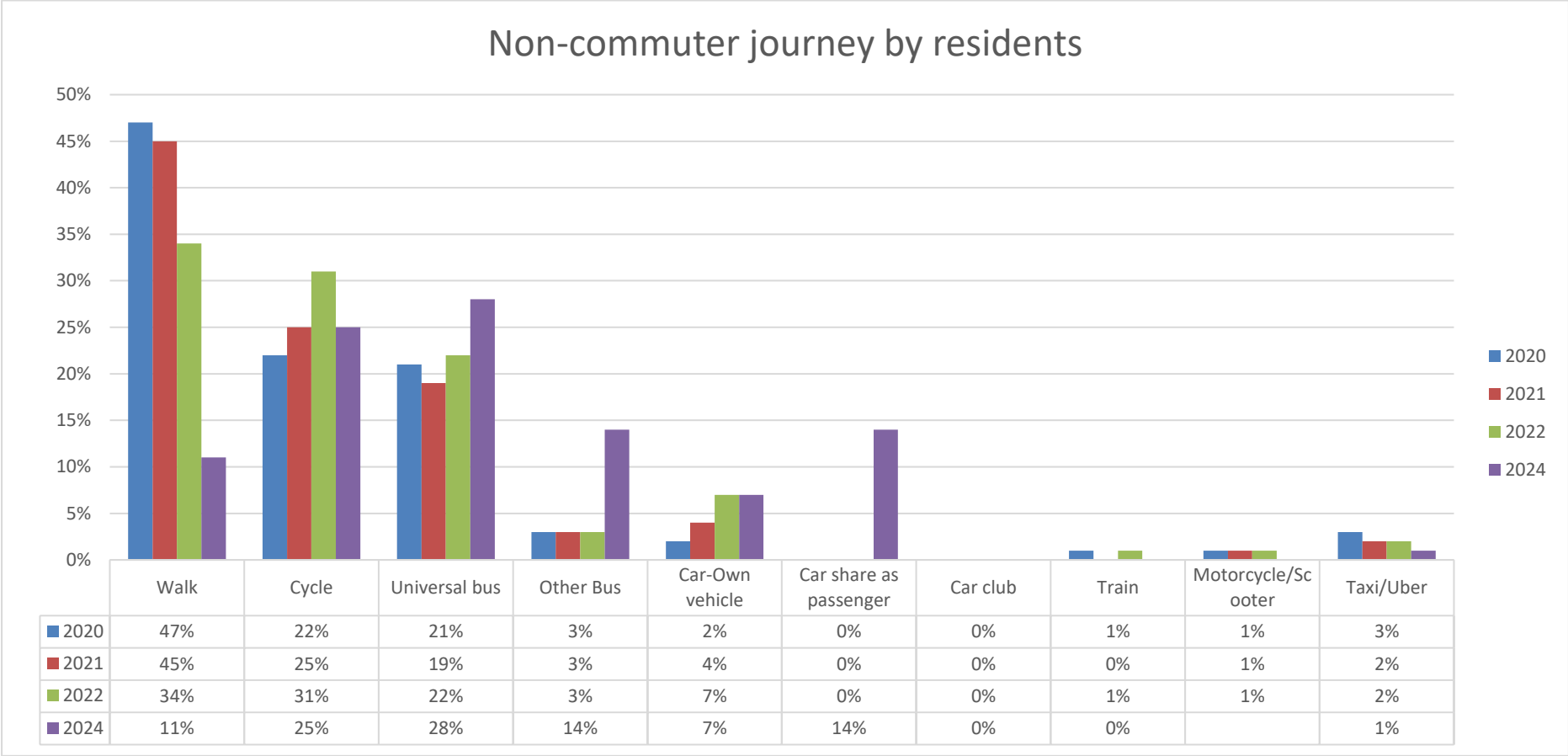
   - **Public Transport Reliability & Accessibility**: There are concerns about the U bus service being unreliable, infrequent, slow, and unpredictable. There is a call for more frequent services, better scheduling, clearer communication, and extended hours, especially on weekends and evenings.
   - **Alternative Transport Options**: Residents advocate for alternative transportation solutions, such as more frequent bus routes, a direct route to key locations (e.g., Biomedical Campus), or the introduction of light rail or tram services to improve connectivity.
   - **Traffic & Road Safety**: Issues with traffic congestion, particularly during rush hours, and the safety of pedestrians and cyclists. There are calls to reduce through-development traffic and improve safety, including better cycling infrastructure and measures to slow down bikes and electric scooters.
   - **Parking Challenges**: There have been complaints about expensive parking and insufficient spaces for residents and visitors, including those with disabilities.
   - **Suggestions for Improvement**: There is a desire for better public transport planning, including more bus routes, direct services to key locations, and an efficient ticketing system. There is also a push for enhanced communication about delays and cancellations.

   Further details from this analysis can be seen in Annex C.

5. Residents were also asked how they travelled for shopping or leisure in alternative years of the travel survey (figure 9). Overall, sustainable travel modes are lower, with 79% travelling by sustainable modes in 2024, compared to 93% in 2022. Notable increases were a 17% point increase in combined Bus travel and 14% in car sharing for leisure trips, to the detriment of walking, with a 23% point reduction.

6. The transport coordinator and the communications team will review the data collection methods to ensure that residential responses reflect a higher number of responses, improving the robustness of the data in 2025. Use of the TRICS SAM Survey is being considered as ongoing monitoring for the residential sites in the future.

Figure 9 - Non commuter trips by residents



	Walk	Cycle	Universal bus	Other Bus	Car-Own vehicle	Car share as passenger	Car club	Train	Motorcycle/Scooter	Taxi/Uber
2020	47%	22%	21%	3%	2%	0%	0%	1%	1%	3%
2021	45%	25%	19%	3%	4%	0%	0%	0%	1%	2%
2022	34%	31%	22%	3%	7%	0%	0%	1%	1%	2%
2024	11%	25%	28%	14%	7%	14%	0%	0%		1%

12. Eddington Sustainable Travel Initiatives

1. Several initiatives are offered to Eddington residents, occupiers, staff and students to support the behaviour change to sustainable transport modes. These include:
   - 'Try before you buy' a bike loan for £10 per month (max eight weeks since August 2023)
   - Cycle training – free two-hour 1-2-1 session.
   - Dr Bike sessions - free check, and cable and brake blocks replaced if required
   - Cycle maintenance workshops
   - Free car club membership – Free membership and £60 driving credit
   - And personalised travel planning.

   The uptake of these schemes is highlighted in Table 14 below.

Table 14 – Transport Initiatives delivered

	2017	2018	2019	2020	2021	2022	2023	2024
	Oct - Dec	Jan - Dec	Jan - Dec	Jan - Dec	Jan - Dec	Jan - Dec	Jan - Dec	Jan - Dec
Try Before You Buy*	5	56	51	13	13	54	59	46
Dr Bike – number of bikes seen**	N/A	121	154	98	155	530	843	1032
Cycle maintenance workshop attendees	N/A	16	8	0	0	0	0	0
Personal Travel Planning attendees	17	37	5	0	2	2	0	1
Car club users (bookings)	N/A	120	129	22	10	8 (32)	11(75)	(193)
Cycle training attendees	3	12	6	0	0	12	4	4

* Borrow a Bike rebranded to "Try Before You Buy in July" 2023

** New Dr Bike Operator from September 2024 – Outspoken Cycles

2. One of the largest changes within the sustainable travel offer onsite has been the introduction of a cycle retailer. Outspoken have been a supporter of the development for many years, and through good stakeholder engagement. They opted to build on our relationship and open a store with University of Cambridge property team support.

3. Due to the transient nature of most of the residents, the uptake of some interventions increases, whilst cycle training has remained consistent, whilst the try before you buy has seen a slight reduction since the change to the maximum 8 week for the Try before you buy load period. We have also introduced a series of Bike Register Sessions for cycle security. Market housing has now been included in the intervention delivery plan. Therefore, the delivery on the site is expected to increase further in 2025.

4. Section 13 of this report outlines the Eddington action plan for the next 12 months. This plan has been agreed upon locally with stakeholders and delivery partners, with some activities taking place as early as January 2025.

13. Eddington Framework Travel Plan Action Plan January to December 2025

Table 15 Eddington Framework Travel Plan – Action Plan

Communications and Engagement:	Aim/Outcome	Responsible:	When:
Stakeholder Engagement: • Turing Locke Accommodation • University of Cambridge Primary School • Sainsbury's • Eddington Nursery • Swirles Court • Residents Association	Encourage Stakeholders to complete their travel plans and, if eligible, obtain accreditation for Modeshift Stars with support from the Cambridgeshire County Council Modeshift Stars Team. Encourage the uptake of core interventions and sustainable travel modes and increase the uptake in the residential travel survey.	TPC	Regular meetings with stakeholders
New Eddington Travel Map	Produce and distribute a new Eddington Residential Map with new and existing facilities and links for onward sustainable travel options.	TPC/Portal/Lodge	By September 2025
Transport meeting with Residents Association and Stakeholders for Survey Feedback and Outcomes	Highlight the responses to the 2024 Eddington travel survey and the actions being taken by the transport team, before the survey responses and the actions taken to address issues identified in the travel survey.	TPC/Portal/Residents	Early February 2025
Review Parking Strategy and Enforcement at Eddington	Review parking allocations, parking enforcement, and the Mobile Parking App (Just Park). Relaunch with clear communications to minimise residents' complaints.	Estate Management/Portal/TPC	April 2025
Support the creation of Modeshift Stars Travel Plan.	Provide training and guidance on developing land use and stakeholder travel plans for their buildings under the Eddington Framework.	All site stakeholders	March, July December 2025

Promotion of core Intervention offer to eligible stakeholders	Create a communications plan for the Portal communications team to deliver over the next twelve months to promote core offers, raise awareness of what is on offer and encourage the uptake in survey responses in the future.	TPC/Portal	Ad-hoc throughout
Infrastructure:			
Erect and monitor a new Speed Indication Device (SID) within the development.	Apply for the erection of a second Speed indication device. Current data highlights higher speeds at certain times of the day.	TPC/Mears/Residents	By March 2025
Commissioning and contract completion of the City Council's rapid Electric charging unit on Turing Way.	Finalise the legal agreements and receive confirmation of the chargers' commissioning from the city council.	TPC/City Council/Mears	By April 2025
Introduction of Automatic Number Plate Recognition (ANPR) controls to replace the Rising Bollards.	Update the access control for the Permitted Vehicle Area (bus Gate) to ANPR. Planning approval has been secured, and the Project team will deliver this to maintain the vehicle access by the ridge way crossing and market centre.	UOC project team/Mears/Elite parking Management	By April 2026
Core Interventions:			
Dr Bike sessions	Introducing a new style of Dr Bike session, where residents can request a voucher to be redeemed at the new Outspoken store.	TPC/Bike Works	96 Dr bike sessions per month.
Bike Marking and Security	Prepare and organise for Bike marking sessions to be undertaken, encouraging the use of the Bike Register app.	TPC/Bike Register/Portal	Target 400 bikes registered per year
Cycle Maintenance Workshops	Encourage residents to maintain their own cycles and teach the Sustrans M check process for maintenance. Maintenance Demonstration Sessions | Outspoken Cycles	TPC/Outspoken	Ad-hoc session upon application.

Universal Bus	Highlighting the discounted bus tickets obtained for those using the University ID card through the new "Whippet app" and providing real-time bus locations via the app or the use of the Smarter Cambridge web platform. https://smartcambridge.org/	Portal/TPC	April, leading up to catch a bus month
Personalised Travel Planning	Provide new and existing residents the option to obtain a personalised travel planning session for their main journey to work via the University's Travel team.	TPC/Lodge/Portal	Ad-hoc upon request
Try before you Buy Scheme	Consider the revision of the scheme's funding and impact. Provide the loan of a cycle, E-bike or cargo bike for up to two months. https://www.outspokencycles.co.uk/eddington-Try before you buy/	TPC/Outspoken/University of Cambridge	Spring – Summer 2025
Monitoring:			
Consider the monitoring options for other land uses on the development using the TRICS SAM methodology	Understand the information of trip generation and the number of internal/external trips the store generates.	TM/TPC/University of Cambridge Development Manager	Summer 2025
Continue to promote and support Cambridgeshire Council with Modeshift Stars travel plan accreditations for Education and Businesses.	Feedback on this year's travel survey and encourage the uptake of Modeshift stars for Education or Business as appropriate for the site user. Focus on Sainsbury's and Turing Locke for travel plan accreditation.	TM/TPC/Site Travel Stakeholder group	September 2025
Conduct the agreed Travel Plan monitoring, including all relevant stakeholders at Eddington.	Increase the response rate for survey returns and feedback regarding the past twelve months to enable improvements to Eddington as a place to continue.	TM/TPC/Portal/External contractor for traffic counts	October 2025

Annex A: Parking beat survey detailed findings

Parking stress by street

Parking Stress by Restriction (%)

Restriction/Time Interval	Capacity	05:00	06:00	09:30	10:30
Brandon Road	36	11%	11%	39%	44%
Clerk Maxwell Road	124	3%	10%	35%	35%
Conduit Head Road	43	7%	7%	9%	9%
Eachard Road	62	18%	18%	18%	23%
Girton Road	133	1%	2%	7%	7%
Halifax Road	71	62%	56%	51%	51%
Hoadly Road	51	8%	8%	8%	6%
Lansdowne Road	39	0%	0%	0%	0%
Marion close	2	0%	0%	0%	0%
Nursery Walk	23	4%	4%	17%	9%
Oxford Road	136	65%	64%	49%	54%
Richmond Road	108	83%	80%	66%	65%
Sherlock Close	41	7%	7%	2%	0%
Sherlock Road	71	15%	13%	11%	11%
St Margrets Road	61	10%	10%	21%	20%
Storey's Way	122	7%	7%	8%	10%
The Brambles	52	2%	2%	15%	15%
Thornton Close	124	12%	12%	15%	13%
Thornton Court	12	75%	75%	50%	50%
Thornton Road	173	32%	31%	34%	34%
Thornton Way	57	19%	21%	28%	28%
Wentworth Road	18	56%	56%	39%	39%
Wilderspin Close	21	10%	10%	10%	5%
Woodlark Road	64	28%	27%	38%	33%

Parking duration by street

No. of Vehicles Parked by Duration Length

Street Name	Period 1			Period 2			No. of same vehicles parked in both periods
	00:00-01:00	00:00-02:00	Total	00:00-01:00	00:00-02:00	Total	
Bandon Road	0	4	4	2	14	16	2
Clerk Maxwell Road	9	4	13	0	43	43	13
Conduit Head Road	0	3	3	0	4	4	1
Eachard Road	2	10	12	3	11	14	9
Girton Road	1	1	2	0	9	9	2
Halifax Road	4	40	44	10	31	41	31
Hoadly Road	0	4	4	1	3	4	3
Lansdowne Road	0	0	0	0	0	0	0
Marion Close	0	0	0	0	0	0	0
Nursery Walk	0	1	1	2	2	4	1
Oxford Road	2	87	89	20	60	80	60
Richmond Road	4	86	90	5	68	73	61
Sherlock Close	0	3	3	1	0	1	0
Sherlock Road	2	9	11	2	7	9	5
St. Margaret's Road	0	0	0	0	0	0	0
Storey's Way	2	8	10	8	7	15	3
The Brambles	0	1	1	0	8	8	1
Thornton Close	0	15	15	6	14	20	10
Thornton Court	0	9	9	0	6	6	6
Thornton Road	4	53	57	9	54	63	41
Thornton Way	1	11	12	0	16	16	11
Wentworth Road	0	10	10	2	6	8	5
Wilderspin Close	0	2	2	1	1	2	2
Woodlark Road	1	17	18	3	21	24	17
Grand Total	32	378	410	75	385	460	284

Annex B:
Questions 7 and 8 from the parent survey analysed using Open AI Chat GPT:

Question 7: Do you have any suggestions of initiatives or measures that would help support your family to cycle or walk to school? These groupings aim to categorize the diverse concerns and suggestions related to cycling, commuting, and pedestrian safety expressed by the community

Text Q7 Here's a summary of the main points from the text:

1. **Improved Crossing and Safety**: There are calls for more pedestrian crossings, including at Girton Corner, the top of Girton Road, and on Huntingdon Road, to improve safety for walkers and cyclists. A pelican or lollipop crossing is suggested at the school entrance on Eddington Avenue.
2. **Cycle Path Enhancements**: Several requests focus on improving cycling infrastructure, including safer cycle lanes, better paths from Cambourne to Cambridge suitable for cargo bikes, and dedicated cycle paths that aren't just colored lanes. There are also calls to extend and maintain cycle networks, especially in and around Cambridge.
3. **Traffic and Road Safety**: Concerns about dangerous driving include the need for lower speed limits on Huntingdon Road and better management of traffic lanes, particularly around junctions like Storey's Field Center. Potholes need to be fixed to ensure safer cycling and walking.
4. **Pathway Maintenance and Lighting**: There are concerns about the condition of paths, especially in the winter months when roads freeze, and the need for better lighting, particularly on paths like Storey's Way and the back path from Thornton Close.
5. **School Bus and Public Transport**: There's a need for a school bus service to accommodate children living in non-walking or cycling distances from schools, as well as improved bus services in rural areas like Coton. The recent cancellation of a car-free zone and bus improvements is disappointing for families.
6. **General Infrastructure and Support**: Requests include safer walking and cycling paths, improved traffic lights, and funding for initiatives like cargo bikes. There is also concern about the deterioration of certain paths, which are seen as unsafe and attracting criminal activity.

In summary, the text highlights the need for safer and more efficient transport options, including crossings, cycle paths, and public transport, alongside better maintenance of roads and paths to ensure safety for everyone.

Question 8: If you have any comments regarding transport to and in Eddington, please leave your comment below:

Here's a summary of the main points from the text:

1. **Bus Service and Commute Issues**: The current bus service, particularly the U bus, is unreliable, often late, and the drivers can be unfriendly. There are requests for

increased bus frequency, better timing, and more reliable services to help with long commutes, especially for school children.

2. **Safety Concerns**: There are multiple safety issues, including fast e-scooters and delivery bikes in residential areas, inadequate cycle lanes that are often slippery, and a lack of safe pedestrian crossings, especially at busy junctions like Huntington Road and Girton Road.
3. **Parking and Drop-off Problems**: Parking at school drop-off and pick-up times is challenging due to confusing parking regulations, the absence of a grace period for fines, and the need for designated taxi bays to avoid road blockages.
4. **Infrastructure Improvements**: Suggestions include creating more pedestrian crossings, improving the quality of cycle paths, removing bollards on Eddington Avenue for easier access, and adding signs or protected crossings outside schools.
5. **Motor Vehicle and Traffic Issues**: There are concerns about dangerous driving, including cars cutting through bus-only lanes, tour buses causing road blockages, and motorbikes using footpaths, especially around Burkitt Walk.
6. **Requests for More Green Travel Options**: Support for eco-friendly travel, such as electric cars, with a call for more sustainable transport options and improvements in cycling infrastructure.

Overall, the text emphasizes the need for better transportation options, safer roads, and improved infrastructure to support both pedestrians and cyclists.

Annex C: Question 9 from the resident's survey. If you have any comments about transport in Eddington, please provide details in the comment box below.

The text provides a detailed account of residents' and commuters' frustrations with the public transport services in Eddington, particularly the Universal (U) bus. Here are the key points:

1. **U Bus Issues**:
   - **Unreliability**: The U bus service is frequently late, cancelled, or does not show up at all, causing significant disruption for those who rely on it to get to work, the train station, or appointments.
   - **Frequency**: The buses are too infrequent, especially during peak hours and weekends, making it difficult for people to plan their journeys.
   - **Long Travel Times**: The U bus is often slow, with long travel times due to frequent stops and indirect routes, especially during rush hours. For example, commuting to Addenbrooke's or the Biomedical Campus can take far longer by bus than by bike or car.
   - **Unpredictability**: There are instances where buses leave early or simply don't appear, leading to long waiting times at bus stops, which are especially problematic in bad weather.
   - **More Frequent Services**: There's a call for more buses, particularly during rush hours, weekends, and evenings. Some suggest a direct route to key locations (e.g., Biomedical Campus) to reduce travel time.
2. **Alternative Transport Needs**:
   - **Light Rail/Tram**: Some residents advocate for more robust public transport options, like a light rail or tram service, to provide faster and more reliable connections.
   - **Car Alternatives**: Some residents express frustration with the high cost of car clubs, parking issues, and the difficulty of relying on public transport due to its unreliability.
3. **Traffic and Road Concerns**:
   - **Congestion**: Eddington faces traffic bottlenecks during rush hours, and there's concern about through traffic using the area, which further exacerbates congestion.
   - **Pedestrian/Cycling Safety**: There are concerns about the safety of pedestrians and cyclists, particularly around schools and shared spaces, with a call for measures to slow down bikes and electric scooters in these areas.
   - **Bike Path Quality**: The bike paths, especially on Madingley Road, are criticized for poor conditions, contributing to cycling accidents.
4. **Parking**:
   - **Parking Issues**: There are complaints about both the high cost of parking and the need for more parking spaces, particularly for visitors and residents with disabilities.
5. **Suggestions for Improvement**:
   - **Better Scheduling and Communication**: Residents want the bus service to be more reliable, with clearer communication about delays or cancellations. There are also

requests for a more efficient ticketing system, potentially integrating multiple bus companies.
- **Extended Bus Hours**: There's a call for extending bus service hours, particularly on weekends and evenings, to make it easier for residents to travel after work or at night.
- **Additional Bus Routes**: More routes and connections to key locations are needed, such as direct services to the train station or biomedical campus.

In summary, residents are asking for improved and more reliable public transport options, particularly for the U bus, better cycling infrastructure, and reduced traffic congestion, to make Eddington a more accessible and sustainable place to live.

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