# NORTH WEST cambridge

Non-Technical Summary of the Transport Assessment

September 2011

**Non-Technical Summary of the Transport Assessment**

## Introduction

This is a Non-Technical Summary of the findings of the Transport assessment work undertaken for the proposed North West Cambridge Development ("the Development").

The Non-Technical Summary describes the following:

- the purpose of a Transport Assessment and a Framework Travel Plan
- the North West Cambridge Development
- transport and connectivity benefits associated with the Development
- sustainability benefits of the Development
- National, Regional and Local Planning Guidance
- existing travel conditions
- assessment methodology
- transport strategy for the Development
- assessment of trips from the Development
- additional transport measures
- measures to counteract transport effects of construction
- conclusions

This Non-Technical Summary is a brief overview of what is a complicated technical assessment – the full details of all these aspects are provided in the North West Cambridge Transport Assessment and Framework Travel Plan.

## Purpose of a Transport Assessment and Framework Travel Plan

A Transport Assessment is a document that is submitted with the planning application that provides details of the transport effects of the proposed development, including, among other things:

- the existing transport conditions in the area
- how the predicted trips by all modes of travel (walking, cycling, bus and driving) from the Development were derived
- the proposed strategy for managing the transport effects of the Development
- measures that would be needed for the local transport infrastructure to support the Development.

A Framework Travel Plan is another document to be submitted with the planning application, describing how to manage the travel patterns of the development. It describes a series of actions and initiatives to reduce travel by car by encouraging and increasing working from home, walking, cycling and public transport use. Individual Travel Plans would normally be prepared later for each land-use by the occupiers - for residential areas, larger employment uses etc - tailored to suit their users. The Framework Travel Plan document co-ordinates these actions and initiatives across the whole site to ensure a similar - and acceptable - approach amongst all the future occupiers of the Development to travel planning.

**Non-Technical Summary of the Transport Assessment**

**North West Cambridge Development Proposals**

The Development is located on the edge of Cambridge (to the east) and the M11 (west), and between Huntingdon Road (north) and Madingley Road (south).

The Development is being promoted by the University of Cambridge, one of the world's leading universities. To maintain this reputation, the University must continue to develop and grow. These proposals will help to resolve the lack of affordable housing within the City for University staff and post-graduate students, and provide new opportunities for high technology research and development in the future.

The Development proposals, including the supporting transport measures, were rigorously reviewed in the North West Cambridge Area Action Plan Inquiry, and comprise of up to:

- 1,500 houses and flats for University and College workers (referred to as "Key Workers")
- 1,500 houses and flats for general sale to the public
- 2,000 bed-spaces of student accommodation
- 100,000$m^2$ of research buildings (around the same as the West Cambridge Development consent) – for both the University and private research occupiers
- school and early years provision
- 2 nurseries
- hotel and senior care facility
- 2,000$m^2$ food store along with other local centre shops and
- various community uses, including facilities for a medical practice, Police "touchdown" centre, a community centre and indoor sports provision.

These uses have been chosen to be compatible - to help reduce the demand for residents of the site to travel by providing all the facilities for living, working and enjoying life on the same site.

The Development is designed to allow easy movement within the site and to incorporate sustainable measures to encourage the residents and occupiers to minimise their use of private vehicles.

**Transport and Connectivity Benefits from North West Cambridge**

The Development will deliver benefits to the area:

- by providing new cycleway and footpath links across the development, improving conditions for walkers and cyclists, and reducing travel distances between adjacent areas
- improvements to existing cycleway and footpath links into the City along Madingley Road and Huntingdon Road
- providing quality bus services, linking between the various developments around the edges of Cambridge
- relieving local road capacity by delivering a reduction in existing car trips to the City by University staff and students

## Sustainability Benefits from North West Cambridge

The Development delivers wider sustainability benefits by:

- providing much needed new quality housing to help reduce existing commuter travel into Cambridge
- providing a mixture of local facilities - homes, jobs, shops, community facilities and schools - where these can be easily accessed by both the future occupants of the Development, and by occupants of surrounding existing areas
- providing significant new areas of public open space for use by local communities.

## National, Regional and Local Planning Guidance

Both the Transport Assessment and Framework Travel Plan include reviews of how the current policy, guidance and emerging strategies relate to the Development.

These reviews identify that the Development accords well with national and regional transport policy and guidance to deliver sustainable development, as well as with other key local transport and planning policy objectives.

The local planning authorities - Cambridge City and South Cambridgeshire District Councils - approved in October 2009 their “North West Cambridge Area Action Plan”, which provides the planning policy context for the Development. This includes the stated objective to “achieve a modal split of no more than 40% of trips to work by car (excluding car passengers) and to increase walking, cycling and public transport use”.

In the case of the Development, this objective would be met by:

- the sustainable location of the site within Cambridge - between existing residential and employment developments, on existing quality bus and cycle routes
- making the development highly accessible to all residents on foot, by cycle and by high quality public transport
- providing a mix of land-uses - employment, shops, schools and a range of residential unit types - reducing the need to travel
- promoting ways to reduce traffic impact of this development and the University’s other activities within Cambridge, by “managing down” traffic generation with a rigorous travel demand management strategy and Travel Plan
- controlling car parking, to reduce car activity on the site and
- developing good walking and cycling connections through the site to the surrounding network and countryside, providing regular quality public transport within easy reach, and offering other facilities to encourage people not to use to their cars.

## Existing Travel Conditions

In order to ascertain the transport effects of the Development, the first task involved assessing the current travel patterns and how well the pedestrian, cyclist, public transport and road networks operate. This identified that:

- of the workers who live and work within Cambridge, only a small percentage (27%) currently drive to work
- there is a network of quality existing footpaths and cycleways in the area that provide links to many popular destinations, including the major University and College locations in the city
- the bus services along Huntingdon Road and Madingley Road provide around six and twelve buses per hour respectively during the weekday daytimes. These services are to popular destinations, including the City Centre where further bus services would provide links to many other destinations
- there are regular rail services to London and the north from Cambridge Rail Station
- access from the Development to the strategic highway network is direct, albeit that neither of the two local A14 / M11 junctions provide all-movement access
- the residents and employees of Cambridge use a car to travel to work significantly less than the United Kingdom average
- the local road network along Huntingdon Road and Madingley Road is busy at peak times, due to the radial nature of access to the City Centre
- following a review of personal injury collision data provided by Cambridgeshire County Council, there are no roads or junctions with road safety issues
- the Development would be well located with respect to existing pedestrian, equestrian, and cycle infrastructure and bus routes such as to encourage full use of non-car modes of transport.

**Assessment Methodology**

*Overview*

The methodology used to assess the transport effects of the Development was agreed with both the County Council and the Highways Agency. It involved:

- using the local highway authority's traffic model (the Cambridge Sub Regional SATURN Model – "CSRM") to estimate the future travel flows in 2026 on the road network for all the committed development in the area (including NIAB, West Cambridge Development, Orchard Park and the Northstowe) assuming that the committed transport improvements for the area are built (including the low speed links through NIAB and North West Cambridge, the Cambridge Guided Busway with its Park and Ride sites, and the new links around the Addenbrooke's Hospital area)
- independently checking the predicted trips from the Development obtained from the CSRM against a "Person Trip Model" prepared by the University. The highway authorities have reviewed and approved this Person Trip Model. The estimated number of vehicle trips from this Development in this model is very close to the estimated number of vehicle trips in the CSRM
- assessing the influence of the Development on the road network using the CSRM model, after allowing for the measures proposed in the Development's Transport Strategy (we consider the Transport Strategy in more detail later in this Summary)
- after reviewing the results of the CSRM modelling work, further transport measures were developed to enhance the Transport Strategy and thus further reduce and manage any remaining effects of trips on the highway network.

*Cambridge Sub Regional Model*

Cambridgeshire County Council's computer-based CSRM highway model was used to examine the area-wide implications of development growth in Cambridgeshire, and to identify the need for infrastructure enhancements. This computer-based model estimates:

- the existing number of vehicle trips on the highway network (2006) by modelling the land uses for the surrounding areas. The comparison of the predicted vehicle flows on any link against recent surveyed flows showed the model is working correctly and is "fit for purpose"
- the number of vehicle trips on the highway network in the future (we have considered a situation in the Future Year of 2026, in line with good practice guidance) using information about existing and predicted future homes, employment, education and shopping development, as well as the existing and proposed transport links.

Following discussions with the highway authorities in Spring 2011, two model runs for 2026 were undertaken for the following scenarios:

- 2026 'Do Minimum' Option Test – including all existing, committed and consulted development and transport infrastructure in 2026 listed above, but excluding all the new road links and trips generated by the North West Cambridge Development
- 2026 'Do Something' Option Test – including all existing, committed and consulted development and transport infrastructure in 2026, but including the new road links and trips generated by the North West Cambridge Development.

These two model runs identified:

- the growth of trips from all other proposed developments in Cambridgeshire, between 2006 and 2026 on the transport network
- the number of additional vehicular trips generated by the Development on the transport network in 2026.

*Additional Person Trips*

A "Person Trip Analysis" was also undertaken by the University to estimate the total number of trips to the Development by all modes of travel – walking, cycling, bus, car and car passenger. This analysis:

- uses observed trip rates from similar land uses for all the proposed land uses
- uses observed transport mode (walking, cycling, bus, car and car passenger) shares for each land use
- estimates the number of internal trips occurring within the development to work places, shopping and the schools.

This person trip analysis was undertaken to understand how local and longer distance travel patterns can be affected as part of the proposed transport strategy.

**Transport Strategy for the North West Cambridge Development**

Both national and local planning policy emphasises the importance of limiting the need to travel by planning developments that contain a mix of land uses - including local facilities, ensuring that they are well served by public transport, and providing cycleways, footpaths and crossing points to encourage both walking and cycling.

These principles have been used at North West Cambridge to ensure that the transport strategy satisfies the University's commitment to delivering sustainable development. The transport strategy makes best use of the following supporting factors:

- North West Cambridge is close to other University academic clusters and Colleges, as well as well connected by footpaths and cycleways to the University City Centre sites
- Cambridge City's strong culture for not travelling by car, facilitated both by the University's approach to limiting both car ownership at Colleges, and local parking provision generally and

- the exemplary record of the University in delivering sustainable travel choices and a successful travel plan within its facilities across Cambridge.

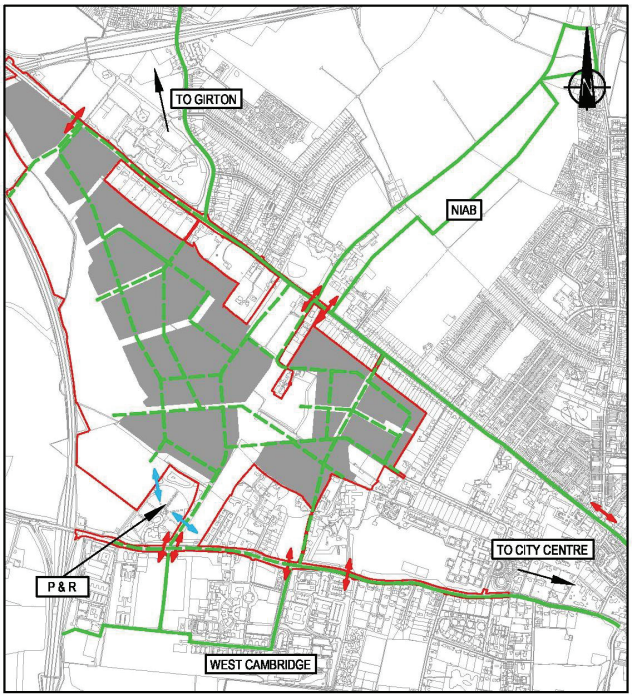
The main components of the transport strategy for the Development are described in more detail below:

*Land Use*

The mix of proposed land uses - housing, shops, the primary school and all the community facilities – have been selected to reduce the need to travel by providing many day-to-day needs on site. Furthermore, keeping nearly three-quarters of the accommodation for University / College employees and students, coupled with the adjacent University academic and research facilities as well as the University's travel planning record, will limit car-based travel.

*Walking and Cycling Strategy*

North West Cambridge is well-located near to existing pedestrian and cycle routes that link to other University and College locations. To build on this, the Development has been planned to:

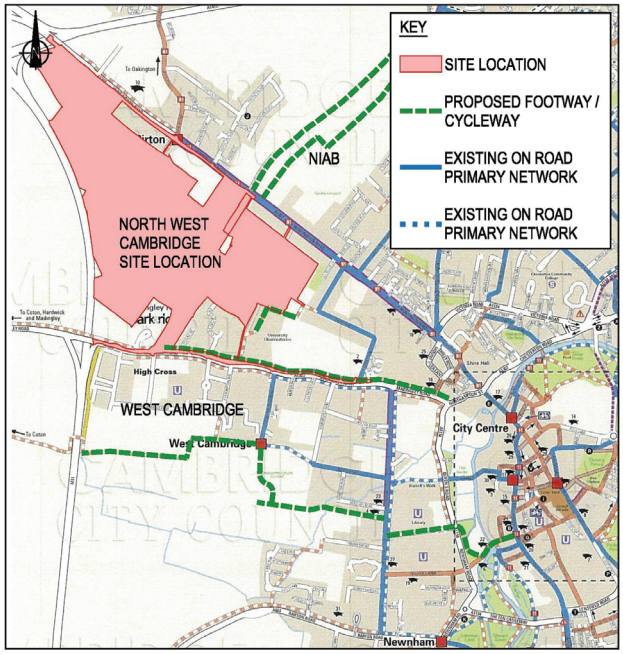



*Walking and cycling infrastructure – the enhancements are shown in a green dashed line. These measures will improve walking and cycling movements between Girton, West Cambridge and NIAB*

- ensure easy access on foot and by bicycle throughout the Development
- provide good connections between North West Cambridge and the surrounding area
- enhance the existing connections to the surrounding areas and
- ensure high quality on-site pedestrian and cycle facilities such as cycle parking and employee shower and changing rooms.

The Ridgeway, a quality cycleway / footway, will provide a link through North West Cambridge between Storey's Way through to Huntingdon Road, opposite Girton Road. The Ridgeway will connect to the local areas of the development, as well as other lesser cycleway / footways through the development to increase permeability and connectivity. This new network will assist both existing and proposed cycle and pedestrian movement through the area by providing more direct connectivity between major generators and attractors.

Complementing this, enhancements will be made by the University to footpaths and cycleways along Madingley and Huntingdon Road leading into Cambridge City which will benefit all users. These measures include:




*How the Development proposals integrate to the surrounding area*

- extensions to the existing footpaths and cycleways along Huntingdon Road and Madingley Road to link to the accesses to the Development
- improved cycle road signs and markings along the existing footpaths and cycleways along Huntingdon Road into the City
- better pedestrian crossing and cycle facilities through the Huntingdon Road / Victoria Road / Castle Street junction
- new cycling and pedestrian crossings at all entrances into the development along Huntingdon and Madingley Roads as well as an additional cycle crossing linking to Whitehouse Lane.

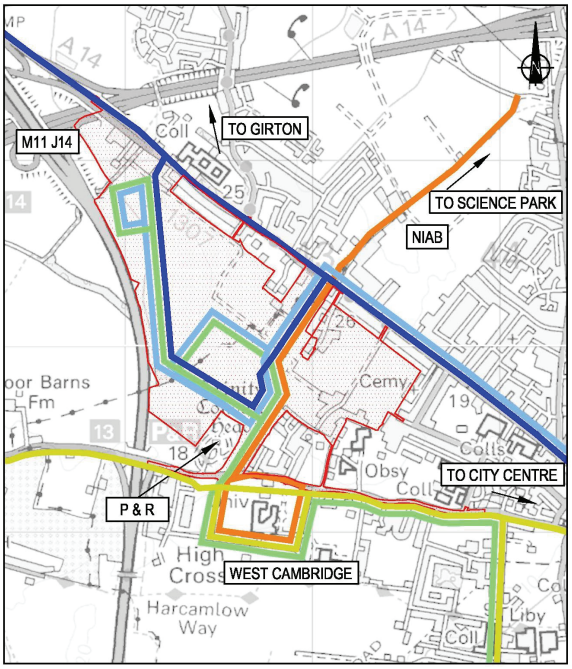
These measures are entirely compatible with the future plans of the County Council and will enhance the proposals of other developers in the area.

*Public Transport*

The Development is well-located for buses, being next to well-frequented existing bus routes connecting to a range of popular destinations through the city.

To enhance public transport, a strategy has been developed by the University which involves both alterations to existing bus service routes to operate via the Site, and providing new services where necessary. This enhanced bus service provision will include an extension to the existing Uni4 and Citi5 services, an enhanced service to / from the Science Park, and possibly a future link to the railway station. The University will subsidise these services in the early years of the Development to ensure these additional bus services are viable.

On site bus patronage will be encouraged through measures which include:




*Bus connectivity from the Development – these services are aligned to reduce the numbers travelling through the City*

- high quality bus stops
- bus turning facilities where needed
- a direct dedicated bus-only routes through the Development and
- bus detection devices fitted to the traffic signals at the Site Accesses to give the buses green lights to improve the flow in and out of the Site.

In addition to providing buses to serve North West Cambridge, the University has also proposes to fund a promotional campaign for the Cambridge Guided Busway - to increase patronage from the towns along the route, and to attract existing vehicle trips to the Park and Ride sites.

*Car and Cycle Parking*

The North West Cambridge Area Action Plan includes car and cycle parking standards. These are set at levels to minimise the numbers of car parking spaces whilst maximising the cycle parking provision, to encourage the use of more sustainable modes.

*Vehicle Access and Internal Roads*

From North West Cambridge there will be two new road junction accesses onto Huntingdon Road - the Huntingdon Road West and East junctions - and another new road junction onto Madingley Road at the forthcoming West Cambridge junction - the High Cross junction. These three junctions will be traffic signal controlled, and will include pedestrian and cyclist controlled crossings to aid their movement. In addition, a fourth access from Madingley Rise will serve a cluster of academic research buildings - the internal road layout off this junction will not allow vehicle access to the remainder of North West Cambridge, although this will form part of the enhanced pedestrian and cyclist links towards West Cambridge. A toucan crossing will be installed adjacent to the Madingley Rise junction, to improve connectivity to JJ Thomson Avenue and the West Cambridge Development.

These junctions and the road network through the North West Cambridge Site will be designed using the Department for Transport's up-to-date suite of *Manual for Streets* guidance, to make these routes unattractive for car drivers wanting to "rat-run" through the development between Huntingdon and Madingley Roads – restrictions to the flows, circuitous routes and a maximum speed limit of 20mph will all be introduced, in accordance with the North West Cambridge Area Action Plan. Whilst the design will control vehicles, it will ensure bus, walking and cycling movements are made as easy as possible.

*Managing Travel Demand through the Development Framework Travel Plan*

"Travel Demand Management" is the application of various measures to reduce the number of trips by car made to or from North West Cambridge. These measures promote alternative means of travel to the car, and are included in the Framework Travel Plan which will establish proposals which the University will apply on all occupiers of North West Cambridge. Measures in the Framework Travel Plan include the promotion of car sharing, the Development public transport service, a wide range of measures to improve walking and cycling, and measures to increase the numbers of residents working from home.

To ensure this Framework Travel Plan and transport strategy are effective, the University of Cambridge will provide and support the following:

- a Development Transport Co-ordinator
- funding to set up and run the Transport Stakeholders Group consisting of representatives of residents' groups, major occupiers, the Councils and the University

- funding for the wide range of measures listed in the Framework Travel Plan, proven to be successful elsewhere across the United Kingdom, which would be well-suited to be applied by the University at North West Cambridge to reduce the car usage.

The Framework Travel Plan is a "working document", and will be amended as North West Cambridge continues to reflect what is happening on site - ie, once the major occupiers are known, following the surveys that understand better the travel characteristics of the residents and occupiers, and changes of travel mode.

Both the University and the Local Planning Authorities will require the occupiers of all parts of North West Cambridge to use this Framework Travel Plan to develop their own individual travel plans containing more detailed actions tailored to suit their users. This Framework Travel Plan would be important in ensuring a unified approach, and compatibility amongst all the occupiers to travel planning.

The success of the travel plan will be monitored by both the University and the Local Planning Authorities to ensure that targets for mode splits are met and are effective.

**Assessment of trips from the Development**

*Assessment Results*

In assessing the level of trips generated by North West Cambridge, the Transport Assessment has adopted very conservative assumptions to avoid any possibility of underestimating the effects of the Development.

The Person Trip Assessment concluded that, across the day, the number of people from the Development using their cars to travel would be 33.4% for the Research areas - less than the maximum 40% journey to work target set out in the North West Cambridge Area Action Plan.

The original traffic modelling undertaken by the County Council for the Area Action Plan Inquiry indicated that the Development would increase the number of trips on the road network, as a whole, by around 2% - the new modelling work supports this. In numbers terms, the modelling predicted that on the wider road network there would be over 100,000 trips in both peaks without the Development. After taking account the effects of the Development, there would be around 700 additional car trips across the wider road network between 8 and 9 o'clock and around 900 car trips between 5 and 6 o'clock in the afternoon peak.

Looking at this further, the key findings from this modelling work are:

Junction capacity

- assessment of the capacity of the junctions surrounding the Development (as well as those serving it), using the turning movements from the CSRM Do Something (With Development) scenario confirmed that they would operate within capacity.

A14

- during the morning peak (8 to 9 o'clock), there would be around 200 additional car trips travelling from further afield using the A14 to the west of Cambridge

Huntingdon Road

- although the maximum morning (8 and 9 o'clock) and evening (5 and 6 o'clock) peak hour two-way flow on the sections of Huntingdon Road to the west of the West Site Access is predicted to increase by around 270 vehicles, flows on the sections of Huntingdon Road to the east of this junction are actually predicted to decrease by between 70 in the AM and 150 vehicles in the PM peak – this reflects the changes in travel patterns across the area, including the change of modes and improved public transport services

- the predicted peak hour journey time along Huntingdon Road increases by approximately 45 seconds in the AM peak – the two new traffic signalised access junctions would account for much of this increase. Indeed, these signalised junctions will slow traffic moving along Huntingdon Road, helping to enforce the proposed lower speed limit of 40mph, improving the road safety conditions along this section of road

Madingley Road

- similarly, although the maximum morning peak hour two-way flow on Madingley Road to the west of the new Site Access is predicted to increase by around 200 vehicles, the impact of North West Cambridge on Madingley Road is generally limited – and indeed, on the section to the east of the new Site High Cross junction the two-way flows are predicted to decrease by around 170 vehicles – reflecting the changes in travel patterns, including the change of modes and improved public transport services

- the predicted peak hour journey time along Madingley Road increases by approximately 50 seconds in the AM peak, although the average journey time increase in both directions in both peaks is around 23 seconds - the revised traffic signalised access junctions would account for part of this increase. The revised signalised junction arrangement will improve conditions along Madingley Road, the slower traffic improving the road safety conditions along this section of road

Summary of Other Effects

- the target set by the Area Action Plan for a maximum of 40% of trips to work by car has been met, and exceeded – the predicted share of car drivers for the Research areas are expected to be 33.4%

- the facilities to be provided by the University - the new and improved cycle tracks and footpaths including the Ridgeway, and along Huntingdon Road and Madingley Road, and the new signalised crossing points - will lead to significant improvements in the cycleway and footpath network, and will encourage cycling and walking throughout this area of Cambridge. It will also break down the barriers of the existing Huntingdon Road and Madingley Road

**Additional Transport Measures**

To reduce further the influence of the Development across the road network, the University will apply a series of further transport measures as detailed below which combined will lead to a reduction of around 760 to 1,160 trips or more.

Overall, the combination of these additional measures with the effects of the Development would result in fewer trips on the road network than if the Development did not occur.

*Car Parking in North West Cambridge*

- the proposed number of car parking spaces to be provided across North West Cambridge was reduced by around 21% from the Area Action Plan maximum levels. As part of the Transport Assessment it has been estimated that this will have a positive effect of reducing car trips to / from North West Cambridge by around 300 to 400 fewer car trips in the AM peak between 8 and 9 o'clock, the peak with the higher impact

- much of the residential parking will be provided on the streets of North West Cambridge, and will feel part of the streetscape of a normal community. The University will manage the parking of their Key Worker houses and the Academic Research, as they do elsewhere in the City

- the University will contribute towards a Controlled Parking Zone scheme in this area to ensure local residents are not affected by overspill parking

These measure will directly reduce the numbers of cars using Huntingdon Road and Madingley Roads.

*Road Improvements*

The University is proposing the following management measures listed below, which will have the effect of off-setting the limited minor impact on the A14 and the local road network:

- monitoring traffic conditions on the M11 Junction 13 and then offering measures to improve the capacity of the Southbound slip road if required
- minor works to ensure a small increase in capacity at the Queen Street / Madingley Road / Northampton Street junction.

In addition the University will introduce further measures to reduce the trips on the existing highway network, at the following sensitive locations:

- traffic signal optimisation equipment to the traffic signal controllers along the Madingley Road and Huntingdon Road Corridors will be provided, which would adapt the signals timings to reflect the traffic flows thus making them work as efficiently as possible. Whilst this may not reduce to zero any additional queuing and delays as a consequence of the Development, it would ensure that additional queuing and delays are made as small as possible
- a traffic flow monitoring scheme along the Oxford Road / Windsor Road route with additional traffic calming measures if required.

All these measures will improve traffic flows along Huntingdon Road and Madingley Road.

*University-Wide Travel Plan*

Whilst the County Council traffic modelling work has shown that the effects of the Development are manageable on the local and strategic highway network, the University is in a unique position with Cambridge to influence more than just development related traffic.

The University is a major employer in this area, and is uniquely able to influence trip patterns by reducing the existing number of generated car trips generated by their many employees and students travelling to their facilities across the City. Although there is already a University-Wide Travel Plan, the University has committed to implement a series of further measures throughout their facilities across the City to reduce the existing car trips. We expect these measures would reduce the number of existing AM peak car trips to the University by between 385 to 695 existing car trips which will both help reduce any effects of the Development, and benefit the local and strategic road network - including both the A14 and M11.

The measures to be considered would include the following:

- implementing a car sharing scheme
- extending the existing Car Club scheme
- incentivising Guided Busway usage with subsidised passes
- incentivising bus usage with subsidised passes
- car parking review
- car park barrier controls
- marketing and promotion of the Travel Plan

These measures will have a marked reduction on the total numbers of cars travelling along the main routes into Cambridge, such as along Huntingdon Road and Madingley Road.

**Measures to counteract traffic effects of construction**

A "Construction Environmental Management Plan" is proposed which will include measures to avoid, reduce and manage any transport effects of construction. These measures will include:

- control of routes into the Development – to ensure the delivery vehicles avoid sensitive areas in Cambridge
- control of the hours of delivery – whilst only a very limited number of car and HGV construction movements typically occur during the peak hours, construction movements will be controlled during these hours
- design and routing of services and drainage to take account of the potential for construction work to cause congestion of local highways
- co-ordinating the Development works – for example, installing more than one utility company's apparatus simultaneously in a section to avoid having to re-install traffic management at any one location
- co-ordination of these development-related works with works elsewhere on the network being undertaken by other developers and organisations, to prevent two parallel routes being affected simultaneously
- consideration of working anti-social hours where the number of sensitive receptors is limited (such as to the west of the proposed Site Accesses adjacent the motorway), to reduce the overall duration of the works
- possible means of removing construction-related traffic management during the peak hours, to re-open the road and minimise the effects upon the surrounding highway network
- installing intelligent traffic light controllers or using manually controlled light controllers to minimise any inefficient use of green time.

**Conclusions**

Because of the existing quality transport facilities in the vicinity, and the ability to travel to and from the site without having to use cars, the University is uniquely positioned to deliver sustainable major development at North West Cambridge in accordance with national, regional and local policy.

The traffic effects of the Development have been assessed using a variety of techniques, this work concludes that the traffic likely to be generated by the proposals can be accommodated on the highway network in Cambridge.

Being committed to mitigate the impact of the development on the highway network, the University has formulated a Transport Strategy that provides the following:

- measures to reduce trips across the strategic and local highway network, so there is less need for enhancement measures
- measures to preserve / enhance capacity on the network
- trip demand management measures
- enhancements to pedestrian and cyclist infrastructure
- measures to reduce trips from the University's facilities across the City.

The Development accords well with the national, regional, and local transport policy and guidance to deliver sustainable development, as well as offering the following benefits to the area:

- reducing the need to travel away from the development by providing a good mix of land-uses on site
- enhancing opportunities for non-car travel, particularly by delivering an excellent public transport system
- delivering strong connectivity with the rest of Cambridge to give a genuinely integrated urban extension
- reducing the total distance travelled by the University staff by providing significant volumes of Key Worker housing for the University's employees – this measures alone will be a great benefit to the surrounding highway network
- reducing the use of cars by delivering accommodation where non-car modes of travel can be adopted.

Delivering a range of alternative choices to private car travel will have a wholly positive impact on travel patterns and behaviour.

Overall, the Transport Assessment concludes that:

- the Development would be inherently sustainable as to its components, its location, its layout and its transport strategy
- the suite of measures proposed will ensure that the reduction in vehicles on the network as a consequence will more than offset any increases attributable to the Development and
- the co-ordinated, integrated and sustainable transport strategy identified for the Development will enable development to proceed, reflecting the context of the wider transport and development strategy for the whole of Cambridge.