



ZA571 Land at Comberton, Cambridgeshire

**Technical Note 01 – Transport and Highways Representations to the Greater Cambridge Local Plan
For Hopkins Homes**

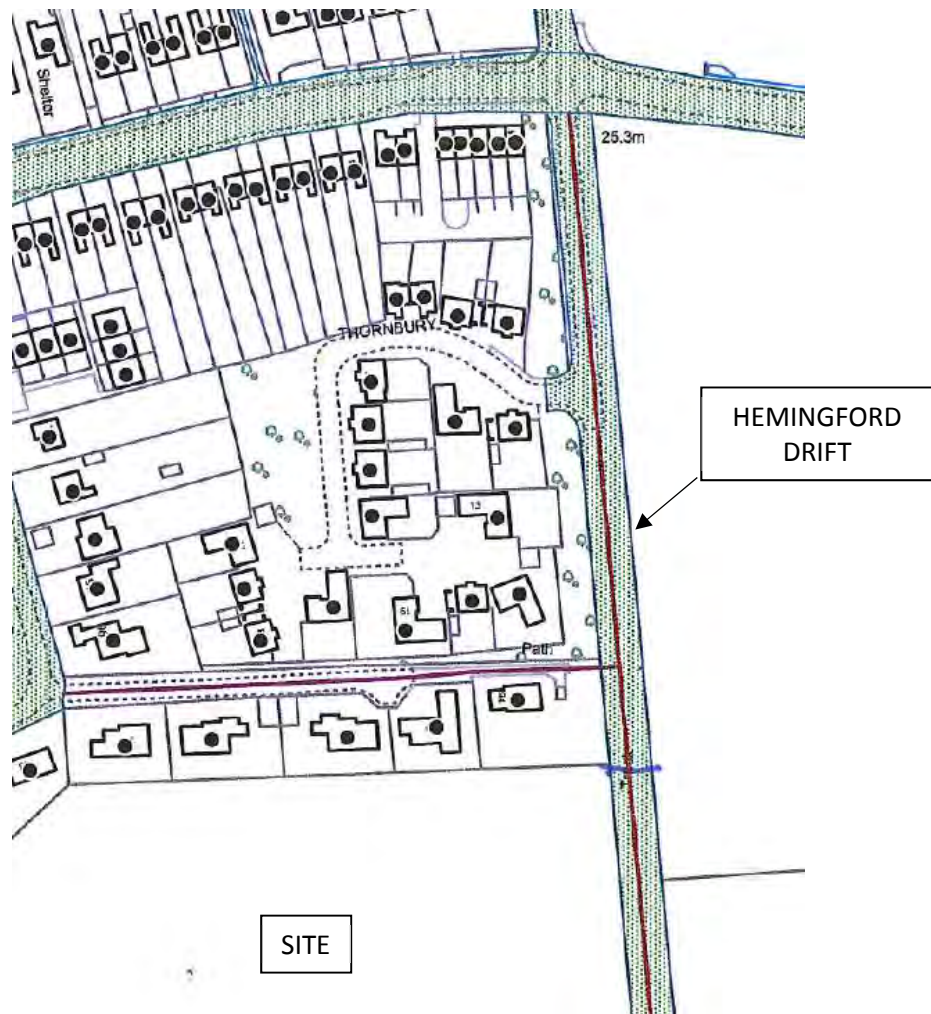
February 2020

1.0 Introduction

1.1 This Technical Note has been prepared as part of a package of documentation to promote residential development on land east of Bush Close, Comberton. It is considered that the site has potential to support a small-scale residential development of circa 100 dwellings.

2.0 Site Access

2.1 The site is bound to the east by Hemingford Drift which is designated as a Byway Open to All Traffic (BOAT) and forms part of the adopted public highway.



Insert 1: Adopted Public Highway



- 2.2 Hemingford Drift forms the southern arm of a four arm mini roundabout with Barton Road (B1046) and Long Road. Part of the road has already been upgraded to adoptable standard (metalled surface, 5.5m carriageway and 1 x 1.8m footway with street lighting) to serve a residential development (circa 2003) of 25 dwellings from Thornbury. South of the junction with Thornbury, the BOAT continues as a wide unmettled track to Bridge Farm.
- 2.3 The site boundary immediately abuts the adopted public highway. Hemingford Drift can be upgraded to serve a site access as per the section that has already been updated to serve Thornbury. This will provide safe access as presented on **Drawing ZA571-PL-SK-200 Proposed Access Plan**.
- 2.4 Visibility splays from the proposed site access can be provided in accordance with Manual for Streets (MfS) at 2.4m x 43m. This is appropriate for a 30mph road but it is acknowledged that speeds on Hemingford Drift would be significantly less therefore the visibility splay is very robust. Beyond the proposed site access, the track can continue as existing. It is not considered that users of the existing BOAT would be adversely affected by the proposals.
- 2.5 It is considered that a suitable access to the site can be achieved and that any required local highway improvements would be agreed with officers from Cambridgeshire County Council Highways.
- 3.0 Access to Local Facilities**
- 3.1 **Figure 1** provides a Site Accessibility Plan which show the site in relation to the local amenities in Comberton. A footway extension along Hemingford Drift will serve the residential development. This will provide a connection to the existing footway along Barton Road (B1046). This provides a safe pedestrian connection into Comberton where there are a number of local facilities within acceptable walking distance from the site. There is also a public footpath connection between Hemingford Drift and Swaynes Lane to the north of the site which provides an alternate route into the village.
- 3.2 Reference is made to the Department for Transport Local Transport Note 1/04 – Policy, Planning and Designing for Walking and Cycling. This document refers to the Chartered Institution of Highways and Transportation (CIHT) guidelines for “Providing for Journeys on Foot” which considers suggested acceptable walking distances for various journey purposes such as commuting, walking to school and recreational journeys.



CIHT Guidelines	Distance		Walk Time	
	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys	Commuting, Walking to School and Recreational	Other Non-Commuter Journeys
Desirable	500m	400m	6.25 mins	5 mins
Acceptable	1,000m	800m	12.5 mins	10 mins
Considered	2,000m	1,200m	25 mins	15 mins

Table 3.1: CIHT guidance 'Providing for Journeys on Foot'

3.3 **Table 3.2** provides a summary of walking and cycling distances and journey times to key local services/facilities from the centre of the site. The calculations are based on a walk time of approximately 80m per minute and a cycle time of approximately 270m per minute. **Figure 1** shows the location of the site in relation to key amenities.



Facility/Service		Distance (Metres)	Journey Time (mins)	
			Walking	Cycling
Local Amenities	Local Store - Budgens	1050	13	4
	Comberton Village Hall	500	6	2
	Post Office	1050	13	4
	Comberton Library	1700	21	6
	Comberton Recreation Ground	1150	14	4
Health	Comberton Surgery	1500	19	6
Education	Meridian Primary School	800	10	3
	Comberton Village College	1700	21	6
	Mulberry Montessori School (Pre-School)	2000	25	7
	Comberton Play Group	500	6	2
Sustainable Transport Links	Swayne Lane - CMBDWADA, CMBDTWTG	570	7	2
	PROW CB:212 Comberton 6	200	3	1
	Byway CB:213 Comberton 7	30	0	0
	Comberton to Barton off road cycle way	400	5	1

Table 3.2 Walking and Cycling Journey Time Summary

3.4 The table above and **Figure 1** demonstrate that the proposed development is widely accessible by foot and cycle to a number of key services and facilities.

3.5 The local cycle infrastructure in close proximity to the site is of good quality. To the north-east of the proposed site there is an off-road shared cycle / footway that continues east along Barton Road to Barton. This is shown on **Figure 1**. From Barton there is continuous flat, off-road cycle provision along the A603 all the way to Cambridge. The cycle distance to Cambridge City Centre



is 8.3km which equates to a 26 minute cycle ride. This cycle infrastructure and the relative distance to Cambridge provides a realistic alternative to driving.

- 3.6 The village of Comberton forms part of the emerging Greenways network currently being consulted on by the Greater Cambridge Partnership. The project aims to create a network of walking, cycling and equestrian routes between villages in the Greater Cambridge area and onward links to Cambridge itself. There are several route options from Comberton under consideration, one of which includes a shared use path parallel to Long Road but set back behind a grass verge.



Insert: Extract from Comberton Greenway Consultation Leaflet showing options from Greenway Routes

- 3.7 There is a local bus service operating along Barton Road to the north-west of the site opposite and adjacent to Swayne Lane (stop reference CMBDTWTG). This bus stop includes a bus shelter, flagpole and raised kerbs. The stop is served by service '18' operated by Stagecoach. This provides a regular service from Comberton to Cambridge. On average this bus route provides an hourly service Monday-Saturday. The journey time on service 18 to Cambridge Drummer Street Bus Station is 27 minutes. The first bus leaves at 07:06 and the last bus is at 18:38. This service provides a realistic alternative to driving into Cambridge.



3.8 A review of the 2011 Census data for Journeys to Work shows that 16% of Comberton residents work in West Cambridge, of which 11% travel by bike and 20% use public transport. Since the 2011 Census was carried out there have been a number of local cycle improvements and significantly more employment is located in West Cambridge. We would therefore expect the sustainable mode share for journey to work at this location to be even higher.

4.0 Traffic Generation

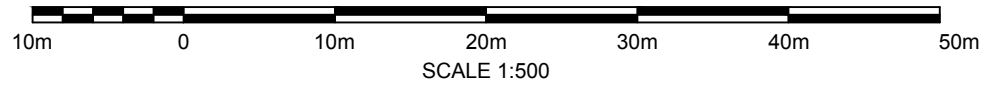
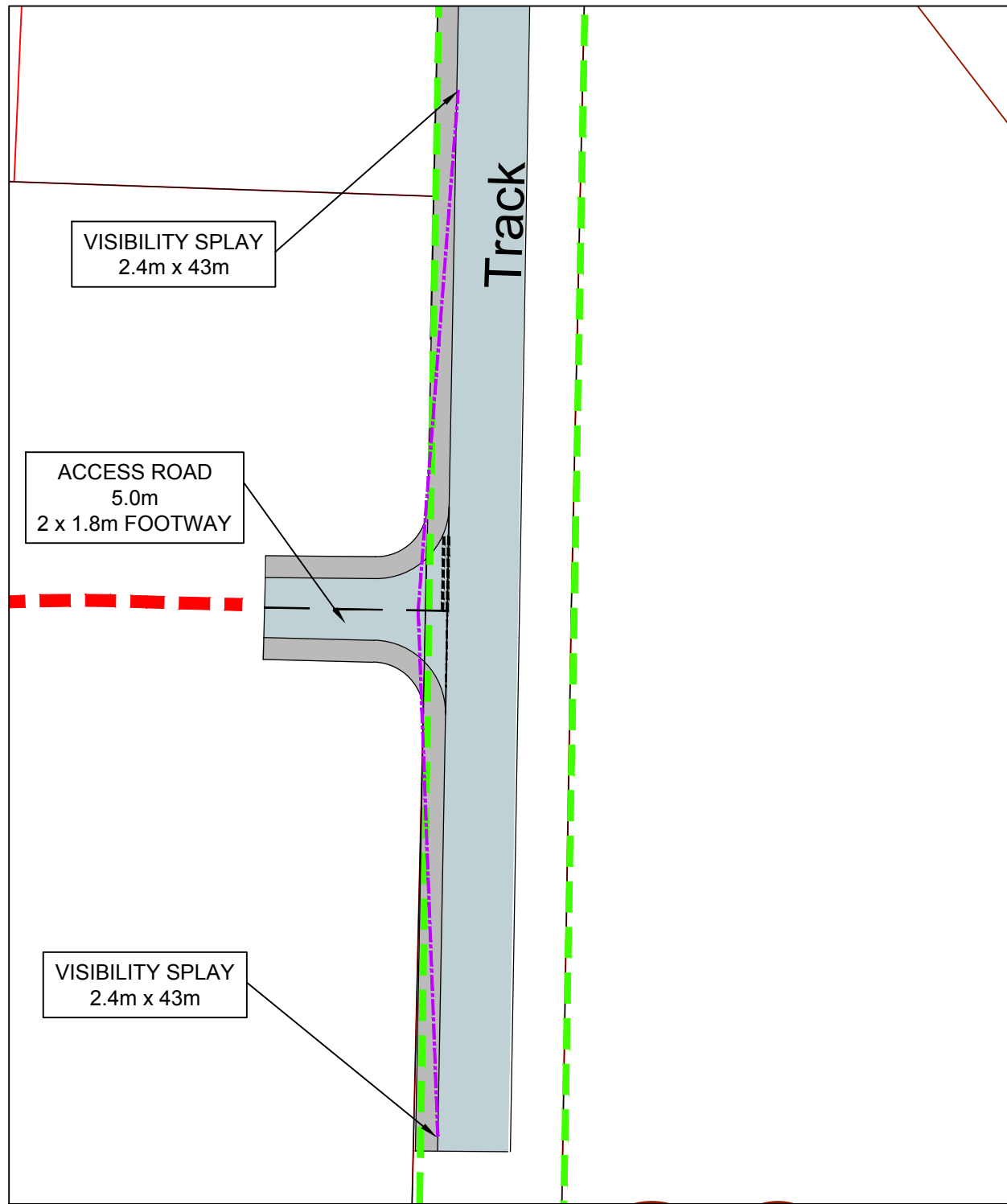
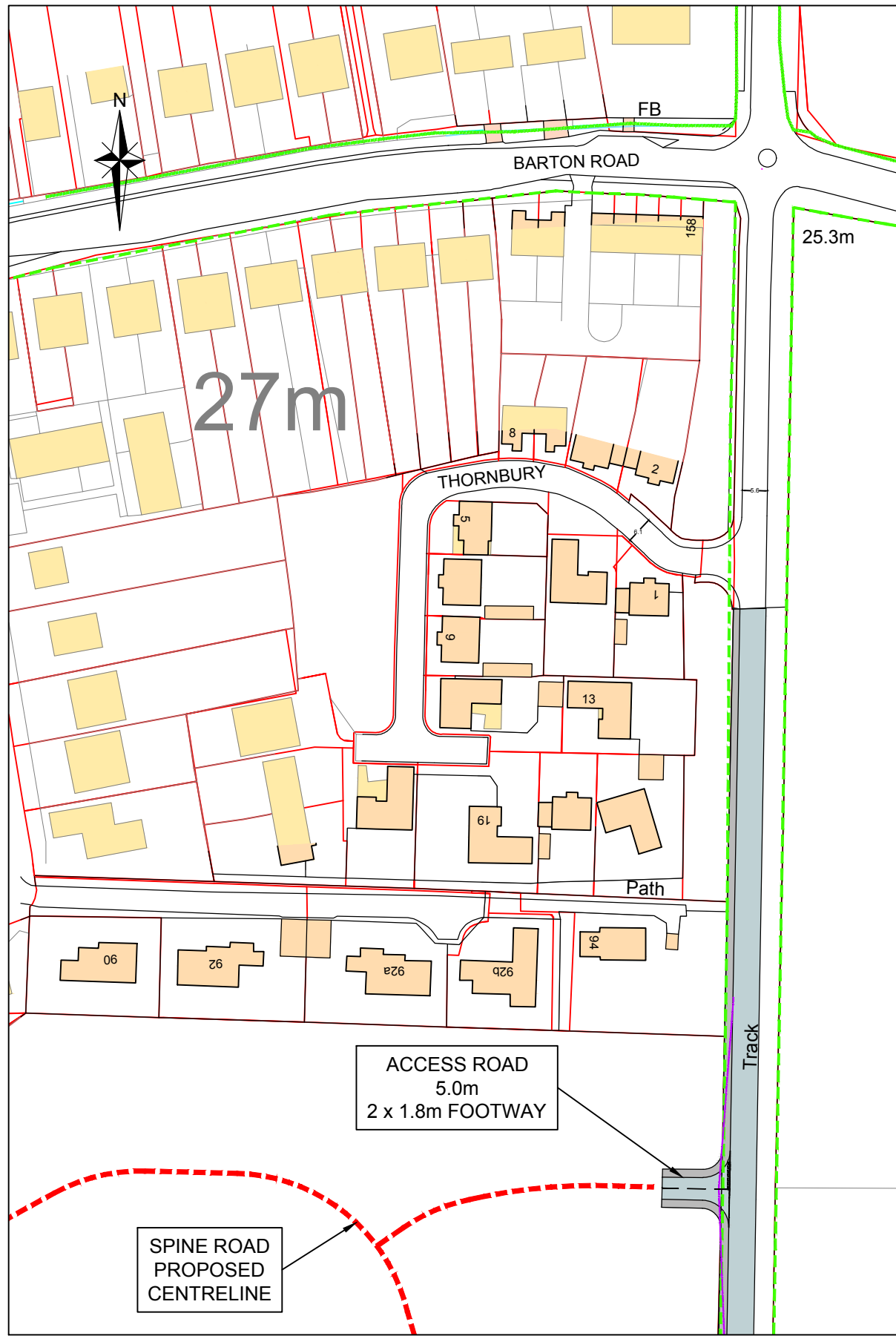
4.1 The TRICS database has been used to establish a vehicle trip generation associated with 100 dwellings. The trip rates and resultant vehicles trips are summarised in the table below.

AM (08:00-09:00)			PM (17:00-18:00)		
Arrive	Depart	Total	Arrive	Depart	Total
0.123	0.353	0.476	0.341	0.143	0.484
12	35	48	34	13	47

4.2 A development of circa 100 dwellings would be anticipated to generate in the region of 48 vehicles trips in the peak periods. The capacity of the local highway network would be investigated as part of any forthcoming planning application. It is considered that the traffic impact of the site on the local highway network can be supported and/or appropriately mitigated.

5.0 Summary

5.1 The summary above demonstrates that there are no highway reasons for the site not to come forward for residential development. There are a number of sustainable travel options available to future residents, both for local journeys within Comberton and for journeys further afield such as Cambridge.



- NOTES:
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
 2. DO NOT SCALE FROM THIS DRAWING, WORK FROM FIGURED DIMENSIONS ONLY.
 3. ALL LEVELS RELATE TO ORDNANCE SURVEY DATUM.
 4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS.
 5. CARRIAGEWAY MARKINGS AND ROAD SIGNS SHALL BE PROVIDED IN ACCORDANCE WITH "THE TRAFFIC SIGNS AND GENERAL DIRECTIONS".
 6. TPO TREES POTENTIALLY AFFECTED BY DESIGN. INPUT FROM ARBORICULTURAL CONSULTANT TO BE SOUGHT.
 7. DESIGN TO FOLLOWS PRINCIPLES SET OUT IN MfS & DMRB.
 8. ALL DESIGN IS SUBJECT TO; CAPACITY ASSESSMENTS, CLIENT OWNERSHIPS / CONTROL, COUNCIL APPROVAL, SAFETY AUDIT & DETAILED DESIGN.

- LEGEND
- PROPOSED ACCESS ROAD
 - PROPOSED FOOTWAY
 - PROPOSED TACTILE PAVING
 - PROPOSED KERB
 - HIGHWAY BOUNDARY
 - LAND REGISTRY BOUNDARYS
 - VISIBILITY SPLAY

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REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DWR	DRAWN BY	DWR	CHECKED BY	-
SCALE @ A3 SIZE	1:1250	DATE	FEB 2020		

PROJECT TITLE LAND SOUTH OF BARTON ROAD COMBERTON
DRAWING TITLE PROPOSED ACCESS

CLIENT HOPKINS HOMES

CANNON
CONSULTING ENGINEERS
Highways, Transport & Infrastructure Planning

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