



Cambridge Road, Great Shelford (nr Rugby Club)

(Pre-application)

TRANSPORTATION COMMENTS

PREPARED BY: Transport Assessment Team

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DATE: 29th March 2016

Background

TPA met with the County Council on 2nd March 2016 to discuss the proposals for up to 130 dwellings on Land north of Cambridge Road, near the Rugby Club, in Great Shelford.

The main focus of the meeting was to discuss the proposed access to the development; however the future Transport Assessment was touched upon as well. The remainder of this document set out notes from the meeting and CCC's Transport Assessment (TA) requirements for any future application.

This will be a Full application when submitted. The site is not a preferred option in the local plan but the applicant is making representations to the inspectorate in June.

History of Site

In 2006/2007 an application for 76 residential units on this site was refused and dismissed at appeal in 2008. The appeal reference is APP/W0530/A/07/2050690. One of the reasons for the inspector gave was the Accessibility to Services and Facilities and that the location of the proposed development would not promote accessibility to services and facilities by a range of means other than use of the private car.

Clearly this was nearly 10 years ago and the area, particularly around the south of the city, has changed and new facilities may have been provided. However any future Transport Assessment would need to address this issue and show what improvements are needed in the area to overcome this with the new planning application.

Description of Development

Detailed site location plan.

Proposed land use and schedule of proposed floor areas(s).

Description of the proposed use and operation of the development including phasing and timing of key phases, and estimated commencement and completion dates.

Description of the proposed access arrangements for all modes of transport (with plans) together with on-site transport measures.

Description of the Planning and Transport Policy Context

The TS needs to include a section highlighting relevant national and local transport policies, including but not limited to the following:

National Planning Policy Framework (2012)

South Cambridgeshire District Cambridgeshire Draft Local Plan 2011-31

Transport Strategy for Cambridge and South Cambridgeshire

Cambridgeshire's Third Local Transport Plan (2011-2014)

Cambridgeshire's Long Term Transport Strategy

Description of Existing Networks

Site Location

The site location plan should show the relationship between the site and road, public transport, pedestrian and cycle networks including consideration of key desire lines with which the development will interact. Any issues related to local cycle and car parking should also be noted and described including issues raised by previous applications on this site.

Pedestrian and Cycle

Identification of walk and cycle catchments (based on real available routes and not crow-fly distances) and key origins within these catchments. The quality of the pedestrian and cycle links to key facilities should be described within an audit, and areas for improvement identified.

Addressing this and any improvements that need to be made to improve connectivity is especially important for this site due to the previous appeal decision noted above.

Currently movements across the access junction for pedestrians and cyclists are not very good. This should be looked at and movements across the junction for peds and cyclists should be made a priority.

The TA should set out how the areas within the walk and cycle catchment areas compare to the work origins of the population of the local census ward.

The TA should set out the suitability of the pedestrian and cycle routes to school from the site, identifying any limitations and where improvements can be made to enhance safety, particularly around the bridge. Trips to the nearest secondary school should also be looked at.

The TA should also consider the routes to the station including the number of cycle parking at the station and whether any additional parking is required to accommodate the potential additional trips.

Public Transport

Analysis of the bus stop locations accessible to the site including facilities at those bus stops and any existing constraints in terms of walking to these stops (see above also). Potential improvements to the bus stops should also be highlighted.

Description of relevant existing local bus services, destinations served and their frequency. Where limited public transport is available alternatives such as community transport should be considered as part of the TA.

Description of nearest railway stations accessible to the site and any existing constraints regarding access to the site from these railway stations. Cycle Parking should also be assessed to determine whether any additional parking is needed to accommodate the additional users.

Summary of railway services and destinations served at nearest railway stations.

The TA should set out how the destinations served by relevant bus and rail services compare to the work origins of the population of the local census ward.

Highway Network

Since the pre-application meeting, TPA have been in discussion with CCC regarding undertaking traffic surveys. It was agreed that the following would be undertaken:-

- Full manual classified turning counts and 5 minute spot queues recorded between 0700 – 1900 (12 hours) on Tuesday, Wednesday or Thursday at the following junctions:
 - J1 – Cambridge Road crossroads with Scotsdales access and Shelford Rugby Club access;
 - J2 – Westfield Road / Cambridge Road junction;
 - J3 – Access gate at the southwest extent of Westfield Road; and
 - J4 – A1301 crossroads with Addenbrooke's Road.

- Full manual classified turning counts and 5 minute spot queues recorded between 1000 – 1800 on Saturday 23rd April at the following junctions:
 - J1 – Cambridge Road crossroads with Scotsdales access and Shelford Rugby Club access;
 - J2 – Westfield Road / Cambridge Road junction; and
 - J3 – Access gate at the southwest extent of Westfield Road.

- Full manual classified turning counts and 5 minute spot queues recorded between 9.30 – 1800 at the following junctions:
 - J1 – Cambridge Road crossroads with Scotsdales access and Shelford Rugby Club access;
 - J2 – Westfield Road / Cambridge Road junction; and
 - J3 – Access gate at the southwest extent of Westfield Road.

The surveys may be repeated on a non-first XV Matchday.

ATC's at the following locations:

- Shelford Rugby Club access road;
- Scotsdales Garden Centre access road; and
- On A1301 as close to the Cambridge Road junction with the rugby club and Scotsdales as feasible.

These are to be undertaken during term time when schools and universities are in session. TPA should check there are no significant road works or accidents on the day of the surveys that may affect the results. The weekday surveys should also take into account any other uses at the Rugby Club such as toddler groups and if there is any significant use on a Sunday.

TPA agreed to send CCC trip figure information and distributions prior to submission of the application so CCC can assess which other junctions, if any, will need to be surveyed and looked at in more detail. The County Council reserve the right for further traffic surveys and analysis if it is shown to be needed

Accident Statistics

An assessment should be undertaken of the latest 60 months' accident record together with an analysis of any trends or clusters. This should cover Great Shelford out to the following junctions, Addenbrookes Road/ A1301, A1301/ Hinton Way. Should the flows show further information is required CCC reserve the right to ask for this at a later date. Accident data should be sought from graham.amis@cambridgeshire.gov.uk.

Baseline Conditions

Identification of any committed transport improvements likely to come forward during the analysis period, noting whether these address any of the constraints identified in 'Existing Networks' above.

Proposed Development

Trip, Traffic Generation and Distribution

The trip generation should be based on TRICS derived person trips with local Census 2011 applied to establish the mode share. This approach is acceptable in principle subject to the TRICS outputs being agreed with the County Council.

The AM, PM and total daily person trips rate and trips should be presented in a table in the main body of the TA.

Information should be supplied within the TA showing how the trip distribution and route analysis has been undertaken.

Parking

The level of car and cycle parking should be indicated as part of the Transport Assessment.

CCC recommends that provision is based on the Emerging local plan standards. It is important to recognise that a balance needs to be struck between parking provision potentially encouraging high levels of car ownership and use and seeking to manage the demand to travel by car and avoiding parking on street.

Future Year Assessment

CCC requires that the following scenarios be modelled:

- 2016 baseline validated against queue length surveys
- Future year scenario no development (base + committed development + background growth)
- Future year scenario with development (base + committed development + background growth + development)

The future assessment year should be agreed with Cambridgeshire County Council. The future Assessment should be undertaken for the junctions surveyed above.

SCDC should be contacted to provide details of committed developments coming forward in the area.

The future year assessment should be modelled with and without the development to be able to identify the development impacts.

Junction Capacity

CCC requires that a figure be provided showing the junction measurements for each of the junction assessments in order for the models to be checked. The base models should be calibrated using queue length surveys.

Accessibility

The TA should cover how this site can be made sustainable in transport terms with particular focus on overcoming previous issues that were raised by the inspector at the appeal in 2008. Thought will need to be given to this in the TA and routes to work, education and other provisions should be considered carefully in order to discourage car use and promote travel by sustainable modes. Barriers should be identified with proposed improvements to overcome and improve this.

Mitigation

The Transport Assessment should identify suitable measures to mitigate the impact of the development on the surrounding highway network. This should include any improvements for pedestrians and cyclists to access local facilities and local bus stop improvements.

Site Access Arrangements and Development Design

- 1) The Local Highway Authority would require two points of access into the site due to the proposed number of dwellings.

- 2) Email below from the Fire Authority in respect to accesses into developments over 100 dwellings.
- 3) The Local Highway Authority would recommend liaising with land owner with regards to the 5m strip of land to gain a 3.75m emergency vehicular access and pedestrian/cycle access at all other times onto to Westfield Road.
- 4) The Local Highway Authority would require motor vehicle visibility splays and 20mph cycle visibility splays as cyclists are travelling within the footway/cycleway for a short section to front of the site.
- 5) Traditional construction would be required to be 5m carriageway with 2m footway, shared surface 6m carriageway with 500mm strip either side.
- 6) It was suggested that due to the distance from the public highway the applicant may wish to look into the surface water drainage system for the proposed development.

Below is an email from the Fire Service regarding points of access, as requested at the pre-app meeting:-

From: Dave Allen [REDACTED]

Subject: Fire Service access Routes

Dear Victoria

Thank you for your enquiry, I make the following observations.

There is nothing specific in terms of guidance, either in Approved Document B5 or our own internal Building Safe: Designing Out Fire document requiring a second access road into the development. Under the Building Regulations it is necessary to meet the functional requirements under B5, which sets out dimensions and reversing distances etc but not the requirement to adopt separate roads in and out of a development.

Having said that the Fire Authority would always recommend and endorse an in/out system, particularly for the larger developments and this is included in our own guidance document. There are several reasons for this:

- 1. If there is an existing emergency incident on the single access road into the development then it could prevent the fire service from accessing the development. This would result in a delay in commencing fire-fighting operations and may require long distances of travel on foot with lots of equipment, which is unacceptable. As well as affecting fire-fighting operations it may also affect life and property.*
- 2. Historically new developments maximise space by providing limited parking, including single car driveways and the reality is many of the residents will have two or more cars, resulting in lots of on road parking causing congestion and pinch points. By having a single road into the development it will compound this.*

3. Depending upon the type of incident, and what stations the appliances are mobilised from, we may adopt a split attendance into the site by utilising separate access roads into the development.

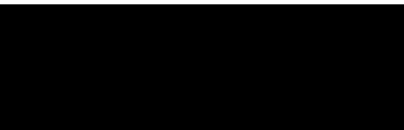
In summary, the Fire Authority would recommend an alternative access road into the site for a development of this size.

Kind Regards

Dave Allen

Community Risk Manager

Community Fire Safety Group



In a previous application a signalised junction was proposed. It was agreed at the meeting that the junction should be looked at from scratch to determine what sort of arrangement would be best suited in this area with the proposed traffic flows etc.

Travel Plan

A Residential Travel Plan containing a welcome pack for future residents should be included in the TA with any measures to be included. This should specifically look at ways of improving sustainable modes of access to services in and around Great Shelford, particularly focusing on safer routes to schools and other facilities.

Note

The officer comments in this note are provided on an informal and without prejudice basis, based on current information. If new information is released, the County Council's officer comments and requirements may change and this will be confirmed in response to any subsequent planning application, or other, consultation.