kmc
transport planning

Land at South Trumpington, Cambridge

Regulation 18 Consultation

Transport & Movement

January 2026

British Land

Document:	Regulation 18 Consultation – Transport and Movement
Project:	South Trumpington
Client:	British Land
Job Number:	23111

Commented [RM1]: Regulation 18

Issue	Date	Status	Prepared	Reviewed	Approved
1	03.03.2025	Draft	JC	SM	SM
2	06.03.2025	Final	JC	SM	SM
3	09.01.2026	Update	JC	SM	SM

This report has been prepared by KMC Transport Planning Ltd ('KMC') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which KMC was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). KMC accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

kmc
transport planning

Contents

Executive summary 3
1 Introduction 5
1.1 Background 5
2 Purpose of the Report 6
3 The Vision for South Trumpington 7
4 The Opportunity 8
5 The Site 9
6 Policy Framework 10
7 The Baseline Position 15
7.1 Transport Headlines 15
7.2 Active Travel 17
7.3 Public Transport 19
7.4 Accessibility Assessment 22
8 The Approach at South Trumpington 24
8.1 The Illustrative Development Option 24
8.2 Overarching Vision-Led Approach 24
8.3 Local Living 25
8.4 Public Transport Strategy 25
8.5 Prioritising Active Travel 26
8.6 Cycle Parking Vision 27
8.7 Supporting Public Transport 28
8.8 Low Car Lifestyle 30
8.9 Primary Access 32
8.10 Car Parking Vision 33
9 The Likely Impacts of the Opportunity 34
9.2 Trip Attraction – Commercial 34
9.3 Trip Generation - Residential 35
10 Conclusion 38

Figures

Figure 5.1: Site Location Plan 9
Figure 7.1: Baseline Transport Headlines 15
Figure 7.2: Existing and Emerging Transport Schemes Adjacent to South Trumpington 16
Figure 7.3: Existing Active Travel Infrastructure and Access to Key Local Amenities 17
Figure 7.4: Leisure and Recreation Opportunities Proximate to South Trumpington 19
Figure 7.5: Strategic Overview Diagram of Public Transport Connections 20
Figure 7.6: Proposed Public Transport Network – Strategic Overview Diagram 21
Figure 7.7: Sustainable Transport Accessibility Isochrone 22
Figure 7.8: Future Sustainable Transport Accessibility Isochrone 23
Figure 8.1: South Trumpington Movement Hierarchy 24
Figure 8.2: Active Travel Access/Permeability Strategy 27
Figure 8.3: Public Transport Strategy at South Trumpington 29
Figure 8.4: Vehicle Access/Permeability Strategy 31

Tables

Table 9.4: Trip Purpose – from National Travel Survey (2023) 36
Table 9.5: Trip Generation by Purpose 36
Table 9.6: Trip Generation by Purpose by Mode 36

kmc
transport planning

EXECUTIVE SUMMARY

The Land at South Trumpington, Cambridge provides an opportunity to provide an exemplar and deliverable proposition to support growth in Cambridge.

By focusing growth in the right places, development can help reduce transport-related carbon emissions, enhance quality of life, and create more resilient communities.

The **location of the South Trumpington Site is key** to the opportunity being presented.

The proximity to existing homes and major employment at locations such as Cambridge Biomedical Campus will support a rich mix of development. It can help address Greater Cambridge's **need to locate homes and jobs in accessible proximity.**

The location is further enhanced through the existing and emerging sustainable travel opportunities. **Walking and cycle routes are already extensive**.

Public transport will be enhanced through Cambridge South Railway Station, which will be directly connected through Active Travel Routes and the existing Busway. Almost **uniquely, two Travel Hubs are connected to the Site** with a new Busway directly on the Site boundary.

Prioritising people is key to achieving the vision for the site, reducing reliance on car use and achieving local and national policy objectives.

The strategy starts with minimising provision for cars. Space saved is provided to people with streets that are traffic free or lightly trafficked with direct routes for people to walk and cycle. This creates a place where **sustainable travel opportunities are the obvious choice**. A range of transport measures to cater for movements away from the site are included in the strategy.

The vision-led transport strategy for South Trumpington builds on the location of the Site and the sustainable transport infrastructure that will enhance movements across this area. Ensuring active, and healthy travel patterns that contribute positively toward Net-Zero objectives are at the heart of this strategy.

The **vision-led approach towards sustainable development** is consistent with local and national planning policy. The strategy ensures the key vision-led transport thread across the National Planning Policy Framework, specifically paragraph 109, which requires a vision-led approach, is met.

The site is focused on a location which is sustainable, will **limit the need to travel and will offer a genuine choice of transport modes** (paragraph 110). The design prioritises sustainable transport modes, provides safe and suitable access and will incorporate streets and parking in line with guidance which meet the tests set out in paragraph 115 of the NPPF.

The sustainable development and location, and approach that is consistent with these core transport policies ensures the sustainable location aspects of Paragraph 155 relating to the Green Belt can be met.

The approach towards providing vision-led transport strategy is based around the following key principles:

- **Local Living.** Appreciating the location, the proximity of homes and jobs and providing a rich land use mix**.** The rich land use will contribute toward balancing homes and job location. New homes will be located in close proximity to employment with new employment accessible from new and existing homes. Day to day activities such as facilities for leisure and local shops will be considered through the development of the site. Residents can access new jobs within the site or nearby through sustainable means. Future workers can travel from local homes or utilised the sustainable travel routes that the location of the site affords.

- **Prioritising Active Travel.** Designing a place for people not vehicles. Minimising car provision with consolidated parking outside of central streets. The design of streets are more people centric without the need to accommodate excessive vehicle movements. Core movement corridors to provide for walking and routes for cycling will link the Site and access to off-site connections.

- **Low car.** Changing the relationship to the car. Making Active Travel and public transport the obvious choice. Car use will be limited through low car parking provision and protected streets. Access to vehicles will still be possible where there is opportunity to provide a network of car club vehicles stationed at Mobility Hubs.

- **Making public transport an obvious choice.** Support and complement infrastructure investment. The Busway will link the Site to Travel Hubs, employment centres, railway stations and the wider city. Access to Cambridge South Railway Station can be enhanced through direct services. With key destinations readily accessible, public transport can become the natural choice.

1 INTRODUCTION

1.1 Background

1.1.1 This Transport and Movement Strategy has been prepared on behalf of British Land in support of the Greater Cambridge Local Plan Regulation 18 Consultation exercise. .

1.1.2 The promoter, British Land, owns the site at South Trumpington, Cambridge and are committed to promoting the Site through the emerging Greater Cambridge Local Plan.

1.1.3 British Land have a strong reputation of delivering state-of-the-art developments, in the best strategic locations, built and managed to British Land's industry-leading standards. They do this by bringing together their unique expertise in the delivery of complex developments, as well as their award-winning sustainability practices.

1.1.4 The submission, which this document forms part of, demonstrates that the Site is suitable, achievable and deliverable for allocation, and ultimately, development, subject to future planning permission(s).

2 PURPOSE OF THE REPORT

2.1.1 The purpose of this report is to support British Land's response to the Sites Submission Consultation as part of the emerging Local Plan process.

2.1.2 The report:

- examines the existing baseline transport conditions;
- explains and sets out the likely transport effects of the Opportunity;
- proposes the transport strategy for the Opportunity, per different transport modes.

2.1.3 The above is not an exhaustive list, but establishes a robust and evidenced baseline to support the future promotion and vision for the Site.

2.1.4 This report concludes the following:

- That the location of the site is accessible by a range of transport modes with opportunities already in place.
- Can achieve access to the highway network.
- The planned investment in significant transport infrastructure will improve accessibility and ensure sustainable travel patterns, meeting key planning policy requirements.
- The Transport Strategy for the site, its design and provision of new homes proximate to jobs, will support the vision for the site and foster sustainable travel patterns.
- The development provides a density that can support the viability of public transport modes in the area and enhance opportunities for wider connections across the region.

3 THE VISION FOR SOUTH TRUMPINGTON

3.1.1 The vision for South Trumpington is as follows:

"The Vision is to provide an exemplar and deliverable growth proposition for Cambridge, offering a rich mix of uses to potentially include, floorspace for a wide range of jobs (Offices, Science and Technology, R&D, Mid-Tech), a range of housing types including affordable and/or essential worker housing, community facilities, mobility hubs, complementary retail and workspace, and supporting infrastructure. There is an opportunity to extend the Country Park and provide routes through, connecting into the neighbouring Trumpington Meadows local centre."

4 THE OPPORTUNITY

4.1.1 The opportunity at Land at South Trumpington is as follows:

4.1.2 The Opportunity is to provide a deliverable growth proposition for Cambridge: a mixed-use urban extension comprising a range between 400-1,000 homes and up to 260,000 sq. m (GEA) of other floorspace including flexible employment uses and supporting infrastructure. The range of floorspace and land use is necessary for flexibility at this early stage of the planning process as explained more fully in the supporting 'Vision Document' (prepared by Allies and Morrison) and will be explored further through design evolution and pre-application discussions with Greater Cambridge Shared Planning Service (GCSPS).

4.1.3 To inform the submission, an Illustrative Development Option has been prepared. The Illustrative Development Option as shown in the Vision Document represents a commercially led, mixed-use proposal for the Site (approximately 225,000 square metres GEA and approximately 400 homes). The proposals have the scope to change throughout the process up to the maximum range (of above), subject to design evolution, viability and/or securing additional grant funding. The Opportunity seeks to promote the Site for Use Classes B, E, F, C1, C3 and Sui Generis.

5 THE SITE

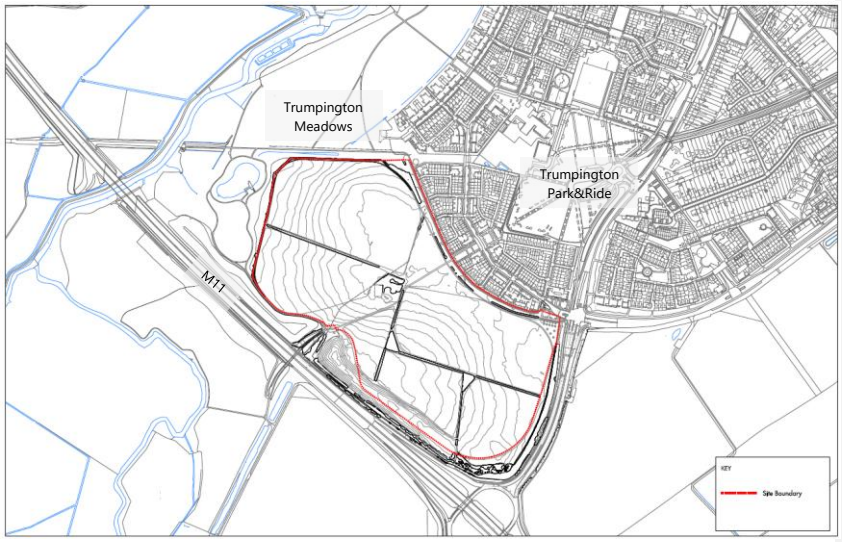
5.1.1 The Site comprises a single parcel of agricultural land separated into smaller parcels by existing hedgerows and extends to approximately 30.1 hectares. The Site is also dissected by a cycle path that links Trumpington to the village of Harston to the south.

5.1.2 The Site is relatively flat, with a gentle fall west to east, but can appear to raise when looking eastwards from the west/northwest edges of the site.

5.1.3 The Site is located to the southwest of Cambridge City Centre. Land to the west of the Site forms Trumpington Meadows Country Park. To the south is the M11, beyond which is currently agricultural but is the site of the South West Travel Hub (SWTH) facility which is under development by the Greater Cambridge Partnership. To the east is the A1309 Hauxton Road, and land further east is also in agricultural use. To the north is the development of Trumpington Meadows, which continues to be developed. Part of the Site was most recently used as construction welfare/ logistics associated with Trumpington Meadows.

5.1.4 The extent of the site in relation to Trumpington Meadows is shown in Figure 5.1 below.

Figure 5.1: Site Location Plan



6 POLICY FRAMEWORK

6.1.1 This section provides a high-level summary of how South Trumpington relates to key national and local transport policies. Whilst amendments to the NPPF were published for consultation in 2025, these are yet to be adopted.

Table 6.1: National and Local Policy relevant for South Trumpington

Policy	Key transport considerations	How South Trumpington meets the policy
National		
National Planning Policy Framework (Updated December 2024) The NPPF sets out the Government's planning policies and how these are expected to be applied. Section 9 of the NPPF outlines the national policy on promoting sustainable transport.	Paragraph 109 highlights the importance of adopting a *'vision-led approach'* from the early stages of the planning process to *'identify transport solutions that deliver well-designed, sustainable and popular places'*.	The Opportunity sets a clear vision of an exemplar development which prioritises active travel and sustainable transport opportunities. The transport strategy that supports this vision ensures a vision-led approach which runs as a thread through its design.
	Paragraph 110 highlights that the planning system should manage patterns of growth ensuring that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*.	Sustainable transport measures such as the Busway, a network of cycle links and facilities to promote local living are already in place. Emerging schemes such as the South West Travel Hub and Cambridge South Railway Station will enhance sustainable travel opportunities. The vision and design of South Trumpington will maximise those opportunities and add further transport choice within the area.
	Paragraph 115 sets out the key criteria for assessing sites for allocation within plans. The criteria include: a) Ensuring sustainable transport modes are prioritised b) Providing safe and suitable access c) Designing streets, parking and transport elements in line with guidance Ensuring impacts on the transport network are mitigated with reference to a vision-led approach.	The Site addresses this section of the NPPF by: • providing low car parking provision that is located in consolidated hubs ensuring streets are prioritised for people. • Maximising access opportunities with multiple active travel routes, public transport via the Busway extension and a new vehicle access through a modified Osprey Drive. • Designing streets that are centered around people rather than vehicles with car parking placed at the periphery • Setting a clear vision of an exemplar development which prioritises active travel and utilises sustainable transport opportunities.
	Paragraph 155 considers matters relating to development within the Green Belt. In respect of transport, it is confirmed in section c. that development should also not be regarded as inappropriate where *'The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework'*	South Trumpington is in a sustainable location in terms of transport with access to local facilities and a range of travel modes, either already in place or which are planned. This is entirely consistent with paragraphs 110 and 115 of the NPPF.

Local		
Cambridge Local Plan (2018) The Cambridge Local Plan sets out how the development needs of the city will be met until 2031. South Trumpington is located across the border of Cambridge City and South Cambridgeshire	Although there is no explicit reference to South Trumpington in the Cambridge Local Plan, the principle of development at South Trumpington is aligned with Section 9: Providing the Infrastructure to Support Development. Policy 80 highlights that development will be supported where it demonstrates that prioritization of access is by walking, cycling and public transport, particularly where it is a major development on the edge of the city. Accordingly, Policy 81 states that developments will not be permitted where they have an unacceptable transport impact and Policy 82 highlights that parking should be adherence with parking standards.	Despite being a development on the edge of the city, the location of South Trumpington prioritises access by sustainable modes with key bus interchanges locally, plus direct links to high-quality public transport networks, which is aligned with Policy 80. The focus on sustainable transport modes and designing out of private vehicles will mitigate against the impact of too many private cars being added to the network.
South Cambridgeshire Local Plan (2018) The adopted South Cambridgeshire Local Plan guides the future of development in South Cambridgeshire to 2031. South Trumpington is located across the border of Cambridge City and South Cambridgeshire	Chapter 10 states that there is a need for the transport system to be balanced in favour of sustainable modes; walking, cycling and public transport. However, due to South Cambridgeshire's rural nature, it is recognised that the car will remain an essential mode of travel for some. Policy TI/2 'Planning for Sustainable Travel' is of importance to this development. It states: *'Development must be **located and designed to reduce the need to travel, particularly by car**, and promote sustainable travel appropriate for its location'* Policy TI/2 also states there is a requirement for developers to demonstrate they will 'make adequate provision to mitigate against the likely impacts of their proposal'. This includes cumulative impacts.	Both the location and proposed design of South Cambridgeshire will contribute to reducing the need to travel by private car, and promoting sustainable travel instead, in line with Policy TI/2.
Emerging Greater Cambridge Local Plan The Greater Cambridge Local Plan will set out the development needs	Policy I/ST: Sustainable Transport and Connectivity indicates that the Plan will renew the 2018 focus on sustainable transport mode choices for communities through infrastructure and location. In addition to previous policy, Policy I/ST highlights that 'innovative and flexible' solutions will be sought to internalizing trips	Innovative and flexible solutions to managing trips and travel choices are at the core of the transport vision for South Trumpington, aligning with Policy I/ST. Here, it is proposed that the Site will comprise a walkable neighbourhood will facilitate easy access to other modes of sustainable travel and manage

of the City until 2041. The First Proposals (Regulation 18: Preferred Options) was published in 2021 which provides an indication of the strategy for Greater Cambridge.	and reducing vehicle use. Plus, it will be expected that new developments should be designed around the principles of walkable neighbourhoods, making journeys by walking and cycling more direct and convenient than by car Policy I/ST sets out that developers will be required to contribute to improvements to public and community transport and deliver new and improved active travel infrastructure. Policy I/EV sets out that there will be updates to the cycle/vehicle parking requirements, including EV charging requirements in the emerging Plan. Here, 'the quantity and type of parking…will be informed by the mix of land uses, location and accessibility by walking, cycling and public transport'. This approach will balance the need to accommodate local use whilst avoiding 'a proliferation of car parking in locations with good accessibility. Policy I/EV also highlights that innovative and flexible solutions to reduce car parking (including car barns on the edge of accessible larger developments) will be encouraged, as long as there is no displacement. Policy I/FD addresses the need to reduce the impact of freight and servicing on the highway network and environment. The proposed policy direction is to encourage local delivery consolidation hubs which will enable last mile delivery.	the convenience of car travel, providing both carrot and stick measures. The proposals for car parking adhere to the concepts outlined within the Greater Cambridge Local Plan, looking into balancing the needs for car parking (including EV parking) with a high quality streetscape. This aligns with Policy I/EV Likewise, the need to address the impact on servicing and deliveries, in line with Policy I/FD on a neighbourhood is considered at the earliest stage of development at South Trumpington.
Draft Greater Cambridge Local Plan Regulation 18 Consultation (2025)	Policy WS/HD: Creating healthy new developments States that development will be supported where it can be demonstrated that it provides opportunities for residents and workers to adopt healthy lifestyles, contributes to the creation of healthier communities. It states in point h. that employment areas should have the facilities for active travel Policy GP/QD: Achieving high quality development In respect of transport, point 2. D. states development should: Create safe open spaces and active streets, by providing highway layouts that incorporate well-integrated car parking and landscaping. Proposals should avoid the perception of a car-dominated environment and prioritise safe and convenient pedestrian and cycle movement	The design-led approach to the street layout within the site, consolidated car parking and traffic lite and free streets will help ensure healthy lifestyle and active travel modes.

	Policy I/ST: Sustainable transport and connectivity In part 1, the policy states that Development must be located and, through a vision-led approach, designed to reduce reliance on the car, and promote sustainable travel appropriate to its location. Part 2 relates to their being sufficient integration and accessibility by walking, wheeling, cycling or public and community transport. There is a focus on • walkable neighbourhoods, • Ensuring major developments are supported by high quality public transport linking them to Cambridge city centre and major centres of employment, • Provision of new mobility (travel) hubs enabling interchange • Provision of high-quality new cycle, wheeling, walking facilities The concluding element of the policy relates to a vision -led approach by stating 'Developers of 'large developments' or where a proposal is likely to have 'significant transport implications' will be required to demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a vision-led Transport Assessment and Travel Plan'.	The vision-led approach is at the core of the Opportunity. The combination of low car parking provision, street and Masterplan design which is focused on people rather than vehicles and the ability to add sustainable infrastructure to complement that already planned or in place ensures that the measures are in place to achieve sustainable travel principles. The walkable neighbourhood locally is demonstrated in this report with facilities provided locally or promoted within the Site. The existing and new Travel hubs will provide connectivity to Cambridge city Centre and employment hubs such as CBC. The principle of consolidated car parking within hubs provide opportunity to provide very real mobility hub opportunities which can also link with the proposed busway that is proposed immediately adjacent to the Site.
	Policy I/TH: Travel Hub facilities The policy states that proposals for new travel hub sites in appropriate locations and the intensification of existing travel hub sites will be supported in principle. Whilst generally the policy is directed towards publicly accessible travel hubs, the principles relate to what is proposed for South Trumpington.	The principle of consolidated car parking within hubs provide opportunity to provide very real mobility hub opportunities which can also link with the proposed busway that is proposed immediately adjacent to the Site.
	Policy I/EV: Parking and electric vehicles The policy relates to cycle and car parking and suggests Provision for car and cycle parking within new development must be justified through a vision-led Transport Assessment / Statement using a design-led approach. The location of the development, proposed type and mix are relevant to parking provision considerations. For cycle parking the focus is on ensuring convenience safety and security.	The design-led approach to parking provision enables aspects of the vision-led strategy to be achieved. Consolidated parking enables parking to be managed efficiently and appropriate accessible and electric vehicle charging facilities to be provided. Cycle parking will be prioritised over car parking with safe secure and accessible spaces provided for employment and residential locations to include provision for visitors.

	Specific provision for accessible parking and non-standard cycle ais also made within	
	Policy I/SD: Servicing and last-mile deliveries All new development must include adequate provisions for servicing appropriate to the scale, form and location of the proposal. Alternative delivery and servicing practices and emerging technologies should be considered as part of development proposals, for example: use of existing or provision of new micro-consolidation centres.	Tej street design will ensure suitable delivery proposals for employment and residential development alike. The hub and campus approach within the employment aspect of the scheme provide opportunity to provide a micro-consolidation centre supported by cargo bikes, cycle freight, electric and low or zero-emission vehicles; and delivery lockers in residential developments which can be explored.
	Policy I/ID: Infrastructure and delivery Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. Where necessary developers will be required to deliver infrastructure directly, or contribute through planning obligations, Community Infrastructure Levy or its successor	Whilst much of the infrastructure is already in place, is planned for delivery or proposed as part of the Opportunity, South Trumpington can contribute positively towards the delivery of wider relevant infrastructure that is proposed through the Local Plan.
Cambridgeshire and Peterborough Local Transport and Connectivity Plan (2023)	LTCP sets out a vision for the Combined Authority area, which will be achieved though a combination of the following three principles: • AVOID – reducing the number of trips needed through spatial planning, internalizing trips and digital connectivity. • SHIFT – shifting travel choices to be via sustainable modes of travel and away from car use via infrastructure, future mobility and demand management. • IMPROVE – improving transport modes through investment in technology innovation.	South Trumpington adheres to the principles of Avoid, Shift, Improve through designing a neighbourhood which at the core reduces the need to travel through co-location of amenities, plus has a key focus on managing the use of private vehicles as primary modes of transport, instead providing infrastructure which encourages sustainable transport use.

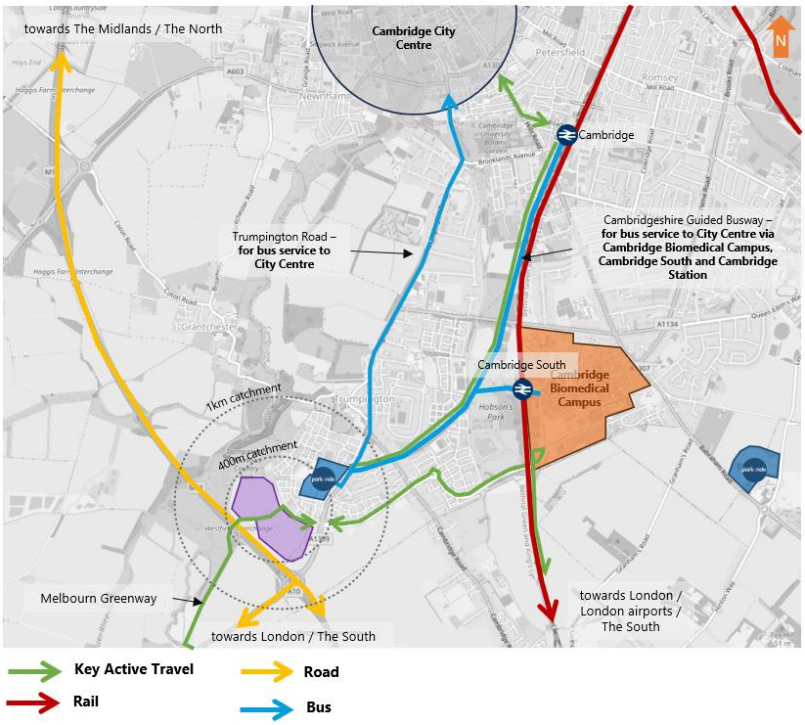
7 THE BASELINE POSITION

7.1 Transport Headlines

7.1.1 As outlined in Section 5, the Site is located in the southwest of the city, between Trumpington Meadows, the A1309 Hauxton Road and the M11.

7.1.2 Figure 7.1 illustrates the key current transport infrastructure for the Site (shown in purple) relating to active travel, public transport and highway access. Here, it can be seen that South Trumpington is well positioned to be plugged into existing high-quality infrastructure between Cambridge City Centre, the Cambridge Biomedical Campus and into Cambridgeshire and the wider region.

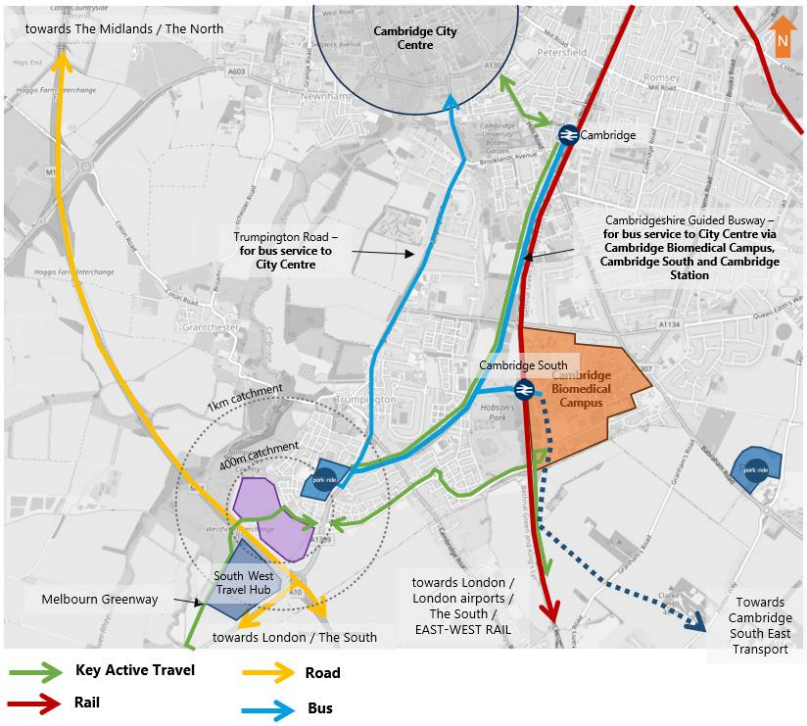
Figure 7.1: Baseline Transport Headlines



7.1.3 In addition to the transport links presented in Figure 7.1, alongside Cambridge South Railway Station which is currently under construction, there are several proposed transport schemes for this part of Cambridge which will positively impact the baseline transport infrastructure relevant for South Trumpington.

7.1.4 The schemes include the South West Travel Hub and Cambridge South East Transport projects, both of which are included on Figure 7.2. These schemes will widen the catchment of people who can easily access South Trumpington by public transport.

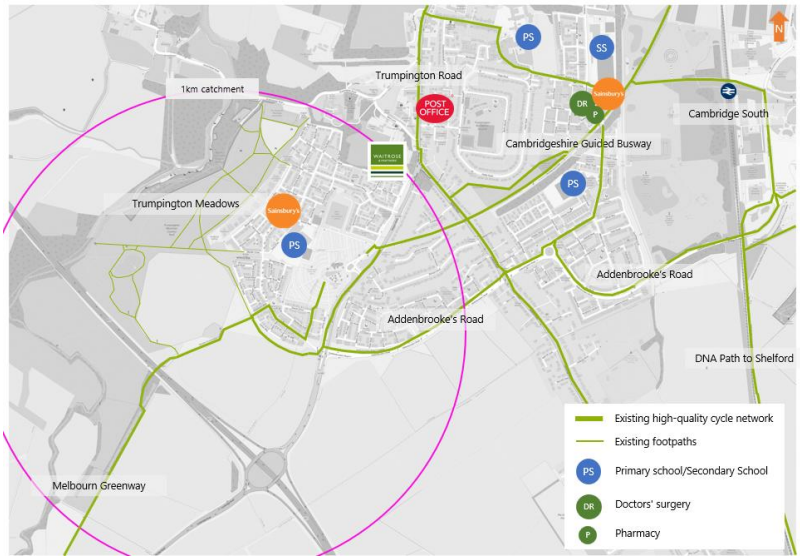
Figure 7.2: Existing and Emerging Transport Schemes Adjacent to South Trumpington



7.2 Active Travel

7.2.1 South Trumpington benefits from access to several existing high-quality and well-connected Active Travel routes in and around Trumpington, connecting to the Cambridge Biomedical Campus and towards the City Centre.

Figure 7.3: Existing Active Travel Infrastructure and Access to Key Local Amenities



7.2.2 The key routes near to South Trumpington include:

- A choice of northbound routes towards Cambridge city centre, either via the shared pedestrian/cycle path on the Cambridgeshire Guided Busway (CGB) or the shared pedestrian/cycleway on Trumpington Road.
- Access to Cambridge Biomedical Campus (and Cambridge South station) via either the CGB or segregated cycling infrastructure along Addenbrooke's Road;
- Routes into rural South Cambridgeshire via the Melbourn Greenway towards Hauxton/Foxton and the DNA path to the Shelfords (part of National Cycle Route 11);
- Leisure routes into the country park to the west of the Site.

Amenities

7.2.3 With regard to existing amenities such as local shops, South Trumpington benefits from the following:

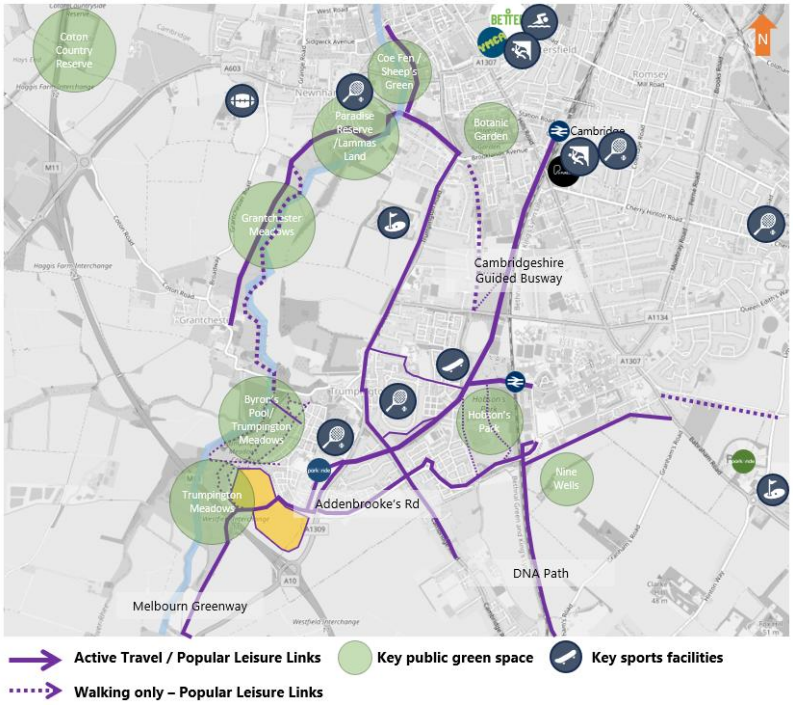
Table 7.1: Accessibility to Amenities/Services

Type	Amenity	Distance	Accessibility
Local Food Shop	Sainsburys Local	500m-1.2km	Within walking[1] and cycling distance
Supermarket	Waitrose	1.2-1.6km	Within walking and cycling distance
Post Office	Trumpington Post Office	1.4-1.8km	Within walking and cycling distance
Primary School	Trumpington Meadows Primary School	500m-1.2km	Within walking and cycling distance
	Trumpington Park Primary School	1.8-2.2km	Within walking and cycling distance
	Fawcett Primary School	2.4-2.8km	Within walking and cycling distance
Secondary School	Trumpington Community College	2.2km-2.6km	Within walking and cycling distance
Health Centre	Trumpington Medical Centre – Clay Farm Centre	2km-2.4km	Within walking and cycling distance
Pharmacy	Welfare Pharmacy – Clay Farm Centre	2km-2.4km	Within walking and cycling distance
Local Centre	Trumpington Meadows Local Centre	500m-1.2km	Within walking and cycling distance
Employment	Cambridge Biomedical Campus	3-3.4km	Within cycling distance

7.2.4 South Trumpington is also well placed for access to leisure and recreational activities, as shown in Figure 7.4.

[1] Average acceptable walking distance to amenities from CIHT (2015) *How far do people walk?*

Figure 7.4: Leisure and Recreation Opportunities Proximate to South Trumpington



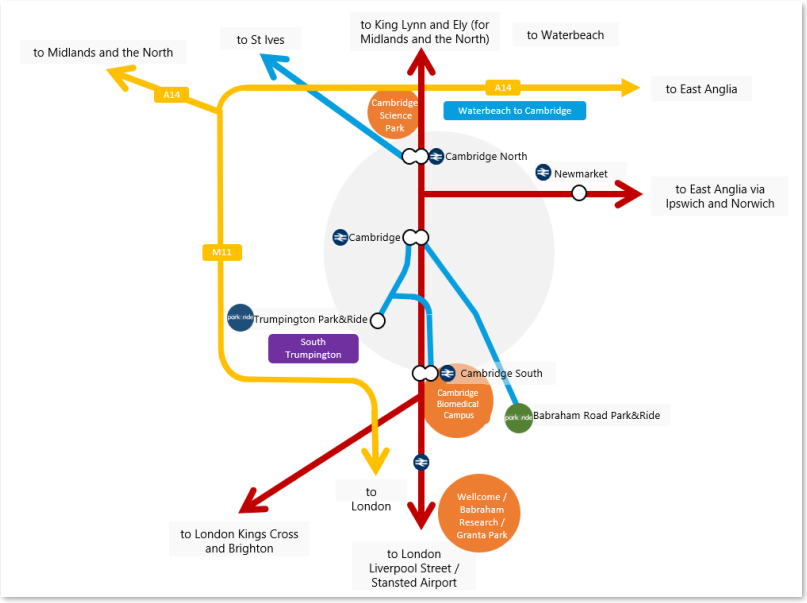
7.2.5 South Trumpington is located adjacent to Trumpington Meadows Country Park, which spans both sides of the M11. For onward connections, there are high-quality and pleasant leisure walking routes towards Grantchester Meadows through Byron's Pool.

7.2.6 With regard to leisure and sports facilities, key active travel routes link South Trumpington to a number of popular venues including sports pitches, gyms and tennis courts. Access to the country park is also immediately proximate to the Site.

7.3 Public Transport

7.3.1 The location of South Trumpington provides a great basis for facilitating access to existing and proposed public transport. Figure 7.5 demonstrates the existing strategic public transport connections.

Figure 7.5: Strategic Overview Diagram of Public Transport Connections



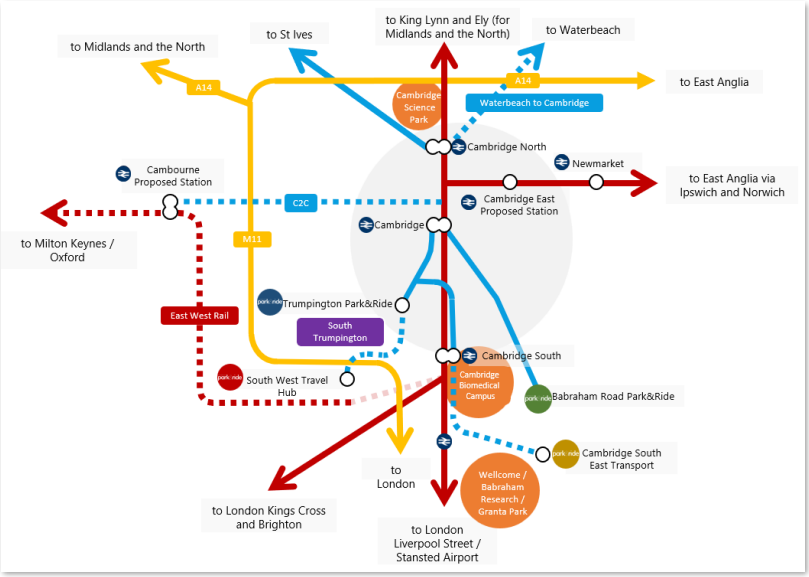
7.3.2 The Site is located approximately 400m to the south of Trumpington Park&Ride with provides two high-quality, frequent bus services; the Busway A and Trumpington Park&Ride services. Thus, South Trumpington will be well connected for services to the city centre and to the Cambridge Biomedical Campus via this existing hub.

7.3.3 Other bus services from Trumpington Park&Ride include those towards Harston on the A10 corridor south, plus, National Express/Flix Bus regional and national coach services.

7.3.4 In terms of access to the rail network, South Trumpington is located within 2.5km of Cambridge South station, which is due to open in mid 2026. The Site is physically well-related to Cambridge South Railway Station by virtue of the Guided Busway and associated pedestrian and cycle routes. Although the timetable is unknown at present, it is anticipated that it will plug into both the core services towards London, plus into East Anglia. Locally, it will also provide a multi-modal option to travel to Cambridge North for access to the Cambridge Science Park.

7.3.5 In addition to this existing infrastructure, there are a number of public transport proposals in the vicinity of South Trumpington, these are shown in Figure 7.6.

Figure 7.6: Proposed Public Transport Network – Strategic Overview Diagram



7.3.6 Key Public Transport measures which contribute towards the accessibility of the area are:

- **Cambridge South East Transport** – a new high-quality public transport route connecting the Cambridge Biomedical Campus to communities and research parks around The Abingtons.
- **South West Travel Hub** – providing new Park & Ride capacity on the southwestern corridor into Cambridge, increasing capacity at Trumpington Park & Ride.
- **East-West Rail** – connecting Cambridge to Oxford via existing and proposed (e.g. Cambourne) stations by a direct rail route.
- **C2C (Cambourne to Cambridge)** – a new high-quality transport route between a key growth area and Cambridge.

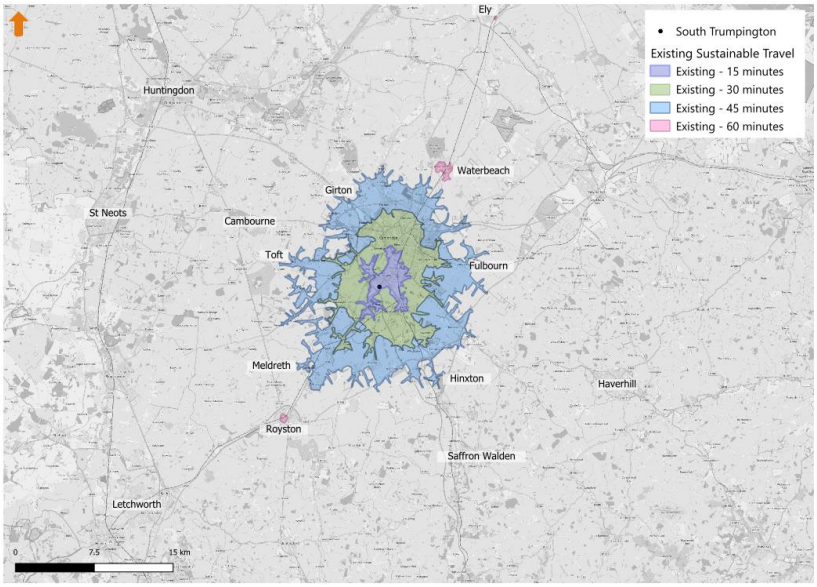
7.3.7 The Site can capitalise on access to the above infrastructure, improving connectivity for people to access the jobs and facilities proposed at South Trumpington. Based on indicative timescales, it is anticipated that a number of these schemes will either be constructed or in an advanced stage of development prior to the occupation of South Trumpington.

7.4 Accessibility Assessment

7.4.1 KMC has undertaken an accessibility assessment[2] for South Trumpington via sustainable modes of transport (bus, rail, cycling) to demonstrate the accessibility between 15-60 minute intervals.

7.4.2 The results are shown in Figure 7.7.

Figure 7.7: Sustainable Transport Accessibility Isochrone

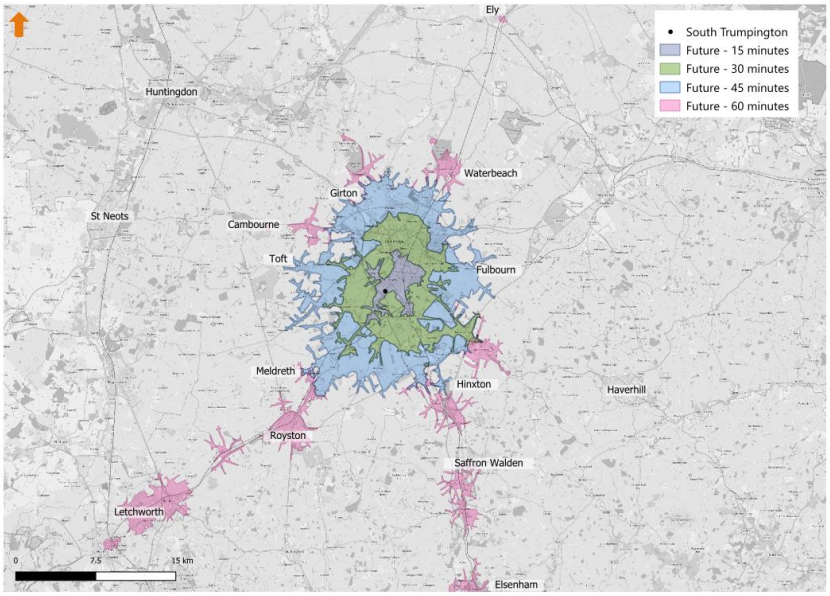


7.4.3 The results demonstrate that the majority of Cambridge is accessible within a 45 minute trip from South Trumpington by existing sustainable transport infrastructure (not including the forthcoming Cambridge South station). Wider villages such as Hinxton, Meldreth and Fulbourn are accessible within this time period.

7.4.4 The assessment has also been undertaken to demonstrate the impact that the proposed public transport infrastructure set out in Section 7.3.6 will have on the accessibility of South Trumpington.

[2] Note: the assessment factors in door-to-door travel time from South Trumpington and uses real-time timetable information to provide a realistic assessment of travel time isochrones.

Figure 7.8: Future Sustainable Transport Accessibility Isochrone



7.4.5 This demonstrates that many towns into South Cambridgeshire, Hertfordshire and Essex will be within a 60-minute door-to-door sustainable journey from South Trumpington, following the opening of infrastructure including CSET, South West Travel Hub and Cambourne to Cambridge.

7.4.6 East West Rail is not included due to the unknown levels of service, but it is anticipated that it would open up the corridor to the west towards St Neots. For wider travel, links towards Oxford will be direct from Cambridge South Railway Station.

8 THE APPROACH AT SOUTH TRUMPINGTON

8.1 The Illustrative Development Option

8.1.1 The Illustrative Development Option represents a commercially led, mixed-use proposal for the Site (approximately 225,000 sqm GEA and c.400 homes), including Use Classes B, E, F, C1, C3 and Sui Generis.

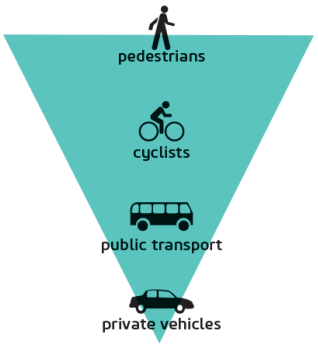
8.2 Overarching Vision-Led Approach

8.2.1 The NPPF is clear that development needs to prioritise sustainable travel and be informed through a vision-led transport strategy. This vision-led strategy aligns with the Emerging Local Plan aims. Here, the Opportunity is,

- Sited in the right place for development to limit carbon emissions and encourage sustainable modes of travel first;
- Proposed to be designed around a green network, helping people and the environment live healthily;
- Proposed to provide a distinct development, through minimised car parking and streets designed around people; and,
- Proposed to intrinsically reduce trips through co-location of uses.

8.2.2 To support the vision, a movement hierarchy to inform the design will be used that ensure people are prioritised above traffic. This is illustrated in Figure 8.1.

Figure 8.1: South Trumpington Movement Hierarchy



8.2.3 The transport vision as part of the Opportunity is supported with distinct development principles;

8.2.4 Each of these four principles will are considered in the following sections, setting out how development at South Trumpington will ensure each are embedded into the design to healthy and sustainable travel for residents, employees and visitors.

8.3 Local Living

Local living through proximity of homes, jobs and day-to-day facilities within the site or within walking and cycling distance

8.4.1 As a mixed-use site, future development at South Trumpington will co-locate residential, commercial and some local retail, providing propensity for some local daily trips. These local trips will be supported by access to multi-modal sustainable transport, both within homes and offices and at designated mobility hub points. Here it is anticipated that micromobility hire solutions, public transport and parcel/delivery pick-up will be co-located for ease of access and trip-chaining.

8.4.2 In addition, South Trumpington is well-placed for access to the Cambridge Biomedical Campus (CBC), with the whole campus within a 15-minute cycle from the Site. To supplement existing services between Trumpington Park&Ride and CBC, it is proposed that there could be a shuttle-type service to facilitate access between the Site and key destinations at CBC.

8.4.3 Existing schools and shops in Trumpington are within easy reach by walking and cycling, reducing the need to use private vehicles regularly.

8.4.4 Future design of South Trumpington can facilitate easy access for residents and employees to open green spaces at Trumpington Meadows Country Park and beyond, via a core green corridor through the Site. All destinations within South Trumpington will be within a few minutes' walk of a key open green space.

8.5 Prioritising Active Travel

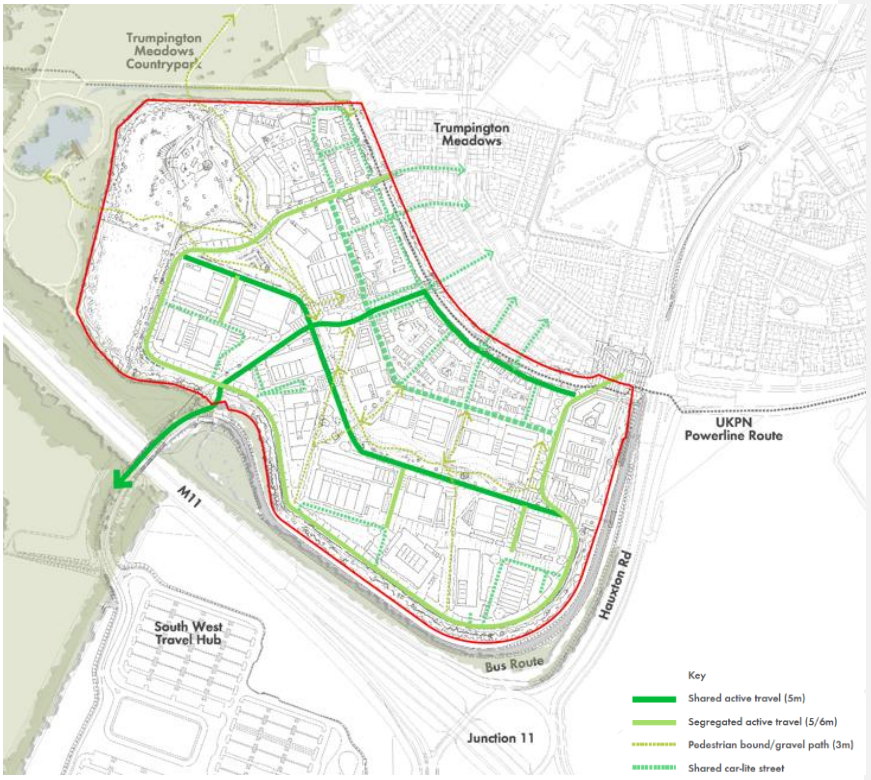
Enabling healthy living by prioritising active travel for everyday journeys

8.5.1 The potential site layout shown in the Illustrative Development Option is intended to be designed to reinforce active travel as top of the transport user hierarchy and embed a culture of walking and cycling. To this end, the infrastructure proposed comprises:

- **Segregated active travel infrastructure** along the main vehicular access route and through the core green corridor;
- **Key active travel route** along the alignment of the existing shared-use route through the site towards the M11 bridge and the Melbourn Greenway;
- **Best in practice cycle parking** for residential and commercial elements of the site to encourage cycling;
- **Micromobility solutions** to provide last mile connectivity and flexibility to active travel;
- **Pedestrian and cyclist connectivity prioritised over vehicular access**; and,
- **Car-light streets** with vehicular restrictions to prioritise active travel users.

8.5.2 The infrastructure elements of the spatial layout of this vision are demonstrated in Figure 8.2.

Figure 8.2: Active Travel Access/Permeability Strategy

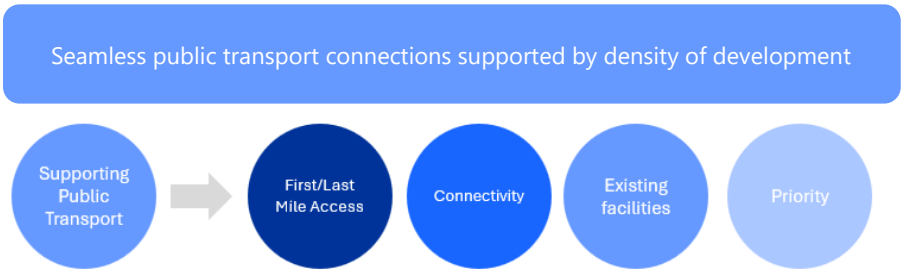


8.6 Cycle Parking Vision

8.6.1 Providing high-quality, plentiful cycle parking for both the residential and commercial elements is key to the vision of Land at South Trumpington. Here, the Vision includes the following:

- Cycle parking will be provided in line with or above Local Standards to encourage cycling and reflect the accessibility of the site;
- Cycle parking locations will be well placed to encourage cycling for all uses;
- Monitoring and management will occur to that the cycle parking caters for demand.
- The design of any cycle parking will take note of best practice standards and guidance.

8.7 Supporting Public Transport



8.7.1 South Trumpington will be able to plug into high-quality bus based public transport infrastructure at the outset of the development due to the Site being situated directly between Trumpington Park&Ride and the forthcoming South West Travel Hub.

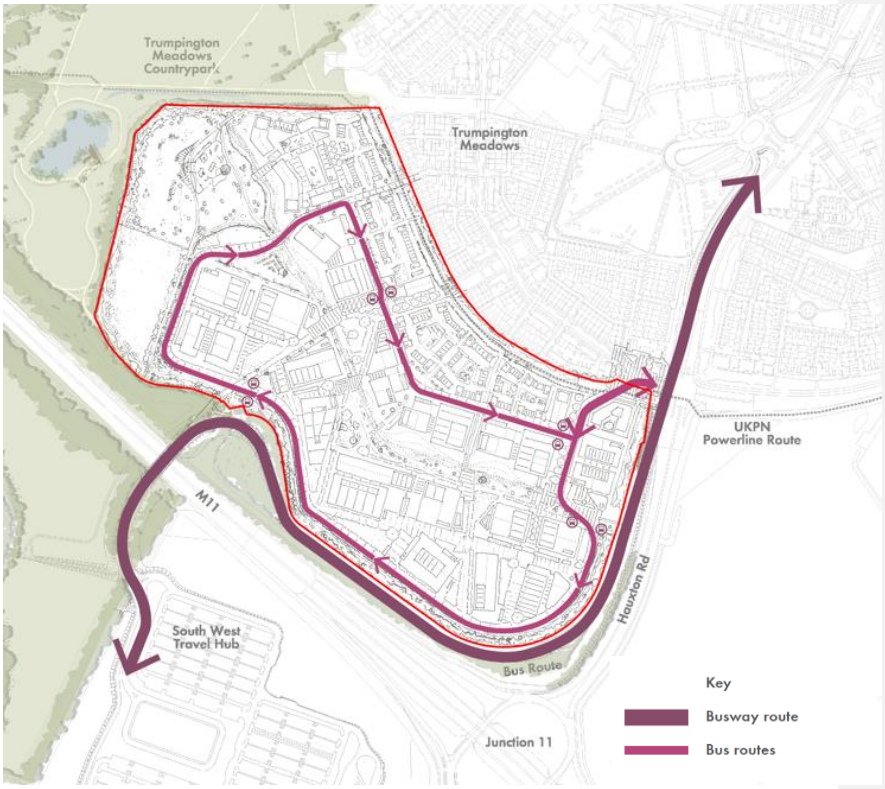
8.7.2 In addition to short walking distances, first/last mile access from these sites will be supported by existing micromobility solutions, supplemented by mobility hubs within South Trumpington.

8.7.3 South Trumpington will benefit from access to Cambridge South Station within approximately 30 minutes walking distance, or a 8 minute bus journey. Here, South Trumpington will be connected into fast services into London and access to regional train stations.

8.7.4 Within the site, bus permeability will be explored and will consider the following, as shown on Figure 8.3.

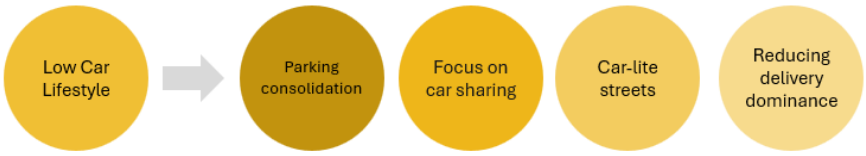
- Bus stops on the SWTH busway track;
- An internal bus loop for non-Travel Hub/Park&Ride buses with stops in both the commercial and residential areas to maximise access to a bus stop within 400m. It is envisaged that this could be a flexible/shuttle service, to be explored further;
- Potential shuttle service via the busway linking the Site to Cambridge South Railway Station and Cambridge Biomedical Campus;
- Promoting the network of services that fully utilises the connectivity between busways in the area, ensuring accessibility between Trumpington CBC and links to the southern cluster towards Great Abington via the proposed CSET route.

Figure 8.3: Public Transport Strategy at South Trumpington



8.8 Low Car Lifestyle

Low car lifestyle consolidating parking and designing in shared access



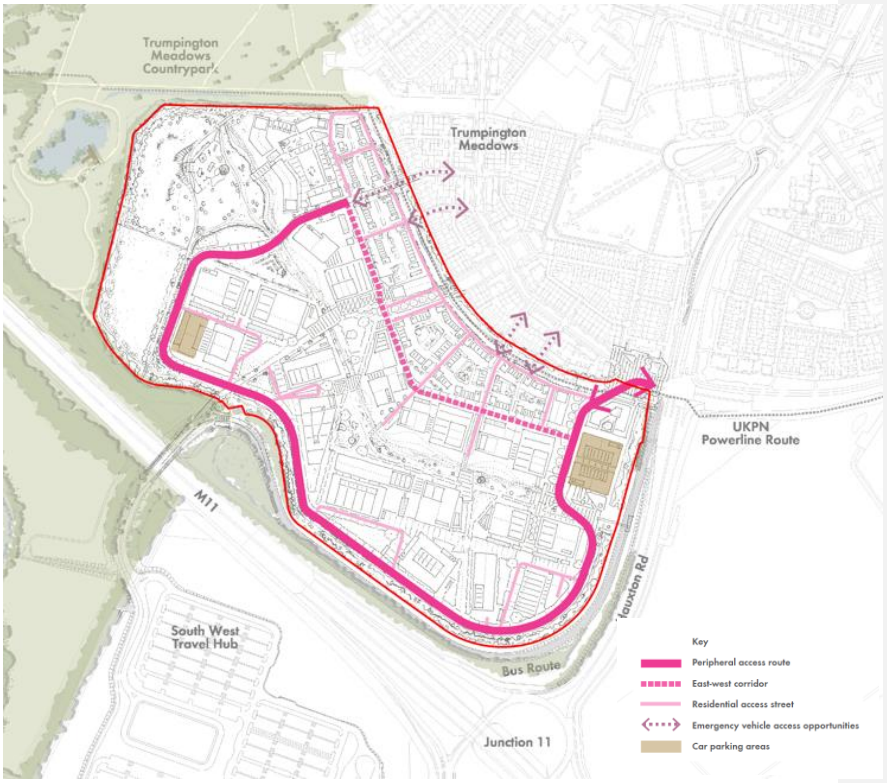
8.8.1 The layout of South Trumpington is intended to facilitate vehicular access without reinforcing an overreliance on private vehicles.

8.8.2 It is proposed that this is achieved through the following:

- **Consolidating car parking** in multi-storey car parking areas to limit the impact of on-street parking.
- **Reviewing the need for car parking** across phases. Determining whether later phase consolidated parking hubs are necessary.;
- High quality and number of **car club vehicles** at the outset to embed sharing principles in the site;
- **Facilitating easy access for blue-badge parking** and visitor parking where applicable on-street/on-plot;
- Structuring the **street design** to **reduce the dominance of vehicles** through:
  - A two-way vehicular route around the edge of the site, connecting to the parking areas and accesses to commercial and residential areas;
  - A core east-west residential street with potential for traffic calming and/or modal filter to limit through traffic and prioritise non-vehicular traffic;
  - Residential access streets to on-street visitor parking/car clubs/dwellings for deliveries/servicing;
- **Reducing the dominance of deliveries and servicing** on the streetscape through consolidation and mobility hubs;
- **Maintaining important access routes** for emergency vehicles and farm access.

8.8.3 The proposed vehicle access routes and core parking areas are shown in Figure 8.4. Other elements of the low car lifestyle vision are yet to be determined spatially, given the stage of the development.

Figure 8.4: Vehicle Access/Permeability Strategy



8.9 Primary Access

8.9.1 The Site can deliver permeable access points around the site to facilitate Active Travel movements in multiple directions. This includes access to the country park, Trumpington Meadows and the Melbourn Greenway.

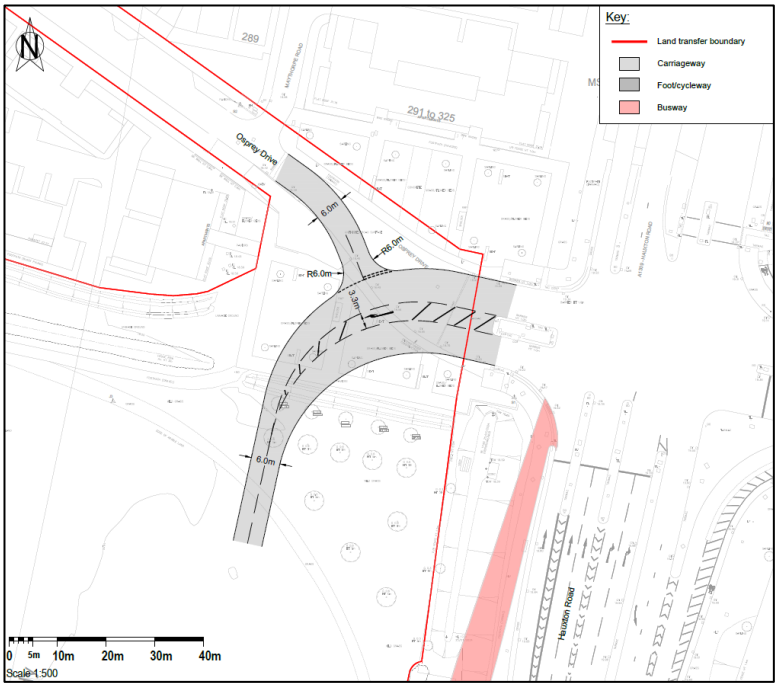
8.9.2 Public Transport access is direct and unique where the busway associated with the SWTH will pass around the permitter of the Site providing direct access to this.

8.9.3 For vehicular access, the primary access from Osprey Drive will provide a route through to Hauxton Road via the existing traffic signal-controlled junction. This can be provided and connect to the highway network within land that is available to the Site promoter.

8.9.4 Wider secondary routes for emergency access are possible through connection to streets leading from Osprey Drive. Osprey Drive is currently being presented through the process which will enable its adoption as highway maintainable at the publics expense. Once Osprey Drive forms part of he highway network, the proposed access to the Site will ensure a connection to the highway network.

8.9.5 The preliminary design of the site access junction is presented in Figure 8.5.

Figure 8.5: Preliminary site access options from Osprey Drive and Hauxton Road



8.10 Car Parking Vision

8.10.1 An indicative car parking Vision has been developed to inform the Illustrative Development Option. The Vision has been developed following an analysis of Local Policy and Design Guidance, case studies and a review of the accessibility of the Site.

Car Parking Vision

8.10.2 It is proposed that the car parking Vision takes notes of the following elements which are important to striking the right balance of car parking:

- Unallocated and visitor car parking ratios grounded in case studies, mode share evidence and context;
- Blue-badge spaces in line with policy and guidance;
- Special car parking uses including car club, car share and electric vehicle spaces.

8.10.3 It is proposed that the any quantum of car parking at the Site will be subject to a **monitor** and **manage** approach. Here, it is proposed that the parking will be provided in line with the phases built out at the Site, to prevent over saturation of parking facilities for the first occupants, which is harder to reverse once travel habits are cemented.

9 THE LIKELY IMPACTS OF THE OPPORTUNITY

9.1.1 From a transport perspective, the likely impacts of the opportunity are primarily related to the trip generation and any impact on the existing transport networks.

9.2 Trip Attraction – Commercial

9.2.1 The methodology for calculating trip generation for the commercial and residential elements of the site, based on the Illustrative Development Option are discussed in more detail below.

9.2.2 The trip generation analysis will be built on as the project progresses to investigate the impact in a more granular way.

Employee Forecast

9.2.3 The forecast number of employees at the Illustrative Development Option will likely be based on occupancy data set out in the emerging Local Plan Evidence Base[3].

Case Studies

9.2.4 Available survey data from comparable sites has been used to help build the forecast transport mode share for employees at Land at South Trumpington. For example, there are available staff travel surveys from staff within CB1 and at the Cambridge Biomedical Campus, both of which have comparisons to Land at South Trumpington due to proximity to public transport nodes and active travel infrastructure.

- Staff travel survey from CB1 comprising a number of R&D and offices (2019); and,
- Staff travel survey from Cambridge Biomedical Campus (CBC) (2023).

9.2.5 Both the case studies have high levels of travel to work via sustainable modes of transport, particularly when compared to the national average commute, where driving is more prevalent (68%[4]).

South Trumpington Vision - Commercial

9.2.6 The forecast mode share for South Trumpington has been adapted from the above case studies, taking the accessibility of the site to key public transport nodes and active travel infrastructure into account.

[3] Greater Cambridge Employment Land and Economic Needs Study (2020)
[4] DfT – Annual Transport Statistics Great Britain (2022)

Table 9.2: Forecast Mode Share at South Trumpington

	Walk	Cycle	Train	Bus	Car Share	Car Share Passenger	Car Driver	Taxi	Motorcycle
South Trumpington	10-15%	35-45%	5-15%	15-25%	2-5%	2-5%	15-20%	0%	0-5%

9.2.7 Car sharing has been split out between car share driver and passenger. These, plus car driver, together equates to a circa **15-20%** mode share by car to South Trumpington.

9.2.8 It is considered that this is proportional to the accessibility of the site, which will have excellent connections into the local bus network, key active travel routes and within a suitable distance for multi-modal travel including rail via Cambridge South. In addition, the potential for higher a higher driver mode share will be designed-out and managed through the infrastructure provided at the site.

9.3 Trip Generation - Residential

Resident Forecast

9.3.1 A forecast of the number of residents within the Illustrative Development Option has been prepared. Here, it is proposed that there are circa 400 dwellings.

9.3.2 There will be a number of nuances to the residences including format (houses/flats), market/affordable, social/keyworker, accessible etc, which will be factored into the trip generation in a future stage.

Trip Rate

9.3.3 At this early stage of the process, a standard residential trip rate has been applied to South Trumpington. This has been derived from a study of local surveys (Clay Farm), local planning applications (Netherhall Farm) and evidence from TRICS, the industry standard trip generation database.

9.3.4 This derived daily trip rate is circa **7.5 person trips per dwelling**.

Trip Purpose

9.3.5 For the purposes of this assessment, trip purpose has been taken from the National Travel Survey. This demonstrates the breadth of trip purposes that will be present from residents at South Trumpington. Here, the largest number of trips is 'other' which includes trips for personal business, plus just walking.

Table 9.4: Trip Purpose – from National Travel Survey (2023)

	Commuting	Business	Education	Shopping	Other	Local Leisure	Holidays
NTS	15%	3%	11%	18%	24%	23%	6%

Trip Generation

9.3.6 Using the above trip rate (7.5) per dwelling, it is forecast that there are approximately 3,000 total daily trips at South Trumpington associated with residents.

Table 9.5: Trip Generation by Purpose

Total	Commuting	Business	Education	Shopping	Other	Local Leisure	Holidays
3,031	450	80	350	550	700	700	200

South Trumpington Vision - Residential

9.3.7 The proposed trips by purpose for residents at South Trumpington has been derived based on the above evidence, factoring in the overall vision and strategy for the Site.

Table 9.6: Trip Generation by Purpose by Mode

	Walk	Cycle	Train	Bus	Car Share	Car Driver	Taxi	Motorcycle
Commuting /Business	**10-15%**	**40-50%**	**5-10%**	**15-20%**	**3-5%**	**10-15%**	**0-3%**	**0-3%**
	60	264	37	79	26	53	-	5
Education	**45%**	**45%**	**0%**	**5%**	**2%**	**3%**	**0%**	**0%**
	150	150	-	20	10	10	-	-
Shopping/ Leisure / Other	**40-50%**	**20-30%**	**0-5%**	**20-25%**	**0-5%**	**10%**	**0-5%**	**0-5%**
	900	475	40	400	50	200	50	-

9.3.8 Given the limited car parking proposed, it is assumed that commuting trips using cars will be low. Instead, it is anticipated that the South Trumpington being plugged into active travel and public transport networks will boost commuting by these modes.

9.3.9 With regard to education, it is assumed that 90% of the trips will be by active travel given the proximity to both primary and secondary school facilities. Some allowance is given for trips to specialist schools further afield.

9.3.10 At this stage of the development, all other trips have been appraised together. As with commuting, it is assumed that the lack of car parking will reinforce people using active or public transport to access other facilities. Given South Trumpington is in a good location to access local leisure and shopping facilities by active travel and to access Cambridge City Centre by public transport.

9.3.11 It is not anticipated that the shops at South Trumpington will serve as a trip attractor from external areas. Instead, they will likely serve the residential and commercial population at South Trumpington.

10 CONCLUSION

10.1.1 The location of the Site allows a vision-led strategy to be developed that takes advantage of existing and emerging sustainable travel and prioritises people, enable walking and cycling and making public transport an obvious choice.

10.1.2 The Site is located in a place where a range of high-quality transport infrastructure is already in place. The Trumpington Park and Ride can be utilised by future employees with the Busway providing public transport and a traffic free route to Cambridge Biomedical Campus, Cambridge Station and the city centre for employees, and residents alike. Wider active Travel connectivity is provided with the Melbourn Greenway linking locations to the south of Cambridge and the wider network of routes providing links to the country park and across Cambridge.

10.1.3 Accessibility will improve through emerging and planned transport schemes. Cambridge South Station is under construction and accessible via the Busway. Future enhancement through East West Rail will widen accessibility to include Cambourne locations through to Oxford. The Busway will be extended through the site ensuring convenient access. Cambridge South East Transport scheme provides opportunity for a wider network across busways, opening up access to the wider southern cluster of employment sites. The South West Travel Hub to the south will further enhance the transport offer in the area.

10.1.4 A strong link between homes and jobs is possible. The Site lies within a key sustainable transport corridor which can enhance connectivity to employment centres. Local facilities such as Trumpington Meadows Primary School, local shops and the country park will help reduce the need to travel and make travel by active Travel and Public Transport modes the obvious choice.

10.1.5 The strategy that supports the vision has been developed to ensure key policy consideration are addressed.

10.1.6 The NPPF sets out policies relating to the promotion sustainable transport. Future development at South Trumpington, aligned with the Illustrative Development Option is entirely consistent with those polices. In line with paragraph 109 of the NPPF, the vision for the Site ensures that transport is embedded into its design from the earliest stages. The location realises opportunities from existing and proposed transport infrastructure, promotes walking and cycling through high quality streets and places which are integral to the scheme with infrastructure and measures to promote public transport use and maximise net environmental gains.

10.1.7 The sustainable location offers access to a range of modes with local facilities within walking and cycling distances. Its location near to key employment hubs, with promotion of key worker homes will support wider growth in South Cambridge and contribute towards reducing the effects of longer distance commuting. The approach is consistent with paragraph 110 of the NPPF.

10.1.8 The Illustrative Development Option meets the key tests for allocation as set out in paragraph 115 of the NPPF. The vision ensures sustainable travel modes are prioritised with safe and suitable access across a range of active travel, public transport and vehicle modes. Consolidated car parking ensures that streets are designed around people and meet the relevant guidance in this respect. The vision of a low-car development, supported by sustainable transport measures and vision-led strategy supported by the Sites design will help minimise transport effects.

10.1.9 In meeting the requirements of paragraphs 110 and 115 of the NPPF, the location of the site should be seen as being in a sustainable location meeting the key transport requirement of paragraph 155 of the NPPF relating to development within the Green Belt.