

For use by companies/developers writing a travel plan for work places located within Cambridgeshire.

Please choose appropriate section(s) for your travel plan site local authority listed in alphabetical order:

[Paragraph 1](#) (supplied by Cambridgeshire County Council March 2011) and may be appropriate for use within all of Cambridgeshire.

[Paragraph 2](#) (supplied by Cambridge City Council March 2011)

[Paragraph 3](#) (supplied by East Cambridgeshire District Council)

[Paragraph 4](#) (supplied by Fenland District Council)

[Paragraph 5](#) (supplied by Huntingdonshire District Council)

[Paragraph 6](#) (supplied by South Cambs District Council)

[Paragraph 1](#)

The Cambridgeshire Context

Background

Cambridgeshire is one of the fastest growing counties in the country, supported by growth that has made Cambridge a world-centre for technology, research and education. However, this economic and housing growth has been geographically diverse. In the Cambridge sub-region, previous planning policies sought to restrain development at Cambridge in order to protect the City's historic character, and to disperse housing and employment development. The strategy was successful for housing development, but employment development remained focussed on Cambridge leading to significant increases in commuting journey numbers, distances and times.

Development Strategy

The Cambridgeshire Authorities have recently agreed a 'Joint Statement on the Development Strategy for Cambridgeshire' which states that they remain committed to the strategy for planning in the County, including the provision of housing, as originally established by the Structure Plan and as now partially set out in saved Structure Plan policies and as reflected by the policies and site proposals in the Cambridge Local Plan and District Councils' Development Plan Documents and developing strategies for market towns.

The key objective of the 'Joint Statement on the Development Strategy for Cambridgeshire' is to locate homes in and close to Cambridge, following a comprehensive review of the Cambridge Green Belt, and to other main centres of employment, while avoiding dispersed development which increases unsustainable travel and makes access to services and community facilities difficult. Further sustainable locations for growth focus mainly of Cambridgeshire's market towns.

This strategy makes provision for development:

- Within Cambridge or as sustainable extensions to the urban area, subject to environmental capacity and compatibility with Green Belt objectives;
- at the new town of Northstowe, linked to the guided busway;
- within, or as sustainable extensions to, the market towns of Wisbech, March, Ely, Huntingdon and St Neots, subject to the potential for regeneration and the provision of essential infrastructure and public transport improvements; and
- within, or as extensions to, other market towns, where development would increase the towns' sustainability and self-containment, improvements to infrastructure and services are planned or will be provided and high quality public transport provision can reduce the impacts of out-commuting.

However as a result of a number of factors there is a need to keep the strategy under review. Therefore the authorities will continue to work together on place-shaping issues and will begin gathering evidence to inform decisions on future development levels and locations, so that the strategy that emerges will be based on a thorough understanding of the issues the County faces, including cross-County boundary impacts.

Challenges

There are considerable challenges in dealing with existing travel patterns in the County:

- 65% of Cambridgeshire residents travel to work by car (compared with 61% nationally).
- The average travel to work distance is 14.5 miles, more than double the national average.
- Traffic flow in Cambridgeshire is 70% higher than the national average for trunk roads and 35% higher on principal roads.
- Transport is responsible for 16% of greenhouse gas sources in the County.

But there are some positive trends. There has been a 30% increase in the number of people using public transport since 2000 and Cambridge remains a strong cycling city – over 25% of the city’s residents cycle to work, far higher than the national average 2.76%.

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Paragraph 2

Submission by Cambridge City Council

Development Plans – Wider Cambridge

As part of a Government ‘Growth Area’ the Cambridge sub region has significant levels of new housing planned both within the City and at the urban fringe. This growth is an opportunity for employees who do not currently live in Cambridge to move closer to work and reduce their travel commute, especially given that some of the new housing will be affordable. With the housing increase we will also need transport infrastructure improvements, including more cycling, walking and public transport. Construction of the Cambridgeshire Guided Bus is nearly complete, which will link Huntingdon to Cambridge via a dedicated route. The County Council, in partnership with the City Council are also working on a new transport strategy for Cambridge, called the Cambridge Area Transport Strategy (CATS). In addition to this, Cambridge City Council will be working with partners to help the County Council in their bid for the Local Sustainable Transport Fund (LSTF).

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Paragraph 3

Submission by East Cambridgeshire District Council

Development Plans – East Cambridgeshire

East Cambridgeshire District Council seeks to encourage sustainable approaches and activities, which help to reduce CO2 emissions, congestion and reliance on the motor vehicle. The provision of good quality on site facilities such as undercover and secure cycle parking can encourage employees to consider walking and cycling to work with the added health related benefits. Promoting public transport for journeys to and from work by the provision of information is also encouraged where this is appropriate. However it is accepted that for many people travelling by car is their only option. Providing information to encourage car sharing by employees travelling to the same location at similar times can be used to reduce the number of driver only car trips.

25 April 2008

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Paragraph 4

Submission by Fenland District Council

Managing the Need to Travel

Policies in the plan will indicate that development proposals should consider managing travel behaviour and offering travel by all modes through:

- providing an appropriate network of walking & cycling routes including cycle parking as set out in policy T3
- being accessible by public transport or community transport, within a 30 minute journey time
- consider the movement of freight by road, rail and the port at Wisbech including supporting infrastructure such as lorry parks to manage these networks effectively.
- making safe, efficient & convenient use of existing transport networks including walking, cycling, public transport and roads, whilst recognising that applications which would exceed the capacity of local networks should be refused.
- being accompanied by a Transport Assessment where a development scheme is likely to have significant transport implications. For all other development proposals there should be an accompanying Transport Statement
- being accompanied by a Travel Plan for non-residential major development or development that is likely to have significant transport implications.
- where appropriate take account of the developments' transport impact on a neighbouring authorities transport infrastructure including roads, cycleways and footpaths.

The policy also links the local, regional and national policy sources listed below:

PPGs/PPSs/Circulars

PPG13, Guidance on Transport Assessment

RPG6 - Policies 27 and 33

Draft RSS - Policies T1, T8, T10, T12 and T13

Structure Plan - Policies P8/1, P8/2, P8/3 P8/4 and P8/8

Fenland Community Strategy Themes: 'Fenland's Future Generations'

'helping people live healthy, independent lives' 'Making Communities safer & stronger' 'access to information and services for all'

Taken from Local Development Frame Core Strategy April 2008.

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Paragraph 5

To be supplied by Huntingdonshire District Council

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Paragraph 6

Submission by South Cambridgeshire District Council

Cambridgeshire is one of the fastest growing counties in the country. Whilst this brings with it economic growth and prosperity, it also increases the pressure on the county's infrastructure - in particular the transport network. Since 1990, the use of motorised transport in Cambridgeshire has increased at more than twice the national rate. The specific intensity of transport movements within South Cambridgeshire is reflected in the high carbon emissions arising from this sector (over 40% of the total for the district). The geography of this local area, as a ring of small settlements around the city of Cambridge, is a major influence upon this figure with many journeys to places of work or rail network stations in the city and beyond.

Traffic congestion and pollution is an ever-increasing part of everyday life and it is taking longer, getting more expensive and proving more stressful for people to commute by car to and from work and for business. Vehicle pollution is also a significant contributor to the excessive greenhouses gases, which are threatening our climate as well as causing health problems and harming the natural environment. Indeed all the signs are that these issues will almost certainly worsen unless significant action is taken.

As a result South Cambridgeshire District Council is very supportive of the increasing number of organisations that are devising and implementing Travel for Work plans. These plans include a series of policy objectives and measures to reduce the environmental impact of travel by staff and others to workplaces and public buildings and their transport arrangements. In addition the plan involves consultation and the collection of baseline information on more environmentally friendly forms of travel.

Travel for Work Plans (TfW) are important to both public and private organisations not only locally but across the UK. They form one element of a range of "smarter travel measures", such as school travel plans, travel awareness campaigns and personalised travel planning, which crucially aim to encourage a reduction in car use and promote alternative forms of more sustainable travel.

June 2008