

## **West Garage, Newmarket Road**

**(14/1154/FUL)**

### **TRANSPORTATION COMMENTS**

**PREPARED BY: Transport Assessment Team**

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#### **Background**

The proposals include the redevelopment of the West Garage site for erection of new student housing and communal facilities, cycle parking. The development will comprise 222 student rooms, with no on site car parking.

The below provides a review of the revised Transport Statement submitted in response to our comments dated 18<sup>th</sup> August 2014 and 23<sup>rd</sup> September 2014.

#### **Existing Conditions**

##### *Local Planning Policy*

It is important to note that the draft Transport Strategy for Cambridge and South Cambridgeshire should not be prejudiced by the West Garage development proposals.

##### *Existing Local Transport Network*

Further plans have been provided detailing the potential routing of students to key facilities within the local area.

##### *Accident Data*

The Newmarket Road/ Coldhams Lane junction is an accident cluster site identified by the County Council. The Transport Statement identifies that each of the incidents can be attributed to a combination of driver error, volume of traffic and/ or poor road safety awareness.

The development is expected to reduce motorised vehicular traffic on the highway network although pedestrian and cyclist movements are expected to increase. The County Council

considers that the contributions towards local cycle and pedestrian infrastructure improvements detailed below will help to improve facilities for vulnerable road users travelling to and from the site.

In addition it is advised that residents of the development be offered cycle training classes through the Travel Plan initiatives to ensure they are made of road safety.

## **Trip Generation and Distribution**

### *Existing Trip Generation*

The September 2013 survey results indicate that the site is used as a through route for pedestrians and cyclists. The County Council have calculated that 117 trips are associated with trips travelling through the Wests Garage site, which will continue to operate along River Lane and Newmarket Road after the development is built out and therefore should be treated as such and not included in the existing development trip calculation.

### *Future Trip Generation*

The applicant has provided further information in respect of the trip surveys at Tripos Court. The trips applied to the development are in keeping with the ECATP trip rate figure. The applicant suggests that servicing was not captured as part of the survey as it did not occur across this period, although the servicing of the proposed site is anticipated to be less disruptive than a car transporter stopping and unloading on Newmarket Road at the frontage of the development. Although we do not anticipate significant movements we recommend that a servicing management plan be secured.

## **Transport Impact**

The development is expected to have fewer motorised vehicular movements associated with it compared to the existing use, although overall person trips particularly those travelling by cycle or foot are expected to increase.

## **Transport Contributions**

Transport improvements in the Eastern Corridor to mitigate the transport consequences of the development are sought, these being via either the ECATP or as a contribution towards the a project adhering to the principles of Project 4 'Remodelling Coldham's Lane Junction' outlined

within the Eastern Gate SPD which will form part of wider scheme improvements on Newmarket Road as part of the Transport Strategy for Cambridge and South Cambridgeshire.

The contribution has been recalculated to exclude through trips in the existing trip consideration as follows:

202 student rooms x 4 student trips = 808

808 - (398 existing person trips – 117 through trips) = 527 net additional trips

527 x £229 = £120,683.00

## **Site Parking Assessment**

### *Car Parking*

The Transport Statement identifies that occupants of the accommodation will be under the control of the appropriate student parking control policies and will not be permitted to own and run a car whilst resident in Cambridge at The University of Cambridge and Anglia Ruskin. The County Council are concerned how Proctorial Control will operate for a block of flats if occupied by students from several different education establishments, although the site is located within the Controlled Parking Zone (CPZ) resulting in students being prevented from parking on local streets.

It is recommended that suitable measures be included in the Travel Plan to ensure that students are prevented from owning and having a car in Cambridge whilst living at the student residents.

### *Cycle Parking*

The Transport Statement identifies that the development will provide 188 secure cycle parking within designated cycle stores located within the building and accessed from River Lane and Newmarket Road. In addition there will be 16 spaces will be located within the improvement scheme for the River Lane frontage, for use by visitors. The total number of cycle parking spaces is in keeping with Cambridge City Cycle Parking Standards, although it should be noted that 44 of the spaces should be accessible to visitors not just the 16 spaces to be provided to comply with standards.

Section 6.3 of the Transport Statement identifies that the cycle provision will be regularly monitored to ensure the provision is adequate, which is welcomed by the County Council but require that the methodology for monitoring and implementing this be detailed in the Travel Plan.

## **Travel Plans**

The applicant has identified as part of the revised Transport Statement details of what will be contained in the Travel Plan, including objectives of the travel plan, an indication of some measures to be implemented, details of how the travel plan will be monitored, managed and funded.

The full Travel Plan should be submitted and agreed prior to occupation. The Travel Plan should demonstrate how students will be encouraged to travel by sustainable travel and how safer routes will be promoted to students.

The Travel Packs listed in the Transport Statement should also be supplied to staff to encourage them to use sustainable modes of transport to get to and from work. The contents of the Travel Packs should be submitted and agreed with the County Council prior to occupation.

The Framework Travel Plan should include details of the arrival and departure of students at the beginning and end of term time, including how students will be made aware of arrangements and how they will book their allocated slot to unload/load.

The Travel Plan should also make reference to how students will be prevented from owning a car. Measures should include cycle training for students living at the development.

In addition, the Travel Plan should contain details of the how students will be prevented from owning a car whilst resident on site.

## **Conclusions**

Having reviewed the supporting information associated with the application the County Council raise no objection to the proposals subject to the following being secured through planning condition or Section 106.

- Servicing Management plan
- A transport contribution should be provided for £120,683.00, as detailed above
- A Travel Plan should be provided and agreed with the County Council prior to occupation of the development.