Travel Plan Template – for use when developing building level Travel Plans.

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Appendices

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# Introduction

## Background

* + 1. *Summarise the development and review the University wide Travel Plan.*
		2. *Review the relationship between building level and University-wide Travel Plan.*

## Report Structure

* + 1. This Travel Plan is divided into the following sections:
* Introduction
* Policy Review
* Existing Conditions
* Objectives and Targets
* Travel Plan Measures
* Management, Monitoring and Review
* Action Plan

# Policy Review

## National Policy

* + 1. *Update section below with any new emerging policy*

National Planning Policy Framework (March 2012)

* + 1. The National Planning Policy Framework (NPPF) sets out the government’s planning policies for England and how these are expected to be applied. With regards to transport the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
		2. NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
* the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
* safe and suitable access to the site can be achieved for all people;
* improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
	+ 1. The NPPF explains that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
* accommodate the efficient delivery of goods and supplies;
* give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
* create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
	+ 1. The NPPF recognises the use of Travel Plans. It states that “A key tool to facilitate sustainable transport will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

## Local Policy

Cambridgeshire Local Transport Plan (LTP) 3 2011-2031

* + 1. The LTP sets out the transport challenges the Council faces and their strategy to address them over the next 15 years.
		2. The LTP demonstrates how the policies and plans for transport will contribute towards the County Council’s vision: “*Creating communities where people want to live and work: now and in the future*.”
		3. Transport has a key role to play in bringing about the Council’s vision for Cambridgeshire by contributing towards the delivery of its priorities which include:
* helping people to live independent and healthy lives in their communities;
* developing the local economy for the benefit of all;
* access the county, the council will ensure that people can travel safely and are able to access economic opportunities.
	+ 1. In addition, five specific LTP objectives have been set, providing a focus for the strategy and programme. These have been based on the views of people across Cambridgeshire and will ensure that the work meets the needs of the communities. The LTP Objectives are as follows:
* LTP Objective 1 – Enabling people to thrive, achieve their potential and improve their quality of life;
* LTP Objective 2 – Supporting and protecting vulnerable people;
* LTP Objective 3 – Managing and delivering the growth and development of sustainable communities;
* LTP Objective 4 – Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise;
* LTP Objective 5 – Meeting the challenges of climate change and enhancing the natural environment.
	+ 1. Overall there are a number of challenges in Cambridge relating to the LTP objectives of the County Council. These are:
* Challenge 1: Improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network;
* Challenge 2: Reducing the length of commute and the need to travel by private car;
* Challenge 3: Making sustainable modes of transport a viable and attractive alternative to the private car;
* Challenge 4: Future-proofing the maintenance strategy and new transport infrastructure to cope with the effects of climate change;
* Challenge 5: Ensure people – especially those at particular risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county;
* Challenge 6: Addressing the main causes of road accidents in Cambridgeshire;
* Challenge 7: Protecting and enhancing the natural environment by minimising the environmental impact on transport;
* Challenge 8: Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire.

Cambridge Draft Local Plan 2014

* + 1. The Cambridge Draft Local Plan 2014 includes a number of relevant policies.
		2. **Policy 1: *The presumption in favour of sustainable development*** - When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (NPPF). It will always work proactively with applicants to jointly find solutions, so that proposals can be approved wherever possible, and to secure development that improves the economic success and quality of life and place in Cambridge.
		3. **Policy 18: *West Cambridge Area of Major Change*** - Any densification of development on the site that results in a significant increase in floor space, over that already approved, will be supported providing that:
* it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site;
* that walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development;
* that proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.
	+ 1. **Policy 80: *Supporting sustainable access to development*** - Development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:
* ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge’s City Centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development
* supporting public transport, walking and cycling to, from and within a development by:
	+ giving priority to these modes where there is conflict with cars;
	+ conveniently linking the development with the surrounding walking, cycling and public transport networks;
	+ prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;
	+ ensuring accessibility for those with impaired mobility;
	+ safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridgeshire County Council’s Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.
		1. **Policy 81: *Mitigating the transport impact of development*** - Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new development will require:
* sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;
* a travel plan to accompany all major development proposals;
* reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset.
	+ 1. **Policy 82: *Parking management*** - Planning permission will not be granted for developments that would be contrary to the parking standards set out in Appendix L. This includes:
* providing no more than the car parking standards for new residential and non-residential development set out in Appendix L, taking into account the accessibility of the site to public transport and the nature of the use;
* providing at least the cycle parking levels in Appendix L;
* providing at least the disabled and inclusive parking requirements in Appendix L.
	+ 1. For higher education the maximum car parking standards are 2 spaces for every 3 members of staff. Minimum cycle standards are 2 spaces for every 5 members of staff and cycle parking for 70 per cent of students.

Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)

* + 1. In the period between 2013 and 2031, some 44,000 jobs are expected to be created and around 35,000 new dwellings will be built in and around the city. The TSCSC has been developed to ensure the transport network can cope. The transport network will support economic growth, mitigate the transport impacts of the growth agenda and help protect the area’s distinctive character and environment. To achieve this, sustainable transport capacity will be provided in and around the city between key employment areas, and to where people live and access services. The sustainable transport network will strengthen the economic hubs and the high tech clusters in and around the city by making movement between them straightforward and convenient. The backbone of the strategy will be a high quality passenger transport network of bus, guided bus and rail services, fed and complemented by comprehensive pedestrian and cycle networks. Highways capacity enhancements will ensure that traffic can move efficiently in appropriate locations without interfering with passenger transport corridors.
		2. One of the sources of funding for the TSCSC will be from Funding from development. The Transport Strategy supports committed and planned growth and as such funding from development will be critically important to help deliver the strategy. Funding from Section 106 of the Town and Country Planning Act 1990 will be used to deliver site specific infrastructure and to improve and mitigate the impacts of growth proposals. The Community Infrastructure Levy (CIL) will also be important in supporting the delivery of infrastructure related to growth. This is a new levy that local authorities can choose to charge on new developments in their area.
		3. The strategy involves passenger transport, transport hubs, walking and cycling, the road network, freight, smarter choices and streetscape and environment. With regards to passenger transport for West Cambridge the TSCSC states that inbound bus priority measures will be introduced on Madingley Road between the M11 and Queens Road in Cambridge, complementing the works on Madingley Rise between the A428 and the M11. Bus only links will be provided between Histon Road and Madingley Road as part of the development of the NIAB and North West Cambridge sites. Orbital passenger transport movements will also be prioritised around the city. Bus links are proposed between Chesterton, Cambridge Science Park and West Cambridge and onwards to Addenbrooke's through the city or on M11.
		4. Smart Choices forms an important part of the strategy. All new development is expected to be Smarter Choices compliant in terms of design and provision of associated measures A Comprehensive workplace travel planning strategy will be expected. The Cambridge Travel for Cambridgeshire Partnership assists developers and employers with developing sustainable and effective travel initiatives.

## Relevance

* + 1. *Specify the relevance of the planning for the building Travel Plan.*

# Existing Conditions

## Introduction

* + 1. *Set out the existing conditions of the site in the context of the local transport network. Data is available from the Travel Plan Manager if not available online.*

## Site Location and Development Proposals

## Highway Network

## Pedestrian and Cycling Network

## Cycle Parking Provision

## Public Transport Network

## Car Clubs

## Electric Vehicle Charging Points

## Existing Travel Patterns

* + 1. *See guidance document for how to set this out.*

# Objectives and Targets

## Objectives

* + 1. *Outline University wide targets and building specific objectives should be set.*

## Targets

* + 1. *See guidance document*

# Travel Plan Measures

* + 1. *See guidance document*

# Management, Monitoring and Review

# Action Plan

## Implementation Action Plan

* + 1. *Include a table of the main actions relating to the Travel Plan.*