
Eastern Corridor Area Transport Plan

1. Introduction

- 1.1 The Eastern Corridor Area Transport Plan (ECATP) forms Supplementary Planning Guidance to the Cambridge Local Plan (1996). It has been produced jointly by the City and County Councils and was adopted by the City Council Environment Committee on 6th November 2000.
- 1.2 This revision of the ECATP was adopted as Supplementary Planning Guidance by the City Council on 9 July 2002, and supersedes the previous guidance. Information on the consultation carried out on this document can be found in the Statement on Consultation for Supplementary Planning Guidance adopted July 2002 available from the City Council's Planning Reception.
- 1.3 The plan is effective over an area broadly defined by Mill Road and the Cambridge to Ipswich railway line to the south, and Chesterton Road / Chesterton High Street to the north. This area is shown in Figure 1. It should be noted that Figure 1 includes areas that are outside the City Council's administrative boundary to ensure a consistent approach along the corridor. However, the plan as adopted only requires contributions from developments falling within the City Council's boundary.
- 1.4 The purpose of the ECATP is to:
 - i. identify new transport infrastructure and service provision that is needed to facilitate large scale development in the east of Cambridge; and
 - ii. identify a fair and robust means of calculating how individual development sites in the area should contribute towards the fulfilment of that transport infrastructure.
- 1.5 The Cambridgeshire Local Transport Plan identifies measures to provide for sustainable transport provision and cater for existing trips on the network. However, public funding for infrastructure schemes to accommodate additional travel demand generated by developments is limited. Alternative means of bringing forward additional transport capacity are therefore required. The 'Area Transport Plan' approach is the means by which the Council will do this.
- 1.6 The ECATP details the measures that will be required to cater for new trips on the transport network that will be generated by the development of sites allocated in the Cambridge Local Plan. The plan quantifies the level of development trips that will need to be catered for and the cost of the schemes and measures required to provide for these new trips. This allows an assessment of the level of planning obligation required for transport measures from individual developments to be made, based on the level of trip generation (all modes).
- 1.7 The Council and County Council recognise that the necessary transport infrastructure required to cater for a development's travel demands is likely to be beyond the scope of individual developments in the eastern part of Cambridge. Therefore contributions are required towards the package of schemes detailed in Table 1.
- 1.8 This revised document updates the ECATP, taking into account developments that have come forward in the two years since the plan was originally adopted, and the monies gained from them towards ECATP schemes. It details the progress made implementing these schemes, and the continued development of new schemes to provide for additional identified transport demand in the Eastern Corridor.

- 1.9 This document also updates the multiplier applied to trip generation and clarifies some areas of the original document that were open to interpretation.
- 1.10 At the current time, a contribution of **£229** per generated trip is sought from developments in the ECATP area that generate more than 50 additional trips (all modes), discounting any trip generation of the sites previous recent use.

2. Policy Background

- 2.1 The ECATP takes into account current and emerging Local and National policy. The Cambridge Local Plan, Cambridgeshire Structure Plan and Cambridgeshire Local Transport Plan (LTP) set out the linkages between land use and transport that form the underlying basis of the ECATP. The LTP endorses the 'Area Transport Plan' approach as is seen in the ECATP, and seeks to extend its use to other areas in order that a more consistent approach is achieved within the City, and that monies received are directed at schemes that are consistent with the City and County Council's aims.
- 2.2 The mechanism for calculating contributions was formulated with regard to the guidance of DETR Circular 1/97 (Planning Obligations) and Planning Policy Guidance Note 13 (Transport), with the emphasis on achieving necessary transport infrastructure to allow development in a fair, open and equitable manner.
- 2.3 In line with current national and local transport policy, the emphasis of any new transport capacity in the area is on public transport, cyclists and pedestrians. By identifying how additional capacity of this nature can be provided, the plan aims to:
- i. not increase car traffic in the area, particularly during the peak hours;
 - ii. increase the proportion of journeys made by bus, cycle and on foot;
 - iii. manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
 - iv. minimise the environmental and economic impact of transport.

3. The Eastern Corridor Area Transport Plan

The Problem

- 3.1 The transport systems in the eastern part of Cambridge are under pressure. This results from the intense level of development in the area and physical factors such as the limited capacity for all modes of travel. The City and County Councils are seeking to address these problems through the Local Plan and LTP.
- 3.2 Further development accessed from this constrained transport network has the potential to exacerbate capacity problems if measures are not taken to provide additional capacity. The attendant congestion, delay, air quality and quality of life issues that come with these capacity problems must be avoided if new development is to be considered acceptable. The ECATP is the mechanism by which development contributions will be sought through the Local Plan to address these issues.
- 3.3 Work undertaken by the Council indicates that if all of the major sites allocated for development in the local plan come forward, there could be a daily demand for a further 19,950 trips in the area. Some of these trips may be made by car, others by bus, cycle and on foot. With no infrastructure or service improvements, congestion, the unreliability of other travel modes and safety will undoubtedly get worse.

- 3.4 Given these points, the Council's view is that unless additional transport capacity can be provided alongside development in the area, there is little scope for that new development to take place and be accommodated in an acceptable way.

The Schemes

- 3.5 As part of the ECATP, schemes have been identified for the eastern part of Cambridge that could provide this additional capacity. These schemes are either contained within the LTP or are consistent with LTP core objectives, and they all have the ability to significantly improve the people moving capacity of the area or the safety of users. The schemes are summarised in Table 1. Further detail relating to these schemes can be found in Appendix A.

Table 1: Schemes to be secured by ECATP contributions

Proposed ECATP schemes	Estimated cost (£)
Expansion of Newmarket Road Park and Ride site	710,000
Riverside cycle bridge	1,125,000
Sustrans National Cycle Route	300,000
Cycle route improvements along line of railway	200,000
Off-road cycle links to Cherry Hinton	200,000
Cromwell Road traffic calming	85,000
Newmarket Road Bus Priority	1,000,000
Newmarket Road cycle improvements	200,000
Public Transport real time information	400,000
Cycle / walking improvements	200,000
Radial Road Signing	200,000
Traffic Calming, Chesterton High Street	200,000
Inner Ring Road improvements (East Road)	150,000
Extend city shuttle to serve Newmarket Rd and Coldhams Lane (3 yrs)	200,000
Total	5,170,000
Contributions received or committed to date (see Appendix B)	608,000
Total Outstanding	4,562,000

- 3.6 The Council is satisfied that in total, these schemes will have the ability to provide for all additional travel demand that will result from new developments in the area. This is necessary if the prime objective of the ECATP (i.e. not increasing car traffic) is to be achieved. This of course, is not to say that new developments in the eastern part of Cambridge will be unable to generate traffic movements. The rationale behind the ECATP is that as long as additional non-car capacity is provided, then it does not matter whether it is used to accommodate new or existing travel demand as long as the overall level of car trips does not increase.
- 3.7 Other schemes not included in the list could also provide additional transport capacity in the area. Listing the schemes in Table 1 does not preclude the introduction of others if they are proven to be more beneficial.
- 3.8 In line with PPG13 (March 2001) the Council will also seek to influence modal split by restricting car-parking provision at new development sites. This will control car use and encourage people to use the non-car travel modes.

Funding mechanisms

- 3.9 The need for additional transport capacity in the area is being generated by development pressures. The Council believes that developers within the area should contribute significantly towards the provision of this additional capacity.
- 3.10 Planning guidance (particularly Circular 1/97 (Planning Obligations) and PPG13 (Transport)) requires that these contributions are reasonable in terms of the scale and nature of developments being proposed for the area. In particular, contributions should only be sought where a development will result in an increase in trip making over levels currently being made and where the scheme to be funded would not otherwise have been provided from public funds.

Means of calculating contributions

- 3.11 By dividing the total cost of the development related transport schemes proposed in the east of the City by the total number of new trips that are estimated to be generated by the developments in that area, the Council has identified a contribution that will be required per generated trip.
- 3.12 The Council estimates that new development in the Eastern Corridor area is likely to generate around 19,950 trips on a daily basis. An additional £4.562m is required to fund the ECATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£229** per generated trip will be sought. This figure will be changed annually in accordance with a suitable construction price index or if the schemes being promoted change.
- 3.13 Contributions based on this formula will be calculated from the net increase in all modes trip making that development of a site is predicted to generate. At the current time, the Council proposes that a significant development in terms of the ECATP should be defined as one that generates in excess of 50 new trips (all modes) on a daily basis. Developments generating net increases in trip generation at or above this level will be liable to pay ECATP contributions. This 50 trip threshold applies even if for example an existing office is redeveloped with new office space.
- 3.14 Where contributions are made, these will be pooled and the Council in conjunction with the County Council will seek to use them to implement a package of measures that will increase the capacity for movement in the eastern corridor as other funds become available.
- 3.15 Table 2 contains trip rates that should be used to calculate the total transport impact of individual developments and thus contributions under the ECATP.

Table 2: ECATP Trip Rates

Land Use	First Principles Trip Rate		
	Daily In	Daily Out	Daily 2 way (24hr)
Residential (per unit)	4.25	4.25	8.5
Hotel (per bedroom)	3.75	3.75	7.5
B1 Office (per 100m ² GFA)	12	12	24
Multiplex (per seat)	0.75	0.75	1.5
Bowling (per lane)	36	36	72

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- 3.16 Where a development does not fall directly into a specific use class, levels of trip generation will need to be agreed between the applicant and the Council.
- 3.17 For the land uses in Table 2, where a proposed development is expected to display a different trip rate it may be possible, in agreement with the Council, to use a different rate.
- 3.18 Further details relating to the trip rates used in ECATP can be found in Appendix B.
- 3.19 A summary of how the Council will apply the provisions of the ECATP is as follows:
- i. Developers of sites within the ECATP area should calculate the total number of trips (in and out, all modes) that will be generated by their developments;
 - ii. The existing trip generation of a site should be subtracted from this figure to give a net increase in trip making;
 - iii. Sites generating less than 50 trips net increase will not be liable for ECATP contributions. For sites that generate a net increase of 50 or more trips, the all modes net trip generation should be multiplied by the contribution per trip to give gross ECATP transport contribution;
 - iv. From this figure should be subtracted any transport provision from the list of ECATP schemes (or others which are agreed with the Council) which is being directly made by the developer. This leaves the net contribution payable to the Council.
- 3.20 Appendix C contains worked examples showing how the methodology should be applied.

4. Application of the ECATP

- 4.1 The Council considers that all development sites within the eastern corridor that will significantly increase demand for travel will be required to mitigate their transport impact. This includes sites allocated for development in the Cambridge Local Plan as well as others that may come forward for development.
- 4.2 For sites that provide essential public infrastructure that serves the needs of the local community, a payment towards the ECATP may not be appropriate, though the requirement of paragraph 4.1 will still stand.
- 4.3 The ECATP is not intended to be a prescriptive plan, limiting the transport improvements only to those schemes noted in Table 1. It will also be acceptable for developers to make direct transport improvements providing it can be demonstrated that such provision mitigates the effect of their development and provides sufficient transport capacity to accommodate movement generated by that development. In such a case, payment of contributions under the ECATP may be reduced or not required.
- 4.4 Contributions towards transport infrastructure through the ECATP will be secured through section 106 agreements under the Town and Country Planning Act (1990).
- 4.5 To ensure that the levels of contribution being required of developers remains relevant, the ECATP will remain subject to an annual review.

Appendices

Appendix A: ECATP Schemes

Appendix B: Changes to the ECATP in this revision

Appendix C: Worked Examples

Appendix A: ECATP Schemes

A1, A2 and A3 below detail the schemes included in the ECATP, the anticipated benefit of the schemes and progress that has been made to date on their implementation.

A1: The Schemes

Table A1 below lists the schemes included in ECATP with a brief description and assessment of the benefits the scheme will bring.

Table A1: ECATP Schemes

Scheme Type	Scheme	Anticipated Benefits
Park and Ride	Expansion of Newmarket Road Park and Ride site	Less non-essential traffic travelling into Cambridge City Centre. Increased patronage of Park and Ride bus services.
Bus Service	Extend city shuttle to serve Newmarket Rd and Coldhams Lane (3 yrs)	Increases in patronage on city shuttle services.
Bus Priority	Newmarket Road Bus Priority measures (including new sections in this revision of ECATP – see Table A2 below)	Improved reliability of bus services (including Park & Ride) on Newmarket Road. Patronage increases on bus services.
	Bus real time information	Provide reliable bus service information at the roadside. In conjunction with bus service improvements and other bus priority measures, increase patronage on bus services.
Core Scheme	Inner Ring Road improvements (East Road)	Improvements to East Road in association with Core Scheme phase 3, including capacity improvements and improved public transport, pedestrian and cycle facilities.
	Radial Road Signing	An integral part of the core scheme, this scheme will aid the flow of traffic coming into the city by reflecting the changes the core scheme has introduced.
Ped / Cycle	Newmarket Road cycle improvements	These routes form links in the comprehensive network of cycle routes for Cambridge envisaged in the LTP. They will help maintain and build upon the high cycle modal share that is seen in Cambridge and provide for the new trips associated with development proposals. Certain links (such as the Riverside cycle bridge) are particularly well linked to development sites, and will achieve excellent usage from users of those sites.
	Riverside cycle bridge	
	Cycle route improvements along line of railway	
	Cycle / walking improvements	
	Off-road cycle links to Cherry Hinton	
	Sustrans National Cycle Route	

New Schemes in this revision of ECATP shown in bold

Table A1 (continued)

Scheme Type	Scheme	Anticipated Benefits
Traffic Calming	Traffic Calming, Chesterton High Street	These schemes provide an improved environment for pedestrians and cyclists and discourage non-essential traffic from using these routes inappropriately.
	Cromwell Road traffic calming	

New Schemes in this revision of ECATP shown in bold

A2 ECATP Scheme Costs and Programme

Table A2 details the cost of schemes in the ECATP, together with details of expenditure on the schemes to date. Table A3 details progress on schemes included in ECATP, and assesses the priority and deliverability of schemes yet to be programmed in relation to a number of criteria as detailed below.

Table A3 Notes

LTP Priority

Where schemes are referred to in the Cambridgeshire Local Transport Plan, this column details the priority attached to it in the LTP.

Integration with other schemes.

This is a subjective assessment of how the individual schemes and measures interact with other LTP and Corridor Schemes.

Rankings are as follows:

- Good: The effectiveness of at least one other Corridor Plan / LTP scheme will be enhanced by the provision of this scheme.
- V. Good: The effectiveness of at several other Corridor Plan / LTP schemes will be enhanced by the provision of this scheme.
- Excellent: Meets the criteria above, and the full benefit of other schemes will only be achieved with the implementation of the scheme in question.

Relevance to development sites

This is an assessment of the schemes immediate proximity to, and hence ability to directly cater for trips generated by development sites that have contributed or are committed to contribute towards ECATP measures as of March 2002. Again, this is a subjective assessment.

Rankings are as follows:

- Good: Scheme is capable of contributing *directly* to the travel needs of at least one development site.
- V. Good: Scheme is capable of contributing *directly* to the travel needs of several development sites.
- Excellent: Scheme is capable of contributing *directly* towards the travel needs of development sites throughout the Corridor.

Deliverability

Provides an assessment of the likely timescale for implementation of the scheme, mindful of the factors above, and of any constraints (such as land ownership, possession of railway) that might affect the timing of schemes.

Table A2: ECATP Scheme Cost Summary

Scheme Type	Proposed ECATP schemes	Total Scheme Cost (£)	ECATP Contribution (£)	Additional funding from...	ECATP Expenditure to date (£)	ECATP Outstanding (£)
Park & Ride	Expansion of Newmarket Road Park and Ride site	950,000	710,000	LTP, Marshalls	710,000	0
Bus Service	Extend city shuttle to serve Newmarket Rd and Coldhams Lane (3 yrs)	300,000	200,000	LTP	0	200,000
Bus Priority	Newmarket Road Bus Priority measures (including new sections towards which £350,000 is sought from ECATP)	1,400,000	650,000 +350,000	LTP	250,000	750,000
	Bus real time information	2,000,000	400,000	SCATP, future 'Northern ATP', LTP	0	400,000
Core Scheme	Inner Ring Road improvements (East Road)	1,500,000¹	150,000	LTP, direct developer funding	0	150,000
	Radial Road Signing	1,500,000 ¹	200,000	LTP, direct developer funding	0	200,000
Ped / Cycle	Newmarket Road cycle improvements	270,000	200,000	LTP	200,000	0
	Riverside cycle bridge	1,500,000	1,125,000	LTP	0	1,125,000
	Cycle route improvements along line of railway	270,000	200,000	Direct developer funding from sites on route, LTP	0	200,000
	Cycle / walking improvements	375,000+	200,000	Direct developer funding of local improvements, LTP, City Council	0	200,000
	Off-road cycle links to Cherry Hinton	270,000	200,000	LTP	0	200,000
	Sustrans National Cycle Route	500,000	300,000	LTP	0	300,000
Traffic Calming	Traffic Calming, Chesterton High Street	400,000	200,000	LTP, development funding from sites in Chesterton	200,000	0
	Cromwell Road traffic calming	115,000	85,000	-	85,000	0
Total			5,170,000			

¹ Overall Cost of Core Scheme Phase 3 is £1,500,000, of which £350,000 is sought from ECATP and £800,000 from SCATP.

New Schemes in this revision of ECATP shown in bold

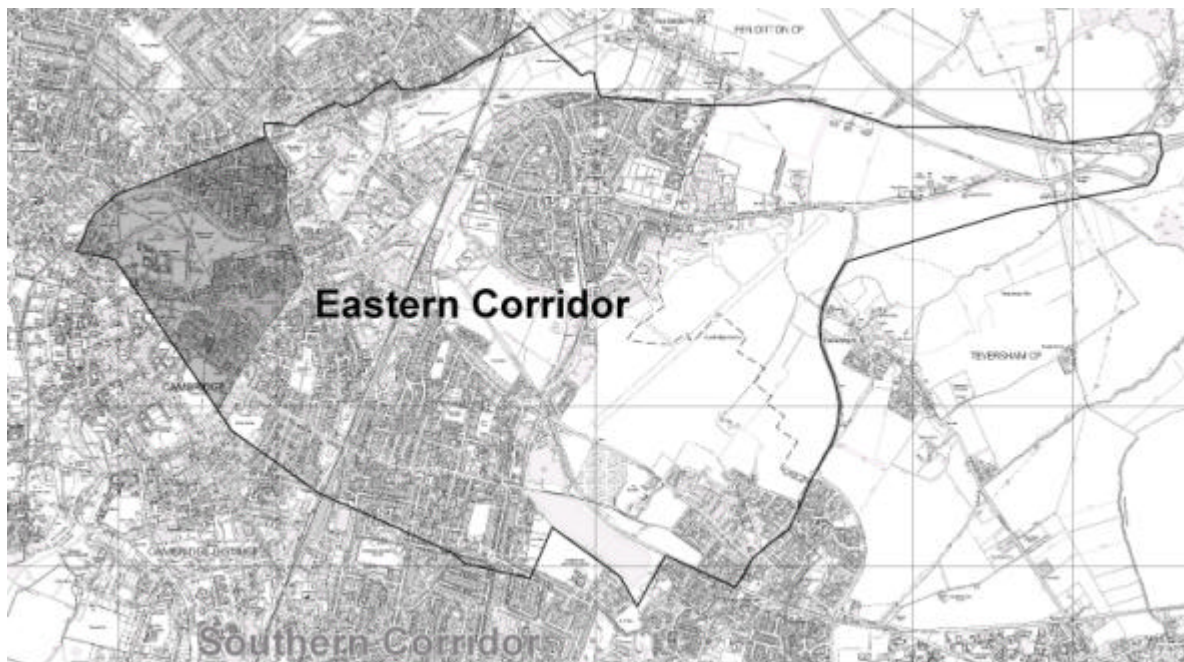
Table A3: Deliverability of schemes in ECATP

Proposed ECATP schemes	Estimated cost from ECATP (£)	Start	Finish	LTP Priority	Integration with other schemes	Relevance to dev. Sites	Deliverability	Notes
Cromwell Road traffic calming	85,000			Low	Good	Good	Scheme Completed	
Newmarket Road cycle improvements	200,000	01/02	02/03	-	Excellent	Good	Scheme Completed	
Expansion of Newmarket Road Park and Ride site	710,000			Med	Excellent	Excellent	Scheme Completed	
Newmarket Road Bus Priority measures (including new sections towards which £350,000 is sought from ECATP)	650,000 +350,000			High	Excellent	Good	HIGH	
Sustrans National Cycle Route	300,000	01/02	02/03	Low	Good	Good	HIGH	
Inner Ring Road improvements (East Road)	150,000	04/05		-	Excellent	Good	MED	Linked to Core Scheme Phase 3
Extend city shuttle to serve Newmarket Rd and Coldhams Lane (3 yrs)	200,000			-	Excellent	Good	MED	
Radial Road Signing	200,000	03/04		-	V. Good	V. Good	MED	
Riverside cycle bridge	1,125,000	04/05		Med	V. Good	V. Good	MED	
Traffic Calming, Chesterton High Street	200,000			-	Good	Good	MED	
Off-road cycle links to Cherry Hinton	200,000			Low	Good	Good	MED	
Bus real time information	400,000			Low	Excellent	Excellent	LOW	
Cycle route improvements along line of railway	200,000			Low	Good	Good	LOW	
Cycle / walking improvements	200,000			-	Good	V. Good	LOW	
Total	5,170,000							

New Schemes in this revision of ECATP shown in bold

Appendix B: Changes to the ECATP in this revision

B1: Area of coverage of the ECATP



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Figure B1: ECATP Coverage

The boundary of the ECATP has been modified to include the area bounded by Chesterton Road, the Inner Ring Road and the SCATP boundary. As a result, the overall level of development trips in ECATP has been adjusted, with an additional 2,875 trips added to take into account development allocations in this area which were not accounted for when ECATP was originally drafted. The area covered by the ECATP is shown in figure B1, with the new area shaded.

B2: Cost of ECATP Schemes

3 new schemes, and additional measures on one of the existing schemes (Newmarket Road Bus Priority Measures) have been added to the ECATP, as detailed in Appendix A above. £900,000 is sought from ECATP towards these schemes, as detailed in Table A2.

The overall cost of the schemes included in the November 2000 ECATP has risen from £3.835M to £4.27M.

B3: Trip Generation threshold over which contribution is sought

The threshold in net increase in trip generation over which a contribution will be sought has been lowered from 100 trips to 50 trips. This allows for the cumulative impact of phased development to be better accounted for, and recognises the impact that relatively small proposals have on the transport network.

B4: Trip Rates

The trip rates included in the original ECATP have been revised, as a result of new survey information, and improved knowledge through sources such as the TRICS (Trip Rate Information Computer System) database.

The amendments are detailed in table B1 below, together with discussion as to the rationale behind the changes.

Table B1: Changes to ECATP trip rates

Land Use	First Principles Trip Rate					
	Daily In		Daily Out		Daily 2 way (24hr)	
	Old	New	Old	New	Old	New
Residential (per unit)	4	4.25	4	4.25	8	8.5
Hotel (per bedroom)	2	3.75	2	3.75	4	7.5
B1 Office (per 100m ² GFA)	9	12	9	12	18	24
Multiplex (per seat)	0.75	1	0.75	1	1.5	2
Bowling (per lane)	12	36	12	36	24	72

Residential

8.5 Trips / dwelling

All modes 12 hour trip rate (07:00 – 19:00) derived from average of WS Atkins surveys in Trumpington and Cherry Hinton wards of Cambridge, and factored to 24hrs using information from the TRICS database.

Cherry Hinton 6.24 trips per dwelling in 12 hours (all modes)

Trumpington 6.95 trips per dwelling in 12 hours (all modes)

Average 6.595 trips per dwelling in 12 hours (all modes)

The TRICS database indicates that for residential units, the ratio of 24hr / 12 hr vehicle trips is typically 1.25 – 1.33 / 1. The average Trumpington / Cherry Hinton 12 hour trip rates have therefore been factored up by 1.29 to give a 24hr all modes trip generation for residential units. This gives a figure of 8.51 trips (all modes) in 24 hours, rounded to **8.5** for ease of use.

Hotel

7.5 trips / bedroom

All modes trip rates taken from the TRICS database. Counts of 29 separate sites indicate a vehicular trip rate of 7.5 trips per bedroom might be expected. Information on all modes trip rates is not available; however, given the scale of increase from the original figure of 4 trips per bedroom used in the original SCATP and ECATP documents, a rate of **7.5** trips per bedroom is considered appropriate at this time.

B1 Office

24 trips / 100m² GFA

The revised B1 (office) trip rates in the SCATP and ECATP have been derived from the TRICS database. The TRICS database indicates that vehicular trip generation for offices will be in the region of 13.17 trips / 100m². The database shows an all modes trip rate of 23.92 trips / 100m² of which car trips account for 50.2%. Applying this ratio to the figure of 13.17, a trip rate of 26.25 / 100m² (all modes) might be considered appropriate. However, mindful of the accessibility of the sites counted in the TRICS multi-modal data, it is considered that a figure of **24** trips (all modes) would be appropriate when considering office developments in Cambridge.

B1 Other

Demonstrate on a site-by-site basis

For other sites that fall into the B1 land use class, there will be a need to demonstrate the level of trip generation on a site-by-site basis.

Retail Warehouse

Demonstrate on a site-by-site basis

The previous issue of the ECATP gave a trip rate of 42 trips / 100m² for retail warehouses. Examination of the TRICS database indicates that this may be appropriate for some retail uses that fall into this category, but the trip generation of different types of store vary greatly, from slightly less than 42, to levels many times higher. For this reason, the trip rate to be used for retail warehouses has been taken out of the ECATP. Trip rates will need to be demonstrated on a **site-by-site** basis.

Multiplex Cinemas**2 trips / seat**

The TRICS database indicates that vehicular trip generation to a multiplex would be in the region of 1.82 trips per day. No information on the level of all modes trip making is available from TRICS, but it is considered that a figure of **2** trips per seat (all modes) would be a conservative (low) estimate of all modes trip generation for a multiplex cinema in Cambridge.

Bowling Alleys**Demonstrate on a site-by-site basis**

Limited information is available on the all modes trip generation of bowling alleys; while a number of sites are included on the TRICS database, only one of these has multi modal trip rate information. For this site, the all modes trips is around 3 times greater than the vehicular trips, with high levels of car occupancy accounting for most of these additional trips. The trip rate for bowling alleys has therefore been raised to **72** trips per lane.

Other Land Use Classes**Demonstrate on a site-by-site basis**

The trip rates above are for land use classes of sites in the Southern and Eastern Corridors that are allocated in the Cambridge Local Plan. For development proposals that do not fall in to these land uses, the trip generation should be demonstrated on a **site-by-site** basis.

Notes

All references to the TRICS database refer to version 4.7.

The trip rates above relate to general land use classes, and represent a pragmatic assessment of likely trip generation. If a planning consent would limit a sites use such that the trip generation would be demonstrably less than the ECATP rate, and further planning applications would be required if more general use within the land use class were to be permitted, then use of reduced trip rates might be appropriate. Likewise, any further data that would inform the discussion of an appropriate level of trip rates for land use classes where limited information is available will be considered.

B5: Progress to date

The current day (2001) cost of the transport schemes proposed for the area is £5.170m. To date, ECATP contributions totalling £0.608m have been paid or agreed. Therefore, a further £4.562m is required to fund ECATP schemes. Table B2 details contributions paid or agreed to date (January 2002).

Table B2: Contributions paid or agreed to date.

Contributions paid	£282,000
Contributions subject to implementation of Planning Consent	£223,980
Contributions agreed with developers subject to Planning Consent being granted (S.106 yet to be signed)	£102,060
Total	£608,040

Taking into account these development proposals, the outstanding all modes trip generation from the 23,170 trips identified is approximately 19,950 trips.

The County Council has spent approximately £1,445m on ECATP schemes (Expansion of Newmarket Road Park & Ride site, Cromwell Road Traffic Calming, Newmarket Road Bus Priority, Chesterton High Street Traffic Calming).

B6: Calculation of level of contribution sought per trip

Based on all of the above, the level of contribution sought per trip has been adjusted as follows.

Cost of schemes

Current cost of original ECATP schemes	£4,270,000
Cost of new ECATP schemes	£900,000
Total Cost of ECATP schemes	£5,170,000
Contributions paid, committed or agreed	£608,000
Outstanding amount required to fund ECATP schemes	£4,562,000

All Modes Trips

Original ECATP all mode trip generation	20,295
New trip generation	2,875
Total Trip Generation	23,170
Trip generation of permitted developments in ECATP area	3,220
Outstanding ECATP trip generation	19,950

$$\begin{aligned}\text{Contribution / trip} &= \text{Outstanding cost of schemes} / \text{outstanding trip generation} \\ &= £4,562,000 / 19,950 \\ &= \mathbf{£229}\end{aligned}$$

Appendix C: Worked Examples

For notes on methodology, see paragraph 3.17 of ECATP.

C1: 16 residential units (houses or flats) on previously vacant site.

Trip Rates (see Table 2, Page 4 and Appendix B)

Residential trip rate: 8.5 trips per unit per day (all modes)

Trip Generation

Total number of trips = 8.5 trips x 16 units = **136 trips (all modes)**

Existing trips

Site was previously vacant = **0 trips**

ECATP Contribution (£229 / trip) = £229 x 136 = £31,144

C2: 53 residential units on land previously occupied by small scale commercial premises.

Trip Rates (see Table 2, Page 4 and Appendix B)

Residential trip rate: 8.5 trips per unit per day (all modes)

Trip Generation

Residential trips = 8.5 trips x 53 units = **451 trips (all modes)**

Existing Trips

All modes survey carried out at site entrance shows that around **423** trips were made to the site daily.

Net Trip Generation = 451 – 423 = 28 trips (all modes)

(net trip generation of proposals falls below the 50 trip threshold over which contributions are sought)

ECATP Contribution (£229 / trip) = £0

C3: 8,000m² Gross Floor Area (GFA) Office Development, 287 residential units and 60 bed hotel on site currently utilised for industrial purposes (B1 / B2 / B8 land use classes).

Trip Rates (see Table 2, Page 4 and Appendix B)

B1 Office trip rate: 24 trips per 100m² GFA (all modes)

Residential trip rate: 8.5 trips per unit per day (all modes)

Hotel trip rate: 7.5 trips per room (all modes)

Trip Generation

B1 Office trips = 24 trips x 8,000m² / 100m² = 1,920 trips (all modes)

Residential trips = 8.5 trips x 287 units = 2,440 trips (all modes)

Hotel trips = 7.5 trips x 60 rooms = 450 trips (all modes)

Total Trips = 4,810 trips (all modes)

Existing Trips

All modes surveys carried out at site entrances shows that around **1,289** trips were made to the site daily.

Net Trip Generation = 4,810 – 1,289 = 3,521 trips (all modes)

ECATP Contribution (£229 / trip) = £229 x 3,521 = £806,309