

# Southern Corridor Area Transport Plan

## 1. Introduction

- 1.1 The Southern Corridor Area Transport Plan (SCATP) 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 10<sup>th</sup> January 2000 following a two stage public consultation.
- 1.2 This revision of the SCATP 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 covers the area broadly defined by Hills Road, Trumpington Road and Cherry Hinton Road from the city boundary to the central area. This area is shown in figure 1.
- 1.4 The purpose of the SCATP is to:
  - i. identify new transport infrastructure and service provision that is needed to facilitate large scale development in the south 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 SCATP 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 southern part of Cambridge. Therefore contributions are required towards the package of schemes detailed in Table 1.
- 1.8 This revised document updates the SCATP, 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 SCATP schemes. It details the progress made implementing these schemes, and the continued development of new schemes to cater for additional identified transport demand in the Southern 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 **£369** per generated trip is sought from developments in the SCATP 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 SCATP 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 SCATP. The LTP endorses the 'Area Transport Plan' approach as is seen in the SCATP, 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 Southern Corridor Area Transport Plan

### *The Problem*

- 3.1 The transport systems in the southern 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 SCATP 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 13,290 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 SCATP, schemes have been identified for the southern 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 SCATP contributions**

Proposed SCATP schemes	Estimated cost (£)
Bus priority in Trumpington Road	1,000,000
Shelfords to City cycle link	700,000
Bus priority in Hills Road	500,000
Cycle / pedestrian provision on the Old Bedford line	500,000
Improvements to Hills Road bridge	2,250,000
Extension of Babraham Road Park & Ride including access improvements on Babraham Road west of Cherry Hinton Road.	750,000
Radial route signage	200,000
Bus real time information	1,200,000
Extension of the core traffic scheme	500,000
Inner Ring Road improvements (Gonville Place)	100,000
Trumpington P&R to Addenbrooke's Bus Service 15 minute frequency.	150,000
Babraham Road P&R to Madingley Road P&R Bus Service via Addenbrooke's Hospital and Brooklands Avenue	300,000
Improved Bus Service on Cambridge / Melbourn / Royston corridor	250,000
<b>Total</b>	<b>8,400,000</b>
Contributions received or committed to date (see Appendix B)	3,490,000
<b>Total Outstanding</b>	<b>4,910,000</b>

- 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 SCATP (i.e. not increasing car traffic) is to be achieved. This of course, is not to say that new developments in the southern part of Cambridge will be unable to generate traffic movements. The rationale behind the SCATP 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 south 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 Southern Corridor area is likely to generate around 13,290 trips on a daily basis. An additional £4.91m is required to fund the SCATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£369** 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 SCATP 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 SCATP 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 southern 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 SCATP.

**Table 2: SCATP 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 <sup>2</sup> GFA)	12	12	24
Multiplex (per seat)	0.75	0.75	1.5
Bowling (per lane)	36	36	72

- 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 SCATP can be found in Appendix B.
- 3.19 A summary of how the Council will apply the provisions of the SCATP is as follows:
- i. Developers of sites within the SCATP 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 SCATP 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 SCATP transport contribution;
  - iv. From this figure should be subtracted any transport provision from the list of SCATP 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 SCATP**

- 4.1 The Council considers that all development sites within the southern 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 SCATP may not be appropriate, though the requirement of paragraph 4.1 will still stand.
- 4.3 The SCATP 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 SCATP may be reduced or not required.
- 4.4 Contributions towards transport infrastructure through the SCATP 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 SCATP will remain subject to an annual review.

## Appendices

### Appendix A: SCATP Schemes

### Appendix B: Changes to the SCATP in this revision

### Appendix C: Worked Examples

#### Appendix A: SCATP Schemes

A1, A2 and A3 below detail the schemes included in the SCATP, 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 SCATP with a brief description and assessment of the benefits the scheme will bring.

**Table A1: SCATP Schemes**

Scheme Type	Scheme	Anticipated Benefits
Park and Ride	Extension of Babraham Road Park & Ride <b>(including access improvements on Babraham Road west of Cherry Hinton Rd)</b> .	Less non-essential traffic travelling into Cambridge City Centre. Increased patronage of Park and Ride bus services.
Bus Service	<b>Trumpington P&amp;R to Addenbrooke's Bus Service 15 minute frequency.</b>	Reduce congestion on Long Road. Increased patronage of bus services.
	<b>Improved Bus Service on Cambridge / Melbourn / Royston corridor</b>	Reduce congestion into Cambridge on A10 Corridor. Increased patronage of bus services. Bus becomes more reliable modal choice for Cambridge residents working on A10 Corridor.
	<b>Babraham Road P&amp;R to Madingley Road P&amp;R Bus Service via Addenbrooke's and Brooklands Avenue</b>	Radial route across south of city between Park and Ride sites providing links to several development sites. Increased use of Park and Ride sites increased patronage of bus services.
Bus Priority	Bus priority in Trumpington Road	Improved reliability of bus services (including Park & Ride) on Hills Road and Trumpington Road. Patronage increases on bus services.
	Bus priority in Hills Road	
	Improvements to Hills Road bridge	Provide reliable bus service information at the roadside. With bus service improvements and other bus priority measures, increase patronage on bus services.
Core Scheme	Extension of the core traffic scheme	Removes non-essential traffic from City Centre. Improves environment for pedestrians and cyclists. Reduces delays to buses in City Centre.
	<b>Inner Ring Road improvements (Gonville Place)</b>	Improvements to Gonville Place in association with Core Scheme phase 3, including capacity improvements and improved public transport, pedestrian and cycle facilities.
	Radial route signage	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.

Table A1 (continued)

Scheme Type	Scheme	Anticipated Benefits
Ped / Cycle	Shelfords to City cycle link	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.
	Cycle / pedestrian provision on the Old Bedford line	

New Schemes in this revision of SCATP shown in bold

## A2 SCATP Scheme Costs and Programme

Table A2 details the cost of schemes in the SCATP, together with details of expenditure on the schemes to date. Table A3 details progress on schemes included in SCATP, 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 SCATP 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: SCATP Scheme Cost Summary

Scheme Type	Proposed SCATP schemes	Total Scheme Cost (£)	SCATP Contribution (£)	Additional funding from...	SCATP Expenditure to date (£)	SCATP Outstanding (£)
Park and Ride	Extension of Babraham Road Park & Ride <b>((including access improvements towards which £150,000 is sought from ECATP))</b>	1,000,000	600,000 <b>+150,000</b>	LTP	600,000	150,000
Bus Service	<b>Trumpington P&amp;R to Addenbrooke's Bus Service 15 minute frequency.</b>	<b>200,000</b>	<b>150,000</b>	LTP	<b>0</b>	<b>150,000</b>
	<b>Improved Bus Service on Cambridge / Melbourn / Royston corridor</b>	<b>450,000</b>	<b>250,000</b>	<b>Employers in Melbourn, LTP</b>	<b>0</b>	<b>250,000</b>
	<b>Babraham Road P&amp;R to Madingley Road P&amp;R Bus Service via Addenbrooke's Hospital and Brooklands Avenue</b>	<b>400,000</b>	<b>300,000</b>	LTP	<b>0</b>	<b>300,000</b>
Bus Priority	Bus priority in Trumpington Road	4,000,000 <sup>1</sup>	1,000,000	LTP, direct developer funding	1,000,000	0
	Bus priority in Hills Road	675,000	500,000	LTP	0	500,000
	Improvements to Hills Road bridge	3,000,000	2,250,000	LTP	0	2,250,000
	Bus real time information	2,000,000	1,200,000	ECATP, future 'Northern ATP', LTP	0	1,200,000
Core Scheme	Extension of the core traffic scheme	1,500,000 <sup>2</sup>	500,000	LTP, direct developer funding	0	500,000
	<b>Inner Ring Road improvements (Gonville Place)</b>	<b>1,500,000<sup>2</sup></b>	<b>100,000</b>	<b>LTP, direct developer funding</b>	<b>0</b>	<b>100,000</b>
	Radial route signage	1,500,000 <sup>2</sup>	200,000	LTP, direct developer funding	0	200,000
Ped / Cycle	Shelfords to City cycle link	1,000,000	700,000	LTP, Sustrans, development in SCDC administrative area	0	700,000
	Cycle / pedestrian provision on the Old Bedford line	670,000	500,000	LTP, Guided bus proposals (scheme will be reviewed as further details of guided bus come forward)	0	500,000
<b>Total</b>			<b>8,400,000</b>			

<sup>1</sup> 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 SCATP shown in bold**

Table A3: Deliverability of schemes in SCATP

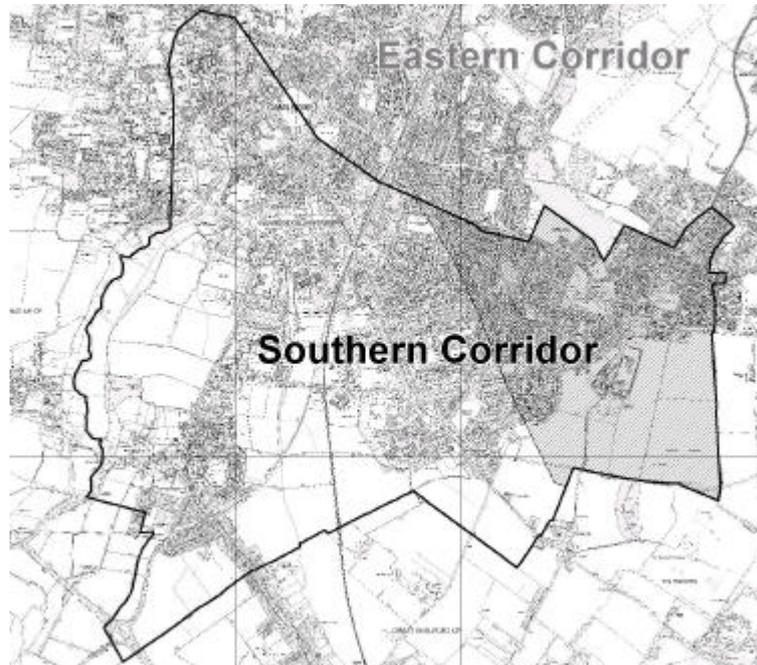
Proposed SCATP schemes	Estimated cost from SCATP (£)	Start	Finish	LTP Priority	Integration with other schemes	Relevance to dev. Sites	Deliverability	Notes
Bus priority in Trumpington Road	1,000,000	00/01	01/02	High	Excellent	Excellent	Scheme Completed	
Extension of Babraham Road Park & Ride ((including access improvements towards which £150,000 is sought from ECATP)	600,000 +150,000	01/02	02/03	High	Excellent	Excellent	HIGH	Extension due to be completed April 2002. Access improvements on Babraham Road yet to be programmed.
Bus priority in Hills Road	500,000			Low	Excellent	Excellent	HIGH	Part Completed.
Extension of the core traffic scheme	500,000	03/04		Med	Excellent	Good	HIGH	
<b>Inner Ring Road improvements (Gonville Place)</b>	<b>100,000</b>	<b>03/04</b>		-	<b>Excellent</b>	<b>Good</b>	<b>HIGH</b>	<b>Linked to Core Scheme Phase 3</b>
<b>Babraham Road P&amp;R to Madingley Road P&amp;R Bus Service via Addenbrooke's Hospital and Brooklands Avenue</b>	<b>300,000</b>			-	<b>V. Good</b>	<b>V. Good</b>	<b>HIGH</b>	<b>Very good links with development sites and uses bus priority measures in corridor.</b>
Radial route signage	200,000	03/04		-	V. Good	V. Good	MED	
<b>Trumpington P&amp;R to Addenbrooke's Bus Service 15 minute frequency.</b>	<b>150,000</b>			-	<b>V. Good</b>	<b>Good</b>	<b>MED</b>	<b>Linked to ICRF proposals</b>
Shelfords to City cycle link	700,000			Med	Good	Good	MED	Part of Sustrans route. Sections may be brought forward by development of Golf Course, Hinton Way, Great Shelford.
<b>Improved Bus Service on Cambridge / Melbourn / Royston corridor</b>	<b>250,000</b>				<b>Good</b>	<b>Good</b>	<b>MED</b>	
Improvements to Hills Road bridge	2,250,000	04/05		High	Excellent	Excellent	LOW	Will start in 2004/05 at earliest. 2 yrs notice required for possession of railway.
Cycle / pedestrian provision on the Old Bedford line	500,000			Med	Good	Good	LOW	Link with CRTS makes priority difficult to assess at this time.
Bus real time information	1,200,000			Low	Excellent	Excellent	LOW	
<b>Total</b>	<b>8,400,000</b>							

New Schemes in this revision of SCATP shown in bold

## Appendix B: Changes to the SCATP in this revision

### B1: Area of coverage of the SCATP

The boundary of the SCATP has been modified to include the areas of Cherry Hinton that were not included in an Area Transport Plan following the adoption of the Eastern Corridor Area Transport Plan in November 2000. As a result, the overall level of development trips in SCATP has been adjusted, with an additional 1,350 trips added to take into account development allocations in this area which were not accounted for when SCATP was originally drafted. The area covered by the SCATP is shown in figure B1, with the new areas shaded.



### B2: Cost of SCATP Schemes

4 new schemes, and additional measures on one of the existing schemes (Babraham Road Park and Ride phase 2) have been added to the SCATP, as detailed in Appendix A above. £950,000 is sought from SCATP towards these schemes, as detailed in Table A2.

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**Figure B1: SCATP Coverage**

The overall cost of the schemes included in the January 2000 SCATP has risen from £7.4M to £7.45M.

### 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 SCATP 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 SCATP 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 <sup>2</sup> 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 (07:00 – 19:00) trip rate 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 / 100m<sup>2</sup> 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 / 100m<sup>2</sup>. The database shows an all modes trip rate of 23.92 trips / 100m<sup>2</sup> of which car trips account for 50.2%. Applying this ratio to the figure of 13.17, a trip rate of 26.25 / 100m<sup>2</sup> (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 SCATP gave a trip rate of 42 trips / 100m<sup>2</sup> 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 SCATP. 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 SCATP 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 £8.4m. To date, SCATP contributions totalling £3.49m have been paid or agreed. Therefore, a further £4.91m is required to fund SCATP schemes. Table B2 details contributions paid or agreed to date (January 2002).

**Table B2: Contributions paid or agreed to date.**

Contributions paid	£170,300
Contributions subject to implementation of Planning Consent	£1,021,320
Contributions agreed with developers subject to Planning Consent being granted (S.106 yet to be signed)	£2,298,388
<b>Total</b>	<b>£3,490,008</b>

Taking into account these development proposals, the outstanding all modes trip generation from the 23,350 trips identified is approximately 13,290 trips.

The County Council has spent approximately £1.6m on SCATP schemes (Bus Priority in Trumpington Road, and Babraham Road Park & Ride phase 2).

**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 SCATP schemes	£7,450,000
Cost of new SCATP schemes	£950,000
<b>Total Cost of SCATP schemes</b>	<b>£8,400,000</b>
Contributions paid, committed or agreed	£3,490,000
<b>Outstanding amount required to fund SCATP schemes</b>	<b>£4,910,000</b>

**All Modes Trips**

Original SCATP all mode trip generation	22,000
New trip generation	1,350
<b>Total Trip Generation</b>	<b>23,350</b>
Trip generation of permitted developments in SCATP area	10,060
<b>Outstanding SCATP trip generation</b>	<b>13,290</b>

**Contribution / trip** = Outstanding cost of schemes / outstanding trip generation  
= £4,910,000 / 13,290  
= **£369**

## Appendix C: Worked Examples

For notes on methodology, see paragraph 3.17 of SCATP.

### C1: 600m<sup>2</sup> Gross Floor Area (GFA) office development on previously vacant site.

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

B1 Office trip rate: 24 trips per 100m<sup>2</sup> GFA (all modes)

**Trip Generation**

Total number of trips = 24 trips x 600m<sup>2</sup> / 100m<sup>2</sup> = **144 trips (all modes)**

**Existing trips**

Site was previously vacant = **0 trips**

**SCATP Contribution (£369 / trip) = £369 x 144 = £53,136**

### C2: 53 residential units (houses or flats) 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)

**SCATP Contribution = £0**

### C3: 2,500m<sup>2</sup> Gross Floor Area (GFA) office development, 30 residential units and 1,300m<sup>2</sup> GFA food retail store on site currently used for industrial purposes (B2 / B8 land use classes).

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

B1 Office trip rate: 24 trips per 100m<sup>2</sup> GFA (all modes)

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

Food Retail trip rate: 260 trips / 100m<sup>2</sup> GFA (all modes)

Agreed with applicant in pre-application discussions as trip rate for food retail land use class not included in SCATP.

**Trip Generation**

B1 Office trips = 24 trips x 2,500m<sup>2</sup> / 100m<sup>2</sup> = 600 trips (all modes)

Residential trips = 8.5 trips x 30 units = 255 trips (all modes)

Food Retail trips = 260 trips x 1,300m<sup>2</sup> / 100m<sup>2</sup> = 3,380 trips (all modes)

**Total Trips = 4,235 trips (all modes)**

**Existing Trips**

All modes surveys carried out at site entrances shows that around **962** trips were made to the site daily.

**Net Trip Generation = 4,235 – 962 = 3,273 trips (all modes)**

**SCATP Contribution (£369 / trip) = £369 x 3,273 = £1,207,737**