

University of Cambridge

**Old Press/Mill Lane
Development Framework**

**Baseline Transport Conditions
Report**

Project Ref: 20034-001

May 2008

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Project Name: Old Press/Mill Lane Development Framework
Project Ref: 20034-001
Report Title: Baseline Transport Conditions Report
Date: May 2008

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2	16/03/08	Second Draft	Hannah Greenaway/ Craig Richards	Phil Longman	Greg Callaghan

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Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report



Contents

- Executive Summary 1**
- 1 Introduction 2**
 - 1.1 Background 2
 - 1.2 Purpose of Report 4
 - 1.3 Report Structure 4
- 2 Study Area 6**
 - 2.1 Introduction 6
 - 2.2 Site Context 6
 - 2.3 Existing Land Uses 6
 - 2.4 Existing Building Types 10
 - 2.5 Existing Access Arrangements 10
 - 2.6 Parking Provision 12
- 3 Existing Transport Network 13**
 - 3.1 Introduction 13
 - 3.2 Highway Network 13
 - 3.3 Public Transport 14
 - 3.4 Cycle Network 18
 - 3.5 Pedestrian Network 18
 - 3.6 Summary 22
- 4 Policy Review 23**
 - 4.1 Introduction 23
 - 4.2 National & Regional Policy Introduction 23
 - 4.3 Planning Policy Guidance 24
 - 4.4 Regional Policy 25
 - 4.5 Local Policy 26
 - 4.6 Summary 27
- 5 Vehicular Access and Movement 28**
 - 5.1 Introduction 28
 - 5.2 Trumpington Street 28
 - 5.3 Silver Street 30
 - 5.4 Mill Lane 31
 - 5.5 Little St. Mary’s Lane 33
 - 5.6 Summary 33
- 6 Pedestrian Access and Movement 34**
 - 6.1 Introduction 34
 - 6.2 On-Street Pedestrian Facilities 34
 - 6.3 Pedestrian Site Access 36
 - 6.4 On-Site Pedestrian Movement 36
 - 6.5 Summary 37
- 7 Road Safety 38**
 - 7.1 Introduction 38
 - 7.2 Map Portal Accident Statistics 38
 - 7.3 Accident Analysis 38
 - 7.4 Accident Details 40
 - 7.5 Summary 40
- 8 Parking 41**
 - 8.1 Introduction 41
 - 8.2 Parking Policy 41
 - 8.3 Parking Provision Guidance 42



Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report

8.4	On-Site Parking and Existing Demand	43
8.5	University of Cambridge Parking Strategy.....	43
8.6	Cycle parking	45
8.7	Summary.....	46
9	Servicing and Refuse Arrangements.....	47
9.1	Introduction	47
9.2	Servicing Strategy.....	47
9.3	Servicing Issues.....	47
10	Existing Trip Generation	49
10.1	Introduction	49
10.2	Staff Travel Behaviour	49
10.3	Student Travel Behaviour	51
10.4	Visitor Travel Behaviour.....	51
10.5	University of Cambridge Trips by Mode	53
10.6	Summary.....	53
11	Travel Planning	54
11.1	Introduction	54
11.2	University of Cambridge Travel Plan	54
11.3	Objectives and Targets	55
11.4	Travel Plan Progress	55
11.5	Monitoring and Review	55
11.6	Mill Lane Site Specific Travel Plan	55
12	Summary and Conclusions	57
12.1	Summary.....	57
12.2	Conclusions	58

Tables

Table 3-1: Bus Routes Servicing the Site.....	14
Table 3-2 Cambridge Station Rail Services	15
Table 5-1 Trumpington Street Inbound Traffic Flows (AM Peak 7-10am)	30
Table 5-2 Silver Street Traffic Flows (AM Peak 7-10am).....	31
Table 5-3 Estimated Peak Hour Trip Generation of the Cambridge Garden House Hotel	32
Table 5-4 Estimated Mill Lane Traffic Flow (AM Peak 7-10am).....	32
Table 7-1 Accident Occurrences at Cluster Locations per Year	40
Table 8-1 Cambridge City Council Car Parking Standards.....	42
Table 8-2 Cambridge City Council's Cycle.....	45
Table 10-1 Estimated Staff Trips and Mode Split.....	49
Table 10-2 Estimated Staff Final Mode Trips	50
Table 10-3 Estimated Student Trips and Mode Split.....	51
Table 10-4 Visitor Trips and Mode Split	52
Table 10-5 University of Cambridge Trips and Mode Split.....	53

Figures

Figure 1: Strategic Location Plan 3
Figure 2: Site Location Plan 7
Figure 3: Existing Land Uses..... 8
Figure 4: Vehicular Access and Parking 11
Figure 5: Public Transport Plan 16
Figure 6: Public Transport Location Plan 17
Figure 7: Cycle Network 19
Figure 8: Cycle Isochrones..... 20
Figure 9: Walk Isochrones..... 21
Figure 10: Existing Vehicle Routes and Circulation 29
Figure 11: Existing Pedestrian Routes and Circulation 35
Figure 12: Accident Locations 39
Figure 13: Alternative Car Parking Locations..... 44
Figure 14: Existing Servicing Routes 48

Appendices

- Appendix A: TRICS(b) 2007 Trip Rate Data
- Appendix B: Accident Details by Year, 2004 – 2007
- Appendix C: Summarised Travel Survey Results

Executive Summary

This baseline conditions report has been prepared for the Old Press / Mill Lane site which is, for the most part, in the ownership of the University of Cambridge. The site is located to the south west of Cambridge City Centre and is heavily used by students, staff and visitors.

This report describes the existing vehicular, public transport, pedestrian and cycle context within the vicinity of the site and identifies issues and constraints apparent in relation to these transport modes. This report describes current access, parking and servicing arrangements and identifies issues presented by these arrangements. Information on the site trip generation by mode is included and existing travel planning initiatives implemented by Cambridge University are reviewed.

The Mill Lane/Old Press Mill site is located to the south west of Cambridge City Centre in an area of mixed use. Trumpington Street, Mill Lane, Silver Street and Little St Mary's Lane all connect with the site. There are numerous public transport services operating in the wider vicinity of the site including 17 bus routes and 8 rail services. Cycling is the most popular mode of transport for students, staff and visitors travelling to the site, public transport and walking are also commonly used modes. Facilities for pedestrians and cyclists are not ideal, footpaths lack width, cycle parking does not meet demand and there is poor pedestrian permeability through the site.

Vehicle movements conflict with pedestrians and cyclists particularly at the junction of Trumpington Street and Mill Lane. There have been a high number of accidents in the vicinity of the site and a large proportion of these have involved either a pedestrian or a cyclist. There are three significant accident blackspots near the site that have collectively recorded 22 accidents over three years.

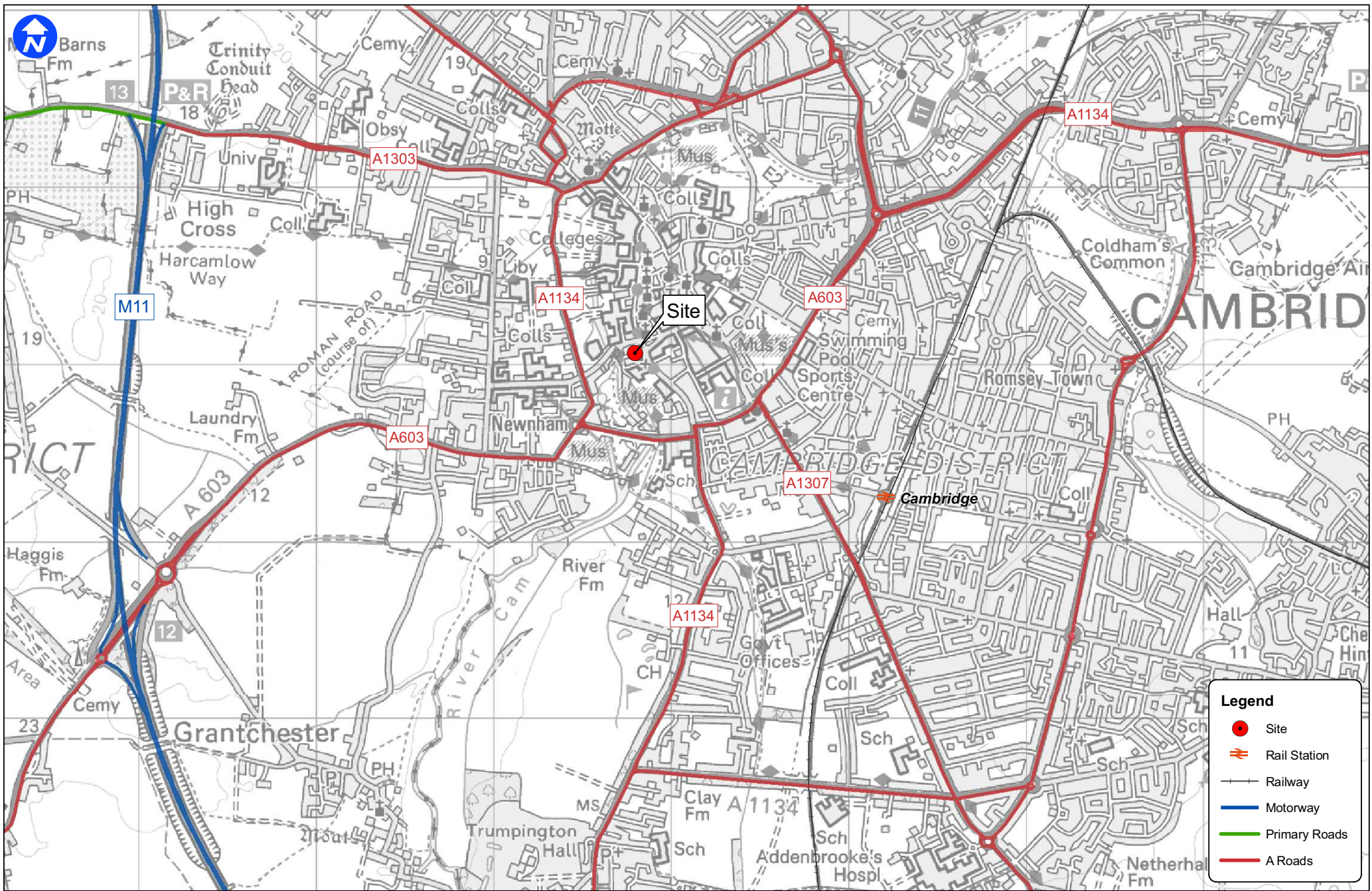
The site currently generates approximately 210 vehicle trips per day which includes a proportion of car share vehicles. Vehicle generation is low given that on average 3,296 persons will visit the site any one day. Car parking on the site is not efficiently arranged and servicing takes place on street as there is no dedicated service route / parking arrangement.

The University has its own Travel Plan which aims to reduce the number of single occupancy vehicle trips to and from the site and promote alternative, sustainable modes of transport.

1 Introduction

1.1 Background

- 1.1.1 The University of Cambridge, in association with Cambridge City Council, are in the process of producing a Comprehensive Development Framework (CDF) for the site close to Cambridge City centre known as the Old Press/ Mill Lane site. Peter Brett Associates have been appointed by the University of Cambridge to provide transport consultancy advice and this Baseline Conditions report has been produced in support of the Framework document.
- 1.1.2 The University of Cambridge is one of the largest and oldest Universities in the UK and caters for approximately 17,000 students and approximately 8,600 staff split over more than 20 campus locations. The CDF will provide the planning framework to guide any future development or redevelopment of the site. The strategic location of the site is shown in Figure 1.
- 1.1.3 The site is heavily used, with a high number of students, staff and visitors visiting the site each day. In addition to the University facilities, there are a number of local amenities located within and adjacent to the site, including food and drink establishments, local shops, colleges, hotels and leisure facilities.
- 1.1.4 At present, the pedestrian and cyclist environment in and around the site is not ideal. Pedestrian permeability through the site is indirect and footpaths are in poor condition and of insufficient width. Conflicts between vehicle movements and those of pedestrians and cyclists at many locations around the site raise potential safety issues, as highlighted by the number of accidents that have occurred in the last three years on roads bounding the site.
- 1.1.5 The aims of the development or redevelopment from a transport point of view is to ensure that the site operates more effectively in terms of vehicle, pedestrian and cycle movements and to provide an improved environment for pedestrian and cyclists.



Old Press/Mill Lane Cambridge
 Site Location Plan

Figure 1

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1.2 Purpose of Report

- 1.2.1 This Baseline Conditions Report provides a summary of existing vehicular, public transport, pedestrian and cycle issues and constraints related to the development site. The report contains details of existing access and movement arrangements for all modes along with parking arrangements, accident analyses and reviews of local, national and regional policy. Existing trip generation of the site by mode is also presented.
- 1.2.2 The aim of the report is to provide a basis on which development options can be assessed and developed with emphasis on the provision of a sustainable transport strategy for the site.

1.3 Report Structure

- 1.3.1 This report is sub-divided into 12 chapters, of which this chapter forms the introduction. The remaining chapters are as follows:
- **Chapter 2** provides a description of the study area in terms of location, existing land use, adjacent land uses, access arrangements and parking provision;
 - **Chapter 3** describes the existing highway network, levels and detail of public transport provision, local cycle and pedestrian networks and local services;
 - **Chapter 4** reviews national, local and regional planning policy and planning standards relevant to the site;
 - **Chapter 5** describes existing vehicle access and movement arrangements at and adjacent to the site and reviews vehicle volumes on local roads;
 - **Chapter 6** provides a summary of current on and off site pedestrian movement trends and provision of pedestrian facilities;
 - **Chapter 7** presents an investigation into historical safety issues related to vehicle, pedestrian and cycle movements;
 - **Chapter 8** summarises existing parking arrangements and parking demand in the vicinity of the site as well as describing local parking standards;
 - **Chapter 9** describes the current arrangements related to service and delivery vehicle access;
 - **Chapter 10** presents our calculations of the existing trip generation of staff, students and visitors produced by the site for all modes as well as total generation;

Old Press/Mill Lane Development Framework Baseline Transport Conditions Report

- **Chapter 11** provides a review of the existing Travel Plan implemented at the site, objectives, targets, achievements and the potential for site specific Travel Plans; and
- **Chapter 12** summaries and concludes our study.

2 Study Area

2.1 Introduction

2.1.1 In this section, we provide a description of the location of the site within the Cambridge area and a summary of existing land uses, with particular reference to use by Cambridge University.

2.2 Site Context

2.2.1 The development site is located to the south west of Cambridge City centre, just inside the Cambridge inner ring road.

2.2.2 The site lies within an area of mixed land uses including residential, education, ecclesiastical, hotel, retail and public open green spaces. University occupiers include the Cambridge University Press, Institute of Manufacturing, Department of Land Economy, University Centre and the central lecture theatres along with a number of other academic and administrative offices and related University uses.

2.2.3 There are a number of local shops and eating and drinking establishments, including the Anchor and Mill Pubs, a cycle repair shop and cafes/ restaurants.

2.2.4 The site can be currently accessed by four main access routes; Trumpington Street, Silver Street, Mill Lane and Little St Mary's Lane.

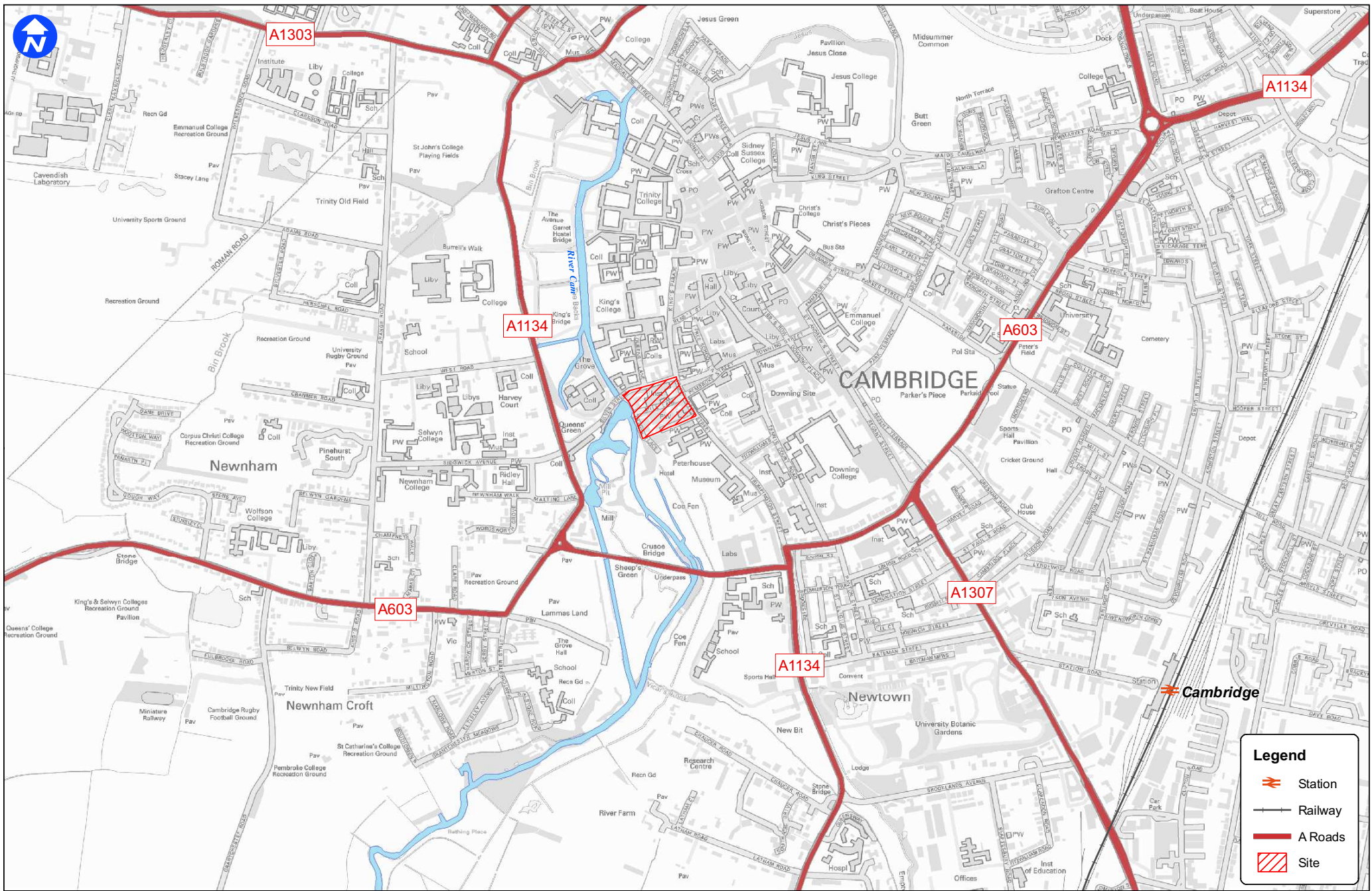
2.2.5 Figure 2 shows the location of the site in relation to major local roads.

2.3 Existing Land Uses

2.3.1 The existing land uses of the proposed development site, as described in this section, are illustrated in Figure 3.

University of Cambridge

2.3.2 The majority of buildings on the site are used by the University of Cambridge and incorporate a number of academic, office, lecture and seminar facilities, departmental libraries, social and catering facilities, the latter of which are located in the University Centre and the Sports and Social club buildings to the west of the site.



Old Press/Mill Lane, Cambridge

Site Location Plan

Figure 2

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2.3.3 University Buildings located within the site, include; Stuart House (Careers Service Syndicate), 74 Trumpington Street (Estate Management and Building Services), 4 Mill Lane (Graduate Studies), the Graduates Club, the Sports and Social Club, Department of Land Economy, Research Service Division and Corporate Liaison Office, Institute of Manufacturing, various school and other administrative offices, the central lecture theatres and the Cambridge University Press.

2.3.4 The Land Economy library and South Asian Studies are located along the southern side of Silver Street and the University Centre is located in the south eastern corner of Granta Place.

Other Land Uses On-Site

2.3.5 Emmanuel United Reform Church is located in the south-east corner of the site at the junction between Trumpington Street and Little St. Mary's Lane. An element of residential land use (14 dwellings) is located along the southern boundary of the site on Little St. Mary's Lane.

2.3.6 Two public houses (The Mill and The Anchor) are located along the western site boundary over-looking the Mill Pit. Further elements of commercial use are located at the junction of Silver Street and Laundress Lane and in the former depository located off Mill Lane in the southern half of the site, including a cycle repair shop and Millers Yard; a courtyard of restaurants with offices above.

Adjacent Land Uses

2.3.7 A number of other University of Cambridge colleges are located in the immediate vicinity. Queens' College and St Catherine's College are located to the north of the site, Pembroke College to the east and Peterhouse College to the south.

2.3.8 There are also two churches; St Botolph's Church and Little St Mary's Church, which are located north east and south east of the site respectively.

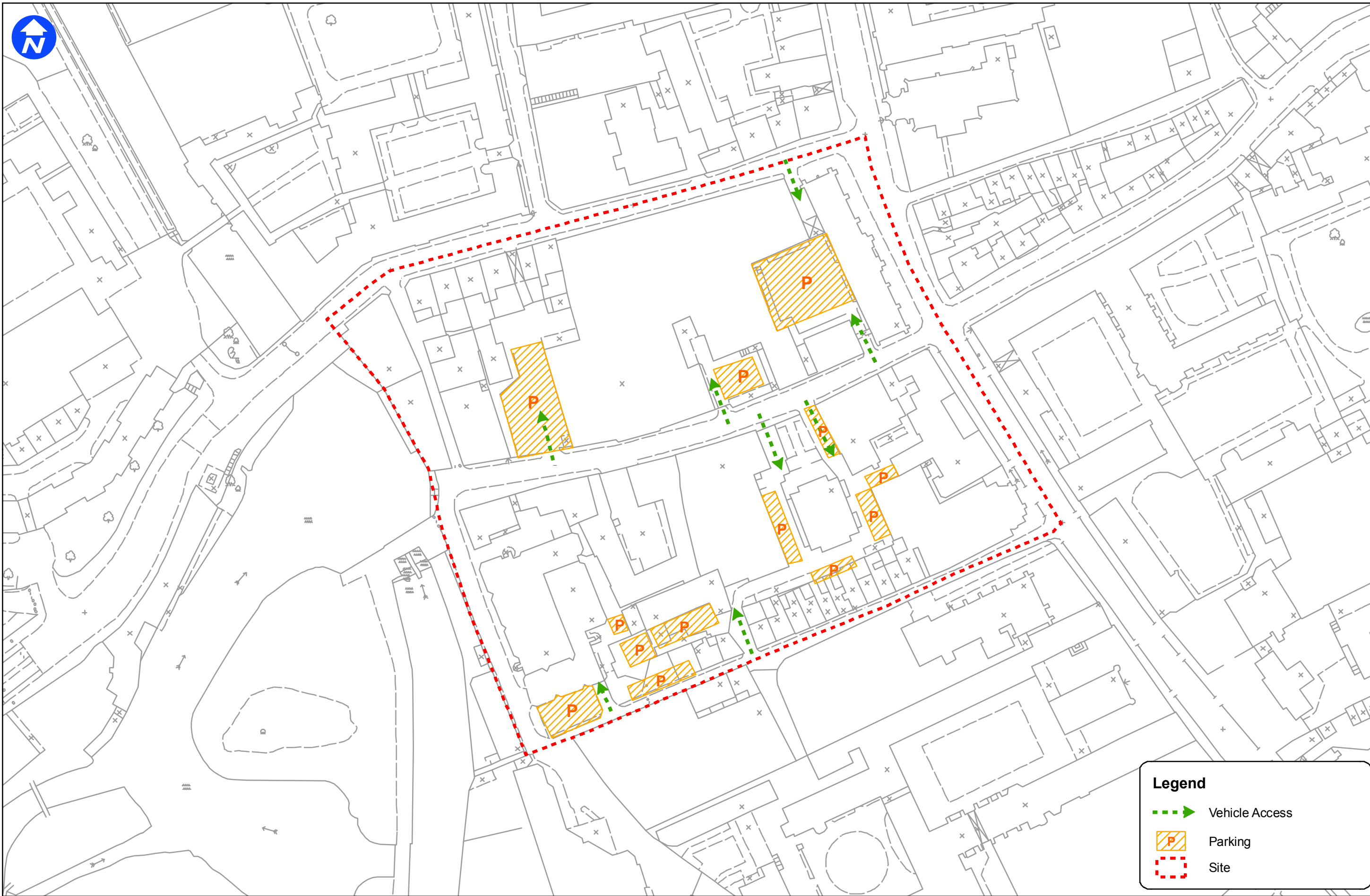
2.3.9 The Cambridge Garden House hotel is located to the south west of the site and is accessed via Mill Lane and Granta Place. The hotel has a total of 170 parking spaces.

2.4 Existing Building Types

- 2.4.1 The site includes a number of buildings that are listed as being of special architectural or historical interest. The Pitt Building, which houses the Cambridge University Press, and Kenmare House, both of which are located on Trumpington Street, have Grade II listed status. The Graduates Club building, also owned by Cambridge University, has Grade II listed status.
- 2.4.2 Other buildings on-site with Grade II status are the Emmanuel United Reform Church, the public house located at the junction of Mill Lane and Granta Place and a number of the residential properties on Little St. Mary's Lane.
- 2.4.3 Other buildings including the University Centre building, Millers Yard, Stuart House and the Land Economy /South Asian Studies building are identified and protected as buildings of local interest by the City Council. The Anchor public house on Silver Street shares this status.

2.5 Existing Access Arrangements

- 2.5.1 Figure 4 shows existing parking provision and vehicular access. Vehicular access/egress to the Old Press/ Mill Lane site is currently gained via Mill Lane, Granta Place and Little St Mary's Lane. There are three main accesses to parking areas off Mill Lane (Mill Lane Car Park 1, 2 and 3).
- 2.5.2 At present, servicing and delivery is currently undertaken on-street with vehicles servicing the site via Silver Street and Mill Lane. The current servicing arrangements present a number of issues in terms of congestion and disruption. As a result, there is the opportunity to improve the servicing strategy to allow for servicing requirements to be undertaken, reducing the existing conflicts with other road users. The servicing arrangements are discussed in more detail in Section 9.
- 2.5.3 Existing access and servicing arrangements are described in more detail in Sections 5, 6 and 9 to this report.



Legend

- Vehicle Access
- Parking
- Site

Old Press/Mill Lane, Cambridge Vehicular Access and Parking

Figure 4

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2.6 Parking Provision

- 2.6.1 There are approximately 100 University Parking spaces on-site, which are distributed across 13 University car parking areas.
- 2.6.2 Cycle parking on the site is mostly comprised of covered cycle racks and underground parking situated at various localities. It is difficult to quantify the total capacity for cycling parking, however, during a site audit it was noticeable that the facilities were well utilised, as a result of the high proportion of users who access the site using this mode of transport. It was also evident that a high number of cycles were parked on-street alongside pavement railings.
- 2.6.3 Parking arrangements on and in the vicinity of the site are described in greater detail in Section 8 of this report.

3 Existing Transport Network

3.1 Introduction

3.1.1 In this chapter, we provide a description of the local highway, pedestrian and cycle networks in the vicinity of the site. We also provide details of existing bus and rail services that provide access to the site.

3.2 Highway Network

3.2.1 There are four main roads connecting with the site; Trumpington Street, Mill Lane, Silver Street and Pembroke Street. Furthermore, Little St Mary's Lane is a narrow access road which runs along the southern boundary of the site.

3.2.2 Figure 2 presents the location of these roads in relation to the development site. Descriptions of the roads connecting with the site are provided below, further information and typical traffic flow analysis is provided in Chapter 5 of this report.

Trumpington Street

3.2.3 Trumpington Street routes north-south along the eastern boundary of the site and provides access to Cambridge City Centre to the north. To the south, Trumpington Street links to the A603, which provides access to the M11 to the west and Cambridge Airport to the east (as shown in Figure 1).

Mill Lane

3.2.4 The site is divided into two halves (north and south) by Mill Lane, which bisects the site through the centre and routes east-west linking Trumpington Street to Granta Place. Granta Place routes south of the westernmost end of Mill Lane along the River Granta.

Silver Street

3.2.5 Silver Street routes west from Trumpington Street along the northern boundary of the site and connects the site to the A1134 Queens Road.

Pembroke Street and Little St Mary's Lane

3.2.6 Pembroke Street forms a junction with Trumpington Street and Mill Lane. Pembroke Street operates one-way eastbound. Little St. Mary's Lane routes west from Trumpington Street along the southern site boundary, operating two way (however there is insufficient width for two vehicles to pass).

3.3 Public Transport

Bus Services

3.3.1 The site is served by a large number of bus routes. Details of these bus routes, including origin and destination information and peak and off-peak frequencies, are presented in Table 3-1.

Route Number	Origin-Destination	Frequency (buses per hour)	
		Peak	Off-Peak
Uni 4	Madingley Road Park & Ride - Addenbrooke's Hospital.	3	3
Citi 1	Arbury - Fulbourn.	6	6
Citi 2	Milton - Addenbrooke's.	6	6
Citi 3	Cherry Hinton - Fison Road	6	6
Citi 4	Cambourne - Cambridge City Centre.	3	3
Citi 7	Cottenham - Saffron Walden.	6	6
007	Cambridge Railway Station - Grafton.	4	1
13 / 13A	Cambridge - Haverhill	4	2
18 / 18A	St Neots - Cambridge City Centre	2	1
27	Guilden Morden - Cambridge City Centre	1	1
31	Barley - Cambridge City Centre	1	1
75	Wrestlingworth - Cambridge City Centre	1	1
99	Babraham Road Park & Ride - Cowley Road Park & Ride	6	6
132	Cambridge City Centre - Saffron Walden	1	1
199	Newham - Cambridge City Centre	1	1
334	Standon - Cambridge City Centre	1	1
X13	Cambridge City Centre - Kedington	2	1
Total		54	47

Table 3-1: Bus Routes Servicing the Site

3.3.2 The seven 'Citi' bus services, Citi 1 to 7, provide frequent services from many areas within Cambridge City. The Uni 4 bus is a subsidised service which runs from Madingley Road Park and Ride to Addenbrooke's Hospital Bus Station. The route is coordinated with the Citi 4 service to provide a 10-minute frequency.

- 3.3.3 The closest bus stops to the site are located on Trumpington Street and Silver Street. These bus stops serve three bus routes, the Uni 4, Citi 4 and route 199. The many other bus services can be accessed at Cambridge City Centre from stops along St Andrews Street, Emmanuel Street or within the Drummer Street Bus Station, all within a 10 minute walk from the site. There are also four Park and Ride services that stop within Cambridge City Centre.
- 3.3.4 Figure 5 shows the routes of services described in Table 3-1. The figure shows the three bus services that can be accessed from stops on Trumpington Street directly adjacent to the site. Bus stop locations within walking distance of the site are shown on Figure 6.

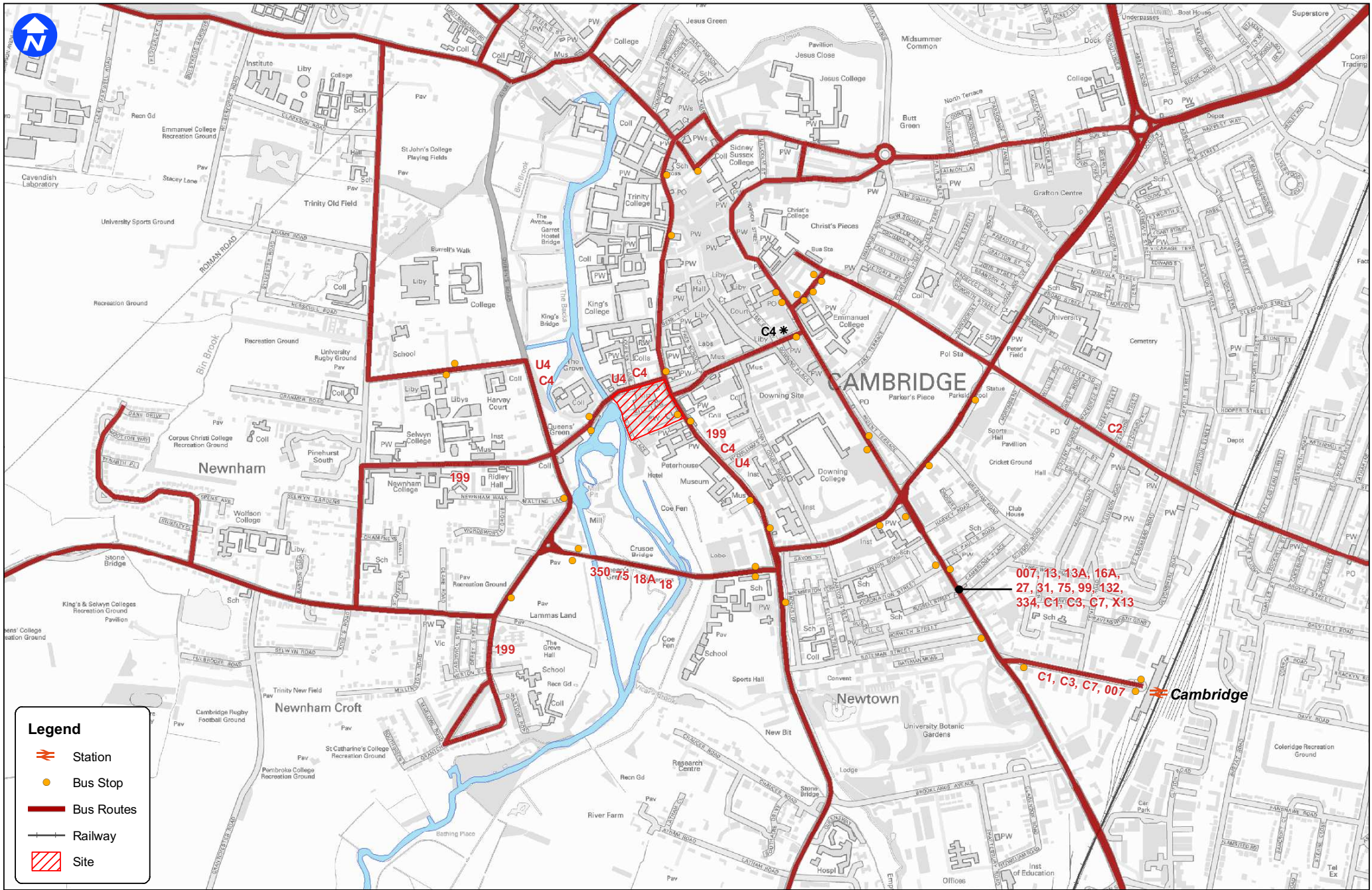
Rail Services

- 3.3.5 Cambridge Station is located approximately 1.2 miles from the site and can be reached on foot within fifteen minutes.
- 3.3.6 Trains from Cambridge Station are operated by National Express and First Capital Connect. Table 3-2 shows destinations within short journey times from Cambridge Station.

Destination	Frequency (Trains per Hour)		Journey Time (min)
	Peak	Off-Peak	
London (Liverpool Street)	3	1	90
London (Kings Cross)	3	2	50
Ipswich	1	1	79
Kings Lynn	2	1	47
Norwich	1	1	78
Ely	5	7	14
Peterborough	1	2	50
Stansted Airport	2	1	33
Total	12	7	

Table 3-2 Cambridge Station Rail Services

- 3.3.7 Trains also depart from Cambridge Station to; Birmingham (160 min), Sheffield (via Ely, 70 min), Leicester (110 min) and Nottingham (via Leicester, 140 min).



Old Press/Mill Lane, Cambridge
Public Transport Plan

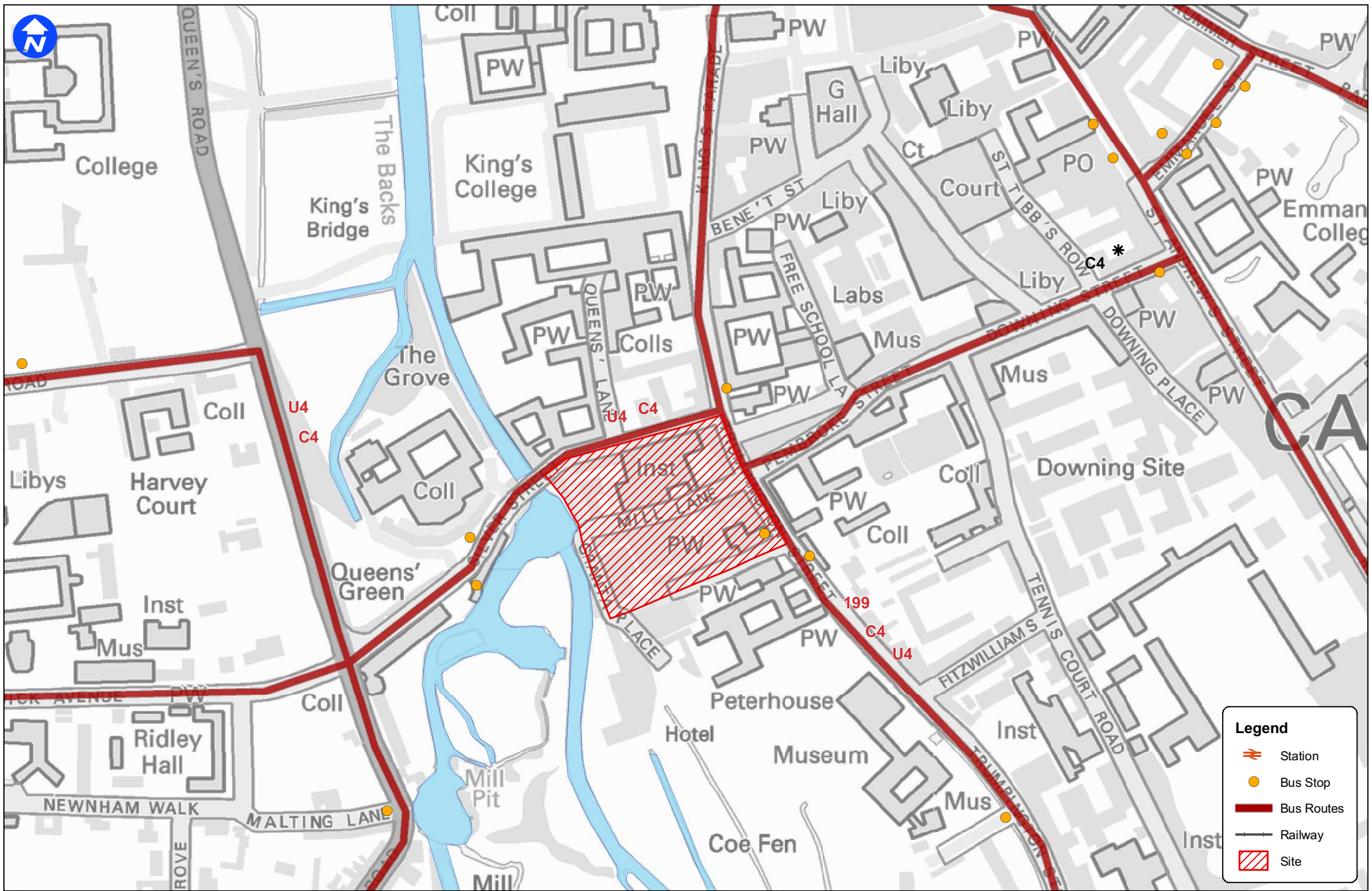
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Old Press/Mill Lane, Cambridge

Public Transport Location Plan

Figure 6

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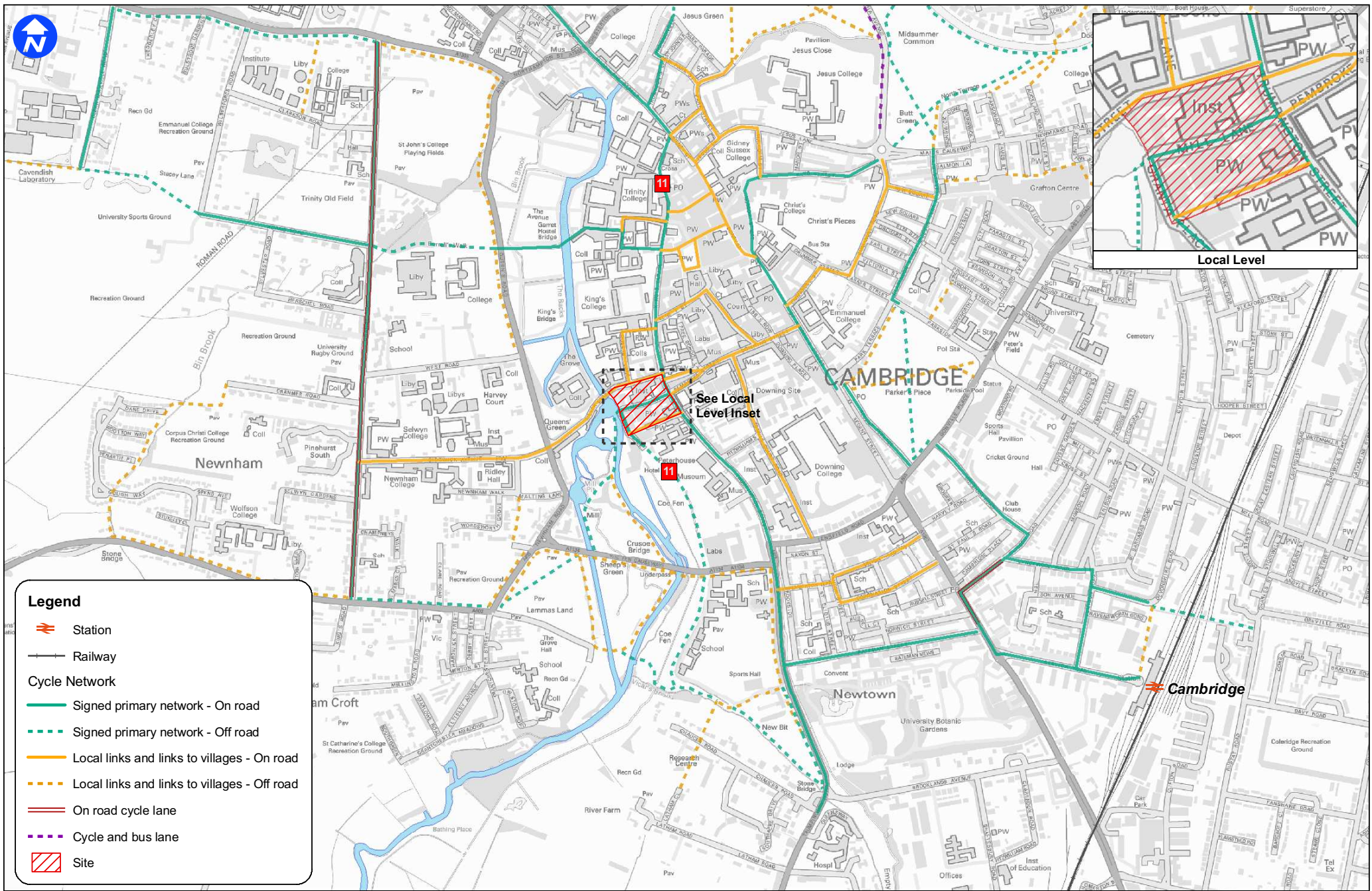


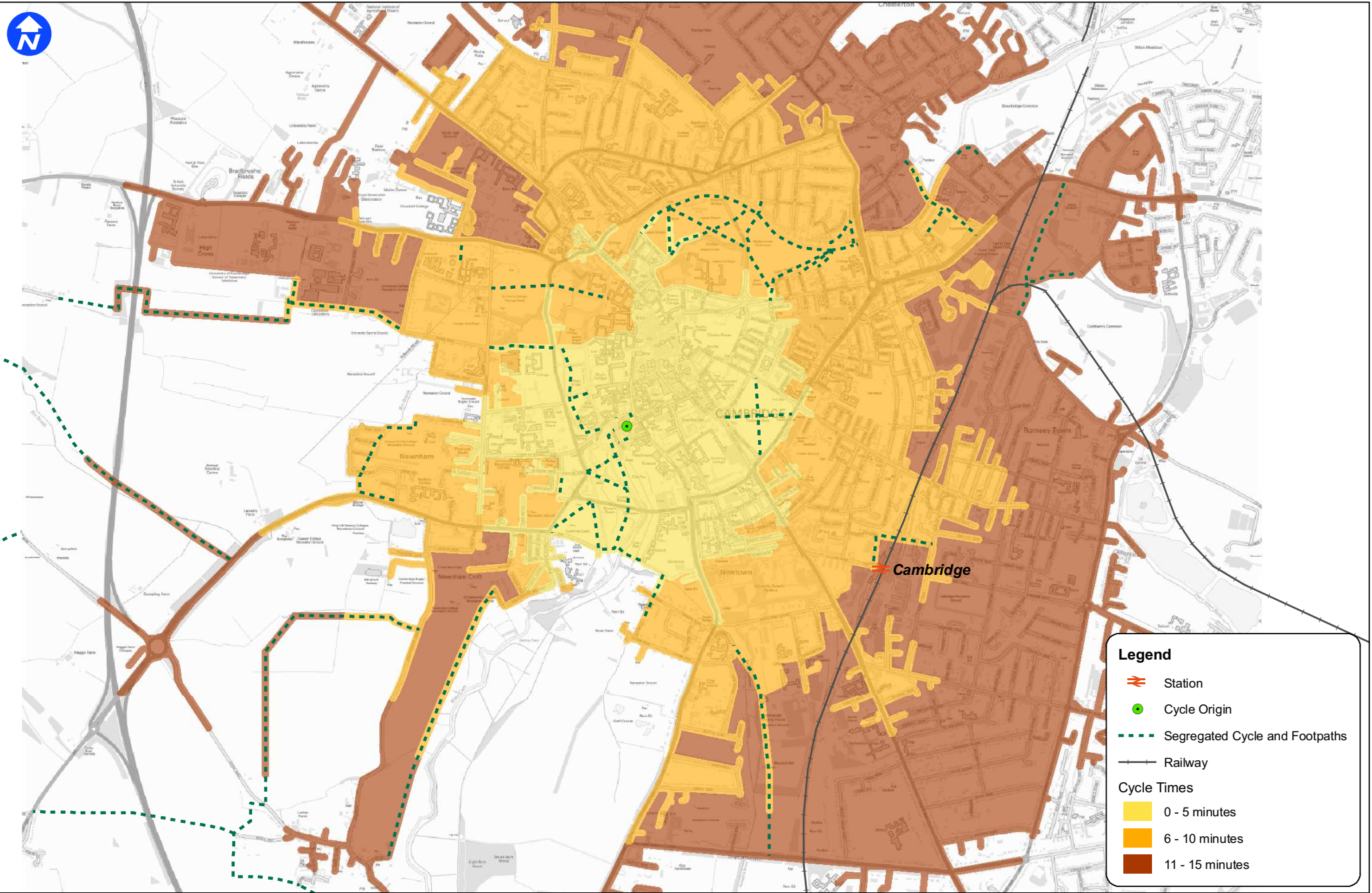
3.4 Cycle Network

- 3.4.1 Figure 7 shows the existing cycle network in relation to the site. The figure illustrates that coverage of the cycle network in the vicinity of the site is good.
- 3.4.2 Mill Lane and Trumpington Street form part of the signed primary cycle network that provides a continuous north-south link through the City. Further off-road signed primary routes extend south of the site from Granta Place and along the western bank of the River Granta.
- 3.4.3 Silver Street and Little St. Mary's Lane, along with Pembroke Street offer local links east and west of the site. Cycle network coverage includes many local roads and off-road routes through the city and the network extends south as far as Cambridge Railway Station.
- 3.4.4 Cycle time isochrones displayed in Figure 8 show that the site has a large cycle catchment that covers Cambridge University and extends to Cambridge City Centre. Cambridge railway station is within a 10 minute cycle from the site.

3.5 Pedestrian Network

- 3.5.1 Figure 9 shows the walk time isochrones from the site and indicates that the majority of the facilities around the Old Press / Mill Lane site can be reached within five minutes.
- 3.5.2 There are four bus stops that are within a 400m (5 minute) walk; two each on Silver Street and Trumpington Street. Cambridge Railway Station can be accessed within approximately 20 minutes walk.
- 3.5.3 Other services and facilities that are within a 10 minute walk include a number of banks (including HSBC, Lloyds and Natwest), restaurants, cafes, drug stores and supermarkets.
- 3.5.4 There are a number of pedestrian footpaths that provide access to and from the site. It should be noted that footpaths are generally narrow and primary pedestrian routes are often shared with cyclists. In addition there are limited pedestrian crossing facilities, with only one toucan crossing along Trumpington Street and a zebra crossing along Silver Street.
- 3.5.5 Pedestrian facilities and movements are discussed further in Chapter 6.





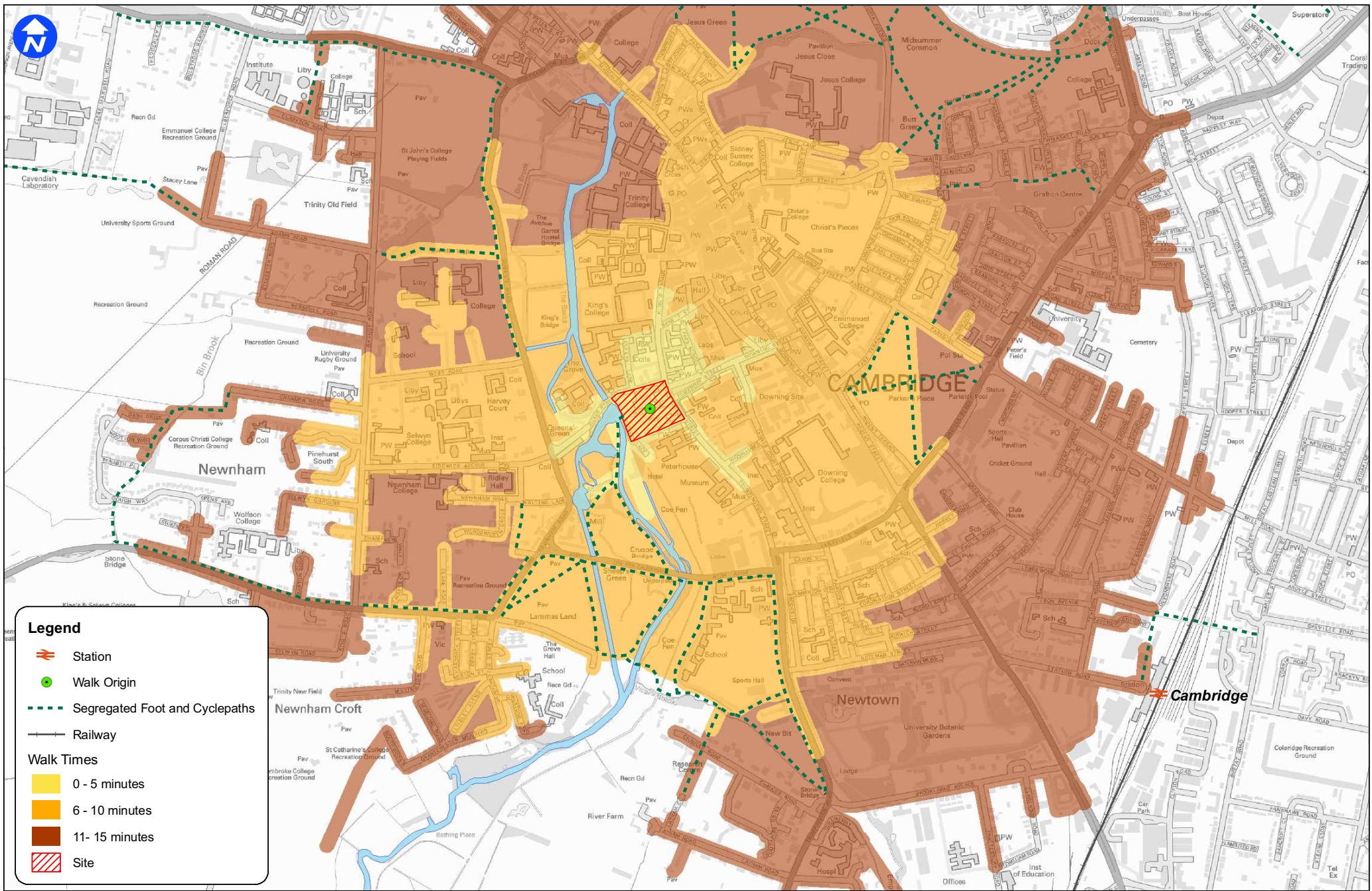
Old Press/Mill Lane, Cambridge

Proposed Cycle Times from Site

Figure 8

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Old Press/Mill Lane, Cambridge
Proposed Walk Times from Site

Figure 9

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3.6 Summary

- 3.6.1 The Mill Lane / Old Press Mill site is located in a central and well-connected part of Cambridge. The M11 can be accessed relatively easily from the site and this connects with the A1 to the north.
- 3.6.2 There are a number of bus services that can be accessed from the site including the dedicated University service, Uni4. Cambridge Station is a short distance from the site and has regular train services to a number of locations.
- 3.6.3 Cycle access is good but cycling conditions are poor and pedestrians suffer from narrow pavements and a lack of facilities including crossings. There are a number of services that can be reached within a short walk or cycle of the site including banks and cafes. In summary the Mill Lane site has a good transport context and access to the site can be made by a wide variety of modes and services.

4 Policy Review

4.1 Introduction

4.1.1 This section identifies policy at the National, Regional and City level relevant to this site. Development proposals may include both redevelopment and the reuse and refurbishment of existing buildings.

4.2 National & Regional Policy Introduction

4.2.1 The Office of the Deputy Prime Minister determines national policies on different aspects of planning and the rules that govern the operation of the system. National planning policies are set out in the emerging Planning Policy Statements (PPS), which are gradually replacing Planning Policy Guidance Notes (PPG).

4.2.2 In terms of transport, national policy has moved towards a more sustainable position with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. This is reflected in the Department for Transport's (DfT) White Paper, "The Future of Transport" published in 2004, which updated the original Transport Ten Year Plan.

4.2.3 Regionally, the Government Office for the East of England (GO-East) facilitates the delivery of DfT policy. GO-East advises local authorities on the production and delivery of their Local Transport Plans, and with other regional institutions, such as the Regional Assembly and the Regional Development Agency, help support the future development of the region.

The Future of Transport - a Network for 2030

4.2.4 In July 2004, the Government published "The Future of Transport - a network for 2030", which encompasses a longer term framework across all modes of transport.

4.2.5 The document sets out a number of key objectives the following of which are relevant to Travel Plans:

- The **road** network providing a more reliable and freer flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
- Bus services that are reliable, flexible, convenient and tailored to local needs; and
- Making **walking** and **cycling** a real alternative for local trips.

4.3 Planning Policy Guidance

- 4.3.1 PPG13 (published March 2001) on Transport states the Government's aims to reduce car dependency by encouraging high density development in areas accessible by public transport and supporting developers who wish to provide lower levels of parking.

Sustainability

- 4.3.2 Government planning policy is geared towards providing sustainable mode choices and reducing car usage. PPG 13 states that: "A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion."
- 4.3.3 The Government has also specified the requirement for Travel Plans to be included within the planning application where it is recognised that they may assist in influencing "reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling".
- 4.3.4 PPG3 also requires local authorities to "place the needs of people before ease of traffic movement in designing the layout of residential developments" and to "seek to reduce car dependence by facilitating more walking and cycling, by improving linkages by public transport between housing, jobs, local services and local amenity, and by planning for mixed use".

Cycling

- 4.3.5 National policy encourages the increased use of cycling as an alternative to private car travel and PPG 13 states that developments should reduce car parking provision whilst "...at the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use".

Travel to Education Facilities

- 4.3.6 The cumulative impact of national and global initiatives has also been witnessed in the 'education sector.' In 2003 the Department for Education and Skills (DfES) launched the Sustainable Development Action Plan for Education and Skills which sought to ensure that sustainable development 'is at the core of the education system.' The Higher Education Funding Council for England subsequently issued a policy document of sustainable development which set out the following objectives:

- Embed the principles of sustainable development in its values, strategies, operations and organisational learning;
- Develop curricula, pedagogy and extra-curricular activities that enable students to develop the values, skills and knowledge to contribute to sustainable development;
- Strengthen links to businesses, the community, civil society, government and others in pursuit of sustainable development;
- Build the new skills, knowledge and tools needed for sustainable development through research; and
- Continuously improve its own impact on the environment, society and the economy.

4.4 Regional Policy

East of England Plan Strategies

4.4.1 Cambridge is within the East of England region. A Spatial Strategy is currently being finalized for the region and is still in draft form. Nevertheless a number of core principles emerge from the strategy which relate to the policy context for the Travel Plan, being:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and development.

4.4.2 These give rise to spatial principles for the location of development, for example reducing the need to travel by locating housing, employment and services in close proximity, and seeking to serve the development needs of urban areas locally.

4.4.3 Within the Spatial Strategy is a Regional Transport Strategy (RTS) which aims to:

- Improve access to jobs and services;
- Provide new transport infrastructure for both existing and future needs;
- Reduce the need to travel;
- Reduce the transport intensity of the economy;
- Minimise the environmental impact of transport; and
- Improve safety and security.

- 4.4.4 There are also secondary objectives of widening travel choice and efficiently managing and maintaining transport infrastructure.

4.5 Local Policy

The Local Transport Plan (2006)

- 4.5.1 The Local Transport Plan (LTP) was adopted in July 2006 and outlines Cambridge City Council's policies and proposals for future development and land use in Cambridgeshire until 2016. The aim of the Local Plan is to improve 'quality of life without harming that of future generations.' The City Council also supports the view of Cambridgeshire County Council of 'improving public transport and making people less reliant on their cars.'
- 4.5.2 The Local Plan outlines the objectives for Transport within Cambridge over a 10 year period and sets out a number of objectives:
- To minimise the distances people need to travel, particularly by car;
 - To maximise accessibility for everyone, particularly to jobs and essential services;
 - To minimise the adverse effects of transport on people and the environment;
 - To ensure adequate provision of sustainable forms of infrastructure to support the demands of the City; and
 - To promote safe and healthy environment, minimising the impacts of development upon the environment.
- 4.5.3 It is the aim of the City Council to continue to work closely with Cambridgeshire County Council and other stakeholders to ensure public transport, walking and cycling networks are improved and the demand for car travel is effectively managed (i.e. through the introduction of tighter car parking standards and potential CPZ expansion).
- 4.5.4 The Local Plan supports the encouragement of walking and cycling. The plan states that 'To support walking and cycling, all development will be designed to:
- Give priority for these modes over cars;
 - Ensure maximum convenience for these modes;
 - Be accessible to those with impaired mobility; and
 - Link with the surrounding walking and cycling network.

- 4.5.5 The implementation of measures to encourage walking and cycling, within the city, are outlined in the Cambridge Walking and Cycling Strategy, which provides proposals on design layout, traffic calming measures and on-site facilities.

The Local Development Framework

- 4.5.6 Cambridgeshire County Council is currently preparing the Local Development Framework (LDF) for Cambridge, which will eventually replace the Local Plan and become the statutory document for future developments in Cambridge.

4.6 Summary

- 4.6.1 This section of the report has reviewed the policy context in relation to the proposed development. It is clear that the underlying transport policy both locally and nationally emphasises the need to promote sustainability and reduce excessive car travel.

5 Vehicular Access and Movement

5.1 Introduction

5.1.1 In the following chapter, we describe existing vehicular conditions on the local highway network in the vicinity of the site. Our description includes vehicle movements, traffic flows and vehicle accesses.

5.1.2 Figure 10 shows the existing vehicular routes and circulation within the site.

5.2 Trumpington Street

Operation

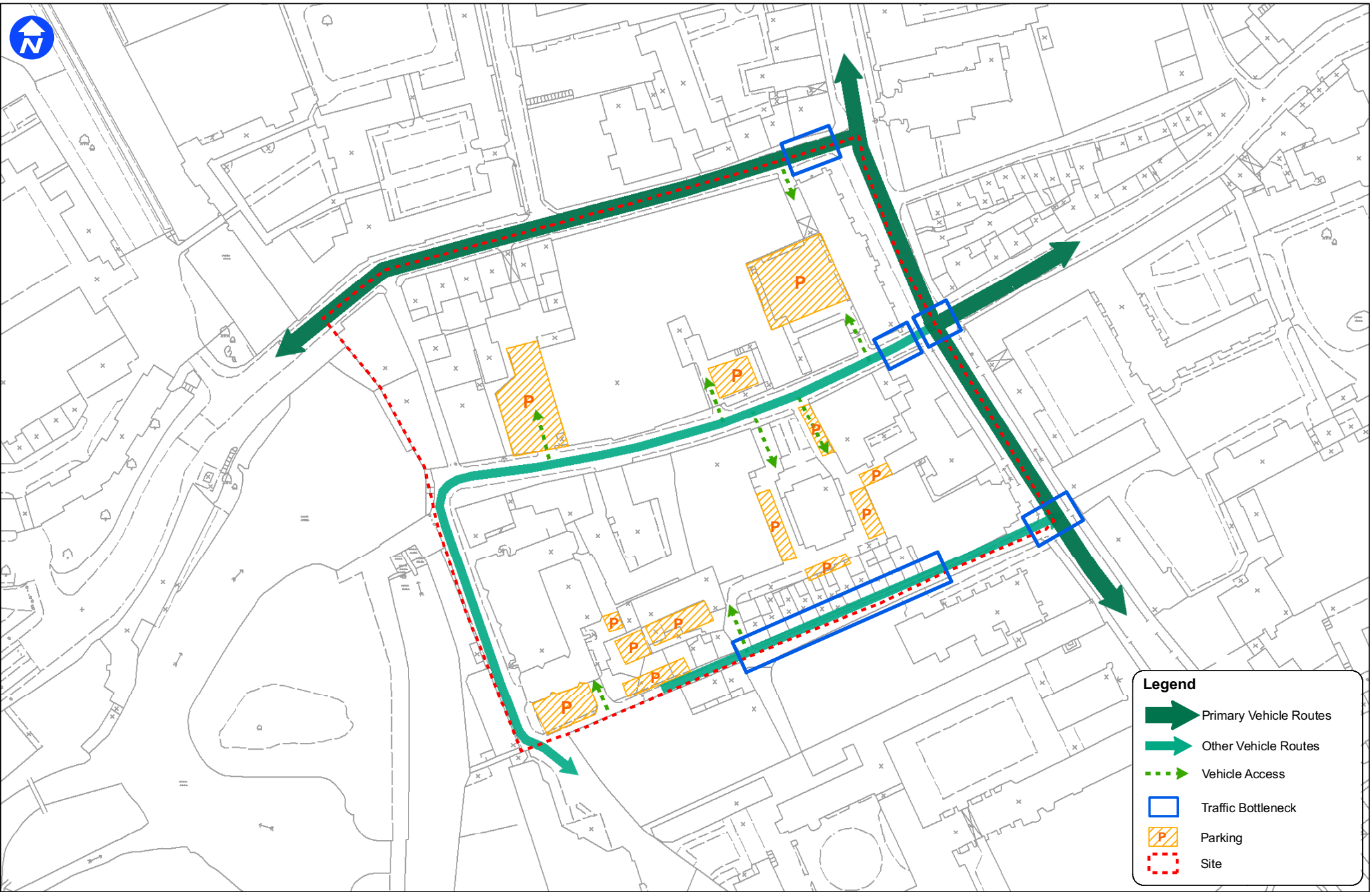
5.2.1 Trumpington Street routes along the eastern boundary of the site and operates two-way traffic flow. Trumpington Street forms a junction with Silver Street at the northeast corner of the site. North of this junction, Trumpington Street operates as a minority arm of the junction, with priority given to the movements between Trumpington Street and Silver Street.

5.2.2 The Trumpington Street-Silver Street movement occurs at a tight corner with vision restricted by the Pitt Building for the northbound movement.

5.2.3 Trumpington Street also forms junctions with Mill Lane and Little St. Mary's Lane, providing access to the site. These junctions operate as priority junctions and have no existing pedestrian facilities.

Traffic Flows

5.2.4 Table 5-1 shows AM peak (7am to 10am) traffic flows crossing the Cambridge Central Area Cordon (the inner ring road) on Trumpington Street. These flows represent average weekday inbound (one-way) traffic flows recorded over a period of ten days in 2006.



Legend

- Primary Vehicle Routes
- Other Vehicle Routes
- Vehicle Access
- Traffic Bottleneck
- Parking
- Site



Old Press/Mill Lane, Cambridge
Existing Vehicular Routes and Circulation

Figure 10

Date: March 2008
 Drawn By: TH
 Checked By: HG

Location	2006				2005	Change 2005-06
	PSV	HGV	Other Vehicles	Total Vehicles	Total Vehicles	
Trumpington Street	37	21	560	618	648	-30

Table 5-1 Trumpington Street Inbound Traffic Flows (AM Peak 7-10am)

- 5.2.5 Table 5-1 shows that an average of 618 vehicles route along Trumpington Street between 7am and 10am on a weekday. Of these vehicles, 37 were passenger service vehicles (PSVs) and 21 were heavy goods vehicles (HGVs).
- 5.2.6 Traffic flow data from an automatic vehicle detector on Trumpington High Street is available, but the location at which the count was taken is too far from the development site to be relevant to this report.

5.3 Silver Street

Operation

- 5.3.1 Silver Street routes east - west along the northern boundary of the site from its junction with Trumpington Street to the junction with the A1134 Queens Road and Sidgwick Avenue.
- 5.3.2 Silver Street operates two-way traffic flow. Vehicular flow in both directions is regulated between midnight and 4pm by automatic bollards located approximately 70 metres from the junction with Queens Road. The bollards prevent cars from using Silver Street as a through road but allow buses and taxis to pass.
- 5.3.3 Vehicular access to the site can be gained from Silver Street in the northeast corner of the site.

Traffic Flows

5.3.4 Table 5-2 shows vehicle traffic flows along Silver Street.

Location	2006				2005	Change 2005-06
	PSV	HGV	Other Vehicles	Total Vehicles	Total Vehicles	
Silver Street	22	10	1,709	1,741	1,751	-10

Table 5-2 Silver Street Traffic Flows (AM Peak 7-10am)

5.3.5 Table 5-2 shows that, on a weekday between 7am and 10am, an average of 1,741 vehicles route along Silver Street. At total of 22 of these vehicles were PSVs and ten were HGVs.

5.4 Mill Lane

Operation

5.4.1 Mill Lane routes east - west through the centre of the site, forming a junction with Trumpington Street to the east and Granta Place to the west.

5.4.2 Mill Lane provides five vehicular accesses to the north and south sections of the site, with three accesses to car parking areas in the north of the site and two to the south.

5.4.3 Mill Lane, along with Granta Place, forms part of the only access/egress route for the Cambridge Garden House hotel and the boat house, located adjacent to the River Granta just outside the western boundary of the site.

Traffic Flows

5.4.4 No recorded traffic flow data is currently available for Mill Lane. The largest generator of vehicle trips along Mill Lane is the Cambridge Garden House hotel, which has 122 rooms and 170 car parking spaces. Other traffic using Mill Lane will either be staff / visitors parking within the University or service vehicles for the University or hotel.

5.4.5 By calculating the number of trips likely to be generated by the Cambridge Garden House hotel and the trip generation of the car parks within the University site we are able to estimate AM peak traffic flow along Mill Lane. Service vehicles operate mainly outside peak hours so are not likely to contribute to AM peak traffic flows.

Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report

5.4.6 In order to calculate the number of vehicle trips generated by the hotel, we have used the trip generation database TRICS(b) 2007. The TRICS database provides trip rate information obtained from traffic surveys carried out for existing hotels within the UK. By selecting hotels with similar characteristics to the Cambridge Garden House hotel and obtaining a trip rate per room for these hotels, we were able to apply the trip rates to the number of rooms at the Garden House hotel and thus, calculate the trip generation of the hotel.

5.4.7 TRICS provided arrival and departure data from 16 different hotels with similar bedroom numbers to that of the Cambridge Garden House hotel (122). Full results from TRICS are contained within Appendix A.

5.4.8 Table 5-3 shows the 2-way vehicle trip rates obtained from the TRICS database. We have applied these trip rates to the number of bedrooms at the Cambridge Garden House hotel to determine the number of AM and PM peak vehicle trip generation.

Location	Number of Bedrooms	AM Peak		PM Peak	
		Trip Rate per Room	Total 2-Way Flow	Trip Rate per Room	Total 2-Way Flow
Garden House Hotel	122	0.32	39	0.29	35

Table 5-3 Estimated Peak Hour Trip Generation of the Cambridge Garden House Hotel

5.4.9 The table above shows that the hotel is likely to generate 39 vehicle trips during the AM peak.

5.4.10 There are approximately 60 University car parking spaces accessible from Mill Lane. These car parks are allocated via a badge system with staff members given badges which permit them to park in an allocated car park. The University has stipulated that there are currently 53 badges issued, this means that there can be a maximum of 53 vehicles accessing car parking off Mill Lane during the AM peak hours.

5.4.11 By combining the hotel and University parking trip generation we are able to estimate total AM peak vehicle movements along Mill Lane. These are outlined in Table 5-4 below.

Location	Garden House Hotel	University Parking	Total Vehicles
Mill Lane	39	53	92

Table 5-4 Estimated Mill Lane Traffic Flow (AM Peak 7-10am)

- 5.4.12 As shown above, there is estimated to be 92 vehicle movements on Mill Lane during the AM peak. This is much lower than the estimated 618 or 1,741 movements expected along Trumpington and Silver streets respectively.

5.5 Little St. Mary's Lane

- 5.5.1 Little St Mary's Lane routes west of Trumpington Street along the southern boundary of the site and provides vehicular access to Peterhouse college.
- 5.5.2 Although Little St Mary's Lane links Trumpington Street to Granta Place, bollards located on Little St Mary's Lane to the east of the junction with Granta Place prevent vehicles larger than a motorcycle from traversing the length of the lane.
- 5.5.3 Two-way vehicle movements are permitted, but Little St Mary's Lane does not have sufficient width for two vehicles to pass each other.

5.6 Summary

- 5.6.1 The information provided in this section describes the local road network in the vicinity of the college and the conditions of these roads.
- 5.6.2 Silver Street has the highest vehicle flows with nearly three times the AM peak vehicle movements on Trumpington Street for 2005 and 2006.
- 5.6.3 Although traffic data was not available for Mill Lane, estimates have been made based on Cambridge Garden House hotel and University parking trip generation.

6 Pedestrian Access and Movement

6.1 Introduction

6.1.1 In the following chapter, we describe existing pedestrian conditions in and around the site. Our description includes pedestrian facilities, accesses and routes.

6.1.2 Existing pedestrian routes and circulation within and around the site are illustrated in Figure 11.

6.2 On-Street Pedestrian Facilities

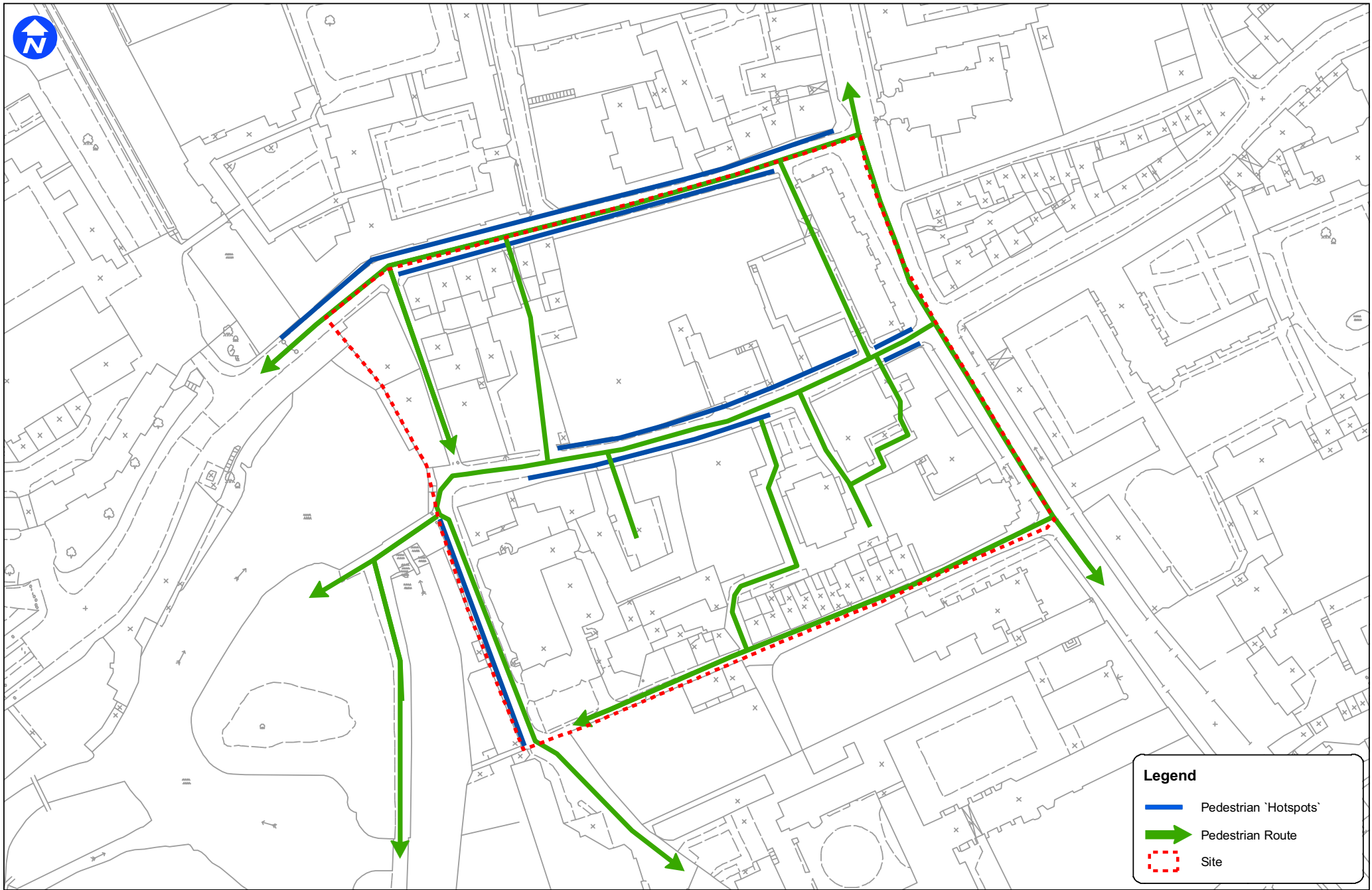
6.2.1 The existing level of on-street provision of pedestrian facilities is considered insufficient considering the high level of pedestrian movements observed in the vicinity of the site.

6.2.2 The footways on Mill Lane, Silver Street and Trumpington Street, which are heavily used by pedestrians, lack sufficient width. These roads are also heavily trafficked by motorists, cyclists and buses (on Silver Street and Trumpington Street) as they provide a key route into and out of the City. Conflicts between road users and pedestrians are therefore high, creating an overall poor pedestrian environment.




6.2.3 A zebra crossing is located on Silver Street to the west of Queens' College and a signal-controlled pedestrian crossing is located on Trumpington Street between Mill Lane and Silver Street.

6.2.4 In general the pedestrian crossing facilities are limited with significant pedestrian / cycle / motorist conflicts at the junction of Mill Lane / Trumpington Street and the corner of Silver Street and Trumpington Street.

6.2.5 Both Mill Lane and Silver Street are clean and street lighting is adequate around the site and the surrounding area. In addition, there are a number of security surveillance measures located in various locations across the site.



Legend

-  Pedestrian 'Hotspots'
-  Pedestrian Route
-  Site

6.3 Pedestrian Site Access

- 6.3.1 Pedestrian access to the site can be achieved via a network of footpaths, all of which are shared with cyclists.
- 6.3.2 Access into the site is primarily achieved via Silver Street, Mill Lane and Little St. Mary's Lane. Pedestrians can access these roads via three access points along Trumpington Street and access points off of Granta Place and Laundress Lane.
- 6.3.3 There are a number of pedestrian access points into and through the site to Mill Lane from Silver Street although Laundress Lane is the only public footpath through the site.
- 6.3.4 Mill Lane, which runs through the centre of the site, provides access to buildings both north and south and provides links to Silver Street and Little St Mary's Lane.
- 6.3.5 Access to the Estate Management and Building Services and the Pitt Building is provided on Trumpington Street on the eastern side of the development.
- 6.3.6 The University Centre on the western boundary of the site has access off Granta Place, which is accessed via Mill Lane or Little St Mary's Lane. Granta Place provides access to the Cambridge Garden House hotel and is an important route over the river to the Laundress Green and the footpath and cycle network serving the south and west of the City.

6.4 On-Site Pedestrian Movement

- 6.4.1 Figure 11 illustrates that there are six main pedestrian routes; Trumpington Street, Little St Mary's Lane, Mill Lane, Silver Street, Granta Place and Laundress Lane.
- 6.4.2 Pedestrians can route from Silver Street to Mill Lane via three routes. However, a large area of the middle section of this half of the site offers no north-south permeability through the site for pedestrians. Likewise, no movement east-west through the northern half of the site is possible.
- 6.4.3 The southern half of the site offers only one route through from Mill Lane to Little St. Mary's Lane for pedestrians. Again, no east-west movement through the site is possible by pedestrians.

- 6.4.4 While the existing level of site permeability for pedestrians is limited, there are a number of pedestrian bottlenecks along the length of Silver Street, on both footways, and parts of both the northern and southern footway of Mill Lane. Bottleneck areas are also located along the length of the western side of Granta Place and part of the eastern footway and on the Mill Lane / Trumpington Street Junction.
- 6.4.5 It should be noted that, as well as the limited pedestrian permeability across the site, the river frontage and public space in front of the Mill Pit presents a further barrier to pedestrian movement. This is particularly evident between the site and the river frontage at Granta Place.

6.5 Summary

- 6.5.1 The existing pedestrian environment is relatively poor, with narrow footpaths located along Silver Street, Mill Lane, Little St Mary's Street and Trumpington Street. The low provision of pedestrian crossing facilities means the potential for conflicts with other road users is significant.
- 6.5.2 Any development or redevelopment proposals could provide an opportunity to improve the overall pedestrian environment, providing a safe environment for pedestrians to access and circulate within the site, minimising the conflict with other road users.

7 Road Safety

7.1 Introduction

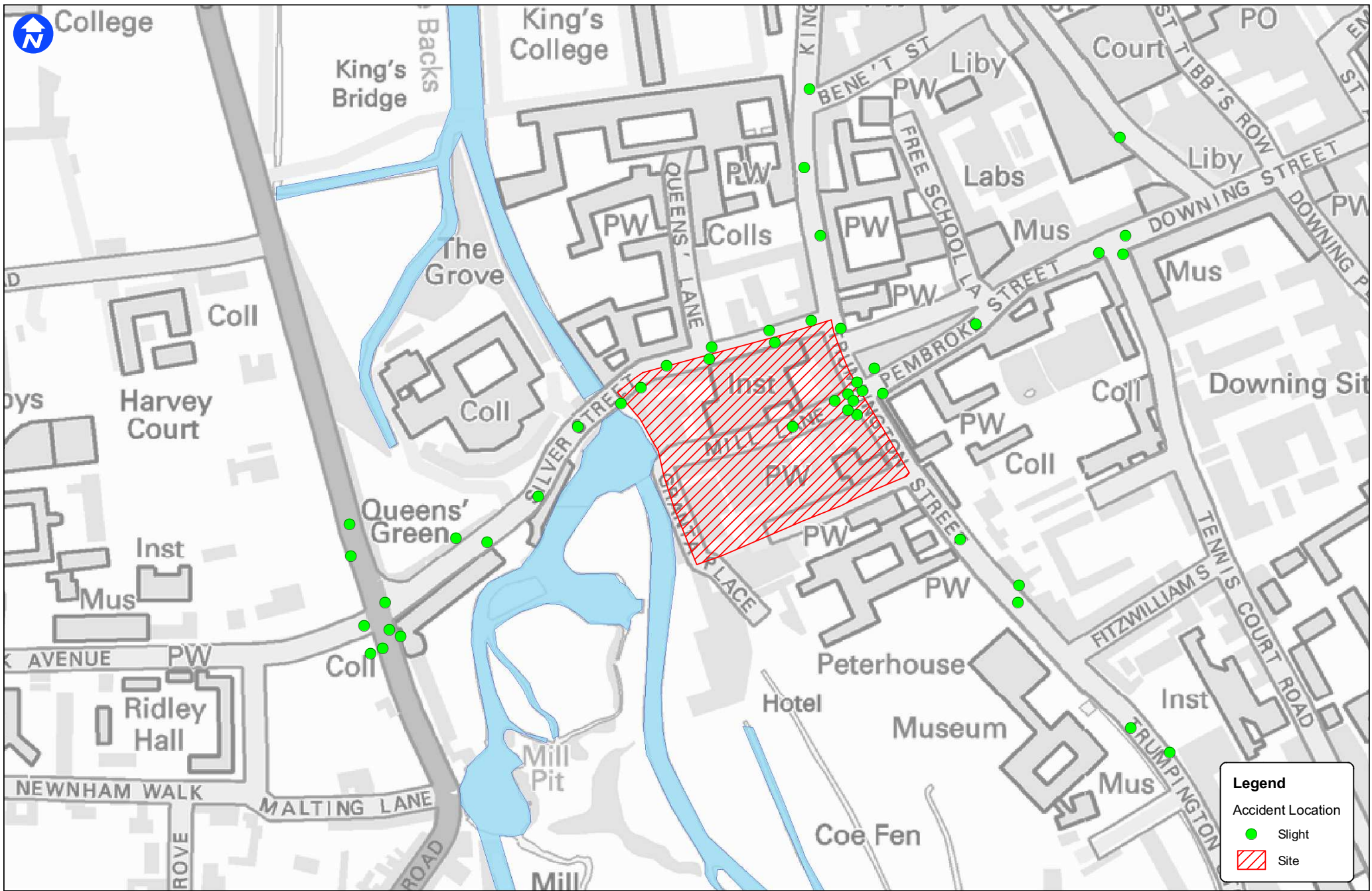
- 7.1.1 This section of the report reviews available accident data to assess current road safety characteristics and identifies locations where a high number of accidents occur.
- 7.1.2 Road safety information was obtained from the Cambridge County Council. The Council map portal was used to obtain personal injury accident locations and severity as reported to Cambridgeshire Police. This information was for the period between 2004 and 2006.
- 7.1.3 Further information regarding accident type and influencing factors was obtained from Cambridge County Council. This information covered accidents on roads adjacent to the site only and was for the period between 2004 and 2007.

7.2 Map Portal Accident Statistics

- 7.2.1 Map portal accident data indicates a large number of accidents in the area surrounding the site over the three years from 2004 to 2006. All reported accidents were of a 'slight' severity on a scale of slight / severe / fatal.
- 7.2.2 Accident locations in relation to the site over the period 2004 – 2006 are indicated in Figure 12.

7.3 Accident Analysis

- 7.3.1 There were more than 40 accidents in the vicinity of the site between 2004 and 2006 and 16 accidents on roads adjacent to the site.
- 7.3.2 There are three notable areas where accident clusters exist. An accident cluster is a grouping of accidents around the same location that can indicate a 'blackspot' or dangerous roads / junctions. These locations are indicated, alongside the number of accident occurrences per year, in Table 7-1.



Old Press/Mill Lane, Cambridge
 Accident Locations (2004 - 2006)

Figure 12

Date:	March 2008
Drawn By:	TH
Checked By:	HG



Location	2004	2005	2006	Total
Trumpington Street/ Pembroke Street/ Mill Lane junction	3	3	3	9
Silver Street, west of Trumpington Street	4	3	0	7
Queens Lane/ Silver Street junction	3	2	1	6
Total	10	8	4	22

Table 7-1 Accident Occurrences at Cluster Locations per Year

7.3.3 As table 7-1 shows, the Trumpington Street, Pembroke Street, Mill Lane junction has recorded a consistent number of accidents over the three year period. The Silver Street and Queens Road locations have both recorded a reduction in accidents over the same time period.

7.4 Accident Details

7.4.1 Further information on the characteristics of accidents that occurred on the streets adjacent to the site was obtained from Cambridgeshire County Council.

7.4.2 There were 26 accidents on the streets adjacent to the site, Trumpington Street, Mill Lane and Silver Street during the period between 2004 and 2007.

7.4.3 Twelve of these 26 accidents involved a cyclist and nine involved a pedestrian. A total of 21 out of 26 accidents (80%) involved pedestrians or cyclists.

7.4.4 Twelve out of the 26 accidents occurred between either 7-9am or 3-6pm. The ages of those involved in the accidents ranged between 17 and 78 and there was a mixture of males and females involved.

7.4.5 Appendix B contains details of all accidents that occurred on roads adjacent to the site between 2004 and 2007.

7.5 Summary

7.5.1 The accident analysis has identified a large number of accidents in the vicinity of the site during recent years. There were three significant clusters of accidents of which one, the Trumpington Street, Pembroke Street, Mill Lane junction had sustained accident occurrences each year.

7.5.2 Accident details revealed that the majority of accidents occurring in the vicinity of the site involved either a pedestrian or cyclist. Improving conditions for pedestrians and cyclists may be the best approach to reducing the occurrence of accidents near the Mill Lane Site.

8 Parking

8.1 Introduction

- 8.1.1 This chapter of the report outlines the existing vehicle parking situation for the Mill Lane site. The information has been obtained from the University and is for all off-street parking within the site.

8.2 Parking Policy

- 8.2.1 The reduction in car usage is deemed to have a strong correlation with parking provision at new developments. PPG 13 states that:

“the availability of car parking has a major influence on the means of transport people choose for their journeys.Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices”.

- 8.2.2 National policy indicates that low parking provision can be applied for developments in town centres, where services are readily accessible by walking, cycling or public transport and where there effective on-street parking controls exist.

- 8.2.3 This view is supported by local policy guidance. The Local Plan (2006) states that:

“The City Council promotes lower levels of private car parking in order to encourage modal shift, particularly at non-residential developments and where good public transport accessibility exists.....Reducing private non-residential parking will provide scope for more amenity space and contribute to reductions in central area traffic congestion”.

- 8.2.4 In addition, guidance specifically relating to further development or redevelopment of the University of Cambridge facilities sets out:

“The further development or redevelopment of the University of Cambridge’s faculty and administrative sites in the central area will be permitted if this allows improved facilities, a reduction in parking spaces, improvement to external environment and amenity space, and better use of land.”

- 8.2.5 In summary, both national and local policies support a lower parking provision for new developments/ redevelopments in town centres and in areas where traffic congestion is high. Lower parking provision should form part of a package of planning and transport measures to promote sustainable travel choice.

8.3 Parking Provision Guidance

8.3.1 The relevant parking guidelines set out by Cambridgeshire County Council are shown in Table 8-1.

Land use	Number of Spaces	
	Within the CPZ	Outside the CPZ
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Residential Up to 2 beds 3 or more beds	1 car parking space 1 car parking space	1 car parking space 2 car parking space
Offices, general industry	1 space per 100 sqm GFA plus disabled parking	1 space per 100 sqm GFA including disabled parking

Table 8-1 Cambridge City Council Car Parking Standards

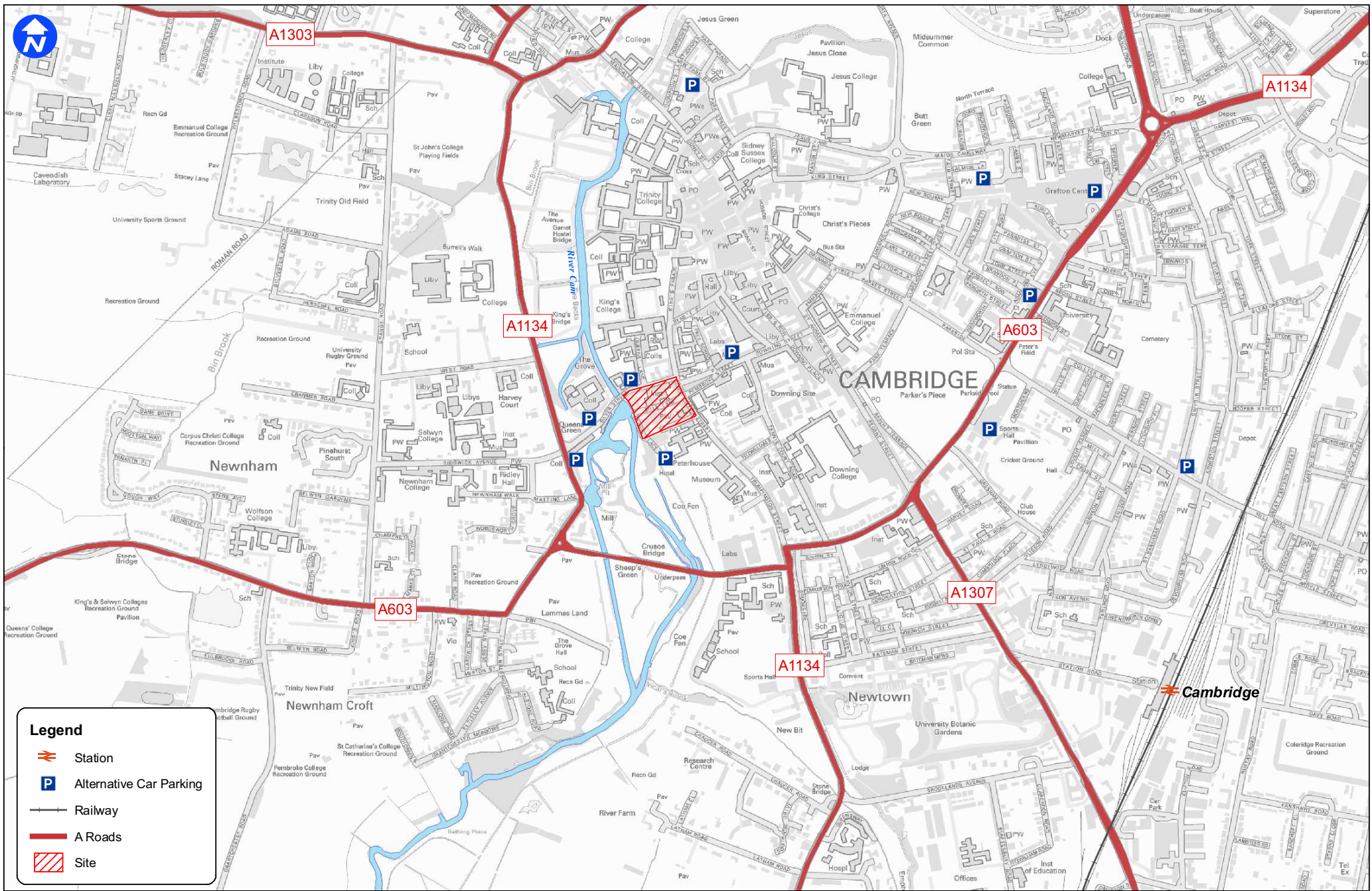
- 8.3.2 Cambridge City Council parking standards recommend a maximum of 1 space for every 4 staff for non-residential University purposes. The current provision represents a ratio of approximately 1 space per 6 staff. The parking calculations suggest that the current parking provision (100 parking spaces) falls below the current standards.
- 8.3.3 The demand for parking across the site exceeds the available space. However, it should be noted that lower levels of parking provision are supported by the Council to encourage a modal shift between the car and alternative modes of transport including public transport, cycling and walking.
- 8.3.4 The reduced parking provision will need to be offset by an increase in travel via other modes of transport. Measures outlined in the University of Cambridge Travel Plan have been proposed to encourage and assist travel by walk, cycle, public transport and through car sharing.
- 8.3.5 Pay and display parking areas are located close to the development site, the location of which are shown in Figure 13. The Cambridge Garden House hotel car park (which has 170 spaces), Lion Yard car park (300 spaces) and parking along Silver Street outside Darwin and Queens' college and along the Backs are all within a 5 minute walk from the site. This suggests that there may be the opportunity for some parking demand associated with the new development to be accommodated in local public car parks.

8.4 On-Site Parking and Existing Demand






- 8.4.1 Figure 4 shows the location of off street car parking spaces and the access points within the site. In total there are 13 car parking areas within the site; three areas to the north of Mill Lane (Old Press car parks 1-3) and ten areas to the south (located by Stuart House and by the University Centre). Primary access to Old Press car parks 1-3 and parking areas by Stuart House is via Mill Lane and the two remaining parking areas by the University Centre can be accessed via Granta Place or Little St Mary's Lane respectively.
- 8.4.2 There are approximately 100 vehicle parking spaces within the site. The two larger areas to the north of Mill Lane have approximately 20 spaces each. The parking areas to the south of Mill Lane are much smaller with 5 – 8 spaces each.
- 8.4.3 All University car parks are managed using a permit (parking badge) system except for one visitor / delivery space and one contractor space. Badges are issued to staff only on a departmental basis according to University criteria. Badges allow access only to one designated on-site parking area and cars may park within any of the spaces within their area.
- 8.4.4 There are four disabled spaces, three to the north of Mill Lane and one to the south. Around 12 parking spaces are available for visitor parking.
- 8.4.5 From site observations and through discussions with the University, it is clear that demand for the available parking spaces is high and that car parks are close to capacity from 9am onwards.

8.5 University of Cambridge Parking Strategy

- 8.5.1 Parking observations have demonstrated that the current demand for parking is high. The continuation of evolving the University Travel Plan (as described in Chapter 11) will ensure that vehicle trips to the University are minimised and other modes of travel are encouraged. However, it is important that the University have a parking strategy in place to ensure that the proposed parking provision is managed efficiently and that the objectives of the Travel Plan are reinforced.



Legend

-  Station
-  Alternative Car Parking
-  Railway
-  A Roads
-  Site

Old Press/Mill Lane, Cambridge
 Alternative Car Parking Locations

Figure 13

Date: March 2008
Drawn By: TH
Checked By: HG



- 8.5.2 As previously noted, at present staff can apply for allocated parking permits; Badges are issued to staff only on a departmental basis according to University criteria, which allow parking within their allocated area only. This arrangement appears to work satisfactorily, but it is unclear whether this will still be the case as a result of the transport requirements of the future occupiers of the site.
- 8.5.3 To avoid additional vehicle circulation linked to parking, parking permit allocation will need to be managed efficiently. As a result of the measures outlined above, the vehicle trip generation is not expected to increase.

8.6 Cycle parking

- 8.6.1 At present, there are seven bicycle racks above ground and underground bicycle parking within an underground car park. There is one designated motorcycle space. During a site audit it was noticeable that the facilities were well utilised.
- 8.6.2 The provision of secure cycle and motorcycling parking is essential to achieving a modal shift, particularly away from single occupancy car users. National policy encourages the increased use of cycling as an alternative to private car travel and PPG 13 states that developments should reduce car parking provision whilst:
- “...at the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use”.
- 8.6.3 Proposals for the new development should, therefore, seek to increase the on-site parking provision available for future users of the site. Cycle parking should be in a convenient and secure location where conflicts between other road users are kept at a minimum.

Cycle Parking Standards

- 8.6.4 Cambridge City Council’s parking standards for bicycles are expressed as the minimum provision required for new developments and changes in use. The relevant parking standards are shown in Table 8-2.

Land use	Number of Spaces
Non-residential higher and further education	Cycle parking for all students using the site and 1 for every 2 members of staff
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc A level of visitor cycle parking, in particular for large housing developments
Offices	1 space for every 30 sqm GFA to include some visitor parking

Table 8-2 Cambridge City Council’s Cycle

- 8.6.5 It is proposed to provide cycle parking provision that is in line with national and local policy and in accordance with the ongoing Travel Plan adopted by the University. The Travel Plan would ensure that usage of the cycle bays is monitored and targets set to increase the cycle modal share. Furthermore, if demand for cycle bays is sufficient, additional cycle bays would be provided.

8.7 Summary

- 8.7.1 In summary, there are approximately 100 parking spaces currently available on-site distributed across 13 parking areas. The demand for parking spaces is high and allocation of parking spaces is controlled through a permit scheme. Badges are distributed to staff only on a departmental basis according to University criteria and allow parking in designated areas only.
- 8.7.2 The City Council have indicated that they will wish to see a reduction in vehicle parking should further development or redevelopment of the site take place.

9 Servicing and Refuse Arrangements

9.1 Introduction

9.1.1 This section of the report considers the existing service and refuse arrangements to the site and includes a description of the routes taken by service vehicles to service buildings on Silver Street and Mill Lane. Delivery and collection times are also provided.

9.2 Servicing Strategy

9.2.1 At present, servicing and delivery vehicle access is primarily via Silver Street and Mill Lane, as shown in Figure 14, with the site being serviced mainly from Mill Lane but occasionally from Silver Street and Little St Mary's Lane. It can be seen that refuse vehicles access Little St Mary's Lane, Mill Lane and Silver Street via Trumpington Street and circulate within the site. Domestic waste and recycling are collected together, between 8am and 9am, three times a week, Monday, Wednesdays and Fridays.

9.2.2 It should be noted that the Cambridge Garden House hotel is also serviced via Mill Lane and Granta Place.

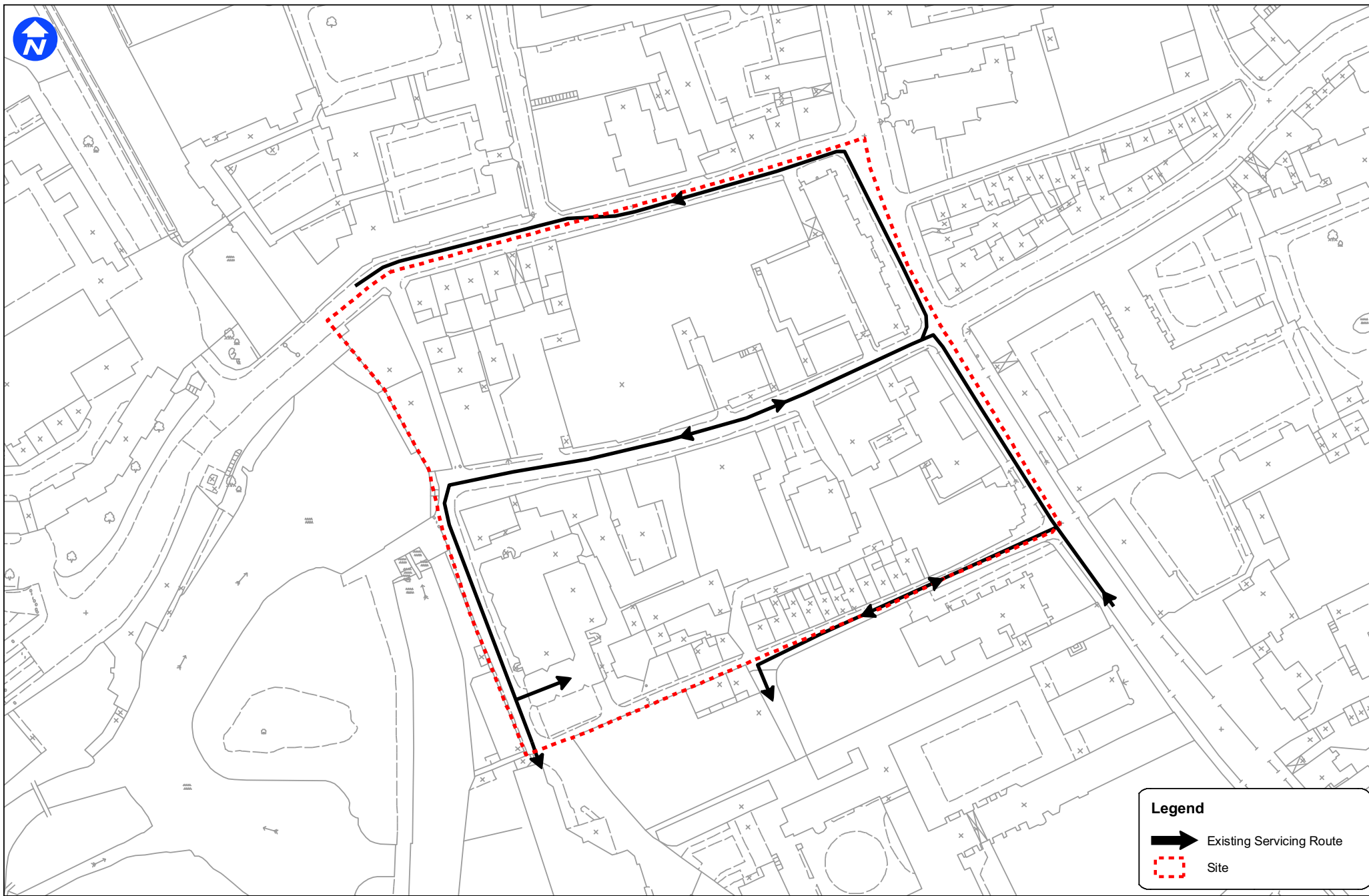
9.2.3 In addition to refuse collection, the University operates a messenger service which involves the utilisation of two designated vans that are based outside Stuart House. Deliveries are also often undertaken for facilities such as the bakery on Mill Lane and The Mill Pub on the corner of Mill Lane and Laundress Lane.

9.3 Servicing Issues


9.3.1 The majority of servicing currently undertaken within and in close proximity to the site is carried out on-street, which often leads to traffic congestion and disruption with other modes such as walking and cycling.

9.3.2 From discussions with the University, it is clear that there is a significant conflict between refuse/ delivery vehicles and other road users such as motorists, pedestrians and cyclists. It is evident that refuse / delivery vehicles servicing via Mill Lane are constrained to egress by reversing back down Mill Lane due to the lack of room to manoeuvre.

9.3.3 Any development or redevelopment proposals could provide an opportunity for an alternative servicing / refuse collection route to allow for a safer pedestrian / cyclist environment on site.



Legend

-  Existing Servicing Route
-  Site



Old Press/Mill Lane, Cambridge

Existing Servicing Route

Figure 14

Date: March 2008
Drawn By: TH
Checked By: HG

10 Existing Trip Generation

10.1 Introduction

10.1.1 In this section, we present travel behaviour patterns of staff and students currently using the academic facilities on the development site. This information has been informed by the Travel for Work Survey Report¹ (2007) produced for the University by the Cambridgeshire Travel for Work Partnership.

10.2 Staff Travel Behaviour

10.2.1 The University of Cambridge have estimated that there are 575 staff members employed at the Old Press / Mill Lane site.

10.2.2 The 2007 Travel for Work survey was conducted between Saturday 29 September and Friday 5 October 2007. The survey recorded the total number of trips undertaken by University staff getting to work during the survey period. A summary of results of the survey provided by the Partnership is attached in Appendix C to this report.

Staff Mode Split

10.2.3 Using the mode splits recorded for the Old Press / Mill Lane site by the 2007 Travel for Work survey and the Universities estimates on current staff numbers, Table 10-1 presents the estimated trips by mode made by staff working at the Mill Lane / Old Press site.

Mode	Total Daily One-Way Trips	Mode Split (%)
Car (Drive Alone)	109	19%
Car Share	52	9%
Motorcycle	6	1%
Public Transport	138	24%
Cycle	207	36%
Walk	46	8%
Other Workplace	11 staff work elsewhere, 0 trips	2%
Home	6 staff work from home, 0 trips	1%
Total	558	100%

Table 10-1 Estimated Staff Trips and Mode Split

¹ Travel for Work Survey Report 2007, Cambridgeshire Travel for Work Partnership

Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report

- 10.2.4 Table 10-1 shows that a large proportion of staff (36%) cycle to work. A total of 28% of staff travel to work by car (car driver and car sharer) and 24% travel by public transport. A total of 3% of staff work off-site, either at home or another location.
- 10.2.5 109 staff members drive to work alone and 52 staff car share to work. Assuming a worst case scenario of only 2 people per car share car, the total vehicle generation is 135.
- 10.2.6 As it is known that only 53 staff have been issued with parking badges to park on site, it can be assumed that the Travel Survey results indicate 'main mode' of travel and not final mode of access onto the site i.e. some staff drive and park off site.
- 10.2.7 In order to calculate the impact at the site we can use the number of car park badges issued (53) as the maximum number of vehicle trips onto site and then allocate the remaining number of vehicle trips to other modes. It is assumed that the majority of staff that drive to work and do not park on site finish their journey by walking, however a smaller proportion may catch a bus from their car park to the site. Therefore, these modes are most likely to increase when journeys to work are viewed as final mode.
- 10.2.8 Using the logic discussed above we have recalculated staff travel based on final mode predictions. Table 10-2 outlines our expected final mode split and resulting number of trips made by staff accessing the University site.

Mode	Total Daily One-Way Trips	Mode Split (%)
Car (Drive alone)	36	6%
Car share	17	3%
Motorcycle	6	1%
Public Transport	148	27%
Cycle	207	37%
Walk	144	26%
Total Trips	528	100%

Table 10-2 Estimated Staff Final Mode Trips

- 10.2.9 As discussed above and shown in Table 10-2 the total number of vehicle trips to the site is expected to be 53, this is a combination of drive alone and car share travellers. A total of 144 staff are expected to arrive at the site by walking and 148 are expected to arrive at the site by public transport.

10.3 Student Travel Behaviour

10.3.1 Site specific student travel information was not available at the time this report was prepared. However, students are not permitted to have cars in Cambridge except with specific authorisation and there is no existing student parking within the site. Therefore, student car use to the Mill Lane site is expected to be zero. Information on the use of other modes has been estimated from the findings of the Northwest Cambridge Transport Assessment Report 2005, which derives student mode choice from the Cambridge University Travel Survey.

10.3.2 The number of students accessing the Mill Lane site was estimated by the University to be 2,178 students. Estimated mode splits and daily one way total trips of students are outlined in Table 10-3 below.

Mode	Total Daily One-Way Trips	Mode Split (%)
Car (Drive Alone)	0	0%
Car Share	0	0%
Public Transport	397	18%
Cycle	1,339	62%
Walk	263	12%
Other	179	8%
Total	2,178	100%

Table 10-3 Estimated Student Trips and Mode Split

Student Vehicle Trips

10.3.3 As table 10-3 shows, no students arrive at the site by car. Therefore, students do not contribute to the private vehicle trip generation of the University.

10.4 Visitor Travel Behaviour

10.4.1 Site specific visitor travel information was also unknown at the time this report was prepared. Therefore, a mode split for visitors has been derived using knowledge of the number of car and cycle parking spaces available and the current mode split for of staff travelling to the site.

10.4.2 A total of 12 visitor parking spaces are available at the Mill Lane site. If it is assumed that visitors stay at the University Centre for, on average, 45 minutes, then the visitor car parking would generate 16 vehicles in an hour or 128 vehicles a day over an 8 hour day. The university estimate that around 1,000 visitors access the site each day. Therefore, the 128 visitor vehicle trips generated by the site equates to 12.8% of the total daily visitor trips.

Old Press/Mill Lane Development Framework
 Baseline Transport Conditions Report

- 10.4.3 The 128 visitor vehicle trips are comprised of those who drive to the site alone and those who drive with another visitor. To ascertain how many of the 128 vehicle trips are made by those who drive alone, we have used the ratio obtained between car driver and car sharing trips for staff (from Table 10-1).
- 10.4.4 The ratio between staff who drive alone and those who car share is 19:9. Assuming a worst-case car occupancy for car sharers of 2 people, the ratio of car trips generated by those who drive alone and those who car share is 19:4.5 (or approximately 80%:20%). Using this ratio, we can assume that, of the 128 visitor car trips generated by the site, 104 are generated by those who drive. Therefore, the 'drive alone' mode share is 10.4%.
- 10.4.5 The remaining 24 car trips are generated by those who car share. Assuming a car occupancy of 2 people per car, this would equate to 48 person trips, or 4.8% of the total mode share.
- 10.4.6 In order to calculate the number of visitors who travel by cycle, a similar method was used. A total of 32 visitor cycle parking spaces are available on site. Assuming a dwell-time of 45 minutes, this equates to a total of around 43 cycle trips per hour, or 341 cycle trips over an 8-hour day. This equates to 34.1% of the mode share.
- 10.4.7 The remaining 50.7% of the mode split was divided between Public Transport and Walk mode according to the ratio of staff public transport and walk trips. Therefore, 38% of visitors are assumed to travel by Public Transport and 12.7% are expected to walk.
- 10.4.8 Estimated visitor mode splits and total visitor trips by mode are outlined in Table 10-3.

Mode	Total Daily One-Way Trips	Mode Split (%)
Car (Drive Alone)	104	10.4%
Car Share	48	4.8%
Public Transport	380	38%
Cycle	341	34.1%
Walk	127	12.7%
Total	1,000	100%

Table 10-4 Visitor Trips and Mode Split

10.5 University of Cambridge Trips by Mode

10.5.1 Table 10-4 presents a summary of trips generated by the existing Cambridge University land uses on the development site.

Mode	Total Daily One-Way Trips			
	Staff	Students	Visitors	Total
Car (Drive Alone)	36	0	104	140
Car Share	17	0	48	65
Motorcycle	6	0	0	6
Public Transport	148	397	380	925
Cycle	207	1,339	341	1,887
Walk	144	263	127	534
Other	-	179	-	179
Total	528	2,178	1,000	3,706
Total Vehicle Trips	53	0	128	181

Table 10-5 University of Cambridge Trips and Mode Split

10.6 Summary

10.6.1 In this section, we have outlined the existing travel behaviour patterns of staff, students and visitors to the Mill Lane site. This information provides an indication of the amount of vehicles that currently arrive at the site daily and the number of people who use public transport services, walking or cycling.

10.6.2 Cycling is currently the most popular mode choice with around 1,887 cycle trips per day. A further 925 trips are made by public transport.

10.6.3 We have calculated that the site currently generates around 181 vehicle trips per day.

11 Travel Planning

11.1 Introduction

11.1.1 In this Chapter, we present a summary of the existing Travel Plan in operation on the site, which covers all University of Cambridge land uses.

11.1.2 We also make reference to future travel planning at the site considering that a possible change in use may occur.

11.2 University of Cambridge Travel Plan

11.2.1 Cambridge University have an active Travel Plan that was adopted in October 2000. The Travel Plan, which was reviewed in 2007, outlines the targets and measures set by the University to reduce the number of single occupancy car journey's made by staff travelling to and from the University and to promote alternative, sustainable modes of transport.

11.2.2 The Travel Plan acts as an umbrella Travel Plan for the whole University and provides the context for developing site specific Travel Plans.

11.2.3 The Travel Plan was initiated as a result of a number of transport problems affecting the area, including:

- Increased road accidents;
- Congestion and increased travel times;
- Atmospheric pollution;
- Noise; and
- A reduced level of activity.

11.2.4 In addition, the University receives a number of benefits from having an active Travel Plan. The plan allows transport issues such as car parking and accessibility to be set out, alternative modes are encouraged to reduce congestion and consequently improve the environmental image of the University and finally it is a requirement by the Local Planning Authority for planning permission.

11.3 Objectives and Targets

11.3.1 The primary objective of the University Travel Plan is to reduce the number of single occupancy car journey's made by employees. A number of key objectives have been set out in order to achieve this. These are as follows:

- To ensure that the University has the necessary information to make the appropriate policies;
- To foster and encourage the cycling culture within the University;
- Ensuring information is disseminated to visitors and staff to encourage measures that maximise the use of transport modes that will reduce pollution and congestion;
- Promoting public transport; and
- Management of car parks.

11.4 Travel Plan Progress

11.4.1 Since the launch of the Travel Plan in 2000 a staff travel survey has been carried out each year. Results from the 2007 survey showed that 24 % of staff drive to work alone, 39.32% bicycle, 6.7% car share, 9.26% walk and 15.71% take public transport.

11.4.2 There has been a 5% reduction, from 29% to 24%, in the proportion of staff that drive alone to the University.

11.5 Monitoring and Review

11.5.1 The Travel Plan is monitored regularly. The Traffic and Transport Working Group will review annually progress. This is then reported to the Planning and Resources Committee.

11.6 Mill Lane Site Specific Travel Plan

11.6.1 A site specific Travel Plan for the Mill Lane site could be developed post development to fit within the University wide Travel Plan and further reduce vehicle impact at the site.

11.6.2 A site specific Travel Plan would incorporate measures specific to the site and the staff / students that work there whilst contributing to the aims of the University wide plan.

11.6.3 The objectives of the Travel Plan would be aligned to those of the University plan however targets would be based on the number of staff and students at the Mill Lane site.

Old Press/Mill Lane Development Framework

Baseline Transport Conditions Report

- 11.6.4 Measures within the Travel Plan may include site specific marketing including promotion of walking, cycling and public transport, individualised journey planning for students and staff at the site, car park management and improvement of facilities such as cycle parking.
- 11.6.5 A Travel Plan coordinator would be required to oversee the site specific plan. Monitoring could be aligned with the University wide plan, at the same time each year.

12 Summary and Conclusions

12.1 Summary

- 12.1.1 The Old Press / Mill Lane site has good levels of accessibility being well served by public transport and connected with the strategic highway network. The current pedestrian environment is relatively poor with low levels of permeability through the site, footpaths are in poor condition and there is severance of pedestrian routes by local roads.
- 12.1.2 Cycling is the most popular mode of transport for staff, students and visitors however cycle facilities are not sufficiently catering for all users. There have been a number of accidents in the vicinity of the site and a high proportion of these have involved a pedestrian or cyclist.
- 12.1.3 Policy guidelines support development that provides for sustainable transport and promotes modal shift away from car usage. Key policy objectives aim to ensure that jobs, shopping, leisure facilities, and services are accessible by public transport, walking and cycling. Policy relating to educational facilities calls services to continuously improve their impact on the environment, society and the economy. Local policy encourages development that gives priority for walking and cycling over cars and provides links with surrounding walking and cycling networks.
- 12.1.4 Silver Street and Trumpington Street have the highest daily vehicle volumes of the streets in the vicinity of the site. Mill Lane and Little St Mary's Lane carry lower vehicle volumes and cater for local traffic only. Vehicle movement within the site is difficult with a number of small car parks dispersed across the site and traffic going through the site to other land uses including the Cambridge Garden House hotel. Parking demand is high however the university Travel Plan aims to reduce the demand for private vehicle use to and from the site.
- 12.1.5 The site attracts over 3,000 staff, students and visitors in a day, however only a small proportion of these visitors (7%) come by car and some of these visitors car share. The university Travel Plan has reduced car use among staff and can act as an umbrella for site specific Travel Plans.

12.2 Conclusions

- 12.2.1 This baseline conditions report has described the existing vehicular, public transport, pedestrian and cycle context within and surrounding the site and a number of issues relating to transport and movement have been identified.
- 12.2.2 Pedestrian and cycling facilities leave much to be desired and if the University is going to achieve the objectives of its Travel Plan, and improve safety, facility provision will need to be improved. The current lay out of the buildings on site does not encourage pedestrian through-flow and vehicle/parking and service arrangements are inefficient.

Appendix A: TRICS(b) 2007 Trip Rate Data

Old Press/Mill Lane Development Framework
 Baseline Transport Conditions Report

TRICS(b) 2007 Trip Rate Data for Land Use B, Hotels

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS										
Calculation Factor: BEDRMS										
Time Range	No. Days	ARRIVALS			No. Days	DEPARTURES			TOTALS	
		Ave. BEDRMS	Trip Rate			Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00-01:00	1	101	0.05		1	101	0.04	1	101	0.09
01:00-02:00	1	101	0.03		1	101	0.03	1	101	0.06
02:00-03:00	1	101	0.02		1	101	0.04	1	101	0.06
03:00-04:00	1	101	0		1	101	0.01	1	101	0.01
04:00-05:00	1	101	0.01		1	101	0.01	1	101	0.02
05:00-06:00	1	101	0.02		1	101	0.01	1	101	0.03
06:00-07:00	4	125	0.092		4	125	0.092	4	125	0.184
07:00-08:00	16	116	0.07		16	116	0.162	16	116	0.232
08:00-09:00	16	116	0.13		16	116	0.187	16	116	0.317
09:00-10:00	16	116	0.134		16	116	0.137	16	116	0.271
10:00-11:00	16	116	0.092		16	116	0.094	16	116	0.186
11:00-12:00	16	116	0.102		16	116	0.089	16	116	0.191
12:00-13:00	16	116	0.111		16	116	0.102	16	116	0.213
13:00-14:00	16	116	0.105		16	116	0.087	16	116	0.192
14:00-15:00	16	116	0.099		16	116	0.106	16	116	0.205
15:00-16:00	16	116	0.08		16	116	0.113	16	116	0.193
16:00-17:00	16	116	0.13		16	116	0.111	16	116	0.241
17:00-18:00	16	116	0.169		16	116	0.119	16	116	0.288
18:00-19:00	16	116	0.173		16	116	0.111	16	116	0.284
19:00-20:00	11	116	0.187		11	116	0.133	11	116	0.32
20:00-21:00	11	116	0.133		11	116	0.098	11	116	0.231
21:00-22:00	8	120	0.088		8	120	0.077	8	120	0.165
22:00-23:00	2	125	0.108		2	125	0.153	2	125	0.261
23:00-24:00	2	125	0.08		2	125	0.104	2	125	0.184
Daily Trip Rates:			2.213				2.215			4.428

Appendix B: Accident Details by Year, 2004 – 2007

Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report

2004

Date	Location	Severity	Light	Conditions	Road Surface	Vehicles / Persons	Casualties
07/01/04	JUNCTION SILVER STREET QUEENS LANE	Slight	Day lights present	Fine	Wet / Damp	V1= Pedal Cycle V2= Car	Driver Vehicle 1
01/02/04	JUNCTION TRUMPINGTON ST ONTO PEMBROKE ST	Slight	Dark lights lit	Fine and Windy	Wet / Damp	V1= Car V2= Pedal Cycle	Driver Vehicle 2
19/02/04	JUNCTION SILVER ST TRUMPINGTON ST	Slight	Dark lights lit	Fine	Dry	V1= Taxi V2= Pedal Cycle	Driver Vehicle 2
20/04/04	TRUMPINGTON STREET JUNCTION WITH MILL LANE	Slight	Day lights present	Fine	Dry	V1= Car V2= Car	Driver Vehicle 2
26/02/04	SILVER ST CAMBRIDGE TRAV WEST TOWARDS THE BOLLARDS	Slight	Day lights present	Fine	Dry	V1= Bus P1= Pedestrian	Person 1
23/04/04	SILVER ST OUTSIDE QUEENS COLLEGE	Slight	Day lights present	Fine	Dry	V1= Pedal Cycle V2= Pedal Cycle	Driver Vehicle 1
14/06/04	JUNCTION OF PEMBROKE ST AND TRUMPINGTON ST	Slight	Dark	Fine	Dry	V1= Car P1= Pedestrian	Person 1
21/09/04	SILVER STREET CAMBRIDGE AT BUS STOP	Slight	Day lights present	Fine	Dry	V1= Bus P1= Passenger	Person 1
26/11/04	SILVER ST CAMBRIDGE OPPOSITE ANCHER PH	Slight	Dark lights lit	Fine	Dry	V1= Bus V2= Motorcycle	Driver Vehicle 2
29/11/04	SILVER ST ABOUT 50YDS NORTH SW QUEENS RD CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1= Pedal Cycle V2= HGV	Driver Vehicle 1

Old Press/Mill Lane Development Framework
Baseline Transport Conditions Report

2005

Date	Location	Severity	Light	Conditions	Road Surface	Vehicles / Persons	Casualties
07/05/05	TRUMPINGTON ST JUNCTION WITH MILL LANE CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Taxi P1=Pedestrian	Person 1
30/06/05	TRUMPINGTON ST OS PETERHOUSE PORTERS LODGE	Slight	Day lights present	Rain	Wet	V1=Car V2=Car P1=Pedestrian	Person 1
14/07/05	SILVER STREET CAMBRIDGE NEAR JNCT WITH TRUMPINGTON RD	Slight	Day lights present	Fine	Dry	V1=HGV P1=Pedestrian	Person 1
03/08/05	MILL LANE 50M WEST OF TRUMPINGTON STREET CAMBRIDGE	Slight	Day no street lights	Fine	Dry	V1=Car P1=Pedestrian	Person 1
04/09/05	SILVER ST 15M E LAUNDRESS LANE CAMBRIDGE	Slight	Day	Fine	Dry	V1=Car P1=Pedestrian	Person 1
07/09/05	TRUMPINGTON ST JUNCTION PEMBROKE ST CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Car V2=Motorcycle	Driver Vehicle 2
08/09/05	MILL LANE JUNCTION TRUMPINGTON ST CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=HGV V2=Pedal Cycle	Driver Vehicle 2
14/11/05	SILVER ST JUNCTION QUEENS LANE EASTBOUND CAMBRIDGE	Slight	Day	Fine	Dry	V1=Bus V2=Pedal Cycle	Driver Vehicle 2

Old Press/Mill Lane Development Framework
 Baseline Transport Conditions Report

2006

Date	Location	Severity	Light	Conditions	Road Surface	Vehicles / Persons	Casualties
23/01/06	TRUMPINGTON ST JUNCTION MILL LANE CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Motorcycle V2=Pedal Cycle	Driver Vehicle 2
21/07/06	TRUMPINGTON ST JUNCTION PEMBROKE ST CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=HGV V2=Pedal Cycle	Driver Vehicle 2
17/08/06	TRUMPINGTON ST JUNCTION PEMBROKE ST CAMBRIDGE	Slight	Day lights present	Fine	Damp	V1=Car P1=Pedestrian	Person 1
13/09/06	SILVER ST 95M EAST OF QUEENS RD CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Car	Driver Vehicle 1
12/10/06	SILVER ST 20M WEST OF TRUMPINGTON ST CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Bus V2=Pedal Cycle	Passenger Vehicle 2
09/11/06	SILVER ST 200M WEST OF TRUMPINGTON ST CAMBRIDGE	Slight	Dark lights lit	Unknown	Damp/Wet	V1=Bus V2=Pedal Cycle	Driver Vehicle 2

Old Press/Mill Lane Development Framework
 Baseline Transport Conditions Report

2007

Date	Location	Severity	Light	Conditions	Road Surface	Vehicles / Persons	Casualties
25/01/07	C294 SILVER STREET CAMBRIDGE OS NADIAS	Slight	Dark lights lit	Fine	Dry	V1=Motorcycle V2=Pedal Cycle	Driver Vehicle 2
09/03/07	TRUMPINGTON RD JUNCTION MILL LANE CAMBRIDGE	Slight	Day lights present	Fine	Dry	V1=Car V2=Pedal Cycle	Driver Vehicle 2

Appendix C: Summarised Travel Survey Results

Travel for Work: Results 2007 (5 days – Mon 1 October – Fri 5 October 2007)

University 2006 - Modal Split by site (Monday to Friday)	Bicycle	Carshare	Drive Alone	Home	Motorbike	Other	Other Workplace	Public Bus	Staff Bus	Train	Walk	One Way Trip by Site
University at Addenbrookes	234	23	151	17	6	11	2	79	0	10	46	579
CUP	0	0	0	0	0	0	0	0	0	0	0	0
Central Cambridge	0	0	0	0	0	0	0	0	0	0	0	0
Clarkson Road	43	0	14	2	0	0	0	0	0	13	32	104
Downing Site	307	36	102	3	18	1	5	56	0	21	36	585
Faculty of Education	0	0	0	0	0	0	0	0	0	0	0	0
Mill Lane/ Old Press Site	218	52	117	5	4	0	10	81	4	64	50	605
New Museums	279	44	100	6	17	6	9	69	0	37	77	644
North City	55	16	52	4	0	0	1	38	0	12	21	199
NW Cambridge	84	25	162	8	0	0	8	13	0	10	6	316
Old Addenbrooke's Site	334	60	154	17	10	6	7	102	0	38	72	800
Sidgwick	137	25	74	9	0	2	3	47	0	13	46	356
South City	134	23	110	4	5	0	8	39	0	26	61	410
The Old Schools Site	84	7	69	6	5	6	3	16	0	42	29	267
Trumpington Street	36	16	31	0	4	0	2	12	0	9	13	123
University Library	0	0	0	0	0	0	0	0	0	0	0	0
West Cambridge	268	46	157	5	2	0	15	35	0	5	33	566
Other	30	9	85	2	13	0	1	5	0	0	6	151
One way trips	2243	382	1378	88	84	32	74	592	4	300	528	5705