

Cottenham's Neighbourhood Plan 2017-2031: Community Transport

1 Summary

- 1 To help integrate the two major housing schemes to be built on Rampton Road and Oakington Road we are proposing a Community Transport scheme to alleviate some of the additional traffic and improve Cottenham's public transport infrastructure.

2 Cottenham Community Bus scheme

The basic need

- 2 Daily public transport is limited to the Citi8 bus service, which is frequent and bi-directional from the Village Green but more than a kilometre away from the sites. There is a north-east bound service from a bus stop around 600 metres from the site centres (the bus travelling around the village before heading south-west to the Village Green). The additional walk to the Green is offset by the 10 minute bus transit time around the loop. The Citi8 service, since January 2016, terminates in Cambridge city centre, requiring a connection to services for the 6th form colleges, Addenbrookes hospital and the city railway station.
- 3 Based on real independent measurements at Brenda Gautrey Way, a relatively new estate closer to the centre of Cottenham, we expect these developments to create around 300 additional two-way trips in the peak hours. Many of these trips can be mitigated by a suitably-configured community transport scheme.
- 4 The developers' Travel Plans cite several improvements to encourage walking but the site is beyond easy walking distance (Chartered Institute of Highways & Transportation cites 800 metres for the able-bodied) from the village centre. Many site residents, especially those in the residential places with care are likely to use their cars for this distance which is beyond easy walking distance. A regular shuttle service between key points on the site and in the village centre, especially during the day, should discourage car use by many residents for this short distance.
- 5 Many residents of the site will have young children attending the nursery, primary school or out-of-school club on the Recreation Ground located approximately 800 metres from the site and, although walkable, many parents faced with inclement weather or limited time may well use their cars instead. A morning and afternoon shuttle between the site and Recreation Ground should mitigate some of this additional traffic.

- 6 Many commuters travel into Cambridge but the overall journey time on the Citi8 limits rush hour bus usage to students and low-paid workers. A rush hour shuttle service between the site and Oakington Guided Bus and Waterbeach Railway station should mitigate some of the additional personal car traffic by providing faster connections than currently possible.

Wider benefits

- 7 The scheme could have wider benefits to help make it sustainable at varying levels of scale. It can help overcome some of the shortcomings of commercial public transport in the area, especially for residents living more than 400 metres from the established bus service.
- 8 Possibilities include:
 - a) Providing daily coverage to outlying parish areas with no access to bus services
 - b) Providing hourly(?) services to village areas beyond 400 metres from a Citi8 bus stop
 - c) Providing a school-run for children beyond 800 metres but less than 5Km from school
 - d) Providing a public transport link to local railway stations
 - e) Providing a public transport link to the Guided Busway
 - f) Limited public transport service to Ely and Rampton

3 Operational possibilities

Draft budgetary plan

| 5-year budget | | | Minimum | Target |
|---------------|----------------------------|---------------------|-----------------|-----------------|
| | Fixed capital costs | 2 second-hand buses | £70,000 | £70,000 |
| | Fixed operational costs | Garage rent | £25,000 | £25,000 |
| | | Regulatory charges | £15,000 | £25,000 |
| | Variable operational costs | Servicing / fuel | £15,000 | £25,000 |
| | | Staff (2-3 drivers) | £225,000 | £375,000 |
| Total | | | £350,000 | £520,000 |

| 5-year income | | | | |
|---------------|--------------------------|--|-----------------|-----------------|
| | Developer contributions | | £250,000 | £250,000 |
| | Revenue (for Break-even) | | £100,000 | £270,000 |
| Total | | | £350,000 | £520,000 |

9 Some issues

- a) Developers' Travel Plan should drive custom and revenue to these services
- b) Residents with bus passes may expect free passage sometimes, although "top-up" feasible
- c) Synchronising with Citi8 in Cottenham will be critical

Possible services and revenues

Possible scheduled services and possible annual revenue

| Service type | Service | Fare* | Hrs/day | Pax/day | Rev/wk | Rev pa |
|--------------|-------------------------------|-------|---------|----------------|--------|----------------|
| Commuter | Oakington Guided Busway stop | £3 | 1 | 20-40 | £200 | £10,000 |
| Commuter | Waterbeach Railway station | £3 | 1 | 20-40 | £200 | £10,000 |
| Commuter | School-run within 3 miles | £1 | 2 | 20-40 | £100 | £5,000 |
| Day-time | Outer village loop to centre | £3 | 4 | 20-40 | £200 | £10,000 |
| Evening | Outer village loop to centre | £3 | 4 | 20-40 | £200 | £10,000 |
| Day-time | Inner village loop to estates | £2 | 4 | 20-40 | £200 | £10,000 |
| | Total | | | 120-240 | | £55,000 |

*Discounted for adult travellers to/from contributing estates.

- 10 The scheme could also provide ad-hoc and/or "dial-a-ride" services during day or at weekends
- 11 The service might be run independently or as an extension to an existing one.

4 References

- 1 Cottenham draft Pre-submission Neighbourhood Plan
- 2 Cottenham Village Design Statement 2007
- 3 Cottenham Vision Plan Survey 2014
- 4 Cottenham Neighbourhood Plan Survey
- 5 Cottenham NP "7 Issues" Survey
- 6 CNP Evidence paper E1: Housing need and supply
- 7 CNP Evidence paper E2: Brownfield sites
- 8 CNP Evidence paper E3: Rural exception sites and Community Land Trust
- 9 CNP Evidence paper E4: Recreation Ground
- 10 CNP Evidence paper E5: Village Hall
- 11 CNP Evidence paper E6: Nursery
- 12 CNP Evidence paper E7: Medical Centre
- 13 CNP Evidence paper E8: Village Heritage & Character
- 14 CNP Evidence paper E9: NP Golden Thread
- 15 CNP Evidence paper E10: Burial Ground extensions
- 16 CNP Evidence paper E11: Drainage & Flooding
- 17 CNP Evidence paper E12: Design
- 18 CNP Evidence paper E13: Traffic & Transport
- 19 CNP Evidence paper E14: Community Transport
- 20 CNP Evidence paper E15: Play
- 21 CNP Evidence Paper E16: Surveys to Key Issues
- 22 AECOM Heritage& Character assessment
- 23 AECOM Housing needs assessment
- 24 AECOM Sites assessment