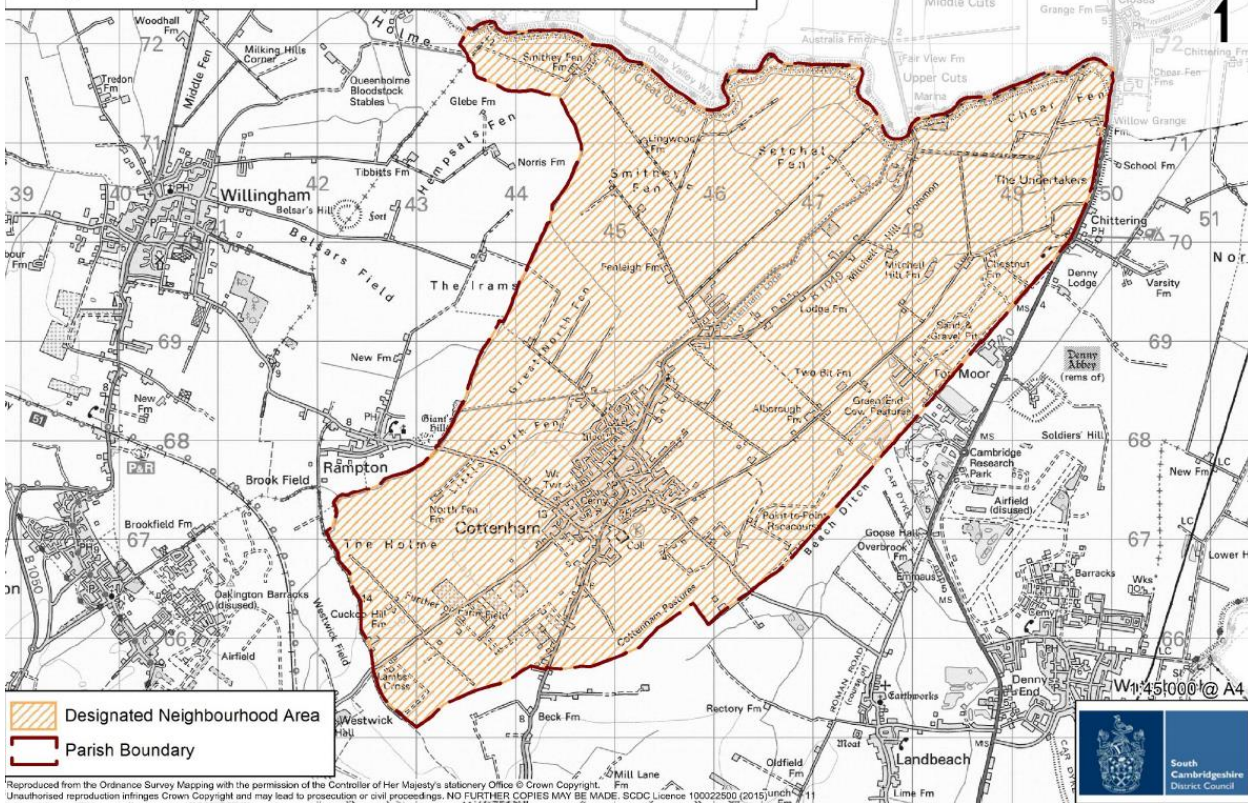


Cottenham Civil Parish

Neighbourhood Development Plan

2017 to 2031

Designated Neighbourhood Area: Cottenham - November 2015



Cottenham Parish Council

NP Evidence E14 – Community Transport

December 2018

In 2031 Cottenham will still be an attractive safe rural village, proud of its character and retaining its sense of community with improved amenities and facilities, reduced impact of traffic, especially in the centre of the village, and having more affordable housing for the next generation of residents.

1 Summary

- 1.1 To help integrate the new 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.
- 1.2 There are two proposed elements:
 - a) A scheduled rush-hour service linking the developments to/from an appropriate Railway station (probably Waterbeach) and the Guided Busway (probably Oakington).
 - b) Ad-hoc services during other times.



Cottenham Neighbourhood Development Plan
Submission Plan – NP Evidence Paper E14



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2 The basic need

- 2.1 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 new development 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.
- 2.2 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.
- 2.4 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 more than 300 additional two-way trips in the peak hours. Many of these trips can be mitigated by a suitably-configured community transport scheme.
- 2.5 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.
- 2.6 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.
- 2.7 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.

3 Wider benefits

- 3.1 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.
- 3.2 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

4 Operational possibilities

4.1 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

4.2 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

4.3 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.

4.4 Other considerations

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

Appendix A: General References

Reference	Paper
B1	Cottenham Neighbourhood Plan Survey – Final Report (NPS)
B2	Cottenham draft Pre-submission Neighbourhood Plan v2.1
B3	Cottenham draft Pre-submission Neighbourhood Plan v3.1
B4	AECOM Housing Needs assessment
B5	AECOM Site assessment
B6	AECOM Heritage & Character assessment
B7	Evidence Paper E1 Housing need and supply
B8	Evidence Paper E2 Brownfield sites
B9	Evidence Paper E3 Rural Exception Sites and Community Land Trust
B10	Evidence Paper E4 Recreation Ground
B11	Evidence Paper E5 Village Hall
B12	Evidence Paper E6 Nursery
B13	Evidence Paper E7 Medical and Drop-in & Chat Centre
B14	Evidence Paper E8 Village heritage and character
B15	Evidence Paper E9 NP Golden thread
B16	Evidence Paper E10 Burial ground extensions
B17	Evidence Paper E11 Drainage & Flooding
B18	Evidence Paper E12 Village Design Statement 2007
B19	Evidence Paper E13 Traffic & Transport Strategy
B20	Evidence paper E14: Community Transport
B21	Evidence paper E15: Play
B22	Evidence Paper E16: Open Space
B23	Cottenham draft Pre-submission Neighbourhood Plan v4.2
B24	Strategic Environment Screening Opinion
B25	Consultation statement
B26	Cottenham Submission Neighbourhood Plan v5
B27	Strategic Environment Assessment
B28	Basic Conditions Statement

Appendix B: Specific References

- 1 Chartered Institute for Highways & Transportation