VISTRY GROUP
STATION QUARTER
HUNTINGDON, CAMBRIDGESHIRE

TRAVEL PLAN

JANUARY 2025



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Vistry Group
Station Quarter
Huntingdon, Cambridgeshire
Travel Plan

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1 Introduction

1.1 This Travel Plan has been prepared by Mayer Brown Limited on behalf of Vistry Group to provide highways and transport related assistance in respect of the residential development on land adjacent George Street and Edison Bell Way in Huntingdon in Cambridgeshire. The residential development is to be referred to as the 'Station Quarter' development.

1.2 Planning permission was granted for the development in June 2022 (planning application reference number 20/02613/FUL) permitting a phased residential development of 178 dwellings with access, car and bicycle parking, landscaping and associated works. Permission was granted subject to a number of planning conditions, including conditions 32 and 33 in respect of a Travel Plan:

Condition 32: Travel Plan

"Prior to first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing with the Local Planning Authority. Such Travel Plan shall make provision for a Travel Plan coordinator to give advice and to coordinate annual monitoring, with all measures reviewed to ensure targets are met. The approved Residential Travel Plan shall be adhered to.

Reason: To ensure that the development encourages the use of sustainable modes of transport by residents, school children, and visitors in the interest of reducing off-site traffic impacts."

Condition 33: Residential Welcome Packs

"Prior to the first occupation of the development hereby approved, details of the Residential Welcome Packs for sustainable transport to be provided to all dwellings within the development have been submitted to and approved in writing by the Local Planning Authority. Such Residential Welcome Pack shall include three months free bus travel with the relevant local public transport operator. The approved Residential Welcome Packs shall be provided to the first occupiers of each dwelling upon first occupation.

Reason: To encourage non-car modes of travel in the interests of sustainability and to reduce off-site traffic impacts."

1.3 This Travel Plan is an update from the approved Travel Plan, dated September 2021, that was produced by Transport Planning Associates and submitted with the planning

application. This Travel Plan forms the basis of future Travel Plans for the development and will be updated accordingly throughout the lifetime of the Plan.

1.4 This Travel Plan has been produced having reference to the planning requirements (conditions 32 and 33) and Cambridgeshire County Council's (CCC) travel plan guidance. The rest of the Travel Plan comprises the following:

- The aim and objectives of the Travel Plan, including reference to relevant policy;
- Background information, including site location and details of the Station Quarter development;
- A review of the accessibility of the site by all modes of transport;
- Consideration of baseline travel data for the site;
- The targets of the Travel Plan;
- Details of the management of the Travel Plan;
- The initiatives and measures of the Travel Plan;
- Details of how the Travel Plan will be monitored and reviewed; and
- An action plan for the implementation of the Travel Plan.

1.5 It is intended that the Travel Plan be dynamic and therefore evolve to suit the needs and characteristics of the residential development and its residents.

1.6 This Travel Plan and its commitments are specific to the approved residential development on land adjacent George Street and Edison Bell Way in Huntingdon, Cambridgeshire, known as 'Station Quarter'.

1.7 Once the Travel Plan is approved by CCC, any changes to it will be agreed with the Travel Plan officer at CCC.

1.8 For the purposes of this report, this Travel Plan will be abbreviated to TP and the approved development will be referred to as Station Quarter or the site from herein.

2 Aim and Objectives

Aim

2.1 This TP for Station Quarter is a long-term strategy with the aim of encouraging and implementing change in travel patterns. The aim of this TP is to encourage future residents and visitors to reduce their reliance on the use of private car when travelling to and from the site and when making local trips.

Objectives

2.2 This TP has the following objectives:

- To encourage residents and visitors to make more sustainable travel choices when travelling to and from the site and to maintain that change, once it has occurred;
- To encourage a reduction in the dependence of residents and visitors on single occupancy private car travel; and
- To minimise the impact of the development on the local highway network.

2.3 It is considered that these objectives will be worked towards through a) increasing the awareness of residents of the advantages and potential for travel by more sustainable modes, and b) introducing a package of measures that will encourage and facilitate travel by modes other than single occupancy private car.

2.4 It is anticipated that the successful implementation of this TP will lead to a reduction in private vehicle milage and increased use of sustainable modes of transport means. On a much wider basis it is anticipated that by working towards the objectives of the TP a number of benefits may be seen, such as improvements to residents' health, a reduction in the number of vehicles on the road network surrounding the site, a subsequent reduction in energy consumption and pollution, and cost savings benefits.

2.5 It is noted that whilst this TP is aimed at both residents and visitors, it provides more scope for change in residents' travel patterns due to their higher frequency of trips to and from the site.

Policy

2.6 The objectives above reflect national and local transport planning policies to encourage and provide for sustainable travel.

2.7 The Department for Transport (DfT) published guidance on Travel Plans in March 2014 which is still relevant (https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements). The guidance states that Travel Plans *"set measures to promote and*

encourage sustainable travel (such as promoting walking and cycling)" and they should not *"be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets"* (paragraph 003). The DfT's guidance sets out details of the information that should be included in Travel Plans and consideration has been given to this to in the production of this TP for Station Quarter.

2.8 CCC's Draft Cambridgeshire Residential Travel Plan Guidance (February 2011) sets out requirements for residential Travel Plans. Consideration has been given to this guidance in the production of this TP for Station Quarter.

2.9 A well-developed Travel Plan can mitigate the adverse traffic impacts of a development, and the government recognises the importance of Travel Plans in improving traffic conditions at the local level. Further evidence suggests that people who are physically active in their daily lives are more productive and have better attendance records. The Department for Health publication 'Choosing Health: Making healthy choices easier' (2004) recognises the health benefits of walking or cycling. Active travel as part of a Travel Plan enables people to enjoy these health benefits as part of their daily routine.

3 Background

Site Location

3.1 The site is located on the western side of Huntingdon town centre, in a parcel of land between the B1514 St John's Street to the east, the B1514 George Street to the south and Edison Bell Way to the west. To the north are residential properties and a commercial property and adjacent the south east and south west corners of the site are additional residential properties and a pub and hotel.

3.2 The location of the site in relation to the local highway network is shown in **Figure 3.1**.

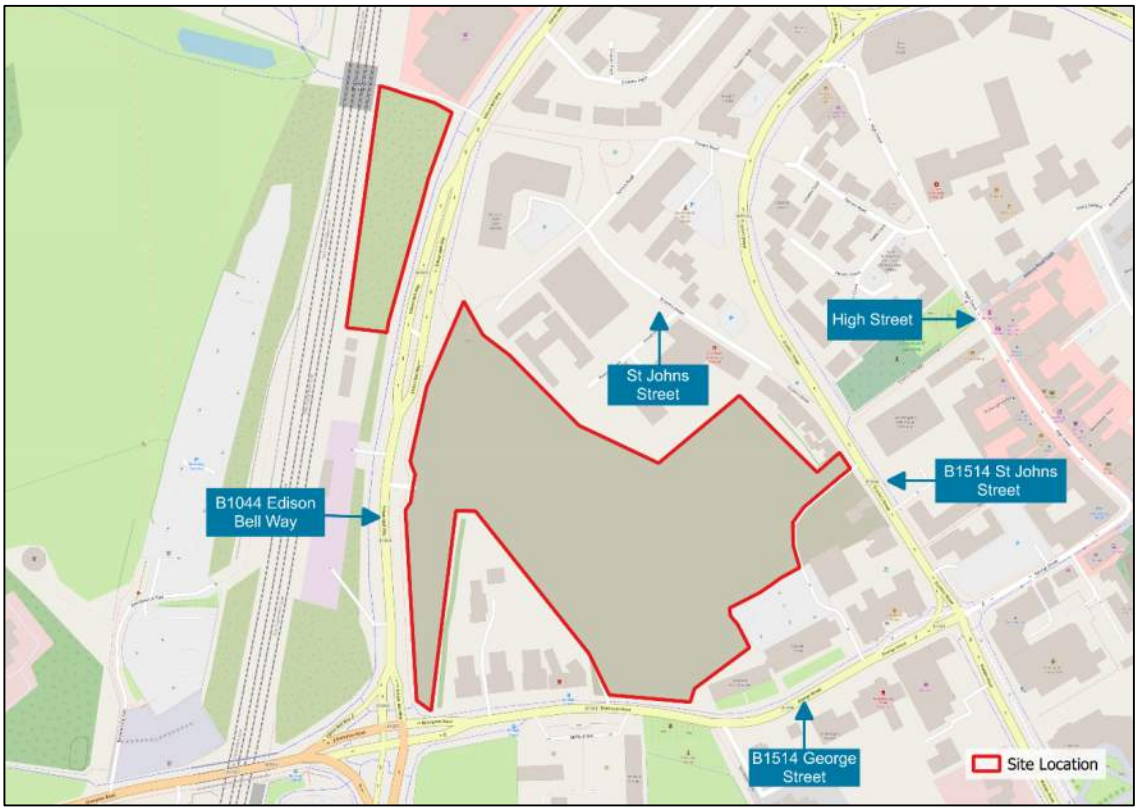


Figure 3.1: Local Site Location

3.3 Huntingdon High Street is approximately 100m to the east of the site (measured from the location of the site access on St John's Street) (approximately 350m to the central point of High Street).

3.4 The roads around the site are generally subject to 30mph speed limits and parking restrictions are in place on parts of the B1514 Brampton Road and George Street.

3.5 The location of the site in relation to the wider highway network is shown in **Figure 3.2**.

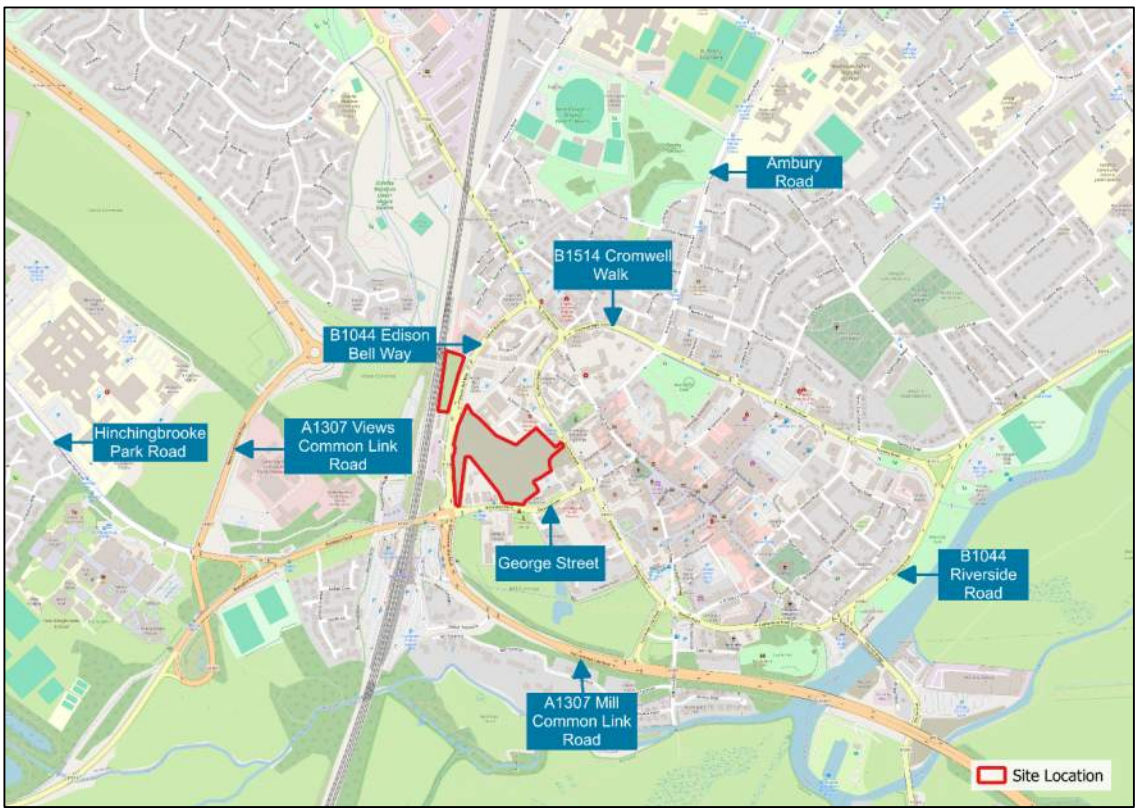


Figure 3.2: Wider Site Location

3.6 The B1514 St John's Street to the east of the site is one-way in a northerly direction past the site and runs round the centre of Huntingdon, leading north east out of the town to Hartford. To the south, the B1514 George Street leads to a signalised junction with Edison Bell Way/A1307/Brampton Road. From here, the A1307 leads south east to the A14, which in turn leads south east to become the M11 motorway.

3.7 Access can be gained to the A1 (A1(M)) to the west of Huntingdon via the A1307 or B1514.

Approved Development

Planning History

3.8 A planning application (planning application reference number 17/00733/FUL) was granted consent in October 2018 for the redevelopment of the eastern side of the site (land to the east of Edison Bell Way) to provide a mixed-use scheme comprising commercial units (use classes A1, A2, A3, A5 and D1), 345 residential dwellings, landscaping, open space, access, parking and associated works.

3.9 A second planning application (planning application reference number 17/01950/FUL) was approved in October 2018 for redevelopment of land to the west of Edison Bell Way to provide 41 apartments with landscaping and parking.

3.10 As previously stated, planning permission was later granted in June 2022 for the redevelopment of both parcels of land (planning application reference number 20/02613/FUL) permitting a phased residential development of 178 dwellings with access, car and bicycle parking, landscaping and associated works. A Travel Plan, dated September 2021, was submitted with this planning application. A Transport Statement, also dated September 2021, was also submitted. Both documents were produced by Transport Planning Associates.

Approved Development

3.11 The approved development comprises a phased development totalling 178 dwellings on the larger area of land to the east of Edison Bell Way (eastern site) and the smaller area of land to the west of Edison Bell Way. Both areas of land are currently vacant.

3.12 It is anticipated that construction will commence in mid 2025, with the phasing as set out in **Table 3.1**.

Phase	Date		
	2025	2026	2027
1	June		
2	September		
7	October		
6		March	
5		May	
4		November	
3			
8			February

Table 3.1: Phasing of Development

3.13 **Table 3.2** sets out an accommodation schedule for Station Quarter.

Dwelling Type	No. of Dwellings		
	Eastern Site	Western Site	Total
2 bed apartment	18	-	18
2 bed maisonette/coach house	15	-	15
2 bed house	71	-	71
3 bed house	32	6	38
4 bed house	29	7	36
Total	**165**	**13**	**178**

Table 3.2: Accommodation Schedule

3.14 A plan of the site layout is provided in **Appendix A** to this TP.

Access Arrangements

Vehicular

3.15 The main vehicular access to the eastern part of the site will be taken from an existing access on Edison Bell Way on the western side of the site. The majority of the dwellings (112) will be accessed here via a priority junction. A secondary access will be provided from St John's Street on the eastern side of the site but there will not be an internal link between the accesses, thereby removing any potential for rat-running through the site. A total of 53 dwellings will be accessed from St John's Street.

3.16 Vehicular access to the western part of the site will be taken from Edison Bell Way via a priority junction with right turn lane and ghost island, with left turns only from the site.

3.17 An emergency vehicle access will be located on George Street on the southern side of the site, which will also form part of the pedestrian and cyclist access arrangements to the site.

3.18 Shared surfaces will be provided within the site to encourage local vehicle speeds and encourage pedestrian and cycle movements.

Pedestrian and Cyclist

3.19 Pedestrian and cyclist access will be taken to the eastern part of the site via the main vehicular access on Edison Bell Way with two further access points for pedestrians along this side of the site. The secondary access on St John's Street will also enable pedestrian and cyclist access. A third access will be provided from George Street which will maintain a desire line through the site between St John's Street and George Street.

3.20 Pedestrian access will be taken to the western part of the site via two access points from Edison Bell Way. Access for cyclists will be taken from the main vehicular access on Edison Bell Way.

Parking Provision

3.21 A total of 269 car parking spaces will be provided across the site. The spaces will be allocated as set out in **Table 3.3**.

Dwelling/Parking Type	No. of Parking Spaces		
	Eastern Site	Western Site	Total
2 bed apartment	113	-	113
2 bed maisonette/coach house			
2 bed house			
3 bed house	104	15	119
4 bed house			
Visitor parking	37	-	37
Total	**254**	**15**	**269**

Table 3.3: Parking Provision

3.22 All dwellings with on-plot car parking will be provided with an EV charging point, in accordance with building regulations.

3.23 Cycle parking will be provided for all dwellings; sheds will be provided for cycle storage for the houses and cycle stores will be provided for the flats.

Servicing and Deliveries

3.24 Turning heads will be provided within the site to enable service and delivery vehicles to turn.

Off-Site Highway Improvement Works

3.25 As well as financial contributions, the approved development includes the following off-site highway improvement works in the local area (as taken from the signed June 2022 Section 106 Agreement for the development):

- Traffic signal controlled pedestrian crossing facilities to be installed on Brampton Road;
- Traffic signal controlled pedestrian crossing facilities to be installed on St John's Street;
- Two bus stops and shelters with bus stop poles, timetable cases, raised kerbs, flags and real-time information displays on Brampton Road;
- One bus stop and shelter with bus stop pole, timetable case, raised kerb, flag and real-time information display on the western side of St John's Street; and
- Removal of the existing signalised junction on Edison Bell Way junction (on the northern western corner of the site and forming part of the previously consented scheme) and making good.

4 Site Audit

4.1 Station Quarter is accessible by modes of transport other than the private car and therefore there is potential for trips to be made to and from it by such modes – on foot, by bicycle, by bus and by rail. The site is located very close to Huntingdon town centre which gives access to a wide range of amenities including supermarkets, shops, education and early years establishments, health facilities and leisure amenities.

Accessibility on Foot and by Bicycle

4.2 The potential for walking and cycling trips is typically governed by trip length and the availability of safe, attractive routes, with cycling additionally influenced by the availability of secure and sheltered cycle parking.

4.3 The Institution of Highways and Transportation (IHT) *Guidelines for Providing for Journeys on Foot* (2000) states that walking accounts for over a quarter of all journeys and four fifths of journeys less than 1 mile (1.6km). The guidance states that an average walking speed of 1.4m/s can be assumed, which equates to approximately 3mph (5kph). The guidance also suggests acceptable walking distances for pedestrians without mobility impairment. Table 3.2 of the document refers to a maximum walk distance of 2,000m for commuting/schools, typical journeys by foot from residential developments.

4.4 The site is very well located to benefit from excellent accessibility to Huntingdon town centre. Direct pedestrian access to High Street can be gained from St John's Passage, a pedestrian walkway linking St John's Street to High Street.

4.5 Footways and street lighting are provided on all roads within the vicinity of the site. Shared footway/cycleways are provided along both sides of Edison Bell Way. Signal controlled pedestrian crossings are located at both the northern and southern ends of the road. Signal controlled pedestrian crossing facilities are also located at the B1514 George Street/St John's Street/B1514 Waldon Road crossroad junction to the south east of the site.

4.6 Cycling is a quick, sustainable and relatively cheap mode of travel that also provides benefits for personal health as well as reducing road congestion. The DfT's Cycle Infrastructure Design Local Transport Note (LTN) 1/20 (July 2020) states in paragraph 2.2.2 that *"Two out of every three personal trips are less than five miles in length*[1] *– an achievable distance to cycle for most people." "For schoolchildren the opportunities are*

[1] Transport Statistics Great Britain, DfT, 2016

even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school" (paragraph 2.2.2). Given the location of Station Quarter within close proximity to local amenities, there is good potential for trips to and from it by bicycle.

4.7 Two National Cycle Network (NCN) routes pass through Huntingdon and directly past the site. The NCN is a series of low traffic routes chosen for their cycle suitability, with the aim to connect all major towns and cities across the UK by cycle routes. **Figure 4.1**, taken from Sustrans' online mapping illustrates the cycle routes within and around Huntingdon. The routes are highlighted as follows:

- Purple routes – on-road routes
- Orange routes – traffic-free routes

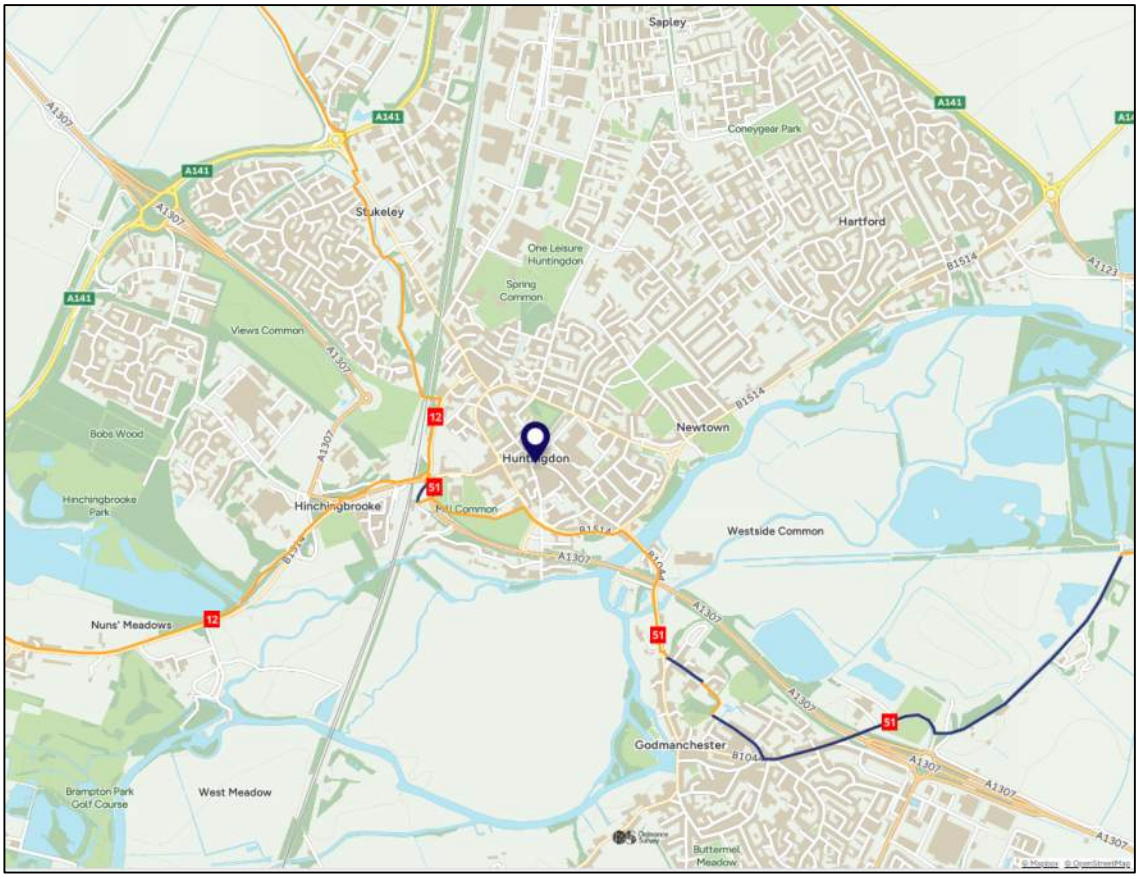


Figure 4.1: Local NCN Cycle Routes

4.8 NCN Route 12 runs along Edison Bell Way. The route is open in sections but links Spalding and London. Route 51 leads from Huntingdon railway station and passes through Oxfordshire, Buckinghamshire, Bedfordshire, Cambridgeshire, Suffolk and Essex. The section between Harwich and Colchester forms part of the North Sea Cycle Route EuroVelo 12).

4.9 CCC has produced a Huntingdon and St Ives Cycle Map, a copy of which is attached at **Appendix B** to this TP. The guide identifies quieter roads with low traffic speed and volume which may be more suitable for cyclists as well as off-road routes. It details local bicycle shops and amenities for cyclists such as cycle parking and toucan crossings, as well as key services.

Accessibility by Bus

4.10 The nearest bus stops to the site are located on the B1514 Brampton Road/George Street, less than 100m from the location of the new pedestrian/cycle access on this side of the site, and on the B1514 St John's Street, also less than 100m from the location of the site access on this side of the site.

4.11 The bus services available from these stops are summarised in **Table 4.1**.

Service	Bus Operator	Route	Average Bus Frequency		
			Weekday	Saturday	Sunday
	Brampton Road/George Street bus stops:				
66	Whippet Bus	Huntingdon – St Neots	2 per hour	1-2 per hour	2 in AM, 2 in late PM
400	Dews Coaches	Bus station – Hinchingbrooke School	School service	-	-
401	Dews Coaches	Brington Road – Blacksmiths Lane (Huntingdon loop)	1 in AM, 1 in PM	No service	No service
904	Stagecoach	Huntingdon – Peterborough	1 per hour	Every 1.5 hours	No service
B (the busway)	Stagecoach	Trumpington Park and Ride – Huntingdon	3 per hour	3 per hour	1 per hour
VL14	Villager Bus	Felmersham – St Ives	3rd Monday of each month only (1 inbound, 1 outbound)	No service	No service
X3	Whippet Bus	Huntingdon – Cambridge	2 per hour	1 per hour	1 per hour
	St John's Street bus stop:				
303/305	Dews Coaches	Huntingdon – Chatteris	1 per hour	1 per hour	No service
B the busway	Stagecoach	Trumpington Park and Ride – Huntingdon	3 per hour	3 per hour	1 per hour
RH3	Ramsey and District Community Bus	Huntingdon – Upwood	1 per week (1 inbound, 1 outbound)	No service	No service

Table 4.1: Local Bus Services

Accessibility by Rail

4.12 The site lies approximately 230m from Huntingdon railway station (measured from the eastern site access on Edison Bell Way). Huntingdon railway station is managed by Great Northern Rail. Trains operate in a northbound direction to Peterborough (two per hour) and in a southbound direction to Horsham in West Sussex (two per hour), serving stations including at Crawley, Gatwick Airport, Redhill, London Bridge, London St Pancras and Stevenage.

4.13 A large, covered storage area for 370 bicycles is provided at the station (with CCTV for security).

Local Car Clubs and Electric Vehicle Charging Points

4.14 Car club vehicles offer the convenience of using a vehicle without the full cost of owning one. There is a one-off joining fee and monthly membership fee. Members can then pay to hire a vehicle per hour or per day, with an additional mileage fee. There are no car club vehicles in Huntingdon; the nearest car vehicle is located at Longstanton Park and Ride in Northstowe, approximately 21km to the south east of the site. A large number of car club vehicles are available in Cambridge, approximately 30km to the south east of the site.

4.15 Public electric vehicle (EV) charging points are provided throughout Huntingdon, as illustrated in **Figure 4.2**. The chargers are marked as follows:

- Rapid chargers – pink and purple
- Fast chargers – orange
- Slow chargers – yellow

4.16 The nearest rapid charger to the site is located at Huntingdon multi-storey car park, approximately 850m to the east.

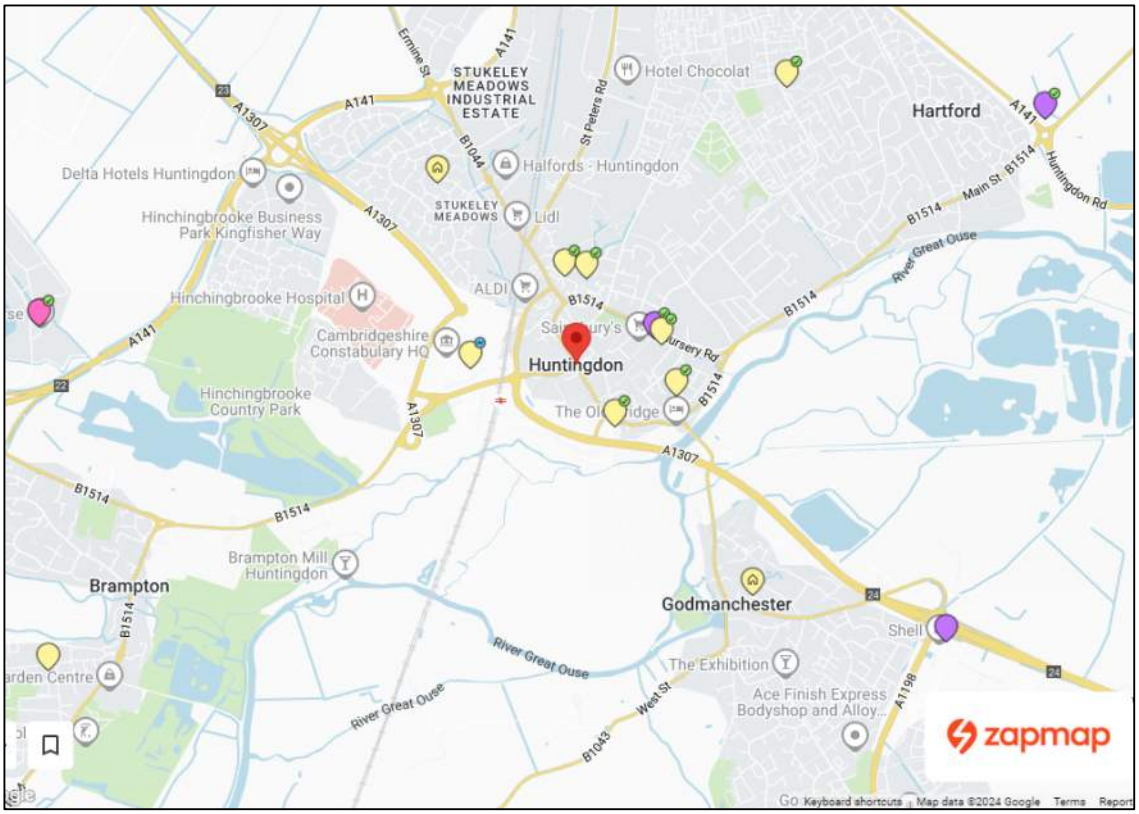


Figure 4.2: EV Charging Points in Huntingdon

[Source: https://www.zap-map.com/live/]

Summary

4.17 This section demonstrates that the site is accessible by modes of transport other than the private car and therefore there is potential for trips to be made to and from the site by such modes – on foot, by bicycle, by bus and by rail.

5 Baseline Travel Data

5.1 Future iterations of this TP will include a review of the travel patterns and modal split of residents' travel in this section. However, as Station Quarter is not yet built and occupied, a survey of residents' travel patterns is unable to be made. The predicted trip generation and modal split of the future residents of the site is therefore referred to.

Predicted Trip Generation of the Site

Vehicular Trip Generation

5.2 The September 2021 Transport Statement produced by Transport Planning Associates, set out an assessment of the likely trip generation of the site. The Transport Statement set out an assessment of the trip generation of the site. Section 5 of the report set out the predicted trip rates and vehicular trips. The vehicular trip rates and subsequent trip generation for the weekday AM and PM peak hours of 08:00 to 09:00 and 17:00 to 18:00 hours respectively are reproduced in **Table 5.1** and **Table 5.2** for the flats and houses respectively.

Time Period	Vehicular Trip Rate		Vehicular Trip Generation (16 Flats)	
	Arrs	Deps	Arrs	Deps
Weekday AM peak (08:00-09:00)	0.054	0.156	1	3
Weekday PM peak (17:00-18:00)	0.153	0.084	3	1

Table 5.1: Approved Vehicular Trip Generation for Flats

[Ref. Transport Planning Associates September 2021 Transport Statement Table 5.1]

Time Period	Vehicular Trip Rate (per dwelling)		Vehicular Trip Generation (162 Houses)					
			Eastern Side (149 Houses)		Western Side (13 Houses)		Total Site	
	Arrs	Deps	Arrs	Deps	Arrs	Deps	Arrs	Deps
Weekday AM peak (08:00-09:00)	0.146	0.304	22	45	2	4	24	49
Weekday PM peak (17:00-18:00)	0.243	0.185	36	27	3	2	39	29

Table 5.2: Approved Vehicular Trip Generation for Houses

[Ref. Transport Planning Associates September 2021 Transport Statement Table 5.2]

Multi-Modal Trip Generation

5.3 In the absence of site-specific data, the Transport Planning Associates September 2021 Travel Plan set out a baseline modal split for the site based on 2011 Census data for mode of travel to work in the Huntingdon area. The modal split is reproduced in **Table**

5.3. it is noted that the percentages do not add up to 100%. The reason for this is unknown. As such, for the purposes of this TP, the figures have been adjusted to create a total of 100%. The adjusted figures are also shown in **Table 5.3**.

Travel Mode	Baseline Modal Split (Travel to Work)	
	TPA Sep 2021 Travel Plan	Adjusted
Walk	20%	26.3%
Cycle	5%	6.6%
Bus	3%	3.9%
Train	5%	6.6%
Car driver	38%	50.0%
Car sharing	4%	5.3%
Other	1%	1.3%
Total	**76%**	**100%**

Table 5.3: Modal Split (Based on 2011 Census)

[Ref. Transport Planning Associates September 2021 Travel Plan Table 5.1]

5.4 The modal split of the Station Quarter will be assessed following occupation of the households, by means of a travel survey, as detailed below.

Baseline Travel Survey

5.5 As Station Quarter is not yet constructed or occupied, a survey of residents' travel patterns is unable to be made. A baseline travel survey will therefore be undertaken following occupation of the development. In order that the results are representative and to achieve a reasonable response rate, the baseline survey will be carried out following 50% occupation of the dwellings.

5.6 The key finding of the travel survey will be the modal split of residents' travel. The percentage of residents travelling to and from Station Quarter by each mode of travel, i.e. walking, cycling, bus, rail and car sharing will be determined. This will define the starting point and targets of the TP.

Methodology

5.7 The travel survey will be posted to all occupied households at Station Quarter with a pre-paid envelope included for ease of return to the Travel Plan Coordinator. The covering letter will also provide a link to an online version of the survey for ease of use by residents and for instant reporting on the results. An incentive of the opportunity to win a high street/online shopping voucher is likely to be stated on the covering letter issued with the survey.

The results of the baseline travel survey will be used to assess/set the baseline situation at Station Quarter and the results will be included in future iterations of this TP.

6 Targets

6.1 There are two broad types of targets: action-type targets and aim-type targets. Aim-type targets mainly relate to those which are quantifiable, for instance a particular number of car trips and/or modal split. Action-type targets consist of those relating to the implementation of services, facilities etc. throughout the progression of the development.

Aim Targets

6.2 This TP contains a set of SMART (specific, measurable, attainable, realistic and timebound) aim-type targets, which link to the objectives of the Plan.

6.3 As stated in section 5, a travel survey will be undertaken following 50% occupation of the Station Quarter in order to determine the baseline modal split. Following the survey, the targeted modal split will be adjusted accordingly. For the purposes of this TP prior to commencement of construction of the site, draft targets for mode of travel to work have been set based on the modal split in **Table 5.3** (2011 Census for the local area). The draft targets in **Table 6.1** have been set for a five year time frame, with interim targets at years one and three.

Travel Mode	Anticipated Modal Split (Travel to Work 2011 Census)	Year 1 Target	Year 3 Target	Year 5 Target	Change
Walk	26.3%	27.3%	28.3%	29.3%	+3%
Cycle	6.6%	6.8%	7.0%	7.1%	+0.5%
Bus	3.9%	4.1%	4.3%	4.4%	+0.5%
Train	6.6%	6.8%	7.0%	7.1%	+0.5%
Car driver	50.0%	48.0%	46.0%	44.0%	-6%
Car sharing	5.3%	5.8%	6.3%	6.8%	+1.5%
Other	1.3%	1.3%	1.3%	1.3%	-
Total	**100%**	**100%**	**100%**	**100%**	

Table 6.1: Draft Modal Split Targets (Based on 2011 Census)

6.4 The targets focus on reducing single-occupancy car travel and encouraging journeys by public transport, walking and cycling, in line with the objectives of the TP. It is noted that, at this stage, the targets do not consider the fact that some residents are likely to work from home. This will be assessed as part of the baseline travel survey and the targets will be adjusted accordingly.

6.5 Following the baseline travel survey, the draft targets in **Table 6.1** will be reassessed as follows:

- Year one target – to be assessed one year after the baseline travel survey;

- Year three target – to be assessed three years after the baseline travel survey; and
- Year five target – to be assessed five years after the baseline travel survey.

Action Targets

6.6 The action-type target for this TP is to implement the measures detailed in section 8 during certain stages of the development in accordance with a defined action plan; the proposed action plan is set out in section 10 of this TP.

7 Travel Plan Management

7.1 Vistry Group will appoint a Travel Plan Coordinator (TPC) for Station Quarter who will be responsible for implementing and administering the TP. Details of the nominated TPC will be set out in the TP here prior to commencement of the development.

- Company:
- Address:
- Telephone number:
- Email address:

7.2 The TPC will be employed for five years post full occupation of Station Quarter. The TPC will be responsible for the following:

- Promotion and implementation of initiatives and measures (including the Travel Information Pack and free bus ticket as required by planning condition 33);
- Liaison with local sustainable travel operators and suppliers, in order to obtain travel discounts;
- Addressing any resident questions or queries regarding travel;
- Organisation of monitoring and reporting; and
- To be a point of contact for residents for the purpose of providing travel information and advice.

7.3 Any changes to the appointed TPC will be notified to CCC.

8 Initiatives and Measures

8.1 This section sets out details of the initiatives and measures that will be undertaken to work towards the objectives and targets of the TP.

Dissemination of Information

8.2 The dissemination of information relating to sustainable travel modes is key to achieving the objectives of the TP.

Marketing Information

8.3 The local sustainable transport facilities will be summarised in marketing and sales information for Station Quarter. The marketing pages within the development's website will include site location details, a map and information on local amenities.

Travel Information Packs

8.4 In accordance with planning condition 33, a Travel Information Pack (TIP) (or Resident Welcome Pack, as termed in the planning condition) will be produced and distributed to all households within Station Quarter, following occupation. The TIP is likely to include the following information:

- Details of how to obtain personalised travel planning services;
- Details of local amenities and services within a convenient walk distance from Station Quarter;
- Local pedestrian routes within, to and from Station Quarter;
- Location of Station Quarter in relation to local cycle routes;
- Details of the appointed TPC and how to contact them for travel related queries;
- Details of the Bike2work scheme and the free cycle journey planner cyclestreets.net;
- Location of the nearest bicycle shops to the development;
- Location of local bus stops and the bus services provided from these;
- Details of how to apply for the free three month bus travel ticket (in accordance with planning condition 33);
- Location of Huntingdon railway station and the train services that operate from there;
- Details of the benefits of car sharing and the free car sharing website liftshare.com, which enables members to find others with whom to share their regular or one-off car journeys; and
- Information relating to shopping and home delivery.

Community Noticeboard

8.5 For the benefit of both residents and visitors, a noticeboard will be installed in a prominent position within Station Quarter displaying similar information to the TIP, as well as additional information such as maps showing safe walking/cycle routes to and from the site and posters promoting the health benefits of walking and cycling.

Providing for and Encouraging the Use of Sustainable Travel Modes

Cycling

8.6 Cycle parking will be provided for all dwellings; sheds will be provided for cycle storage for the houses and cycle stores will be provided for the flats.

Bus Travel

8.7 In accordance with planning condition 33, a three month bus travel ticket for unlimited travel on most bus services in Cambridgeshire will be offered to each household upon occupation. One bus pass per household only will be offered and to the first occupier of each property. The uptake of this offer will be monitored by the TPC.

Electric Vehicles

8.8 All dwellings with on-plot car parking will be provided with an EV charging point, in accordance with building regulations.

Reducing the Need to Travel

8.9 All properties will be broadband enabled, allowing residents the opportunity to work and shop from home.

Other

8.10 Shared surfaces will be provided within the site to encourage low vehicle speeds and encourage pedestrian and cyclist movements.

Off-Site Improvement Works

8.11 In addition to the above and as detailed in section 3 of this TP, the approved development includes a number of off-site improvements in the local area which aim to improve accessibility and encourage travel by non-vehicular modes. These comprise:

- Traffic signal controlled pedestrian crossing facilities to be installed on Brampton Road;
- Traffic signal controlled pedestrian crossing facilities to be installed on St John's Street;

- Two bus stops and shelters with bus stop poles, timetable cases, raised kerbs, flags and real-time information displays on Brampton Road;
- One bus stop and shelter with bus stop pole, timetable case, raised kerb, flag and real-time information display on the western side of St John's Street; and
- Removal of the existing signalised junction on Edison Bell Way junction (on the northern western corner of the site and forming part of the previously consented scheme) and making good.

9 Monitoring and Reporting

9.1 To assess the effectiveness of the TP and its measures, and to determine the success in working towards the targets, monitoring will be undertaken at Station Quarter and the results will be reported accordingly.

9.2 As stated in section2, this TP for Station Quarter is a long-term strategy with the aim of encouraging and implementing change in travel patterns. The aim of this TP is to encourage future residents and visitors to reduce their reliance on the use of private car when travelling to and from the site and when making local trips. It has the following objectives:

- To encourage residents and visitors to make more sustainable travel choices when travelling to and from the site and to maintain that change, once it has occurred;
- To encourage a reduction in the dependence of residents and visitors on single occupancy private car travel; and
- To minimise the impact of the development on the local highway network.

9.3 A suitable indicator of the success of the TP is therefore the modal split of residents' travel and whether or not the targets have been met.

Travel Surveys

9.4 As stated in section 5, a travel survey will be undertaken following 50% occupation of Station Quarter in order to determine the baseline modal split. Monitoring of the TP will then be undertaken through questionnaire surveys undertaken in years one, three and five. The format of the surveys will be the same as the baseline travel survey to ensure that the data collected is comparable. The surveys will be distributed to all occupied households within Station Quarter in paper form and will include a freepost envelope for ease of return to the appointed TPC. Details of an online version of the survey will also be provided to residents within the covering letter.

9.5 The results of the surveys will be used to assess the modal split of residents' travel and the success in meeting the targets of the TP. The results will be compared to the results from the previous year(s).

9.6 The results of the travel surveys will be analysed and the results compiled into a monitoring report. The report will outline the findings of the survey and any remedial action that may be required. The report will be sent to the Travel Planning team at CCC.

9.7 If the targets are not met by the end of the initial period of monitoring, the TP will be reviewed, new measures may be introduced and the monitoring may be extended into years 7 and 9. This would be agreed with the CCC.

Monitoring Measures

9.8 In addition to the biennial travel surveys, the TPC will undertake the following monitoring/maintenance measures:

- The TPC will respond to travel related queries and concerns from residents. Any concerns raised by residents of or visitors to the site regarding the condition of pedestrian and cycle routes within and around the site will be noted by the TPC and passed to the relevant CCC officer to encourage improvements/maintenance to the facilities;
- The TPC will periodically review and update the information on the community noticeboard to ensure that it is accurate and up to date;
- The TPC will monitor the uptake of the free bus travel tickets; and
- The TPC and/or Vistry Group will distribute the TIPs to residents.

10 Action Plan

10.1 **Table 10.1** sets out an action plan for the Station Quarter TP. It lists short, medium, and longer term actions which will be carried out to work towards the objectives of the TP. The actions are time based and have a start and end or review date.

Measure/Action	Purpose of Measure/Action	Responsibility	Timescale
Provision of infrastructure for sustainable travel modes on and off-site	To fully integrate the development with pedestrian/cyclist routes. To reduce travel by car, particularly single occupancy car travel	Developer	As part of construction of development
TPC to be appointed	To undertake various actions and implement the TP	Developer	Prior to first occupation
TPC to provide input to marketing information, setting out the available sustainable transport opportunities and TP initiatives/requirements	To make potential residents aware of the accessibility of the site and opportunities available for non-car modes of travel	TPC	Prior to first occupation
Marketing staff to be made aware of and promote the available sustainable transport opportunities	To make potential residents aware of the accessibility of the site and opportunities available for non-car modes of travel	TPC	Prior to first occupation
Establish a development website which includes information on site accessibility	To provide a convenient platform for Station Quarter and its accessibility to be advertised	Developer	Prior to first occupation
TPC to prepare information for the community noticeboard	To make residents and visitors aware of the accessibility of the site and opportunities available for non-car modes of travel	TPC	Prior to first occupation
TPC to prepare a TIP for households	To advise residents of the accessibility of the site and opportunities available to travel by non-car modes. To advertise the facilities available to assist/encourage the use of non-car modes of travel	TPC	Prior to first occupation
TPC to ensure that information within the development website, TIP and community noticeboard remains up-to-date	To ensure the information remains up-to-date	TPC	Prior to first occupation and ongoing for lifetime of the TP

TPC to act as a point of contact for residents and other interested parties	To assist residents if they have any queries regarding travel	TPC	Post-occupation and up to five years following full occupation
Baseline travel survey questionnaire	To set a baseline for SMART targets to be set	TPC	Following 50% occupation
Repeat travel survey questionnaire	To assess the effectiveness of the TP	TPC	One year after the baseline travel survey and at years three and five post baseline travel survey
Analysis, target setting and reporting of baseline and repeat travel surveys	To assess the effectiveness of the TPand determine targets and remedial measures	TPC	Monitoring report will be prepared following completion of the travel surveys
Secure bicycle storage will be provided for each dwelling.	To encourage the use of bike ownership and cycling and reduce travel by car, particularly single occupancy car travel	Developer	As part of construction of development
All properties to be broadband enabled	To enable residents to undertake online shopping and work/study from home. To reduce travel by car, particularly single occupancy car travel	Developer	As part of construction of development
Residents to be offered a free three month bus travel ticket	To encourage use of public transport and reduce travel by car, particularly single occupancy car travel	TPC	Upon occupation

Table 10.1: Action Plan

APPENDIX A: Site Layout



NOTES

1. Contractors must check all dimensions on site. Only figured dimensions are to be worked from. Discrepancies must be reported to the Architect or Engineer before proceeding. © This drawing is copyright.

2. All plans and drawings are drawn true to stated scales and can be used for the purpose of planning only. Responsibility is not accepted for errors made by others in scaling from this drawing.

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Legend

- M4(2) Units
- M4(3) Units
- M4(2) Parking Bay
- M4(3) Parking Bay
- S(A) 3-4 cycle storage shed Type A - internal dim 2500x2500
- S(B) 2-3 cycle storage shed Type B - internal dim 2900x1600

REV	DESCRIPTION	DRN	CHD	DATE
P22	Plots 76-79 & 120-123 corrected to show THC10-V1. Plot 76 gate. rear entry realigned	PM	CH	03.09.2024
P21	Boundary Wall dims added	PM	CH	16.08.2024
P20	Porches reinstated HT THC-3	PM	CH	04-07-2024
P19	Additional info added for boundary wall with St Johns St	PM	CH	21.06.2024
P18	Shed & patio adjusted plot 56	PM	CH	17.06.2024
P17	Parking spaces plots 15-16 & Plots 21-22 swapped over. EV charging duct routes adjusted to suit. Car port plots 8-9 made wider	PM	CH	13.06.2024
P16	M4(2) units updated. ESS updated to Falcon Design drawing issued 20.05.2024	PM	CH	07.06.2024
P15	Sheds, paths, patios & garden steps amended to reflect current planning condition drawing as issued. Porch reinstated on house type THC-11	PM	CH	29.05.2024
P14	Sheds relocated to original planning positions. Paths redirected to suit & hardstanding areas shown for bins in rear gardens	PM	CH	23.04.2024
P13	Porch depths aligned with main plans	PM	CH	19.03.24
P12	Substation updated. Parking bays plots 74-75 amended	PM	CH	08.03.24
P11	Substation updated	PM	CH	23.02.24
P10	Porches removed from HT THC-11 & THC3. Binstore Plots 149-157 added (as clouded). Substation added (as clouded)	PM	CH	12.02.24
P9	Updated following client requested changes adding porches, amended balconies(apartments) & House Type F drainage changes	PM	CH	23.01.24
P8	Internal drainage points updated HT F (Plots 176-178)	PM	CH	04.12.23
P7	Sheds Updated	PM	CH	15.11.23
P6	F Type updated for new internal drainage.	PM	CH	11.10.23
P5	M4(2) & M4(3) units identified	PM	CH	11.10.23
P4	Internal updates and services added	CH	CH	15.09.23
P3	Internal updates and services added	CH	CH	16.09.22
P2	Patios, Sheds and Gates added, Gas meters removed	CH	CH	19.08.22

■ PRELIMINARY ☐ INFORMATION ☐ TENDER

☐ CONSTRUCTION ☐ AS BUILT

SCALE	1:500 @ A1	DATE	Aug 2022
DRAWN	CH	CHK	CH
DRAWING NO.	19167 001	REV	P22

TITLE: Station Quarter, Huntingdon

DETAILS: Site Plan

Woods Hardwick

Architecture | Engineering | Planning | Surveying

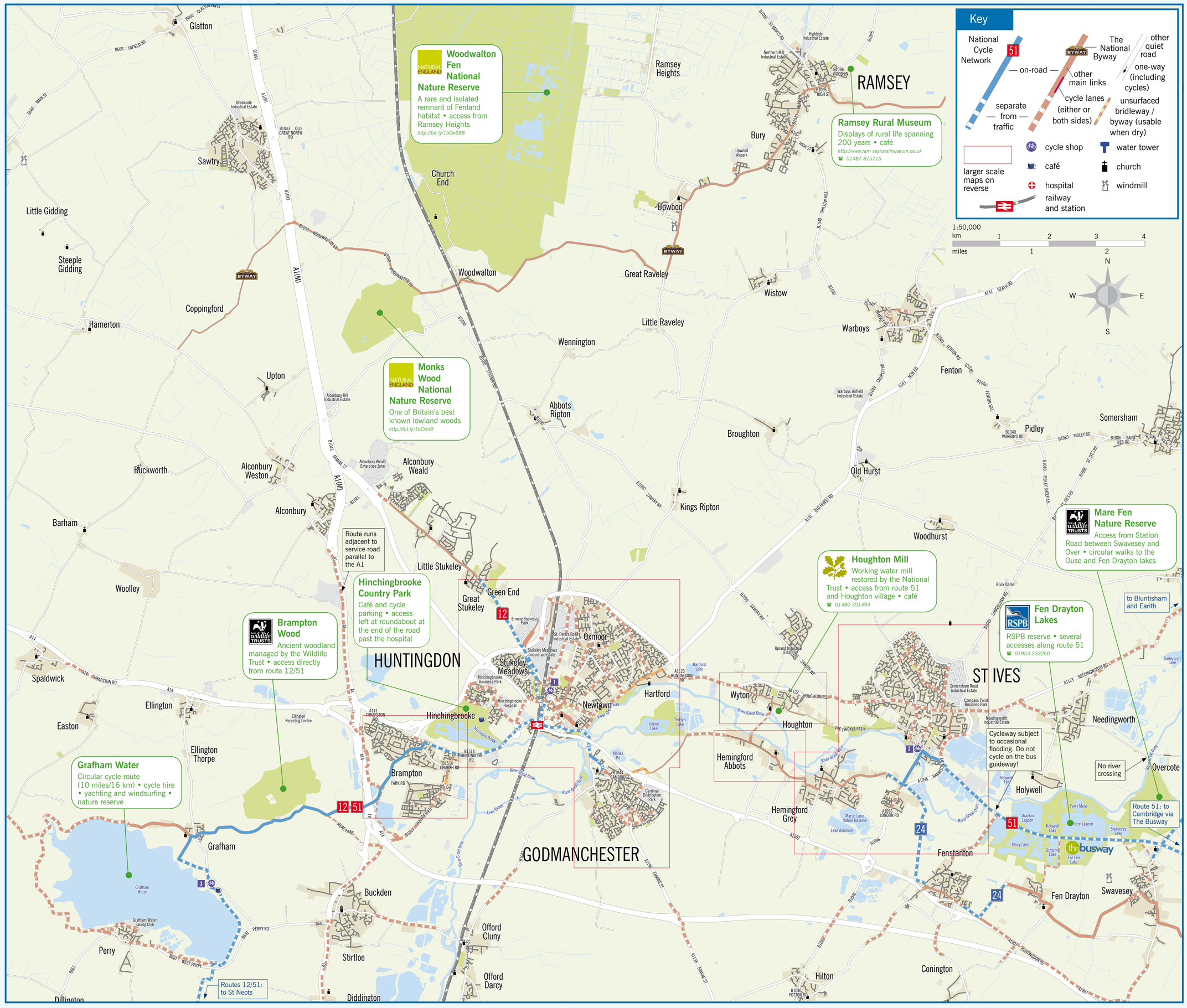
BEDFORD : HEAD OFFICE
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BIRMINGHAM
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Birmingham B24 9FE
T: +44 (0) 121 6297784

ONLINE: mail@woodshardwick.com | woodshardwick.com

PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS DRAWING

APPENDIX B: Huntingdon and St Ives Cycle Map



Cambridgeshire County Council

Huntingdon & St Ives Cycle Map



www.cambridgeshire.gov.uk/cycling

A guide to cycling around Huntingdon & St Ives

Useful contacts

Cambridgeshire County Council

Cycling *transport.delivery@cambridgeshire.gov.uk*
cycle maps online: *www.cambridgeshire.gov.uk/cycling*

Highway maintenance to report potholes, overhanging vegetation, winter gritting, traffic signal faults, rights of way problems etc.
Cambridgeshire County Council 0345 045 5212
www.highwaysreporting.cambridgeshire.gov.uk

Street lighting
Cambridgeshire County Council 0800 783 8247
www.cambridgeshire.gov.uk/transport/roads

Rights of Way public footpaths, bridleways, byways, countryside access *0345 045 5212 cst@cambridgeshire.gov.uk*

Cambridgeshire Smart Journeys helping employers promote cycling and other forms of sustainable commuting
www.smartjourneys.co.uk

Huntingdonshire District Council
01480 388388 www.huntingdonshire.gov.uk

Cambridgeshire Police
101 www.cambs.police.uk

Cycling UK the UK's National Cyclists' Organisation
01483 238300 www.cyclinguk.org cycling@cyclinguk.org
locally, including rides:
www.ctccambridge.org.uk 01223 851549

Hunts Walking and Cycling Group
supportive active travel. Facebook: *tinyurl.com/HuntsWalkCycle*

For online cycle maps and route planning, visit **www.cyclestreets.net**

Further copies of this map are available from Cambridgeshire County Council (transport.delivery@cambridgeshire.gov.uk).
We welcome any comments on the map.
Produced by Cambridgeshire County Council
Third edition: May 2023

Whilst every effort has been made to ensure the accuracy of these maps, Cambridgeshire County Council, their partners, OpenStreetMap and frankieandshadow.com cannot be held responsible for any errors or omissions. Preparation by David Earl at frankieandshadow.com.

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Around Huntingdon and St Ives

Huntingdon

Receiving its royal charter in 1205, Huntingdon lies at an important river crossing where the old Roman road called Ermine Street, latterly the Great North Road, bridges the River Great Ouse. A former county town, it is the birthplace of Oliver Cromwell. It has a number of fine buildings, including Hinchingbrooke House. Originally a medieval nunnery and now part of a school, it was converted by the Cromwell family in the 16th century and later extended by the Earls of Sandwich.

In the town, the Cromwell Museum has a collection of portraits and personal objects that relate to Oliver Cromwell and his family.

St Ives

Formerly known as Slepe, the ancient riverside market town of St Ives is famous for the Chapel of St Ledger on its medieval bridge across the Great Ouse. It is also home to the Norris Museum which is a treasure trove of local historical artefacts.



Huntingdon Market Square

For nearly a thousand years St Ives has hosted some of the largest public markets in England. Today the street markets still fill St Ives town centre on Mondays and Fridays under the watchful eye of Oliver Cromwell, one time resident of the town, whose statue stands in the centre of the Market Place.

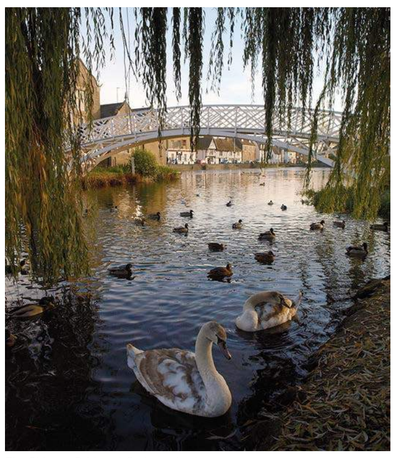
St Ives is at the northern end of The Busway, which provides a near traffic-free cycle route all the way to Cambridge.

Godmanchester

Godmanchester is situated at the junction of two famous Roman roads, the Via Devana and Ermine Street, where they cross the River Great Ouse. It stands on the southern bank of the river, linked to Huntingdon by a medieval arched stone bridge. The town boasts no fewer than 130 buildings listed for Special Architectural Interest. It is also famous for its Chinese Bridge which crosses the river to Portholme, the largest meadow in England.

Ramsey

Ramsey is an historic market town, which was an island in the fens before they were drained. It was built up around the gate of Ramsey Abbey, which can still be seen, although the Abbey itself no longer exists. Ramsey Rural Museum is housed in an 18th century farm building in Wood Lane and various barns set in open countryside. Collections include agricultural implements and tools, a cobbler's shop, chemist, village store, and a Victorian lounge, kitchen and schoolroom.



The Chinese Bridge at Godmanchester

Smart Journeys

Smart Journeys offer a wide range of services, tools and advice to businesses and their employees across Cambridgeshire enabling employees to commute sustainably, reducing car park demand and leading to healthier more productive staff.

Services and tools for employees:

- Discounts on rail season tickets
- Discounts at cycle shops and more
- Discounted cycle training organised through your employer
- CamShare – free car sharing matching website

Smart Journeys work with a wide range of businesses across Cambridgeshire with staff benefiting from the services and tools available.

www.smartjourneys.co.uk

smartjourneys

Cycling

Why cycle?

- It's free.
- To save time – it's often the quickest way to get around town and parking is free and easy.
- It keeps you fit whilst you get from A to B – regular cyclists are as fit as a person 10 years younger and have a reduced risk of heart disease or stroke.
- To enjoy the open spaces and countryside.

Cycling Tips

- Ride assertively – cycle well out from the kerb so that you are visible to motorists. This will discourage them from overtaking too closely.
- Watch out for car doors opening and make eye contact with drivers waiting to pull out.
- Don't overtake lorries or buses on the left at junctions as they have a blind spot and there could be fatal consequences.
- Master the backward look – practice looking back over your right shoulder so you can turn right or overtake without wobbling.
- Ensure your bike is roadworthy.

Harrison Way shared-use path (St Ives by-pass)



Do's and Don'ts

- Be considerate to pedestrians – they should be given priority on shared paths, so slow down and use your bell.
- Don't cycle on the pavement unless there are blue signs indicating that they are designated cycle routes.
- Use lights at night – reflective clothing is also a good idea.
- Only use one-way streets in the permitted direction and obey traffic signs in general.

Cycle Parking

- Cycle parking stands are available in and around the town centres.
- Sadly, cycle theft is common. Always lock your bike to a fixed object, with a good lock, even for the briefest stop.
- Note down your frame number. More about keeping your cycle safe:
  www.camcycle.org.uk/cycletheft
- Register your bike at:
  www.bikeregister.com

Cycle Training

- Local company Outspoken provides Bikeability cycle training, designed to increase your confidence and cycling skills on the road:
  www.outspokentraining.co.uk
- Other cycle trainers can be found via:
  www.cambridgeshire.gov.uk/bikeability

The National Cycle Network



Near Brampton Wood on routes 12/51

The National Cycle Network is made up of more than 12,500 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes that are often a great way to get to work, school, the shops or just for exercise and fun.

Founded by Sustrans, the sustainable transport charity, the Network is available to everyone and passes within a mile of 55% of the population.

Route 12 includes Huntingdon, St Neots and Peterborough. Route 51 links Huntingdon and St Ives, The Busway, Cambridge, Newmarket and beyond.

www.sustrans.org.uk

sustrans JOIN THE MOVEMENT

Cycle shops

1 **Richardson Cycles**
51 Ermine Street
Huntingdon PE29 3EZ
01480 453492
www.richardsonsonline.co.uk

2 **Richardson Cycles**
7 The Broadway
St Ives PE27 5BX
01480 463127
www.richardsonsonline.co.uk

3 **Rutland Cycling at Grafham Water**
Marlow Car Park
Grafham Water PE28 0BH
01480 812 500



Oliver Cromwell overlooks St Ives marketplace

Know your traffic signs

No Entry signs always apply to cyclists too ...

Except cycles ... unless there is an exception shown underneath, or ...

... you can bypass No Entry signs if there is a gap alongside with this **route for cyclists** sign.

No cycling
Typically used on a footpath away from a road. You can still wheel your bike.

No motor vehicles
A cycle is not a motor vehicle. Cyclists are allowed to pass these signs where motorists cannot.

Shared route for cyclists and pedestrians together
The only time cyclists are allowed to ride on a pavement alongside a road is where you see this sign (for example around parts of Huntingdon's ring road)...

... or this one indicating a **segregated route**, where you must keep to the side designated for cyclists.

St Ives 51 **Direction sign** showing National Cycle Route.

Bikes on trains

Most bikes are allowed on most trains so there are many opportunities in the area to plan a journey by bike one way and train the other. However, restrictions apply during peak times (Cross Country Trains also sometimes requires reservations). Please check before travelling.

www.nationalrail.co.uk
www.camcycle.org.uk/bikesontrains

Street Index

Abbey Retail Pk . . . Z6,Z7
Abbots Ct . . . P7,P8
Abbots Cres . . . W5,X5
Abbots Ripton Rd . . . I2,J2
Abbott Cl . . . A8
Acacia Ave . . . V5,W5
Acheson Rd . . . C10,C11
Acorn Skips . . . B12
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Alabama Wy . . . U5,V5
Albemarle Rd. . . . W4
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All Saints Cl . . . X5
All Saints Green . . . Z7
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Allen Farm Cl. . . . J10
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Almond Cl. . . . K9
Alms Cl . . . H4
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Ambury Hill . . . I5,I6
Ambury Hill Wk . . . I5
Ambury Rd . . . I5,I6
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American Ln . . . J5,J6,K5
Amners Cl. . . . K4,L4
Anderson Cres . . . K9,L9
Anderson Dr . . . V6
Ansley Rd . . . S6
Ansley Wy. . . . U5,V5,V6
Anson Dr . . . W5
Apple Orchard, The . . . T9,U9,U10
Archers Ct . . . H5
Armstrong Ct. . . . J3,K3
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Ash Cl . . . I4,J4
Ash Ct. . . . B7
Ashton Gdns . . . I6
Askwith Grove . . . U6,V6
Aspen Green . . . J4,J5
Astilbe Ln . . . P7,P8
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Aurora Fairway School . . . V6,V7
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Avenue Rd . . . I6
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Bailey Grove . . . A7
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Bank Rd . . . X4
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Barleyfield Wy . . . J4,J5
Barn Cl . . . L4
Barnes Wk . . . W7
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Bassenthwaite . . . F4,G4
Bath Cl . . . S3
Bath Cres . . . S3
Baumgartner . . . L11
Bayliss . . . K11
Beacon Cl. . . . F4
Beale Ct . . . K3
Bearscroft Ln . . . L11,M10,M11
Beasley Rd . . . B10
Beaton Cres . . . J4
Beaumont Cl . . . K2
Beck Ct . . . V6
Bedford Ave . . . S3
Bedford Cl . . . S3
Bedford Cres . . . W4
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Beech Ct . . . I4,J4
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Beevor Ct . . . J2
Bell Field . . . D8
Belle Isle . . . A8
Belle Isle Cres . . . A7,A8
Bergamont Cl. . . . K11
Berkeley Green . . . Z7
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Bernard Ct . . . I4,I5
Bernard Rd . . . B8
Berry Ln . . . G10,H10,I10
Besters Wk . . . J9
Betts Cl . . . J10,K10
Bevan Ct . . . J5
Birt Ln . . . X8
Bishops Ln . . . H7
Black Bridge . . . Q7
Blackhills Rd. . . . V4
Blackstone Rd . . . H3,H4
Blaines Ct. . . . I6,I7
Blea Water . . . G5
Blenheim Ct . . . R3,R4
Blenheim Pl . . . G4
Blethan Dr . . . F4
Bliss Cl . . . E5
Bloomfield Dr. . . . E6,F6
Bloomfield Park . . . I6
Bluegate . . . K11,K12
Boatyard (disused) . . . J7
Bowling Cl . . . F6
Booth Ter . . . A4
Boretree Wy . . . F4
Bowlings Ct . . . X8
Bradbury Pl . . . I7
Bradley Rd . . . E5,E6
Bradshaw Cl . . . J4
Brayfield . . . P7,P8
Brambles, The . . . S9,T9
Bramble Ct . . . A7
Brambles, The . . . V10
Bramley Rd . . . Y6
Brampton . . . B8
Brampton Community Centre . . . C8
Brampton Memorial Hall . . . D8
Brandon Cl . . . A12,G7,H7
Brampton Recreation Ground . . . C8,D8
Brampton Village Primary School . . . B8
Brecon Wy . . . F6
Brewer Ave . . . L10
Brewery Yd . . . I6,I7
Brick Kilns . . . K11
Bridge Foot . . . I7
Bridge Pl . . . I7
Bridge St . . . X8
Brigham Cres. . . . J5,J6
Brigland Cl . . . F4
Broad Leas . . . X7,X8
Broad Leas Ct . . . X7
Broadway, The . . . W8,X8
Bromholme Bridge . . . F8
Bromholme Ln . . . F8,F9,G8
Brook Wy . . . Y7,Z7
Brookside . . . I6,R6,S6
Broom Wy. . . . X5,X6
Brow, The . . . J6,J7
Brownlow Rd. . . . V6
Brudenell . . . L11
Brunel Ct. . . . Y5
Buckden Rd . . . G5
A12,B11,B12,C10,C11,D9,D10
Buckingham Cl . . . S3
Budge Cl . . . D8
Bull Ln. . . . X8
Bure Cl . . . X5
Burgess Wk . . . X7
Burleigh Hill Community Centre . . . X4
Burleigh Rd . . . W3,W4
Burlington Wy . . . S10,T10
Burmaby Cl . . . F4
Burnaby Cl . . . A8,B8
Burnett Wy . . . K2
Burns Wy . . . V5,W5
Burrel Rd . . . Y4,Y5
Burrowmoor . . . H7
Burstellars . . . X5,X6
Bury Cl . . . V6
Bury Wy . . . V5,V6
Bushey Cl. . . . I5,J5
Butcher Dr . . . L10,L11
Buttermel Cl . . . K11
Buttermere Ct . . . G4
Buttsgrove Wy . . . K4,K5
Buzzard Cl . . . L3
Byron Cl . . . J5,K5
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Cambridge Villas. . . . K9,L9
Cambridgeshire Constabulary Police Headquarters . . . G6,G7
Cambridgeshire Fire & Rescue Service Headquarters G6,G7,H6,H7
Cambridgeshire Music . . . K5
Camoys Cl . . . E1
Canberra Dr . . . W4
Canberra Wy . . . R2
Capulet Ct . . . K4
Cardinal Distribution Park . . . D8
L9,L10,M9,M10
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Carnaby Cl . . . K10
Carrington Pl . . . A8
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Castle Hill Ct . . . I7
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Castle Hill Ln . . . I7,J7
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Caxton Rd. . . . Y5
Cedar Rd . . . W5
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Chadley Ln . . . J9
Chambers Wy . . . M10
Chancellor Cl. . . . H4
Chandlers Sq. . . . L11
Chapel Cl . . . L5,M5
Chapel Ln . . . Q6,X8
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Charles Dr . . . K4,K5,L4
Chaucer Wy . . . V5
Chelmer Cl . . . Y4
Chequers Ct . . . I6,I7
Cherry Tree Ct . . . H5
Chester Cl. . . . R3,R4
Chester Rd . . . R3,R4
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Chinese Bridge, The. . . . J9
Chord Business Park . . . K10,K11
Christie Dr . . . E5,E6,F6
Church Cl . . . E1
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Church Pl . . . I9,W7
Church Rd . . . D8,D9,E1,F1
Church St. . . . T9,W7
Church Wk . . . E1
Churchill Ave . . . R4,S3,S4
Cineworld . . . I2
Cirrus Ct . . . I3
Cl, The. . . . K9
Clare Rd . . . K4,L4
Clark Dr . . . U6
Clarkson Tce . . . J5
Claydons Wy . . . J6,K5,K6
Clifton Rd . . . I3,I4
Clyde Yard. . . . K9
Coach Mews . . . X8
Cob Pl . . . J11,K11
Cobbler Dr . . . L10
Cobblers Cl. . . . H6
Cohort Wy. . . . M10
Coldhams Cres . . . J5,K5
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Collinson Cres . . . J2
Comben Dr . . . J11
Comet Rd . . . R3
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Coneygear Ct. . . . J3,J4
Coneygear Park . . . K3,K4
Coneygear Rd . . . J2,J3,J4,K3,K4,L3
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Cootes Meadow . . . X8,X9,Y8
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Cordell Cl . . . V5
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Corpus Christi Ln . . . J10
Cotton Ct . . . J3
Cow And Hare Psg . . . X8
Cow Ln . . . L9,M8,M9,N7,N8
Cowper Rd . . . I6,J5
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Crane St . . . B7
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Cromwell Academy . . . F6
Cromwell Ct . . . E5,E6,F5,F6
Cromwell Mews . . . I6,X8
Cromwell Museum, The . . . I6
Cromwell Pl . . . X8
Cromwell Sq . . . I6
Cromwell Wk . . . H6,I6
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Cross St . . . I6
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Danescroft . . . L10
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Dartmoor Dr . . . F6
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Deal Cl. . . . J3
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Deighton Cl . . . X6
Dendys . . . U10
Dene Cl . . . K5,L5
Derwent Cl . . . G5,Y5
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Devoke Cl . . . G4,G5
Devon Cl . . . W3
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Dorset Cl . . . S3
Douglas Cl . . . T10
Dovehouse Cl. . . . K10
Dover Ct . . . J3
Drake Cl . . . X5
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Drovers Pl. . . . H6
Druce Ave. . . . R1,R2,S1,S2
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Duncan Wy . . . K4
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Elworth Ct . . . Y6,Y7
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Emery Cl . . . B7,B8
Enderby's Wharf. . . . W9,X8,X9
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Erica Rd . . . X5
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Evans Cl . . . B8,C8
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Fairway Dr . . . C10,D10
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Ferrars Rd . . . H6,I6
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Filberts Wk . . . W9
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Flamsteed Dr. . . . E5
Flint Cl. . . . A8
Florida Ave . . . K3
Fore Cres . . . L11
Forsythia Rd . . . X5
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Founders Dr . . . D10
Foundry Wk . . . X8
Fox Grove . . . K9
Fraser Dr . . . X4
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Freston Cl. . . . U6
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Gainsborough Dr. . . . X4
Gallier Cl . . . L11,M11
Garden Cl . . . W5,X5
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Hartford Marina . . . N5,N6,O5,O6
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Hazel Wy . . . X7,Y6,Y7
Hazelwood Wk . . . J3,K3
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Hemingford Abbots . . . R9
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Meadow Wy . . . K9
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Mill Dale . . . J9
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Mill Race . . . F9
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New Rd . . . Q11,R9,R10,X8,Y8
New St. . . . J9,K9
Newman Ct . . . T10
Newnham Cl . . . K3,K4
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Nursery Wk . . . B7
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Huntingdon and Godmanchester

Great Stukeley
Green End
Stukeley Meadows
Hinchingbrooke
Oxmoor
Hartford
Newtown
HUNTINGDON
GODMANCHESTER
Conversion to cycleway in progress

Brampton

Brampton

St Ives and Hemingford Grey

ST IVES
Hemingford Grey

Wyton and Houghton

Wyton
Houghton

Hemingford Abbots

Hemingford Abbots

Key

National Cycle Network
on road
separate from traffic

Suggested local routes
on quiet road
cycle lanes (either or both sides)
on busy road: take special care
separate from traffic

route of The National Byway
www.thenationalbyway.org

one-way street
No Entry signs apply to all vehicles including cycles

pedestrian streets and footpaths: though you can't cycle on these they can be useful as a short-cut walking your bike

no cycling (cyclists dismount)

particularly busy junction: take special care

Cycle shops (numbered list overleaf)
museums and attractions
community centres
information / visitor centre
schools / colleges
bus station
libraries
post offices
churches
toilets
police station
parks, pitches and green spaces
residential areas
industrial / business areas
retail areas

1:10,000
km 0.2 0.4 0.6 0.8 1
miles ½

