Transport & Parking Strategy

Low-Parking, Highly Managed, Community-Scale Use

1. Purpose and Strategic Context

This Transport and Parking Strategy demonstrates how access, movement and parking associated with the proposed facility will be managed in a safe, inclusive and residentially considerate manner, while fully aligning with Northstowe's planned low-car, walkable new-town vision.

The site benefits from strong walking, cycling and public transport connectivity and sits within a settlement explicitly designed to reduce reliance on private vehicles. In this context, the strategy adopts a **low-parking, highly managed approach**, supported by proactive operational controls, travel planning measures and event-specific management. The approach is founded on the predominantly local nature of use, firm limits on peak attendance, strong promotion of sustainable travel modes, and clear safeguards to prevent overspill parking on surrounding residential streets.

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2. Scale and Nature of Use

The facility is intended to function as a **community-scale venue**, serving local residents on a regular basis, with a limited number of larger cultural or religious events each year.

On typical non-festival days, weekday evening activities are expected to attract approximately **50–60 attendees**, while weekend daytime use is anticipated to rise to **100–120 attendees**. The majority of users will be local Northstowe residents, with a smaller proportion travelling from nearby villages or the wider Cambridge area. Given this profile, most regular users are expected to arrive on foot or by bicycle, supported by local bus services.

Larger events will be limited to a **maximum of five per year**, with attendance **capped at 300 people**. These caps are a fundamental element of the transport strategy and ensure activity levels remain proportionate to the site and its surroundings.

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3. Arrival and Departure Management

Arrivals and departures will be actively managed to avoid the creation of peak congestion periods. For larger events, arrivals may be dispersed over extended time windows of up to **eight hours**, rather than concentrated around a single start time.

For peak events, attendees will be allocated arrival slots at the point of booking, with timings communicated through digital tickets and event information. Departures will be similarly staggered, supported by on-site stewarding and managed dispersal arrangements. This approach significantly reduces pressure on the local highway network and reflects established best practice for community-scale venues within residential settings.

4. On-Site Parking and Active Travel Provision

A total of **12 on-site car parking spaces** will be provided, including **2 designated accessible bays** and **2 EV charging points**. This level of provision reflects a **purpose-led, low-parking approach**, consistent with Northstowe's sustainable transport objectives, and is supported by active management measures to discourage general attendee car use.

Cycle parking forms a core component of the access strategy, with **a minimum of 30 cycle spaces**, expandable to **up to 60 spaces** in response to demand. Cycle parking will be conveniently located, well lit and naturally surveilled, supporting safe and attractive use by adults, families and children.

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5. Off-Site Parking and Shuttle Arrangements

For visitors travelling from outside Northstowe, the site benefits from proximity to **Longstanton Park & Ride**, located approximately **10 minutes' walk** away, providing a realistic and sustainable alternative to on-street parking.

On higher-attendance days, a **managed shuttle service** will operate between the Park & Ride and the site using a small minibus operated by a community partner. Event programming will also consider wider network conditions, with larger events scheduled at times of lower background traffic to minimise cumulative impacts.

As activities evolve, the organisation will explore formal overflow parking arrangements with nearby secondary schools where appropriate. Any such arrangements will be secured through written agreements and supported by clear operational plans prior to use.

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6. Event Controls and Overspill Prevention

Protecting neighbouring residential streets and local amenity is a core objective of this strategy. All larger events will operate on a **mandatory pre-booking basis**, with attendance limits enforced through ticketing systems. Clear "no on-street parking" messaging will be embedded within booking confirmations, event webpages and on-site signage.

On peak days, trained stewards and marshals will manage arrivals, designated drop-off and pick-up areas, and prevent inappropriate parking. Drop-off areas will be designed to minimise dwell time and ensure smooth vehicle turnover.

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7. School Peak-Time Awareness

The site is located on Stirling Road, close to the Northstowe Learning Community, where traffic levels are higher during school drop-off and pick-up periods. This context is fully recognised. On school days, routine activities and events will be scheduled to avoid school peak times, ensuring the facility does not

contribute to congestion during these sensitive periods. This approach will be kept under review in coordination with the local authority and other stakeholders.

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8. Monitoring, Review and Community Coordination

Transport arrangements will be actively monitored during events, with post-event reviews informing future improvements. The strategy is deliberately adaptive, allowing parking, traffic and access arrangements to evolve in response to observed usage patterns.

Ongoing dialogue with the local community will be maintained to ensure traffic management remains safe, proportionate and responsive to local needs. Usage patterns, peak periods and mitigation measures will be reviewed periodically and refined where necessary.

Transport Statement – Appendix

Transport, Parking and Access Tables

Table TS-1: Site Location and Access Summary

Item	Description
Site context	Located within Northstowe, a planned low-car, walkable settlement
Primary vehicular access	Single vehicular access from Stirling Road
Pedestrian access	Separate pedestrian access via lakeside bridleway
Servicing access	Cars and vans only; occasional small minibus
Largest vehicle anticipated	Small minibus (infrequent, managed use only)
Drop-off / pick-up	Managed on site; no gated or barriered system

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Table TS-2: Scale of Use and Attendance Scenarios

Use Scenario	Frequency	Typical Attendance	Arrival / Departure Profile	Notes
Weekday evening (non-festival)	Regular	50–60	Spread over 1–2 hours	Predominantly local users
Weekend daytime (non-festival)	Regular	100–120	Spread over several hours	Family-oriented use

Peak / festival events	Max. 5 per year	Capped at 300	Staggered over up to 8 hours	Pre-booking mandatory

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Table TS-3: On-Site Car Parking Provision and Allocation

Parking Type	Number of Spaces	Management Approach
Accessible parking	2	Reserved; essential users only
EV charging	2 (within total)	Linked to accessible / priority bays
Elderly / priority users	Within remaining spaces	Allocated per event
Ceremonial / officiants	Within remaining spaces	Event-specific allocation
Servicing / operational	Within remaining spaces	Time-managed
Total on-site parking	**12 spaces**	General attendee parking discouraged

Parking provision is purpose-led and reflects Northstowe's low-car vision.

Table TS-4: Cycle Parking Provision

Feature	Commitment
Minimum provision	30 spaces
Expandable capacity	Up to 60 spaces
Type	Double / triple-level stands
Users	Adults, families, children
Location	Convenient, well lit, naturally surveilled
Approach	Over-provision relative to car parking

Table TS-5: Sustainable Travel Context

Mode	Provision / Context
Walking	Majority of regular users are local residents
Cycling	Primary non-car mode
Bus	Local services on adjacent road network

Future bus provision	Engagement planned with operators
Remote parking	Longstanton Park & Ride (~10-minute walk)

Table TS-6: Shuttle Service (Peak Events Only)

Element	Arrangement
Frequency	Every 20–30 minutes
Vehicle	Small minibus
Operator	Community partner
Cost to users	Free of charge
Purpose	Reduce private car trips

Table TS-7: Event-Day Transport Controls

Control Measure	Applies To	Implementation
Mandatory pre-booking	Large events	Online ticketing
Attendance cap	Peak events	Maximum 300
Arrival slots	Peak events	Issued with tickets
No on-street parking messaging	All events	Booking info, signage
Stewarding	Peak events	On-site management

Table TS-8: School Peak-Time Management

Aspect	Approach
Local context	Proximity to Learning Community
Identified issue	School peak-time traffic
Mitigation	Activities avoid school peak times
Review	Ongoing monitoring
Coordination	Local authority engagement

Table TS-9: Parking Control and Enforcement

Aspect	Approach
Physical controls	No gates or barriers
Management	Operational best practice
Eligibility	Authorised vehicles only
Overspill prevention	Stewarding and messaging
Residential protection	No on-street parking promotion

Table TS-10: Monitoring and Review Framework

Element	Method	Frequency
Parking demand	On-site observation	Each peak event
Traffic conditions	Steward feedback	Post-event
Modal split trends	Internal review	Periodic
Community feedback	Logs and direct contact	Ongoing
Strategy review	Management review	Annual or as required

Appendix Summary Statement

This appendix provides quantified, auditable evidence supporting a low-parking, highly managed transport strategy aligned with Northstowe’s sustainable vision. Parking demand is controlled through capped attendance, mandatory pre-booking, managed arrivals and strong promotion of walking, cycling and shared transport. The approach is proportionate to community-scale use, protects residential amenity, and remains adaptive through monitoring and review.