

# **CAMBRIDGE EAST SUSTAINABLE TRANSPORT STRATEGY**

**Technical Note A: Background and context**

**Appendix A**

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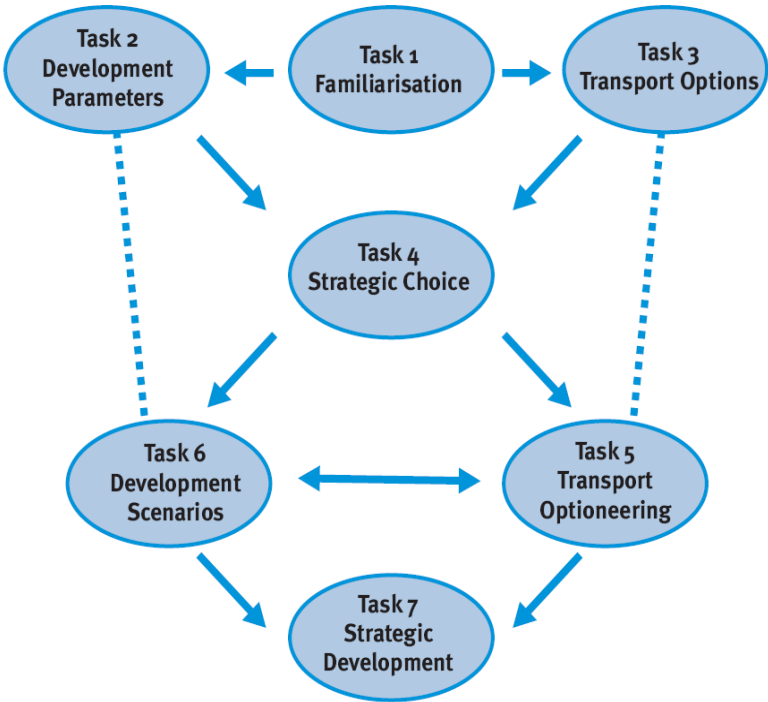
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**1. INTRODUCTION**

**Introduction to this note**

- 1.1 This note provides background context to the Cambridge East Sustainable Transport Strategy.
- 1.2 In the rest of this section, the study method and objectives are introduced.
- 1.3 In Section 2, background to the policy context is provided.
- 1.4 The study’s purpose was to develop a Transport Strategy for Cambridge East that:
  - Provides an overarching strategy for transport provision to serve Cambridge East;
  - Demonstrates a deliverable, phased approach to developing this new provision in association with the phased development of Cambridge East;
  - Provides additional detail and policy support to assist with development and implementation of the Area Action Plan.
- 1.5 This strategy’s objectives, to support those contained in the Long-Term Transport Strategy, Local Transport Plan and Area Action Plan are to:
  - Maximise sustainable transport use and uptake
  - Minimise and mitigate negative traffic impacts of large scale development at Cambridge East on the rest of the Cambridge network;
- 1.6 The method involved the following stages, as illustrated in Figure 1.1 below.

**FIGURE 1.1 PROJECT METHOD**



1.7 The project team reported to a Transport Topic Group drawing its membership from a number of key stakeholders, as illustrated in Table 1.1 below. The Topic Group was consulted at key stages of the project.

- Inception meeting;
- Stage 1 report on background issues;
- Strategic Choice workshop: to develop a long-list of scheme options and ideas to address Cambridge East's transport needs;
- Strategic Choice results presentation: to comment on the results of the Strategic Choice exercise;
- Draft final report presentation: to comment on the findings and conclusions of the study.

**TABLE 1.1 TRANSPORT TOPIC GROUP**

<b>Name</b>	<b>Organisation</b>	<b>Role</b>
Barry Louth	Cambridge City Council	Transport policy officer
David Bradford	Cambridge City Council	Cycling officer
David Roberts	Cambridge City Council	Planning Manager
Huw Nicholas	Cambridgeshire County Council	Transport Manager Assessment
Kathy Baldwin	Cambridgeshire County Council	Sustainable Communities Manager
Janet Martin	Cambridgeshire County Council	Environmental quality officer
Tim Carter	Cambridgeshire County Council	Environment officer (TravelWise)
John Onslow / Peter Studdert	Cambridgeshire Horizons	Director, development and projects
John Brown	Government Office for the East of England	
Colin Bambury / Mark Norman	Highways Agency	Planning Manager, Network Strategy East
Joanathan Barker	Marshall Group	Company secretary
Steve Sillery	Marshall Group	Planning adviser
Caroline Hunt	South Cambridgeshire District Council	Principal Planning Officer
Jonathan Dixon	South Cambridgeshire District Council	Principal Planning Officer
Andy Campbell	Stagecoach in Cambridge	Managing Director
John Hicks	WSP	Transport planning adviser to Marshall

## 2. POLICY CONTEXT

2.1 This section describes the background policy context.

### Background

- 2.2 The Cambridge Sub-Region is part of the London-Stansted-Cambridge Sustainable Communities Growth Area, one of four areas identified by Government for strategic growth.
- 2.3 The sub-region has one of the most defined groupings of high technology and research clusters in the UK. The sub-region is nationally and internationally an important centre for the economic growth of the region.
- 2.4 The Regional Spatial Strategy sets out an approach of selective management of the local economy, focusing on those industries that have an essential need to locate in and close to Cambridge.
- 2.5 However, this economic growth – the highest rate currently anywhere in the UK – is leading to an increasing mismatch between employment demand and labour supply. Two consequences of this are overheating of the local housing market and excessive commuting as Cambridge workers are ‘forced’ to live remotely from Cambridge.
- 2.6 Historically, to protect the sensitive environment of Cambridge, a housing policy had been pursued of promoting growth in the surrounding market towns. However, with these growing transport and housing affordability problems and the imperative to enable economic development to continue, the policy now looks to focus sustainable and spatially concentrated patterns of high quality, socially inclusive development primarily on Cambridge. This is in the form of new communities on the edge of the city and in one new settlement (Northstowe) and additionally in the market towns, to provide a more sustainable balance between jobs and homes
- 2.7 The Regional Spatial Strategy<sup>1</sup> examines the key factors that are likely to drive the scale and location of development over the next 20 years and beyond. It provides a spatial planning vision for the East of England to “sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets”.
- 2.8 Specifically, the strategy seeks to achieve a more sustainable balance between workers and jobs and to deliver more integrated patterns of land use, movement, activity and development.
- 2.9 It identifies the need for 47,500 new dwellings in the Cambridge Sub-Region from 2001 to 2016 and a further 15,000 from 2016-2021. About half of this dwelling requirement is to occur within Cambridge, through urban extensions and at

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<sup>1</sup> Regional Spatial Strategy, East of England Regional Assembly, 2004.

Northstowe.

- 2.10 The *Cambridgeshire and Peterborough Structure Plan*<sup>2</sup> identifies strategic locations for this new development. The major urban extensions are planned for the Southern Fringe, Cambridge North West, Arbury Park, Cambridge Northern Fringe East and Cambridge East. Cambridge East is the largest of these sites with potential for 10,000-12,000 dwellings.
- 2.11 *The Cambridge City Local Plan*<sup>3</sup> and *South Cambridgeshire District Local Development Framework*<sup>4</sup> develop policies to ensure that these developments are implemented in a sustainable manner.
- 2.12 Specific guidance for individual developments are specified in Site Development Briefs and Area Action Plans. South Cambridgeshire District Council and Cambridge City Council have developed an Area Action Plan to address the comprehensive development issues here.
- 2.13 The East Cambridge Area Action Plan<sup>5</sup> “establishes an overall vision and a set of development principles for the new urban quarter” (para A.1). The overarching objective is “to create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport”. (Objective B/a).
- 2.14 A range of principles for the sustainable development of the urban quarter are established including:
- Housing which achieves an overall high density (an overall site-wide target of 50 dwellings per hectare);
  - A mix of house types, sizes and tenures (including an aspiration for 50% of all housing to be affordable / intermediate housing);
  - Provision of local employment to help create a balanced community;
  - Energy efficient development with low carbon and greenhouse gas emissions;
  - Permeable and legible neighbourhoods, with green fingers running through the development connecting to other open spaces in and around Cambridge East;
  - A District Centre and local neighbourhood centres with a full range of community shopping, leisure and entertainment facilities;
  - A full range of health, education and recreation facilities.

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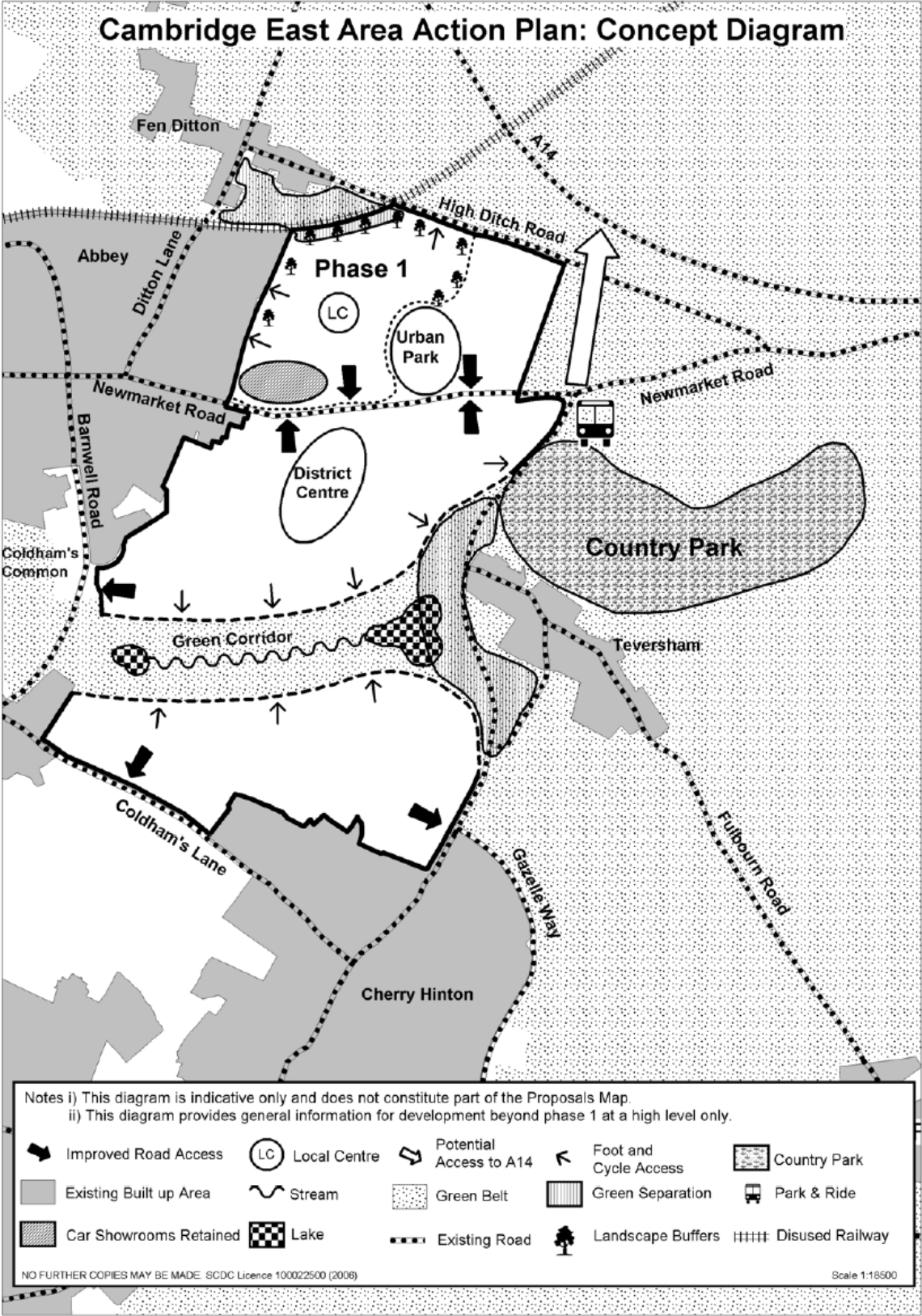
<sup>2</sup> Cambridgeshire and Peterborough Structure Plan (adopted), Cambridgeshire County Council and Peterborough Council, 2003.

<sup>3</sup> Cambridge Local Plan (adopted), Cambridge City Council, 2004.

<sup>4</sup> South Cambridgeshire Local Development Framework (draft), South Cambridgeshire District Council.

<sup>5</sup> East Cambridge Area Action Plan, Development Plan Document Submission Draft, South Cambridgeshire District Council and Cambridge City Council, January 2006.

FIGURE 2.1 CONCEPT DIAGRAM FOR CAMBRIDGE EAST



- 2.15 Specifically on transport, the Area Action Plan seeks to promote sustainable development further by envisaging:
- “A compact and sustainable urban quarter with low car dependency, which is highly accessible and permeable to all its residents by foot, cycle and High Quality Public Transport, and which has good links to the city centre and to existing major employment centres;
  - A well developed and highly accessible dedicated network of high quality footpaths, bridleways and cycleways to support sustainable transport, recreation and health within the urban quarter, and an improved network connecting it to the rest of Cambridge, neighbouring villages, other desirable destinations such as tourist and leisure facilities, the open countryside and the wider network”.

### **Transport policy**

- 2.16 So the principles of reducing the need to travel through high land use densities and the provision of local facilities are embedded within the Area Action Plan.
- 2.17 Transport policy from the regional level to the local level reinforces this sustainability agenda.
- 2.18 The *Regional Transport Strategy* proposes the production of a sustainable transport strategy which reconciles environmental, economic and social considerations, which:
- Improves accessibility to and within the region;
  - Increases opportunities for travel by sustainable transport modes;
  - Reduces the need to travel through an integrated approach to land use and transportation planning;
  - Improves safety and security on the regions transport network.
- 2.19 Cambridgeshire’s Local Transport Plan (2006-2011) states that the overriding aim of both the planning and transport strategies is to protect and enhance the quality of life and environment of Cambridgeshire. It sets the following objectives:
- i. Transport system accessible to all;
  - ii. Protect & enhance the built & natural environment;
  - iii. Develop integrated transport and promote transport, walking, cycling;
  - iv. Make travel safer;
  - v. Maintain and operate efficient transport networks;
  - vi. Provide a transport system that supports the economy and the growing population.
- 2.20 The LTP goes on to specify user hierarchies, with priority given to pedestrians and cyclists and to emphasise the importance of planning for accessibility, particularly ensuring that the new developments are fully accessible and reach standards for access to local facilities and public transport services.
- 2.21 These aims are reinforced in Cambridge City Council’s “*Cambridge Walking & Cycling Strategy and Action Plan*”, (December 2004), which identifies a range of



aspirations and measures to improve the walking and cycling network in relation to new development occurring around the City.

- 2.22 In recognition of the primacy of sustainable transport in regional and local policy, coupled with the high growth agenda - and the potential for congestion and associated problems to increase, Cambridgeshire County Council are developing a Long Term Transport Strategy (LTTS).
- 2.23 The Strategy shares its objectives with the LTP as listed above. The strategy develops a variety of implementation/management themes, namely smarter choices, better conditions for walking and cycling, better public transport, demand management and highway management.
- 2.24 It then goes on to model future scenarios based on the assumed growth conditions and development around Cambridge. It concludes that, in the case of Cambridge, the optimal strategy will be to pursue a policy of promoting walking, cycling and public transport, but to support this with a demand management system.
- 2.25 Subsequently, Cambridgeshire County Council have received Government funding for a Transport Innovation Fund project (TIF) to investigate the case for and best method of demand management. This study is currently underway investigating a range of road user charging and other demand management options. The study aims to develop a draft strategy by Spring 2007, leading to a partnership application followed by full business case in July 2008.
- 2.26 Additional work is now being undertaken by the County Council through the “Cambridge Area Transport Study” to understand how the transport proposals emerging in relation to these new developments will fit together and how they will perform under different demand management scenarios being investigated by TIF. The results of this will be reported in the spring of 2007.



**CONTROL SHEET**

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