

## SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

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**REPORT TO:** Planning Policy Advisory Group

18 January 2007

**AUTHOR/S:** Head of Planning

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### Cambridge East Sustainable Transport Study

#### Purpose

1. To inform Members about the contents of a study commissioned by Cambridgeshire County Council to look at the potential transport issues arising from the proposed development in Cambridge East, and to seek Members' views on the draft study to assist the portfolio holder.

#### Background

2. The Cambridge East Transport Study has been commissioned by Cambridgeshire County Council to inform the Area Action Plan being prepared for the proposed development in Cambridge East. The study looks at the potential impact of the proposed development on the transport network and examines ways in which this impact could be managed sustainably. It will be used to provide information to the Inspector at the Examination in Public of the Cambridge East Area Action Plan, scheduled for the summer of 2007.
3. The study concerns itself with examining ways in which services and facilities can be accessed from the proposed development at Cambridge East. A masterplan for the site has yet to be produced, so the study looks only at links from Cambridge East to key destinations and not at the transport layout within the site itself. It is expected that measures for transport within the site will be taken forward as proposals for the site are developed.
4. The study does not look at transport issues in the wider area. These are covered by other transport plans and strategies of the County Council, including the Local Transport Plan, and the Long Term Transport Strategy.
5. The consultants have produced a draft study (**Appendix 1** attached). They will give a presentation on the study at this meeting. This report summarises the key issues raised in the Study.

#### Considerations

6. The aims of the study are to:
  - Maximise the potential for sustainable transport use and uptake through the development of appropriate public transport, walking and cycling infrastructure and services.
  - Minimise and mitigate negative traffic impacts on the local and strategic highway network.
  - Show how the schemes can be delivered in a phased approach to complement the phased development of Cambridge East.

7. If developed to its full scale, Cambridge East will have a residential population of just under 30,000 as well as employment for 5,000 people and a full range of community facilities. Whilst the transport requirements for such a large-scale development are very significant, Cambridge East offers a unique opportunity to provide a step-change in the quality of public transport, cycling and walking provision in this part of Cambridge and could also support broader developments in services across Cambridge.
8. The Cambridge East Area Action Plan has set an ambitious target of a 60/40 split in favour of sustainable modes of transport against car use. The vision set out in the transport study is therefore for walking, cycling and public transport to be the modes of choice offering the quickest, most convenient and highest quality means to access services and destinations. In most cases, segregation of these modes will be an essential element in achieving this.
9. Highways improvements are also considered, particularly access to the A14.

### **Contents of the study**

10. The study sets out a number of options which could be considered as a way of achieving the 60% split in favour of sustainable modes of transport whilst at the same time ensuring that the impacts on the highway network are minimised. It should be emphasised that these options do not constitute a strategy to be implemented, but rather, have been developed to inform the councils' in their deliberations. The study does, however, demonstrate that a 60/40 split in favour of sustainable modes of transport can be achieved in a number of ways.
11. Various options are examined to access facilities from Cambridge East to three geographical areas: the north, to the city centre and to the south. In summary, the options are as follows:

#### ***The north***

- (i) Highway options.
  - *Either* a connection from Cambridge East to the junction at Quy
  - *Or* the creation of a new link from Airport Way to Fen Ditton junction. This last, if implemented, would also serve to tackle current problems of through traffic in Fen Ditton by forcing traffic to divert around the village to travel to or from the A14
- (ii) Public transport options
  - *Either* a busway via Coldham's Common (as proposed for the city centre) to Newmarket Road by Abbey Stadium and continuing northwards parallel to the rail corridor to Chesterton sidings and beyond
  - *Or* a new busway link via Chesterton Fen. This could be considered if a link road from Cambridge East to the A14 at Fen Ditton were to be constructed
- (iii) Walking and cycling options
  - A new bridge to be constructed over the River Cam adjacent to the existing railway bridge. This would enable a connection to the northern fringe to be made via the upgraded Jubilee route.

## ***The city centre***

- (i) Public transport options
- *Either* a segregated busway to the city centre via Coldham's Common. This would join Newmarket Road close to the railway and continue on a fully segregated alignment towards the city centre.
  - *Or* a segregated busway to the city centre going underneath Coldham's Common, using a "cut and cover" tunnel starting on the airport site and travelling under Barnwell Road, re-emerging adjacent to the Abbey Stadium
  - *Or* a segregated bus link from the heart of the development using Barnwell Road and Newmarket Road
- (ii) Walking and cycling options
- Modelling suggests that a modal share of 32% for cycling and walking will be needed from Cambridge East to the city centre, equating to 734 walk/ cycle trips an hour. Options proposed include:
- an upgrade to the Jubilee route to enhance width and surfacing and to provide low level lighting along the route
  - a direct route across Coldham's Common East Road, including a new cycle bridge over the railway and a link to the Coldham's Lane/ Cromwell Road junction
  - an upgrade to the Tin's path route from Rosemary Lane, crossing Coldham's Lane via a signalised Toucan crossing and continuing southwards to join the Tin's Path via the existing cycle bridge over the railway.
  - Maintaining or slightly enhancing existing cycle cycling facilities on Newmarket Road.

## ***The south***

- (i) Public transport options would include one or more of the following
- Bus priority along the outer ring road. A segregated bus link leaving the development via Coldham's Lane and travelling along the outer ring road to Addenbrooke's, then through Addenbrooke's over the railway to Trumpington
  - Public transport via the railway station and guideway. An on-road service to the rail station and then through Coleridge, offering the potential to join the Cambridgeshire Guided Busway south towards Trumpington/ Addenbrooke's or travel towards the city centre
  - Connecting Cambridge East to the railway station via a guideway along the railway between Newmarket and the rail station. Services would proceed along the segregated route as far as Newmarket Road using the options detailed above setting out access to the city centre, then turn south to run alongside the railway to join the southern section of Guideway at the rail station.
- (ii) Walking and cycling options.
- Cycle routes could run parallel to a number of public transport routes, for example to the segregated route running alongside the railway. Additionally, options considered include:
- a predominantly off-road/ quiet road route from the south eastern edge of the development

- using existing cycle lanes along the other ring road, although it is recognised that it would be difficult to improve cycling provision along the route and that cycles are not well catered for at roundabout junctions

### **Other key measures**

12. The study also looks at local highways access arrangements from Cambridge East, concluding that seven junctions would be required and at proposals for smarter choices, which, the consultants argue, would be essential.

### **Study conclusions**

13. The study concludes that it is possible to achieve the ambitious non car mode share for transport set for Cambridge East and hence allow a development that will bring many broader benefits to Cambridge. To achieve this, the study recognises that major investment will be required in sustainable transport. It also advocates a comprehensive smarter choices package and implementation of the development along the lines proposed in the Area Action Plan.

### **Implications**

14.	Financial	None
	Legal	None
	Staffing	None
	Risk Management	None
	Equal Opportunities	None

### **Consultations**

15. The Study was recently considered by the Cambridge East Member Reference Group (28<sup>th</sup> November). The group raised a number of issues with the study that the County Council agreed to examine. These include:
- Providing more graphical visualisations of the proposals;
  - Providing additional explanation of Figure 2.9 (page 37);
  - How a 60/40 split might be achieved for the first phase of the development;
  - The impact of a new link road to Fen Ditton interchange 2.87 (page 36) on Waterbeach and Horningsea.
16. Draft Minutes of the Cambridge East MRG meeting are attached at **Appendix 2**.
17. A further meeting of the Cambridge East Member Reference Group is to be scheduled in early 2007 to consider points raised and potential revisions to the study.

### **Effect on Corporate Objectives**

18.	Quality, Accessible Services	The Cambridge East Transport Study will assist in developing sustainable transport options for the Cambridge East development.
	Village Life	
	Sustainability	
	Partnership	The District Council is working in partnership with Cambridgeshire County Council and Cambridge City Council, in planning for Cambridge East.

## **Conclusions / Summary**

19. The final report of the Study will be made available to the inspector as supporting material for the Examination of the Cambridge East Area Action Plan, and will be considered at that examination. It will also be used to inform discussion with developers.
20. Detailed transport proposals for the area will come forward as the development plans progress. The Area Action Plan is scheduled for review prior to the main airport site coming forward for development. This will provide an opportunity for members to determine detailed route options, and for public participation.

**Background Papers:** the following background papers were used in the preparation of this report:

Appendix 1: Cambridge East Transport Study – Final Report

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