

OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

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GREATER CAMBRIDGE

Background

Greater Cambridge includes both the city of Cambridge and the surrounding district of South Cambridgeshire and has a combined population of approximately 306,000 people. The Greater Cambridge area is important to the national economy and includes the historic, city centre; two world-class universities; internationally renowned high-tech research, innovation, and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages, and three new towns under development.

Cambridge itself forms the centre of the region, with a population of approximately 141,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Many residents cycle or travel by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.

South Cambridgeshire, by comparison, is a predominately rural district, comprising over a hundred villages and hamlets of a variety of sizes and with varying degrees of connectivity by public transport and active modes. There are also four new settlements under development. Cambourne is the most established, a new settlement located ten miles west of Cambridge. Northstowe, a new town located five miles north-east of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes, whilst a new town north of Waterbeach of 11,000 homes has planning permission and early work has started. A new village at Bourn Airfield of around 3,500 homes is also proposed for development.

Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping, leisure, and major services that complement those located within the district or market towns just outside. 23,400 South Cambridgeshire residents commute to work in Cambridge, compared to 23,800 who work within the district itself.

Recent Developments

Greater Cambridge has grown significantly over the last two decades, with more businesses choosing to locate in the area. This has put pressure on the area's transport infrastructure. According to Cambridgeshire County Council's 2018 population estimates and forecasts, Greater Cambridge's population has increased by 12% over the past ten years, while property prices have increased by more than 64% between 2011 and 2021. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than ten times average local earnings in 2021. This has the potential to undermine quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.

Historically, employment and economic activity in the city was focused around the city centre but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the constraints on land for development in and around

the city centre 's historic core, Cambridge's development and employment has become increasingly decentralised, with existing and planned employment and leisure activity focused within six key areas;

- Cambridge City Centre;
- Cambridge Station, CB1 and Hills Road;
- Cambridge Biomedical Campus and 'Southern Fringe';
- North East Cambridge, including Cambridge Science Park;
- West Cambridge and North West Cambridge (Eddington); and
- Cambridge East.

Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth in the Cambridge urban area, as proposed through the 2018 Cambridge and South Cambridgeshire Local Plans, is largely focussed in these areas, which benefit from agglomeration and good labour market accessibility.

Both Cambridge and South Cambridgeshire have plans to meet identified development needs, which will require continued investment in the region's transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' adopted 2018 Local Plans, where the most sustainable locations are prioritised first for growth. Housing growth is proposed under the Plans from 2011 to 2031:

- In the existing urban area of Cambridge (6,800 homes);
- Within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g., at North West Cambridge) (12,700 homes);
- Within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
- Lastly within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

In 2014, the Greater Cambridge area negotiated a City Deal with government, delivering up to £500 million of grant funding to invest in projects to support future sustainable growth as outlined in the 2018 Local Plans. The City Deal recognised the region's national importance and provided funding to address several key constraints to growth – particularly the transport network. The Greater Cambridge Partnership was established to plan and deliver the City Deal. Its Board comprises a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge, and the business community.

Looking to the longer-term post-2031, the two Local Planning Authorities are preparing a joint Local Plan for Greater Cambridge which will consider the development needs for homes and jobs to 2041. The emerging plan directs development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live to reduce reliance on the private car.

The Combined Authority is working closely with the Local Planning Authorities, Greater Cambridge Partnership, Cambridgeshire County Council, and other relevant partners to deliver a world class transport network in Greater Cambridge. Our partnership working here seeks to ensure that the adopted and emerging development strategy is supported by effective and sustainable transport policy and infrastructure. This includes supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous Transport Strategy for Cambridge and South

Cambridgeshire that was prepared in parallel with the 2018 Local Plans under a previous Local Transport Plan and. The strategy will form a 'child' document to this Plan.

Transport Challenges

Supporting growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to shift current trips to sustainable modes as well as support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking one in four cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.

Furthermore, the impact of this increase in the number of people making journeys in the area will have a detrimental impact on the environment if not accommodated sustainably. Air pollution is linked to diseases such as cancer, asthma, dementia, heart disease, stroke and diabetes and contributes to over one hundred early deaths in Cambridge and South Cambridgeshire each year. The toxic pollutant nitrogen dioxide (NO₂) has breached legal limits for human health on Drummer Street, Emmanuel Street, Regent Street and St Andrew's Street in Cambridge. In addition, transport causes almost half (45%) of our local climate-warming carbon emissions - more than any other source. Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council have pledged to reach net zero carbon in the coming decades. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening the region's quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.

To address the current congestion and environmental problems, accommodate new growth and address the climate emergency we need to make sustainable transport a more attractive option than the private car for many more journeys. To do this, we will need to significantly invest in the barriers that we already know prevent people using public transport or walking and cycling, as well as discouraging car trips where these could be made by other means.

Extensive public engagement has shown that reliability, speed, and frequency of public transport are all key barriers to encouraging more people to use bus services. The high cost of public transport is also often cited as a deterrent to people making the switch from private car, especially when balanced against the cost and availability of car parking. Congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services.

Bus operators highlight traffic congestion as the most important issue affecting the efficiency of operations and relative attractiveness of services. In Cambridge for example, the average speeds on roads entering the city during peak hours is less than 60% of free flow speed. Vehicular tracking data from buses identified that on routes serving central Cambridge 21% of services left their origin destination late. Competition for road space between public transport, private vehicles and non-motorised users results in delays for everyone. Accessibility to bus services can be problematic even within the city with routes largely run along radial corridors into the city centre and often not penetrating major destinations and employment sites.

Due to high housing costs within the city, there is an increasing number of people who reside outside the city and travel in for employment. Services from these towns and surrounding rural are often infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the private car.

During the pandemic, traffic levels in Greater Cambridge fell significantly, demonstrating significant benefits for bus reliability and speeds, as well as creating safer and more pleasant environments for active travel. Recent data suggests that traffic levels are now returning to near pre-pandemic levels, with clear peaks in the morning and evening, even as significant levels of home-working continue. Bus patronage has not recovered at the same rate. Without action, trends around increasing congestion and pollution are likely to continue in the area particularly given predicted levels of growth.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bike, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Significant investment has already been made in improving infrastructure for active travel across the city in recent years, with bold steps taken to prioritise non-motorised users over vehicular traffic. During the pandemic, many more people turned to cycling, revealing a hidden demand for more journeys to be active. However, we know that there are barriers to people undertaking more journeys by active modes.

A GCP consultation in 2021 revealed recurring themes for both walking and cycling that would help support people to use these modes more often, all of which were linked to safety and the interaction with traffic. The top three changes that would support people to walk or use mobility aids more often were safer routes, less traffic, and direct routes. The top three changes that would encourage people to cycle more were more segregation, safer junctions, and quieter routes.

The challenge of increasing the use of sustainable transport is in large part due to the priority given to private vehicles over sustainable transport modes. Although through traffic has been banned from the city centre for many years, there remains a number of key routes into and around the city where private vehicles and sustainable transport compete for limited road space. Furthermore, the cost and availability of parking can determine whether people choose to leave their car at home. Although public car parking in the centre of Cambridge is priced to encourage commuters to use Park and Ride sites on the edge of the city, there is still a considerable stock of private car parking spaces. Similarly, residents' parking schemes exist in several areas but there remain many streets where parking is freely available. Neither of these situations provides a deterrent to people driving into the city, even if they could use sustainable transport.

Progress to date

In 2020, the Greater Cambridge Partnership unlocked up to a further £400m to deliver its programme following a government review of its progress since the initial £100m investment in 2015. Recognition was given to the significant success and progress made on plans for sustainable travel into and across the city. This successful review has enabled the GCP to continue with its plans to significantly enhance the sustainable transport network, including through provision of four segregated public transport and active travel corridors, public transport, and active travel improvements on key radial routes into the city, as well as the network of Greenways and cross-city cycle improvements.

In 2021, the GCP completed the Histon Road scheme providing better bus, walking, and cycling facilities for those travelling on this busy key route into Cambridge. Phase 1 of the Chisolm Trail also opened to the public at the end of 2021, including the new Abbey-Chesterton bridge, providing walking, and cycling links between Cambridge North Station and Coldham's Lane. Work is now turning to the more detailed design of Chisholm Trail Phase 2 which will connect Coldham's Lane to Cambridge Station and Clifton Road. The GCP has completed four cross-city cycling schemes to improve key routes within the city, improvements to the A10 cycleway to Melbourn, as well as a range of early improvements on key schemes including phase 1 of Cambridge South East Transport and Greenways 'quick wins'. Work will commence later in 2022 to improve infrastructure for pedestrians, cyclists, and buses on Milton Road.

Considerable progress has been made on the development of all four of the flagship public transport and active travel schemes since the previous LTP was adopted. All four corridor schemes have undergone further public consultation to advance the business case of each. The status of each is as follows:

- *Cambourne to Cambridge.* In July 2021, the GCP Board approved the Outline Business Case for the scheme and gave approval for the project to advance to the next stage of the application process by commencing work on the Environmental Impact Assessment. The consultation on the EIA will take place in Summer 2022.
- *Cambridge Eastern Access.* In July 2021, the GCP Board approved the Strategic Outline Business Case (SOBC) for the scheme, which confirmed that there is a strategic case for the project. Following this, a consultation was held in late 2021 on the preferred options for public transport, cycling and walking on Newmarket Road, as well as initial plans for the Park and Ride site relocation.
- *Cambridge South East Transport.* Implementation of road safety, walking, cycling and horse-riding improvements along the A1307 has already begun under Phase 1 of the scheme. The GCP Board approved work on the next phase of the project, working towards the submission of a Transport and Works Act Order in late 2022/early 2023.
- *Waterbeach to Cambridge.* Following on from a consultation on initial options, the GCP Board approved the Strategic Outline Business Case for the scheme in July 2021. Work is now focused on developing preferred options for the route alignment.

The GCP is taking forward twelve Greenway routes, linking communities around Cambridge to the city through provision of new and improved active travel infrastructure. Consultation has been undertaken and budgets for all twelve Greenways have now been approved, with each Greenway now moving to a more detailed design phase. The technical design for 11 of these Greenways will be subject to engagement through 2022 with delivery to begin in 2023. The Linton Greenway has already started construction as part of phase 1 of CSET.

A number of 'quick wins' have been delivered, including road resurfacing, improvements to junction safety and new crossing points, both within Cambridge but also within and between villages in South Cambridgeshire. Preliminary design is currently underway for a two-way cycle path along the north side of Madingley Road, between Eddington Avenue and Northampton Street.

Cambridgeshire County Council has continued to deliver the schemes secured through its successful bid to the Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This includes the newly opened bridge in Chesterton which forms an integral part of the Chisholm Trail.

The first Dutch-style roundabout in the country was opened at the Fendon Road/Queen Edith's way/Mowbray Road junction in 2020, giving equal priority to cyclists and pedestrians as motor vehicles through an innovative design. Since the previous LTP was adopted, the Covid-19 pandemic has had an unprecedented effect on the way people travel around in Greater Cambridge. In response to the initial wave of the disease, steps were taken within Cambridge to make it easier for people to walk and cycle around the city and to maintain social distancing. This was done through a series of experimental traffic management measures which closed various streets to through motor vehicle traffic. Following the trial period, the County Council as highway authority has decided that all the trials should be made permanent.

More widely, various schemes have been delivered to encourage uptake of active travel. This includes an e-scooter trial in Cambridge as well as e-bike hire and an e-cargo bike scheme to give residents and businesses the opportunity to try these out.

Alongside improvements to sustainable transport infrastructure, the Greater Cambridge Partnership has continued to develop proposals to significantly improve bus services across the Cambridge travel to work area, encourage uptake of active travel, and identify a mechanism to create space and raise revenue in order to deliver these improvements. In autumn 2021, the 'Making Connections' consultation set out proposals for an improved bus network and explored measures that could be delivered to create space for walking and cycling, alongside improving bus speeds and reliability, and options for raising money to pay for improvements to the transport network.

The first steps towards a move to cleaner buses has been made through a successful bid to the Department for Transport for a grant towards thirty new zero emission double decker buses which will come into service in 2022. The £4.295m grant forms 26% of a partnership between the Combined Authority, the Greater Cambridge Partnership, and a local operator. The buses will operate on the Park and Ride and Citi2 routes and will also include in-depot charging and charging infrastructure at one Park and Ride site. This follows an initial pilot of 2 electric buses operating in the city co-funded by the GCP and Stagecoach.

A number of schemes being advanced by other partners which connect the city to the wider strategic rail and road networks have also made progress since the last LTP was adopted. Plans for the new Cambridge South Station have been progressed through the statutory processes with a public inquiry held in early 2022 and a decision is anticipated later in the year.

The upgraded Huntingdon to Cambridge A14 opened in May 2020, delivering twenty-one miles of new and upgraded road, as well as improvements to connections for cyclists, walkers, and horse riders. The other major highway scheme in this area – the A428 Black Cat roundabout to Caxton Gibbet scheme - has been subject to public examination and a decision is anticipated in summer 2022.

Our Approach

Our strategy for addressing the transport challenges that the Greater Cambridge area faces involves transforming the sustainable transport offer, so more people choose to travel by public transport, cycling and walking and fewer by car. In doing so, we will be flexible and responsive to changing patterns of mobility and technology, and improve accessibility to jobs, services, and leisure opportunities for all our residents.

The public transport network needs to be quicker, more reliable, and convenient than the private car. To do this, it is essential that the whole journey is considered, and an integrated, and high-quality

public transport system is provided, which seamlessly connects with other modes for the first and last mile. It also needs to be able to compete on cost.

Figure x (add in GCP future Network Map 2030) illustrates the GCP's Future Network 2030 vision and includes wider strategic infrastructure being delivered by other bodies. This includes a new railway station serving the Cambridge Biomedical Campus and the introduction of a completely new railway line into Cambridge from the west as part of East West Rail. Building on this, the vision shows a significantly improved bus network, linked to a number of travel hubs. Integral to this network will be four segregated corridor schemes designed to offer better public transport and active travel routes to the west, north, east and south east of the city. These routes have been identified as essential to linking the growing communities along each corridor, including Cambourne and the new town north of Waterbeach as well as large employment clusters at West Cambridge, North East Cambridge, Cambridge Biomedical Campus and Granta Park. In addition, it sets out a strategic network of greenways and city cycling improvements for non-motorised users which will provide the backbone of a comprehensive network of infrastructure for active travel that stretches outside the city.

This framework provides the basis for a transformed public transport network that will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours. Figure x (add in GCP Future Bus Network map) illustrates the Future Bus Network 2030 and shows how contemporary Cambridge with its polycentric employment sites, railway stations and Park and Ride sites will be better connected to the surrounding rural areas.

Travel hub capacity will be enhanced to enable people to join the sustainable transport network further from Cambridge. The travel hubs will link up bus, cycling (including facilities for e-bikes) and walking networks and capacity enhancements to the Park and Ride provision. This will see an additional 10,000 Travel Hub spaces provided through the extension of existing sites and the addition of new sites along key corridors. This additional ring of Travel Hub sites will be seamlessly integrated into the surrounding local transport networks, acting as travel hubs with high-quality interchange between local bus and demand-responsive services, together with the walking and cycling network.

To genuinely be able to compete with the private car, services in rural villages will have longer operating hours and higher frequencies. This may include a core, rural service, and a move towards demand responsive transport such as the TING service being trialled in west Huntingdonshire and will be better connected to railway stations and travel hubs to facilitate onward journeys. Towns and larger villages will have substantially improved services of higher frequency and longer operating hours, some of which would be express services, substantially improving journey times. In Cambridge this would mean more direct services between employment sites, residential areas and local shops and services, and more journeys to the key traffic generators including the hospitals operating as a turn up and ride service of less than ten-minute intervals. This revised network will be complemented by an extensive set of demand responsive transport services that will be focused to address the gaps in the public transport network. Work will also be undertaken to consider how fares could be reduced to attract more people to use the bus.

However, additional services, improved infrastructure and better connections alone will not convince people to leave their car at home if the bus still gets stuck in traffic, the fare is too expensive, or they feel intimidated by traffic when cycling or walking. To truly make public transport a realistic alternative, priority needs to be given to buses so that they do not get stuck in the same congestion as cars. They also need to be more affordable for people to use. To do this we must cut congestion

and free up road space for more services as well as raise money for additional services, cheaper fares and improved walking and cycling routes. To do this, a form of demand management will need to be introduced in the city so that the city's road network is prioritised for walking, cycling and public transport. A mechanism to raise funding for sustainable transport improvements will also be identified.

The GCP's City Access project has developed proposals for significantly improving the bus network, investing further in walking, and cycling provision alongside exploring options to create space for sustainable transport and a funding mechanism for improvements. The Making Connections consultation explored these issues in autumn 2021, including seeking feedback on a new bus network as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly. Further work is now being undertaken to develop a package of proposals to improve public transport, walking and cycling, together with a scheme to reduce congestion and pollution and raise money to invest in sustainable transport improvements.

Alongside this, work is continuing on developing a revised network hierarchy for Cambridge that prioritises sustainable transport and active travel modes. With a mechanism that raises funds to provide better bus services and reduces traffic volumes in the city, bold physical measures can be introduced as a complementary measure to prioritising people over the private car. Physical measures could include bus lanes, cycle lanes and wider footways, modal filters that only allow buses, cyclists, and pedestrians through and more pedestrianised areas.

In addition, further controls on parking will be introduced across the Greater Cambridge area. This includes the delivery of civil parking enforcement in South Cambridgeshire, as well as delivering area parking schemes within Cambridge, including residents' parking schemes. An Integrated Parking Strategy will set out how on and off-street parking can be more effectively managed to encourage greater use of sustainable transport options, including Park and Ride.

To underpin the vision for public transport within Greater Cambridge, significant investment will continue to be made in the active travel network across the sub-region. To persuade people to walk and cycle more, we need to provide safe, integrated, convenient, and high-quality routes and crossings, to segregate people from traffic and protect them at junctions. To spread Cambridge's cycling culture further into the rural parts of South Cambridgeshire, twelve Greenways will be developed and connected to the city centre. The Greenways will enable walkers, cyclists, horse riders and other non-motorised users to travel sustainably into the city. These will form the basis of a network linking the rural areas to the city. These will be complemented by additional active travel infrastructure alongside the four public transport corridor projects to the north, east, southeast, and west of the city. Within the city, the Chisholm Trail will connect the north of the city to Cambridge Station and the Biomedical Campus, alongside improvements to active travel infrastructure on key radial routes including Milton Road and Madingley Road, building on successful delivery of schemes on Histon Road, Huntingdon Road and Hills Road.

Building on the draft Local Walking and Cycling Infrastructure Plan, analysis has been undertaken on the current active travel network to identify further gaps and missing links, and this work has identified thirteen more gaps and missing links within the city and its hinterlands that could benefit from significant improvements. The GCP is taking forward initial work on two of these links, on Hills Road and the A1134 (Perne Road, Mowbray Road, Fendon Road). These improvements will encourage active travel by overcoming some of the barriers we know prevent people from walking and cycling. There is also a desire to identify gaps and missing links further away from the urban areas of

Cambridge, where the nature of travel is much more rural. Linking into the Rights of Way Improvement Plan and the developing Active Travel Strategy to help identify the key areas for improvement and better connectivity will be vital, and to get past the barriers to active travel. This could include linking villages to key services in neighbouring villages, such as schools, healthcare, and shops. It could also include linking rural areas to key public transport hubs and bus stops, by providing safe routes and facilities for switching mode.

New development has an important role to play in supporting this approach. In order to move away from the traditional 'predict and provide' approach to vehicular traffic on new developments, developers will be expected to adopt a 'decide and provide' approach. This means that, where deemed appropriate, new developments will need to clearly set out what mode shares will need to be achieved and how it will be monitored and enforced, so that there is no increase in development-related vehicular trips on the network. For strategic sites, this will mean a significantly reduced mode share for cars. Developers will be expected to demonstrate how a combination of supporting measures, policy requirements and behaviour change will work together to deliver new communities where it is easier to make sustainable transport choices than to use the private car for most journeys. In addition, a move away from plentiful unconstrained parking within new developments will be critical to achieving this. Supporting measures and policy requirements for helping to achieve these low car mode shares could include trip budgets and using alternative methods of parking provision on the edge of developments, for example. The vehicular trip budget approach is already being used at North East Cambridge.

Our highway network will continue to play an important role for some journeys, particularly those between our rural villages and for freight movements.

Where appropriate, targeted highway improvements will provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors would help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.

We will assess the feasibility of investing in a limited number of specific 'pinch points' in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. We will ensure our partners are given support to develop and implement a number of wider strategic upgrades to the highway network, such as the completion of the A428 to the Black Cat junction. This will improve connectivity and key freight linkages with the rest of the country.

Working in Partnership

Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for the Greater Cambridge sub-region.

We will work closely with:

- The Greater Cambridge Partnership, who are currently leading the development and delivery of a programme of sustainable transport improvements, including a series of public transport corridors connecting Cambridge to growth sites to the north, east, south east and west of the city.

- The local planning authorities of Cambridge City Council and South Cambridgeshire District Council, including to develop an update to the Transport strategy for Cambridge and South Cambridgeshire alongside the Greater Cambridge Local Plan
- Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network; and
- DfT, National Highways, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.

The schemes which are considered to be the required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire are listed below. These schemes are jointly being developed and delivered in partnership by the GCP, CCC, CPCA and national partners such as National Highways and Network Rail:

- Greater Cambridge Partnership (GCP) schemes:
 - o Cambourne to Cambridge
 - o Cambridge South East Transport Study
 - o Cambridge South West Travel Hub
 - o Waterbeach to North East Cambridge
 - o Cambridge Eastern Access Phase A
 - o City Access
 - o Foxton Rural Travel Hub
 - o GCP Cycle Schemes
- The A428 Black Cat to Caxton Gibbet;
- Cambridge South Station;
- The A10 (Ely to Cambridge) highway improvements; and
- Capacity improvements to the M11.

There are also further transport schemes proposed, which are considered to be required to mitigate future growth in the updated Greater Cambridge Local Plan. These will also aim to help mitigate current and future transport challenges in the area unrelated to growth. These include:

- Cambridge Eastern Access Phase B, including:
 - The relocation of the Newmarket Road Park & Ride site
 - High Quality Public Transport (HQPT) connection to Cambridge City Centre via the Cambridge East site
 - HQPT connection to Cambridge Railway Station via the Cambridge East site
 - HQPT connection to Addenbrooke's via the Cambridge East site
 - HQPT connection to Addenbrooke's via Cherry Hinton
 - o A shuttle bus service between Cambridge North Station and Cambridge Regional College via North East Cambridge
 - o Improved active mode connections around North East Cambridge
 - o East-West Rail Central Section between Bedford and Cambridge via Cambourne.

Engagement with the wider community, large employers, organisations at large employment sites, and developers will continue to be critical to successfully deliver the vision for Greater Cambridge.

Strategic Projects

Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the of the Combined Authority area, and the rest of the country.

A new railway station serving the southern fringe of Cambridge has been a long-term aspiration for the region. By 2031, there will be 27,000 jobs at Cambridge Biomedical Campus – an internationally significant health and life sciences cluster - and 4,000 new homes in the southern fringe area. Local partners have worked collaboratively for several years to build up the evidence to demonstrate the benefits that improved rail connectivity would be bring to this part of the city. In 2018, Network Rail submitted a Transport and Works Act Order (TWAO) to the Secretary of State for Transport for deemed planning permission to build a two storey, four-platformed new station on the West Anglia Main Line, next to Cambridge Biomedical Campus. If Network Rail gain the necessary consents, work could start on the scheme in 2022, with a provisional opening date of 2025.

A further boost to the rail offer for the area will be the East West Rail project. This major infrastructure scheme will deliver a sustainable east-west transport option that connects the communities, businesses, and universities of the cities of Oxford and Cambridge and the settlements along the corridor. The scheme is being delivered in three ‘connection’ stages.

The first stage is already under construction connecting Oxford to Milton Keynes. The second, from Milton Keynes to Bedford is at the detailed planning stage, as is the third connection stage, between Bedford and Cambridge. After a public engagement exercise in 2019, a preferred route option has been identified that links Bedford to Cambridge via new stations in the Sandy/St Neots area and at Cambourne. In 2021, the East West Rail Company consulted on the detail of potential alignments, all of which are proposed to enter Cambridge from the south via a new railway junction with the King’s Cross line at Harston/Hauxton. Two new platforms will be built at Cambridge station and there will be the opportunity for trains to stop at the new Cambridge South Station, thus opening up more sustainable transport choices from the west of the city. Services will run all the way from Oxford to Cambridge by the end of the decade if the consents are forthcoming in the anticipated timeframe.

We shall continue to work with partners in the rail sector to explore options for upgrading the railway between Cambridge and Newmarket to enable greater frequencies on this route and to identify any potential for additional access to the railway network to the east of the city should East West Rail extend east of Cambridge. We support electrification of this key route in the longer-term, to reduce journey times for passengers and provide a key component of the electrification of the rail freight route from Felixstowe to the Midlands.

National Highways are proposing to upgrade the stretch of the A428 trunk road between the Black Cat roundabout on the A1 and the Caxton Gibbet roundabout to the west of Cambourne with a new 10-mile dual carriageway and a number of junction improvements. This is a nationally significant infrastructure project (NSIP) and a Development Consent Order was submitted by National Highways in 2021. The scheme is currently being considered by the Planning Inspectorate. If the order is granted, it is anticipated that the new road will open in 2025, delivering the final link of a dual carriageway between Milton Keynes and Cambridge.

In addition, we shall continue to work with National Highways as they develop their plans to improve journey time reliability on the M11 around Cambridge.

Local Projects

With our partners, we have developed a package of significant public transport, walking, and cycling improvements, alongside targeted highway investments. The aim of this package of measures is to deliver a more sustainable transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, thereby alleviating congestion and supporting the region's growth.

Cambridge City

The principles set out in the Greater Cambridge Partnership's City Access project and the 'Making Connections' consultation form the basis of developing a cohesive, people-focused sustainable transport system for the entire city. Improved bus services and walking and cycling links will offer people an attractive choice to travel sustainably into, out of and around the city, and will better reflect the polycentric nature of the city. A form of demand management will not only free up road space to be able to give priority to public transport, walking and cycling but will also raise funds to dramatically increase the number, quality, and coverage of bus services available across the travel to work area as well as reduce fares. Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. This will be complemented by a revised road hierarchy for the city and an integrated parking strategy that prioritise and support uptake of sustainable transport modes.

The 'wheel' of Greenways feeding into the city will join up with cross-city routes such as the new Chisholm Trail to connect existing areas of the city with new growth areas, creating a coherent network for active travel. Targeted local improvements and connectivity gaps will be addressed based on the routes identified through the GCP's Cycling Plus consultation and once adopted, in the Local Cycling and Walking Infrastructure Plan and the Making Space for People Supplementary Planning Document by Cambridge City Council, intended to help deliver a people focused environment.

Improvements to the bus fleet in Cambridge will commence following a successful bid to central government for funding to contribute to zero emission replacements of the first 10% of the local bus fleet. Thirty new electric double decker buses will be rolled out across the city as part of the Zero Emission Buses Regional Area (ZEBRA) initiative with an ambition to meet the Cambridgeshire and Peterborough Climate Commission's recommendation for all services to be zero emission by 2030. .

We shall continue to explore the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, as we look to integrate modes of travel throughout the area. There is also an opportunity to use new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

North – towards Waterbeach, Northstowe and Ely

This corridor will see a significant level of growth over the next two decades and beyond. A new town north of Waterbeach, located six miles north of Cambridge along the A10 corridor towards Ely, will be home to a new settlement of around 11,000 dwellings. The new town of Northstowe, served by the existing Busway, is also located close to this corridor. At the southern end of this corridor is Cambridge Science Park, a major employment site which is part of a wider growth area called North East Cambridge. This area will expand to become an important new quarter of Cambridge, with a further 8,350 homes and 15,000 new jobs identified in the Proposed Submission North East Cambridge Area Action Plan that would come forward over the next 20 years and beyond. Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport and active travel provision, coupled with significantly reduced levels of vehicle trip generation which

will be controlled through a vehicular trip budget. We will support the Greater Cambridge Partnership in the delivery of a new segregated public transport and active travel corridor between Waterbeach and Cambridge. This will be integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This forms one of four segregated corridor routes into the city that will be integral to the GCP's Cambridge Future Network concept.

The relocation of Waterbeach railway station, with a larger car park and longer platforms, and a 'Greenways' from Waterbeach to Cambridge and Horningsea to Cambridge for pedestrians, cyclists, and horse riders, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.

Interventions and improvements to the A10, including at Milton Interchange, will be investigated to support the delivery of the new town north of Waterbeach and assist in the alleviation of severe traffic congestion and safety concerns along the corridor. This will be accompanied by parallel infrastructure for non-motorised users.

West – towards Cambourne, St Neots and Bedford

Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport along this corridor will be transformed by the GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Travel Hub site at Scotland Farm as well as parallel facilities for pedestrians, cyclists, and horse riders. A new railway station at Cambourne as part of the East West Rail scheme and will also offer rail connections to Cambridge and St Neots.

Key routes from Comberton, Barton and Haslingfield will be serviced by new Greenways linking to the city. The existing St Ives Busway active travel path will also form part of the new Greenways network with upgraded/ new links from the Busway to Over, Cottenham and Fen Ditton.

South – into South Cambridgeshire and towards Stansted Airport

Along the A10 corridor towards Royston and the M11 corridor towards Stansted Airport, we will continue to work with partners to secure and deliver improvements to both the infrastructure and services on key rail routes. A new railway station at the Cambridge Biomedical Campus will transform connectivity to the site and we shall continue to lobby the rail industry for more frequent services on the route to Stansted Airport, as well as proposed frequency increases on the King's Cross route as part of the current franchise.

New travel hubs at the junction of the M11 with the A10 (the Cambridge South West Travel Hub) and on the A10 at Foxton will provide further opportunities for drivers join the sustainable transport network further out of the city and to access high-frequency public transport links, as well as being integrated with local bus and active travel networks. The Melbourn Greenway and the Sawston Greenway will form the backbone of the strategic cycle network into the city, connecting to railway stations, travel hubs and linking to other Greenways. We will continue to support Hertfordshire County Council to develop and deliver a cycle bridge over the A505 near Royston and provide the final section of cycleway between Melbourn and the town.

We will continue to investigate a multimodal package of improvements along the A505 corridor between Royston and Granta Park to support the internationally important cluster of science parks in

the area through better orbital public transport links, active travel measures and safety improvements.

East – the biotech corridor and towards Newmarket and Haverhill

In addition to the new railway station proposed for the Cambridge Biomedical Campus, further sustainable transport choices will be delivered. This will cater for the significant number of people who will be working on the site through the provision of the third of the GCP's segregated public transport and active travel corridor – the Cambridge South East Transport (CSET) scheme. CSET will link the campus to other major employment sites along the A1307 corridor towards Haverhill, connecting the internationally significant life sciences and R&D clusters at Babraham Research Campus and at Granta Park.

The scheme will see a new segregated public transport route between the A11, Sawston, Stapleford and Great Shelford and the Biomedical Campus as well as active travel, bus, and road safety improvements along the A1307. Additional parking spaces will be provided at Babraham Road P&R, along with a new travel hub at the junction of the A11 and A1307. This will allow drivers to transfer to sustainable transport modes well before they approach the city, as well as being integrated with local bus and active travel networks. Alongside the public transport route will be a new active travel path, which will complement the Sawston and Linton Greenways.

Major new development is planned for the east of the city. A development of 1,300 new homes is under construction off Newmarket Road, with planning permission granted for a further 1,200 on land north of Cherry Hinton. In addition, land at Cambridge Airport, safeguarded in the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan should it become available, has been identified for redevelopment in the Greater Cambridge Local Plan First Proposals. This follows Marshall's announcement that it intends to relocate its Aerospace and Defence businesses by 2030. A fourth corridor scheme is being developed to accommodate growth and to help address existing congestion and pollution issues in this part of the city. The scheme consists of short-term improvements which can be in place by 2025 to serve the sites with planning permission. The potential for longer term improvements, which could include segregated public transport and potential for policy and behavioural interventions, have been identified that would be needed if the airport site is included in the final adopted version of the Local Plan for redevelopment.

Short term improvements focus on Newmarket Road and include improvements to the Elizabeth Way and Barnwell Road roundabouts to make them more accommodating for public transport and active travel, as well as improvements along the length of Newmarket Road for cyclists and pedestrians. These active travel improvements will also connect into other active travel infrastructure being delivered, such as the Fulbourn, Bottisham, Swaffams and Horningsea Greenways and the Chisholm Trail. To intercept traffic before it gets into the city, the longer-term aspiration is for the current Newmarket Road Park & Ride site to be relocated further out that would ensure more spaces can be delivered, and options for orbital public transport and active travel movements to North East Cambridge and CBC will be explored.

Rural South Cambridgeshire

South Cambridgeshire has a dispersed population spread across more than a hundred villages and other settlements that means that conventional bus services are often not viable, leaving much of the district currently reliant on the private car. The comprehensive plans for public transport and active travel routes into the city provide a strategic network that reaches out into the rural parts of Greater Cambridge in each direction. The future bus network also envisages greater rural links to local services,

market towns and key transport hubs such as rail stations. The ring of travel hubs further out of the city means that locally led transport solutions including Demand Responsive Transport can feed into high quality public transport corridors even in remote villages where conventional bus services are often not viable, and drivers can join the public transport or active travel network to complete their journeys. This approach will be complemented by the region-wide application of the demand-responsive transport network, which will also provide greater access between villages and outlying market towns.

In addition, the 'wheel' of Greenways will connect smaller settlements and can be used for local journeys as well as longer distance commutes into the city and provide the focus for further links that connect local bus and rail services. The 12 Greenways are: Barton, Bottisham, Comberton, Fulbourn, Hornigsea, Haslingfield, Linton, Melbourn, Sawston, St Ives, Waterbeach and Swaffams.

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