



Part 3: Defining a street and place user hierarchy for Central Cambridge

3.1 Intended user hierarchy for streets and spaces

3.1.1 Everyone has a part to play in helping to shape the future of Central Cambridge in the coming decades. Talking to residents and visitors as part of earlier public engagement in 2018, revealed the key concerns that people had when using Central Cambridge. It also highlighted how passionate people are about their City and that they want to be involved in future decision making. Young people wanted a place that was relevant to them and all wanted to experience a more comfortable and inclusive place. People of all ages and abilities identified that the city's streets and spaces didn't provide places to sit and enjoy the city. From the engagement it is clear that there is a significant appetite to make Central Cambridge more 'people focussed'.

3.1.2 To achieve this transformation the dominance of motor vehicles needs to be reduced or in some areas removed altogether. An increased pedestrian priority area as part of the Historic Core will help to create the right conditions for re-imagined streets and spaces.

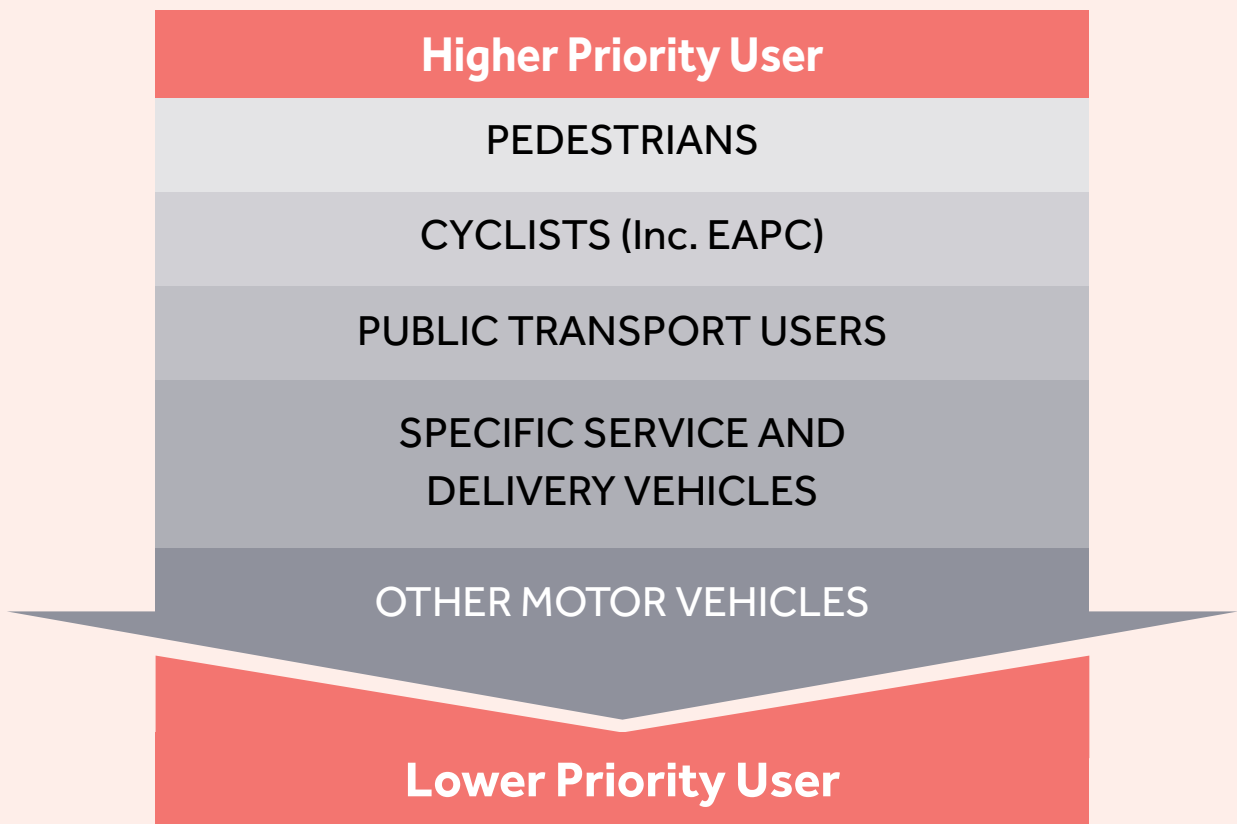
3.1.3 Consistent with Manual for Streets¹⁰ and in line with promoting inclusive and enjoyable streets and spaces within Central Cambridge, the following hierarchy (Figure 6) is being considered. Crucial to creating a successful balance will be ensuring that the streets and other spaces in Central Cambridge are designed to be inclusive and that positively 'design in' facilities for disabled people and vulnerable individuals.

¹⁰ Manual for Streets 1&2 provides guidance on effective street design and applies to England and Wales as national guidance. Manual for Streets 1 defines the recommended user hierarchy.

Question 2: Have we got the 'street user hierarchy' right?

Figure 6: Street user hierarchy¹¹

When considering the users of streets within Cambridge City Centre, the following hierarchy of needs should be observed so that a balanced and sustainable approach can be developed.



This will help to ensure that the correct priority is given to the preferred user during the design, conservation and management phases.

¹¹ Cycles also include Electrically Assisted Pedal Cycles (EAPC) that by definition are not capable of speeds greater than 15.5mph and have a power output no greater than 250 watts (see: <https://www.gov.uk/electric-bike-rules>)