

Project Name	Cambridge Science Park
Job No	16-024
Note Title	Greater Cambridge Local Plan – Call for Sites – Cambridge Science Park Expansion - Transport & Accessibility
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Approved	SRB
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Overview

Odyssey have been commissioned by Bidwells on behalf of Trinity College to further examine the transport and accessibility credentials of land located to the north of the A14 and west of Mere Way on the northern fringe of Cambridge (Plan 1). Crucially it sits in close proximity to the existing Cambridge Science Park (CSP) and is thus an opportunity to create ‘CSP Expansion’.

The site is strategically located in close proximity to:

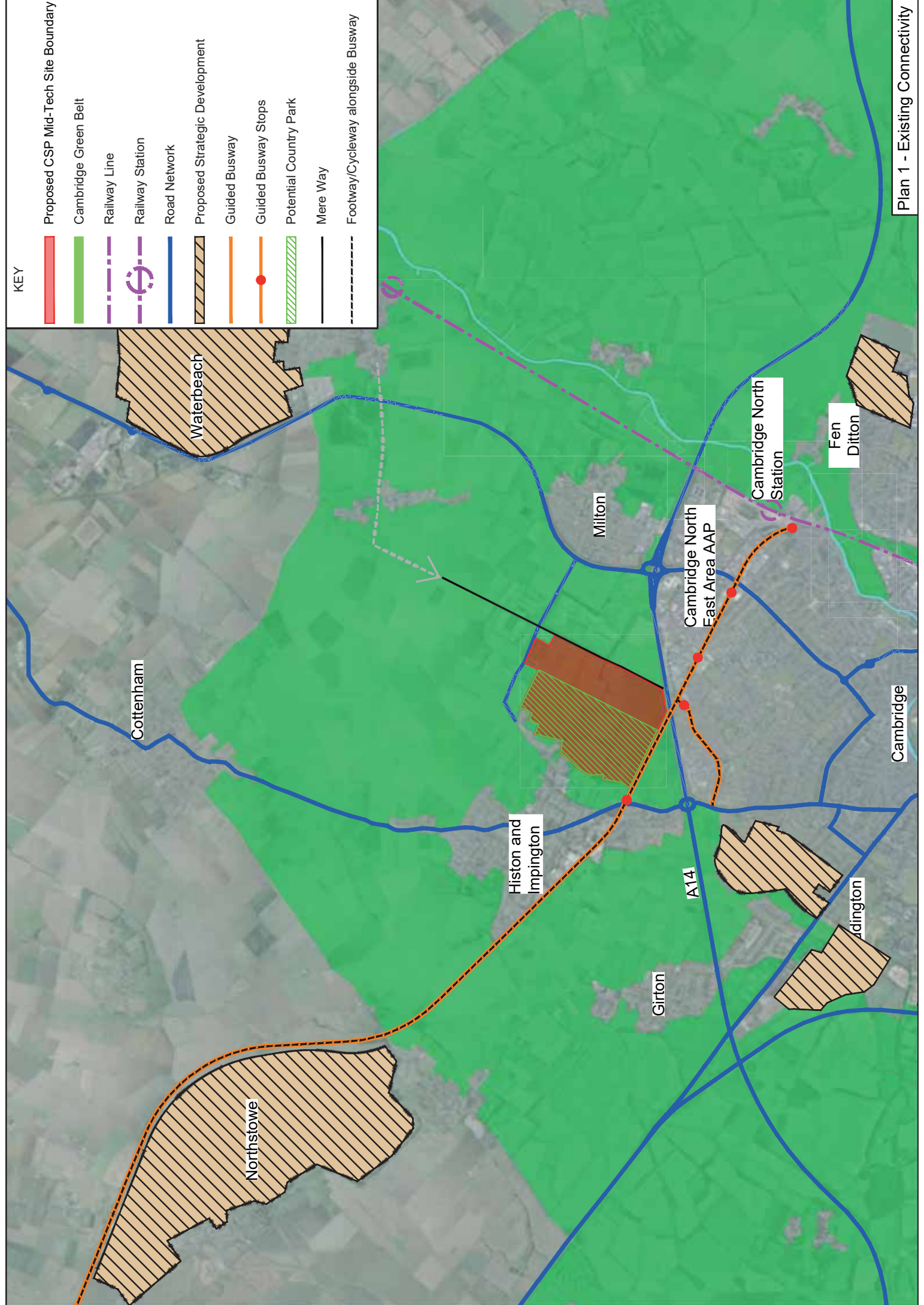
- Existing settlements;
- The majority of new strategic settlements in Cambridge and their hinterland;
- Existing major transport corridors and hubs; and
- Proposed corridors of sustainable transport upgrades which will deliver a major step change in the accessibility of the area.

The site is also sufficiently close to and can add to the critical mass of the Cambridge North East Area so as to be influenced by and can contribute to its range of emerging sustainable transport connections and proposed improvements, thereby creating the conditions for a sustainable expansion to the Science Park in accordance with national and local planning policy.

This enables the development approach to be formed from the embracement of non-car accessibility rather than being car parking and highway capacity driven, using emerging technology to further this

KEY

- Proposed CSP Mid-Tech Site Boundary
- Cambridge Green Belt
- Railway Line
- Railway Station
- Road Network
- Proposed Strategic Development
- Guided Busway
- Guided Busway Stops
- Potential Country Park
- Mere Way
- Footway/Cycleway alongside Busway



ethos, all of which can benefit the wider North East Cambridge Area Action Plan (AAP) area and the wider community, ultimately improving the commuting experience of the local and wider community and enhancing their health and wellbeing.

CSP Expansion is therefore a unique opportunity to create a highly accessible and deliverable development which supports the existing and future vision of Greater Cambridge.

Locale and Ethos

CSP Expansion sits adjacent to the existing settlement edge of the city of Cambridge and between Impington and Histon to the west and Milton to the east capturing a significant existing population within walking distance.

Very significantly, of the new residential dwellings being delivered in the Cambridge area the majority of these are located to the north in or in the northern half of the city; Northstowe, Waterbeach Barracks and the Cambridge North East Area are all located along existing transport corridors to CSP Expansion thereby enabling future residents to travel to the site without needing to enter the main existing urban area or city centre.

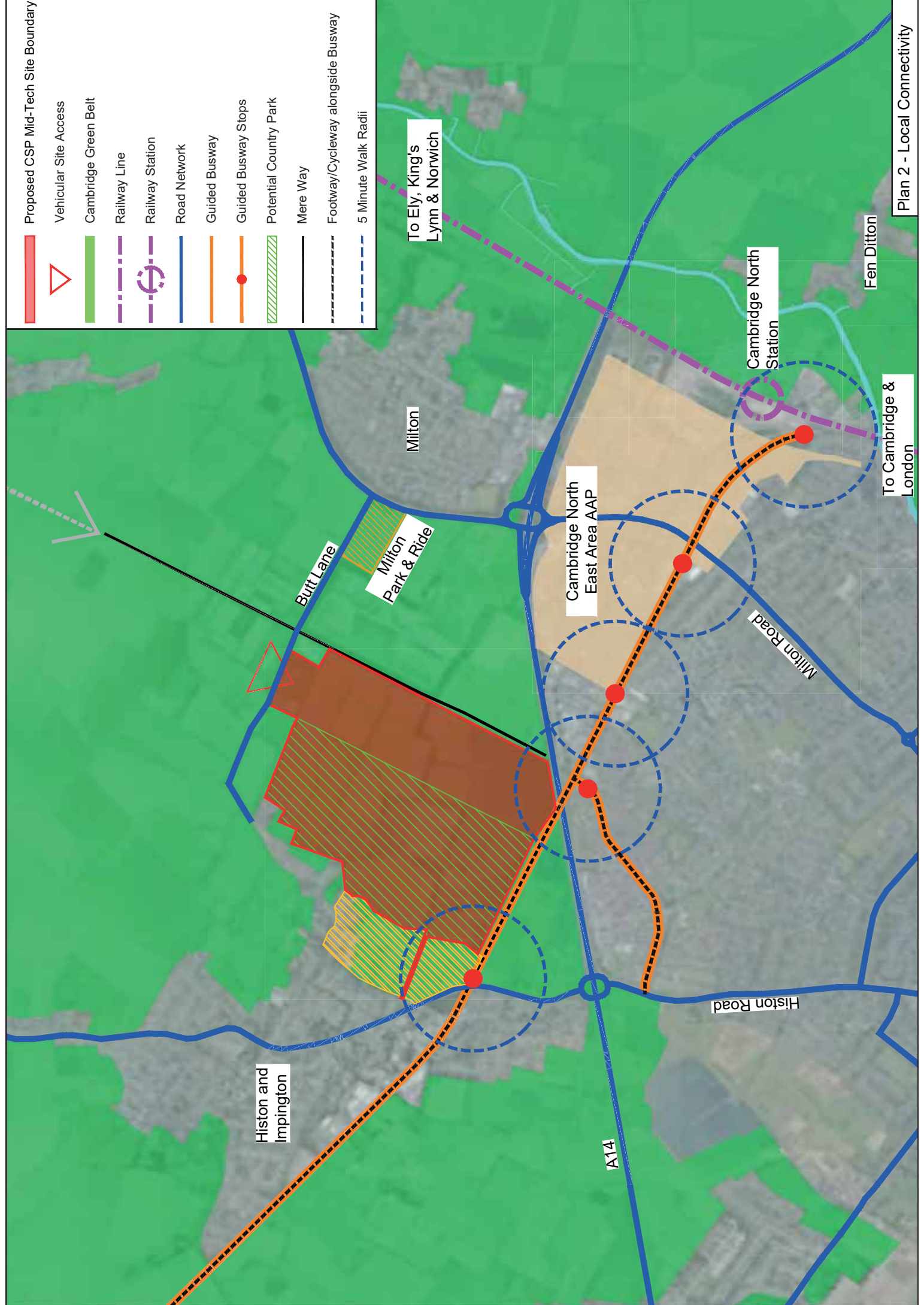
Added to this the development area at North West Cambridge and Darwin Green will be connected to the CSP Expansion by proposed sustainable transport improvements, which may include the Cambridge Autonomous Metro and orbital bus routes, which will also improve the accessibility of the other major development locations including Cambourne. All sit within cycling distance of CSP Expansion.

Given these characteristics the development will be focussed not on the historic approach of road capacity but on the modern approach to embrace non-car modes and use new development to bring about positive changes to the attitude to transport choices and improved transport infrastructure to promote sustainable modes of travel.

Existing Accessibility

As well as its proximity advantages to existing and proposed settlements the site benefits from being located immediately adjacent to the existing Cambridge Guided Busway route between the City of Cambridge and the town of St Ives to the north west.

Not only is the Guided Busway adjacent but the site also sits to the north of the junction of the two key routes to the city centre via the Science Park and Cambridge North railway station and via Orchard Park (Plan 2). It therefore benefits from the maximum service frequency and the widest spread of destinations as the Science Park route continues south to Trumpington and onwards to



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- Vehicular Site Access
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- Potential Country Park
- Mere Way
- Footway/Cycleway alongside Busway
- 5 Minute Walk Radii

To Ely, King's Lynn & Norwich

Cambridge North Station

Fen Ditton

Milton

Butt Lane

Milton Park & Ride

Cambridge North East Area AAP

To Cambridge & London

Milton Road

Histon and Impington

A14

Histon Road

Royston and the Orchard Park route operates beyond St Ives to Huntingdon and Peterborough (Plan 3).

The Busway is of course also a strategic cycle route with the overall corridor including a wide cycleway providing level and direct, car-free cycling to and from the CSP Expansion site.

Cambridge North railway station is just 2.5km from the site, accessible by the busway / cycleway, and thereby gives sustainable access from the site to key destinations including London, Ely, King's Lynn and Norwich (Plan 2).

Milton Park and Ride is located due east of the site off the A10, just to the north of the A14 Milton Interchange, the latter giving access to the strategic highway network which from the site would be reached via Butt Lane and the A10.

The site has existing highway frontage with Butt Lane alongside which there is an existing footway / cycleway which forms part of a route between Milton and Impington (Plan 2).

The eastern boundary of the site is formed by Mere Way which is an existing byway which links Landbeach (just west of Waterbeach) to the north to an existing access road to the immediate south of the site by Cambridge Regional College, this being via an existing, level, underpass of the A14. This is adjacent to the Busway junction and has huge potential to deliver sustainable transport improvements by forming a major hub on the Busway and associated cycleway network. This is already earmarked for improvement as a Sustainable Transport Route as part of the Waterbeach New Town proposals.

Proposed Sustainable Transport Upgrades

In addition to the site's existing accessibility credentials it also sits within an area earmarked for significant transport upgrades which will further enhance the accessibility of the site. Indeed it could help be the catalyst to spearhead support the delivery of these significant infrastructure improvements and speed up the delivery of additional improvements.

As highlighted above the site is located near the junction of the existing Busway network serving different areas in the north of Cambridge. In association with the strategic residential development at Waterbeach new Busway links are required which in turn form part of the wider aspirations of the Greater Cambridge Partnership. This includes:

- The Cambridge Autonomous Metro (CAM), proposed to link all key destinations and development sites to one another and to radial corridors, with the Science Park area being a



key focus for all new routes, giving accessibility to a very wide and large catchment based on an orbital route around the wider city (Plans 4 and 5); and

- High quality orbital bus routes linking the south of the city via corridors to both the east and west enabling journeys without the need for time consuming journeys into and then out of the city centre (Plan 4).

Mere Way provides an opportunity to form part of the Busway network, delivering an off-highway solution between Waterbeach and the existing Busway network connecting at or near to the existing Busway junction. CSP Expansion could help facilitate a major interchange hub at this junction, perhaps, by providing an additional or alternative route to supplement the existing Mere Way underpass of the A14.

Additional Busway stops could be provided on Mere Way along the Waterbeach arm to enhance accessibility to the northern end of CSP Expansion and / or in conjunction with the expansion of Milton Park and Ride (Plan 5).

The expansion of the Busway network would also support the planned provision of strategic cycle links from Waterbeach which, along with completion of the Chisholm Trail would further open up accessibility by car-free cycle routes to the area (Plan 4) giving the site exceptional cycle connectivity.

At a local level the site benefits from synergy with the existing Science Park and North East Cambridge development area, now of course combined under a single AAP, and the adjacent Regional College. The mixed use, employment and residential, development will (and already does) place associated activities and potential employees within walking and cycling distance as already highlighted. Combined with the Busway this provides the scope for a critical mass of localised trip making, thus reducing the need for longer distance and more likely car-based commuting.

This critical mass supports a wider reduction in car parking and a modal shift away from single occupancy car travel to more sustainable modes of travel and could support a reduction in car parking across the wider Science Park by increasing sustainable transport options.

Advances in technology provide scope for future autonomous vehicle links serving a 'greater AAP' area; an area extending beyond the boundaries of the AAP area. The Expansion can help lead the way in this field embracing technology, not only with autonomous vehicles but with call-on-demand ride shares (supported by the critical mass), drones for delivery and supporting further evolution in the cycle provision.

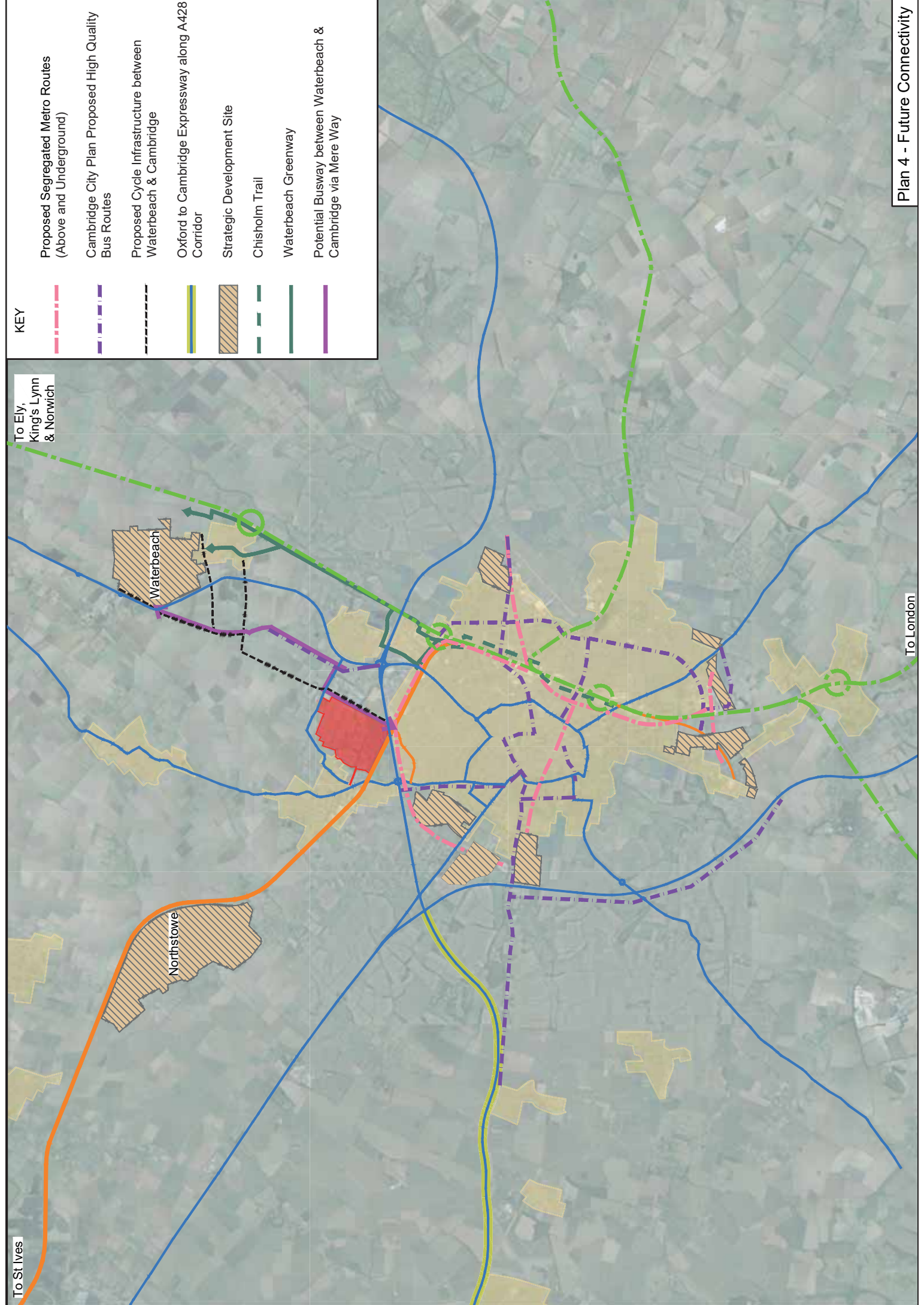
To St Ives

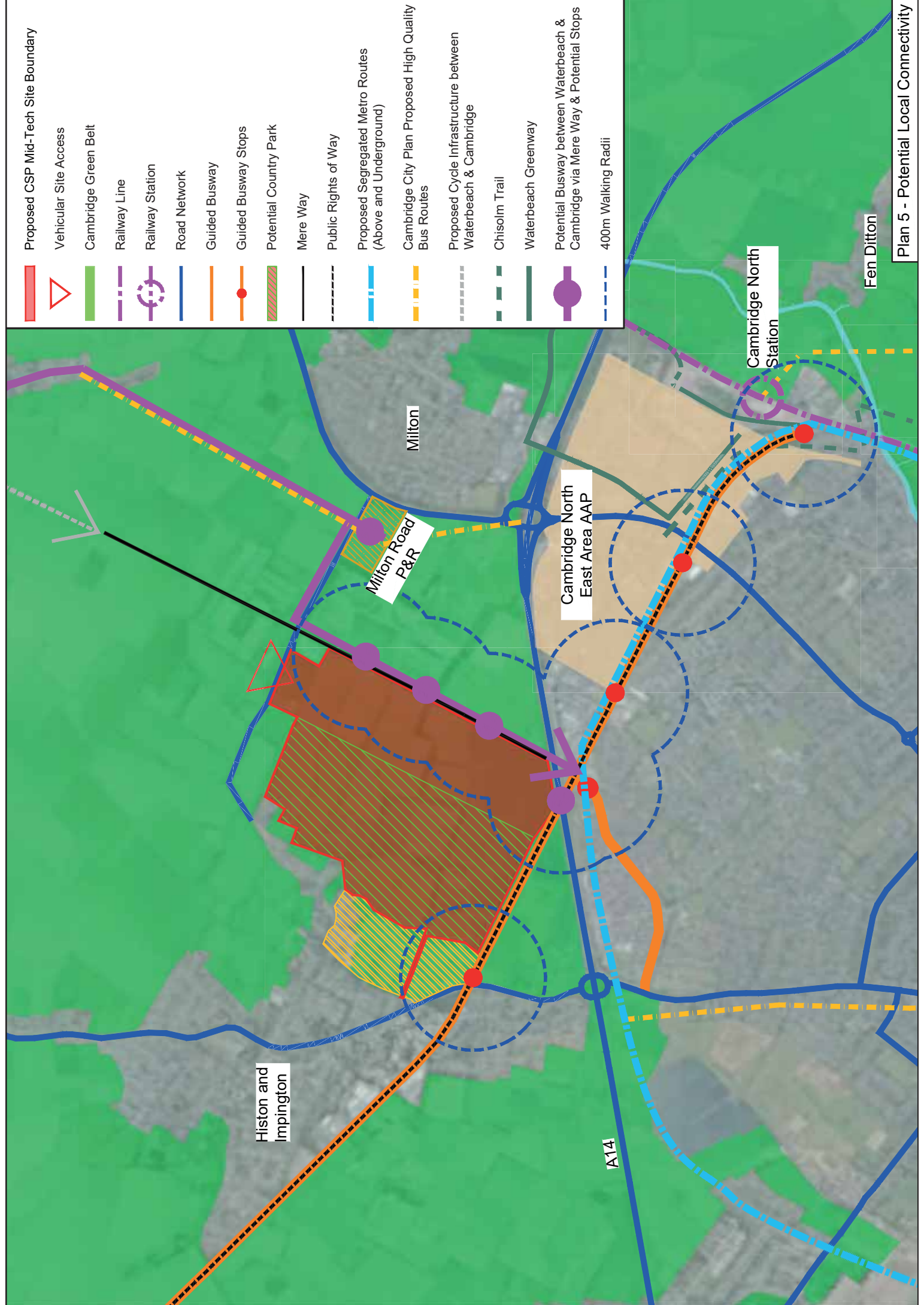
To Ely,
King's Lynn
& Norwich

To London

KEY

- Proposed Segregated Metro Routes (Above and Underground)
- Cambridge City Plan Proposed High Quality Bus Routes
- Proposed Cycle Infrastructure between Waterbeach & Cambridge
- Oxford to Cambridge Expressway along A428 Corridor
- Strategic Development Site
- Chisholm Trail
- Waterbeach Greenway
- Potential Busway between Waterbeach & Cambridge via Mere Way





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- Potential Country Park
- Mere Way
- Public Rights of Way
- Proposed Segregated Metro Routes (Above and Underground)
- Cambridge City Plan Proposed High Quality Bus Routes
- Proposed Cycle Infrastructure between Waterbeach & Cambridge
- Chisolm Trail
- Waterbeach Greenway
- Potential Busway between Waterbeach & Cambridge via Mere Way & Potential Stops
- 400m Walking Radii

Histon and Impington

Milton

Milton Road P&R

Cambridge North East Area AAP

A14

Cambridge North Station

Fen Ditton

Plan 5 - Potential Local Connectivity

Highway access in the area is also earmarked for improvement with schemes coming forward to increase the capacity of the A14 / A10 Milton Interchange in association with the strategic development at Waterbeach and the Mayor of the Cambridgeshire and Peterborough Combined Authority promoting dualling of the A10 from Milton northwards following the completion of the Cambridge – Ely Study. Both would enhance the scope for highway access from the existing highway frontage on Butt Lane. Looking at the wider strategic network the A14 is already being improved by Highways England, whilst the proposed OxCam Expressway will connect into the A14 along the alignment of the existing A428 corridor just 4km west of the site.

Conclusion

CSP Expansion is well located not only to both existing residential areas and significant, strategic, residential development sites but it also benefits from existing sustainable accessibility which will be further enhanced by and can contribute to the earlier delivery of a raft of associated strategic improvements to sustainable transport options and capacity in the future.

This enables the development approach to be formed from the embracement of non-car accessibility rather than being car parking and highway capacity driven, using emerging technology to further this ethos, all of which can benefit the wider North East Cambridge Area Action Plan (AAP) area and the wider community, ultimately improving the commuting experience of the local and wider community and enhancing their health and wellbeing.

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