

Project Name Grange Farm

Subject Transport Position Paper

Reference 25103

Date 18th September 2025

1. Introduction

- 1.1. This Transport Position paper supports the emerging proposals for a strategic development site to the north of the A1307 and east of the A11, henceforth known as Grange Farm.
- 1.2. The indicative proposal is that the core Grange Farm site (promoted by The Pampisford Estate) could provide circa 4,750 residential units, plus supporting land uses and a significant employment quantum (mid tech, light industrial or similar) to complement the needs of the wider area.
- 1.3. Further to the above, there is a potential option to collaborate with the adjacent landowner (Franklin Family) to increase the size of the overall site to 8,000 residential units, plus supporting land uses. The location of these parcels is shown in the Figure below, with the parcel outlined in red illustrating the core Grange Farm site and the potential extension outlined in yellow.

Grange Farm Potential Land Parcels



- 1.4. It is considered that Grange Farm presents a compelling opportunity to deliver sustainable growth aligned with Greater Cambridge's transport and spatial planning objectives.

- 1.5. In terms of the Transport Position of the proposal, this paper will demonstrate the following site fundamentals about Grange Farm:
 - Grange Farm is near globally important employment parks.
 - Active travel and public transport will be a genuine modal choice for many journeys.
 - The quantum of development proposed on-site will create a well-rounded neighbourhood for people to live, work and play.
 - This site can and will seek to enhance existing and planned public transport and active travel connections to ensure a network of links can be relied upon to take people to and from the site and wider area.
- 1.6. Please note that this paper is an initial position paper prior to the production of a suite of necessary further transport evidence which will be prepared throughout the stages of the planning and delivery process.

2. Vision Led Transport Planning

Introduction

- 2.1. This section of the note seeks to highlight how a geographical area such as Greater Cambridge should be seeking to embrace best practice, ambitious transport planning thinking, to deliver sustainable growth in locations such as Grange Farm.
- 2.2. Given that proportionally, surface transport is a high contributor of the UK's greenhouse gas emissions, it is increasingly more important that any growth supports the need to decarbonise the sector.

New Communities and Their Ability to Deliver Excellence

- 2.3. The development of new communities and settlements presents an opportunity to embed sustainable, vision-led transport principles from the outset. Vision-led transport planning offers a proactive, integrated approach that prioritises long-term outcomes over short-term fixes, ensuring that transport systems support vibrant, inclusive, and low-carbon communities. This approach has been promoted by transport practitioners for many years and is now reflected in the latest version of the National Planning Policy Framework.
- 2.4. At the heart of vision-led planning is the principle of 'decide and provide'—a shift away from traditional 'predict and provide' models that respond reactively to projected car use. Instead, planners define a desired future—such as a walkable, low-traffic neighbourhood with high public transport accessibility—and then design infrastructure and policies to realise that vision. This approach aligns transport planning with broader societal goals, including decarbonisation, public health, and social equity.
- 2.5. In the Greater Cambridge area, Eddington represents a real-life example of a 'decide and provide' approach to Transport Planning. The University of Cambridge sought to 'decide' on the type of place and transport behaviours that they wanted and 'provided' the walking, cycling and public transport infrastructure to enable the vision. Eddington now has a car driver mode share which is around 50% lower than the mode share forecast and the levels which were assessed as part of the Transport Assessment process for planning¹. Beaulieu Park in Chelmsford, likewise, demonstrates the effectiveness of 'deciding' to provide public transport provision in excess of the minimum standard at an early stage of the development and the positive knock on impact of reducing driver mode share, which is 30% lower than modelled in the AM peak².
- 2.6. In essence, and to achieve optimal transport outcomes, new settlements must be designed around people, not vehicles. This means prioritising active travel and public transport from the earliest stages of masterplanning. Higher-density, mixed-use development will be concentrated around mobility hubs, with homes, schools, shops, and services all within walking or cycling distance. Streets will be

¹ <https://www.eddingtonra.org/reports/2023%20stakeholders%20travel%20survey%20update.pdf>

² <https://www.chelmsford.gov.uk/media/ue0dmbxw/cgc-travel-plan-monitoring.pdf>

designed for safety and comfort, with segregated cycleways, wide footways, and a 'car is a guest' environments that encourage social interactions and active mobility choices.

- 2.7. Public transport must be frequent, reliable, and seamlessly integrated. Vision-led planning ensures that bus services are not an afterthought but a core component of the settlement's structure. This includes reserving corridors for future transit opportunities such as building on the Cambridge South East Transport (CSET) proposals, designing interchanges and stops that are accessible and attractive, and using digital tools to provide real-time information and journey planning. Modal decisions are often based around 'the best tool for the job' and this is dictated by intelligent masterplanning and network planning.
- 2.8. Crucially, vision-led planning also considers behavioural and cultural change. Infrastructure alone is not enough; people must be supported and incentivised to make sustainable travel choices. This can include mobility-as-a-service platforms, car clubs, and personalised travel planning. Early engagement with communities helps build support and ensures that transport solutions reflect local needs and aspirations. Any new community at Grange Farm will be supported and educated around transport options and lifestyles, including through a Community Stewardship Trust, established and supported by the landowners.
- 2.9. Policy alignment is essential. Local authorities, developers, and transport providers must collaborate under a shared vision, supported by clear frameworks and funding mechanisms. The UK's Transport Decarbonisation Plan, Gear Change strategy, and Local Transport Plans provide a strong policy foundation, but delivery depends on local leadership and innovation. Any policy for Grange Farm would be encouraged, by the landowners, to be suitably ambitious.
- 2.10. In summary, vision-led transport planning empowers planners and communities to shape the future they want—one where transport is not a constraint but a catalyst for sustainable, inclusive growth. By embedding these principles into the DNA of new settlements such as Grange Farm, the UK can create places that are not only well-connected but also healthier, greener, and more resilient for generations to come.

Grange Farm Vision & Development Principles

- 2.11. In adherence with the wider concept of a vision-led new development, an indicative set of principles have been established for Grange Farm in collaboration with the landowners of the core site.
- 2.12. These principles are summarised below alongside how each principle may influence and complement the transport case for Grange Farm.

Development Principle	Relevance to Transport Case
Cambridge Opportunity – public past meets present for the future;	Providing housing opportunities close to key growth at Biomedical and Research Campuses Infrastructure to support working from home and flexible working

Landscape first approach – designing within the land, not over it;	Nestle built environment within green corridors and open space. Focus on leisure route production linking into surrounding countryside
Homes not houses – spaces for life, not units for yield;	Community infrastructure delivered early including education, civic spaces, health and social infrastructure. Shaping streets for practical needs whilst being aesthetically pleasing
Health, safe and embracing – street design for people	Pedestrian-first design to streetscape Extensive green corridors prioritising leisure. Distributing equitably public amenity e.g. playgrounds/shops
Sustainable by default – making low-impact living the easiest choice;	Low traffic street design, prioritising walking, cycling and shared mobility. Several neighbourhood centres with local shops and facilities. Potential local extension of proposed Cambridge South East Transport Phase 2 (CSET) infrastructure
Legacy for generations , health and wellbeing	Ongoing stewardship and community focus Focus on maintenance and upkeep of public realm

2.13. Despite the early stage of the development programme, the initial thinking about the core Grange Farm development principles and commitments indicate that the site is perfectly suited to be developed in accordance with a 'decide and provide' philosophy.

Precedents from Elsewhere

2.14. The section below provides a few select examples of developments elsewhere which embody similar principles to those proposed at Grange Farm. Whilst not all are exactly applicable, each have some components which have been determined as being in some way transferable to Grange Farm.

Waterbeach New Town, Cambridgeshire, UK

2.15. Waterbeach New Town is currently being developed by Urban&Civic. The transport strategy needed to address uncertainty in the infrastructure delivery and funding space. Not only did it manage to navigate these challenges and continues to do so, but the new community is also now being delivered with a walking and cycling network which Cambridgeshire County Council described as being comparable to the best examples anywhere in Europe.

2.16. The design principles in Waterbeach New Town include

- **Consistent investment in sustainable transport:** The reasons for doing so are many but at its heart remains the belief that these priorities make great places and that by designing for the outcomes sought ('Decide and Provide') the transport behaviours will follow.

- **Significant early investment in infrastructure:** to support the new community. A key focus of Urban&Civic, and a similar model is being explored as part of the initial thinking for Grange Farm.

Waterbeach New Town Key Phase 1 Cycling Infrastructure



Houten, Utrecht, Netherlands

2.17. Houten is a new settlement 8-10km from Utrecht City Centre, built out across a 40-year period from the end of the 1970s.

Houten Active Travel Green Spine



2.18. The design principles in Houten include

- **Active travel first:** Houten was designed by starting with green spaces and people-centred infrastructure, with car access added later. Pedestrian and cycle corridors connect the main infrastructure to housing areas, with car routes confined to the periphery.
- **15-minute neighbourhood:** The neighbourhood was designed so that all daily needs are within a 15-minute bike ride.
- **Urban extension:** Houten was set up as a satellite settlement to Utrecht (8-10km), with clear active travel and dedicated public transport links (rail) between the two.

Vauban, Freiberg, Germany

2.19. Vauban is an urban extension to Freiberg, built in the late 1990s/early 2000s and is now home to circa 5,000 people. Built on a brownfield military site, the development was co-designed with community groups and implemented the concept of filtered permeability into the site for vehicles.

Example Street in Vauban



2.20. The design principles in Vauban include

- **Consolidated parking:** Vauban was designed to reduce the dominance of cars by consolidating parking areas into parking barns.
- **15-minute neighbourhood:** The area was designed so that all daily needs are within a 15-minute walk or cycle.

- **Focus on leisure and green space:** communal spaces, shared green and leisure spaces to enhance social inclusivity and access.

Nansleden, Cornwall, UK

2.21. Nansleden is a new suburb of Newquay in Cornwall which started construction in 2014 and is anticipated to be fully built out by the 2040s. The design is proposed to be sympathetic to the local area whilst facilitating sustainable transport infrastructure which is often hard to retrofit into the historic built environment.

Nansleden Streetscene



2.22. The design principles in Nansleden include

- **Dedicated public transport link:** A new bus only link connecting into existing highway infrastructure from Nansleden.
- **Sympathetic public realm:** Matching the local vernacular whilst prioritising walking, cycling and bus use.
- **Mixed use from early stage:** As of early 2025, 800 homes have been built alongside commercial units, primary school, early years provision. In 2026, Market Street is expected to open which will include a supermarket, food hall, artisan retail spaces, cafes and restaurants and quality office spaces, including a flexible-working hub.

3. The Site Fundamentals

Introduction

3.1. There are a couple of fundamentals in a development proposal which are key to get right to achieve a balance in favour of sustainable transport. Namely, location, scale and relationship to transport investments. With respect to Grange Farm, these fundamentals are discussed below.

Location - In the Right Place

3.2. The location of Grange Farm is considered advantageous from a transport perspective due to the proximity of several large employment opportunities locally, including Wellcome Genome Campus, Granta Park and Babraham Research Campus, which have also each forecast substantial growth in job numbers and thus employee need, and beyond this immediate proximity, the site benefits from planned investment in direct connectivity to the Cambridge Biomedical Campus and beyond, via the CSET scheme, which will see its Travel Hub located only a short distance from Grange Farm. The Strategic Road network is immediately adjacent to the site.

3.3. Whilst a number of successful urban extensions have been delivered to the south and east of the city, most large-scale new communities in Greater Cambridge have been focused to the north and west of the city (shaped by a number of factors including Green Belt, natural topography and transport infrastructure). Many of these new communities have leveraged significant transport investments, but the distance from employment will always lend itself to a higher drive mode share. Grange Farm provides an opportunity for a rebalancing the distribution of homes relative to the employment clusters, by delivering housing within immediate proximity to this employment growth.

3.4. The table below indicates the distance from major employment sites.

Employment Site	Distance from centre point of Grange Farm (crow-fly)
Granta Park	2km
Babraham Research Campus	2.5km
Unity Campus	4.5km
Wellcome Campus	6km
Peterhouse Technology Park	7.3km
Chesterford Research Campus	8.25km
Cambridge Biomedical Campus	8.5km

Sustainable Scale

3.5. Scale matters in transport terms. Behind location, the scale of new communities plays the most critical role in shaping transport related sustainability.

3.6. The larger the community, the more potential to enable the creation of mixed-use neighbourhoods, where homes, schools, shops, healthcare, and employment are co-located. This reduces the need for long-distance travel and encourages walking and cycling for everyday journeys.

3.7. It is commonly accepted in the industry that below 2,000 homes, potential for internalisation of trips is low as few services are viable and it becomes difficult to justify or sustain the infrastructure and services needed for a community to function independently.

3.8. However, the core proposal for Grange Farm sits around 4,750 homes; a level at which internalisation from supporting infrastructure (schools, shops, employment, leisure etc) becomes feasible and likely to be a reality for many trips. It is generally considered that the benefits of internalisation improve up to circa 10,000 homes at which point, the marginal gains begin to plateau as most core services are already viable and additional homes may only increase the density or diversity of service types, rather than introduce new ones. The potential level of internalisation at Grange Farm is discussed later in this Paper.

3.9. Beyond the internalisation argument, Grange Farm will also benefit from a number of other benefits from providing the right scale. Here, the benefits of providing at least 4,750 homes are as follows:

- Leveraging strategic transport infrastructure investment. Business Cases for new infrastructure are typically only able to account for growth which has planning permission or an allocation. The benefit-cost ratio for further investment in the corridor will, therefore, be assisted by a positive planning position.
- Available land for on-site supporting transport infrastructure including demand-responsive transport, car clubs, mobility hubs, park&ride style facilities and public transport corridors. These can be unfeasible in small schemes due to space and cost constraints.
- Critical mass of people to embed social sustainability and stewardship principles. Larger communities can support a diverse population, enabling inclusive transport planning that meets the needs of different age groups, abilities, and income levels. This includes accessible public transport, safe routes to school, and affordable mobility options. Stewardship models as part of larger sites allow for more comprehensive Travel Planning and community ownership of transport challenges and opportunities. The landowner is committed to establishing a Community Stewardship Trust which would embed transport priorities and objectives as a key tenet of its terms of reference.

3.10. In summary, it is considered that the proposals at Grange Farm, with or without additional land to the east, can offer the critical mass needed to deliver sustainable transport outcomes. Through thoughtful design, integrated planning, and investment in active and public transport, these developments can become exemplars of low-carbon, people-focused mobility for the area.

Strategic Transport Investments and Delivery Partners

3.11. Further to the locational and scale benefits of the site, strategic scale sites away from an established urban area will often require substantial infrastructure investment to provide for the physical mobility and connectivity needed. Often these investments are beyond the means of the development

proposal alone, although substantial contributions would be expected, and therefore public sector scheme identification and commitment is needed. Often these schemes are yet to be fully identified, designed or funded.

3.12. However, Grange Farm sits in a corridor which has already been subject to transport related investments in recent years and is now subject to a further set of unique funding opportunities and focus from delivery partners going forward. These agencies and important schemes are summarised below. These again present a unique set of circumstances which elevate the deliverability credentials of Grange Farm.

Greater Cambridge Partnership (GCP)

3.13. The Greater Cambridge Partnership (GCP) is the delivery agent for the City Deal agreed between a partnership of local organisations and Central Government, to help secure future economic growth and quality of life in the Greater Cambridge city region. The GCP has recently successfully been awarded its final tranche of funding to complete its transport programme to 2030/31. The Greater Cambridge Partnership Deal It is the largest of several City Deal programmes taking place in the UK.

3.14. There are three GCP schemes currently proposed which will have a material impact on sustainable mode connectivity in the vicinity of the Grange Farm and these are summarised below and expanded upon further into this document:

Cambridge South East Transport Study

- The first phase of CSET has been implemented and included a number of walking, cycling and safety improvements along the A1307 corridor between the Cambridge Biomedical Campus (CBC) and Linton.
- The second phase of CSET relates to a busway proposal which would connect the Cambridge Biomedical Campus with a new Travel Hub and Park & Ride adjacent to the A11 and to the west of Granta Park. Additional halts would be provided at Sawston and Stapleford. CSET would also provide direct connectivity to the new Cambridge South station and East West Rail, the CB1 area of the city, the Cambridge South West Travel Hub and Trumpington Park and Ride. CSET is primarily proposed as a scheme to address congestion challenges along the A1307 and into the CBC.
- Whilst CSET forms part of the GCP's Transport programme, the lack of housing proposals in the corridor, and therefore any match funding through s106 agreements, meant the scheme was 'paused' by the GCP. Central Government provided an additional £7.2 million of funding in 2024 which saw the scheme 'un paused' and it has now been submitted to the Secretary of State for Transport to be heard at a Transport and Works Act Inquiry. Whilst the full funding for the scheme is still sought the Funding Statement³ for the TWAO states 'Following a recent series of further discussions with the Ministry of Housing, Communities and Local Government, the Applicant expects the full costs of delivering the CSET2 Scheme will be met by Government funding.'

³ [CambridgeSouthEastTWAO-CCC - CSET-08-00-00 Funding Statement.pdf - All Documents](#)

- A significant scale of development at Grange Farm could unlock a significant financial contribution towards the funding of CSET.

Linton Greenway:

- The 'Greenways' programme aims to provide a series of 12 high-quality active travel routes connecting Cambridge with surrounding communities in Greater Cambridge.
- Linton Greenway follows the alignment of the A1307 as a shared use path between the Cambridge Biomedical Campus and Babraham Research Campus before routeing through BRC and the village of Babraham to the proposed CSET travel hub site. From here, the route crosses the existing footbridge over the A11 and routes on-street through the Abington's before rejoining the A1307 at Linton Road, 1.5km to the south of Grange Farm. The Greenway then continue along a shared use path adjacent to Linton.
- Linton Greenway was broken down into five phases of works, four of which are either under construction or complete. This includes high-quality active travel infrastructure along a spur of the Linton Greenway from Bourn Bridge Road to Granta Park, which facilitates access for cyclists and walkers between Grange Farm and Granta Park.

Whittlesford Parkway Station Transport Masterplan

- Proposals for the improvement of Whittlesford Parkway Station. Plans to make it a more accessible multimodal interchange. The scheme was paused in 2020 but will recommence once the Royston to Granta Park Study concludes.

Cambridge & Peterborough Combined Authority (CPCA)

- 3.15. The CPCA is made up of representatives from Cambridge City Council, Cambridgeshire County Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, Peterborough City Council and South Cambridgeshire District Council. The CPCA is the strategic transport authority for Cambridgeshire and Peterborough and is responsible for Local Transport and Connectivity Plan (LTCP).
- 3.16. In May 2025, Paul Bristow was elected Mayor of Cambridgeshire and Peterborough and has declared himself to be 'pro growth' and 'pro transport investment'. He has recently gone on record to suggest that the Busway schemes, including CSET, need to be proposed as 'growth schemes' rather than congestion only schemes. In practice this means allowing CSET to unlock and support job and housing growth in the corridor which has to date been lacking.
- 3.17. The CPCA is also leading on the *Royston to Granta Park Transport Study* which is a multi-modal study investigating transport challenges and opportunities along the A505 corridor between Royston and Granta Park, south of Cambridge. The study aims to support the growth of the area, particularly the science and innovation parks, by improving transport infrastructure and promoting sustainable travel options.

- 3.18. The study has demonstrated that there is a clear need for transport investment in the study area. It has demonstrated that the problems experienced in the study area and the possible opportunities are multi-modal in nature, and therefore a single solution would not provide the best overall economic, social and environmental outcomes for the study area.
- 3.19. The three shortlisted packages of interventions score well against the criteria assessed to date and meet the objectives of the scheme. They also address the transport problems identified and show net positive monetary benefits compared to the investment required, which are likely to increase with further appraisal. In addition, analysis has shown that all three packages are likely to be deliverable, although the associated costs vary between the packages.

Cambridge Growth Company

- 3.20. The CGC has established itself as a government backed, pro-growth company working closely and collaboratively with local elected leaders to overcome obstacles to growth and to promote sustainable, infrastructure-led development and economic growth. The CGC is led by Peter Freeman who has been working with local MPs, The Cambridgeshire and Peterborough Mayor, Leaders and Chief Executives of all local authorities, business leaders, landowners, developers, and representatives from Cambridge's universities, life science, technology, and innovation groups to draw up a picture of the local issues, ambitions, and opportunities.
- 3.21. The intention is that the CGC in its current form may transition into a growth and delivery vehicle, which has the capacity and capability to take a long-term approach to delivery. No decisions on a future delivery vehicle have been taken at this stage, although it is understood a Development Corporation with wide ranging powers for plan making, decision making and land assembly has been established.
- 3.22. The CGC has paid particular attention to the southern cluster corridor (or triangle) which includes Cambridge Biomedical Campus at its northern tip, the Wellcome Genome Campus to the southwest and Granta Park to the south east. Grange Farm sits within the triangle and can become an important part of the growth corridor narrative.

Employment and Growth Clusters



4. The Value of Place for Grange Farm

Introduction

- 4.1. Place-led transport related strategies are essential. The only good transport strategy is one that thinks about land uses, lifestyles and digital connectivity before then considering the off-site mobility needs.
- 4.2. This section explores some of place related principles and considers them as part of the principles of **Complete, Compact and Connected** Places which was a term used by the Town and Country Planning Association.



Complete

- 4.3. As outlined above, it is considered that at circa 4,750 homes, the core site of Grange Farm is in an excellent position to provide a truly mixed-use neighbourhood, which has a range of supporting land uses to make Grange Farm a great place to live, work and play. This is echoed in the development principle which sets out that the goal that 'community infrastructure [is] delivered early, including education, civic spaces, health and social infrastructure'.
- 4.4. The core transport outcome of achieving a 'complete' neighbourhood is reducing the need to travel out of Grange Farm for many daily needs. The extent of the potential for this is discussed below.
- 4.5. The emerging Greater Cambridge Local Plan sets out that 'innovative and flexible solutions will be sought to internalising trips and reducing vehicle use'⁴. To facilitate this, new developments should be built around principles of walkable neighbourhoods and deliver infrastructure and services which enables internalisation of trips. Here, it is considered that the majority of internalised trips could be undertaken by sustainable modes, and thus reduce the impact of vehicular trips both within the site and on the external transport network.
- 4.6. Grange Farm will seek to optimise the innovative and flexible solutions on site and potential for reducing the impact on external transport networks through considered masterplanning and land use decisions such as ensuring that diverse employment and learning opportunities are located close to homes, including technical training, libraries, co-working spaces, affordable commercial spaces

⁴ Policy I/ST Sustainable transport and connectivity

and live-work units. Public spaces will be accessible and inclusive to diverse cultures, ages, and abilities which will build from the landowner's legacy and reduce dependency on off-site trip making.

4.7. In terms of this opportunity, and the journey purposes which could be internalised at Grange Farm, the potential internalisation factors are below and have been presented as a range due the level of unknown information.

Potential Internalisation Ranges at Grange Farm

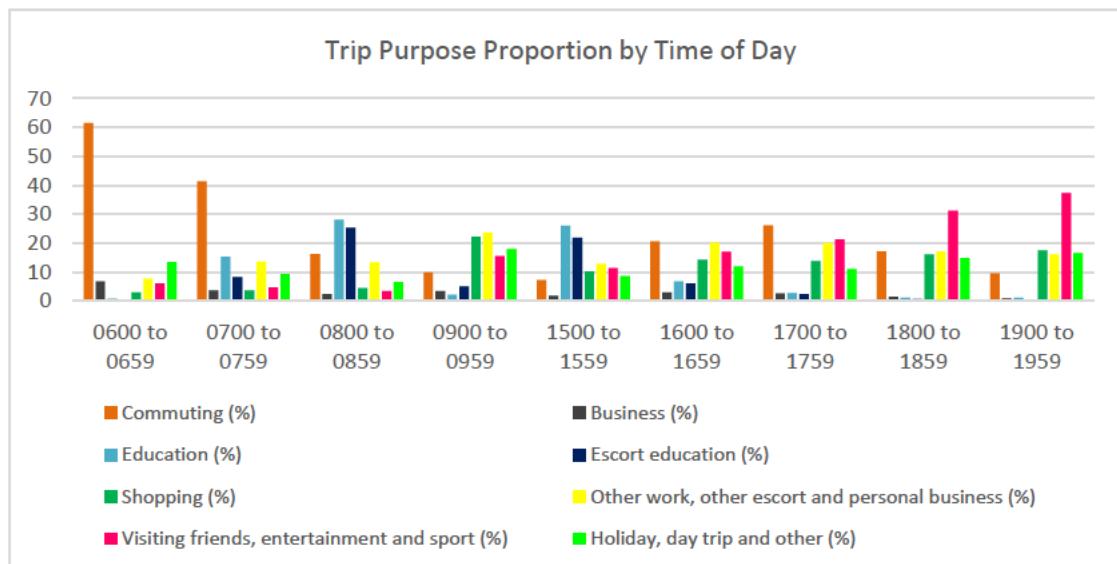
Purpose	Potential Internalisation Range	On-Site Proposals
Commuting/business on-site	30-40%	30% work from home + at least 10% work on site at employment/co-working spaces (likely to increase dependent on the proposed level of employment on site).
Education	85-95%	Early years, primary and secondary education, plus specialist provision
Shopping	25-40%	Small local centres, supermarket, some niche shops
Other work, escort, personal business	15-25%	Social facilities for personal business onsite to likely include healthcare, personal care etc.
Visiting friends, entertainment, sport	20-30%	Leisure facilities on site for exercise, dog walking etc
Holiday, day trip, other	0%	n/a

4.8. The same concept has been applied to Waterbeach New Town. Their internalisation forecasting was subject to detailed assessment which formed part of the planning consent. Here, it has been forecast that 65% of total AM trips will be internal (largely due to education trips) and 43% of trips during the PM peak.

4.9. Viewing this opportunity in the context of trip purpose by time of day demonstrates an interesting impact on the local transport network. The graph below shows the proportion of trip purposes for the morning and afternoon peak periods from the latest available National Travel Survey⁵.

⁵ Department for Transport (2023). National Travel Survey

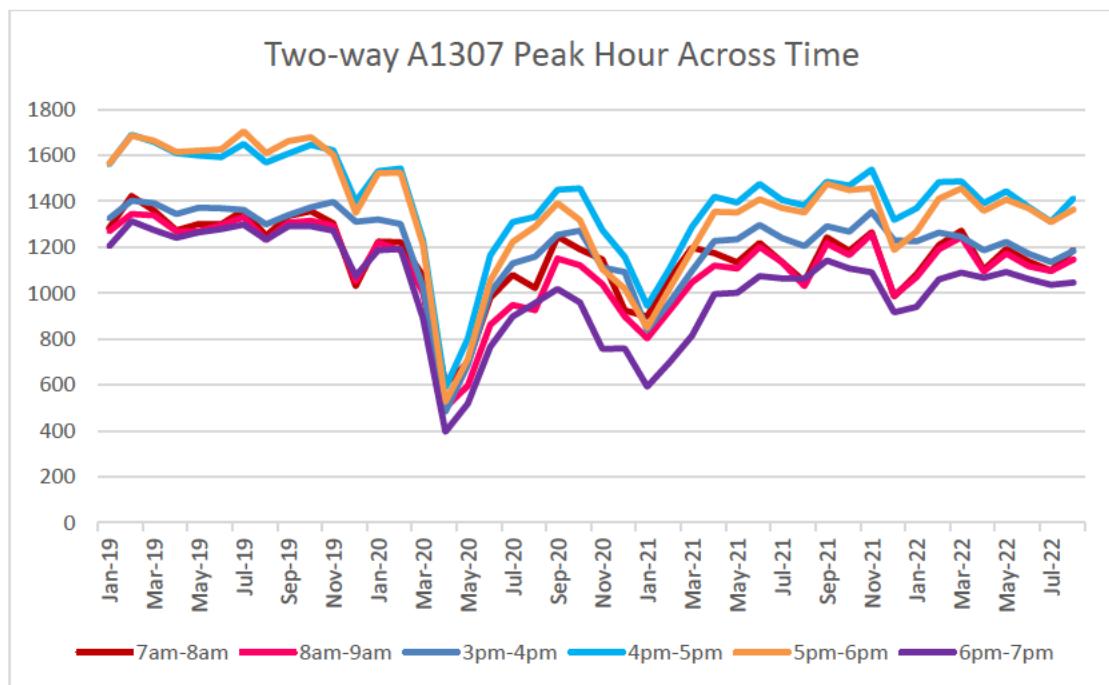
Trip Purpose by Time of Day



4.10. Here it can be seen that the bulk of the trips between 0700-0759 are for commuting purposes, whilst education trips form most trips between 0800-0900.

4.11. Data from the A1307 near The Abington's⁶ between 2019 and 2022 demonstrates that there is limited difference in the total peak flow between 0700-0800 and 0800-0900. In the PM peak, the difference is more pronounced, with 1600-1700 consistently having higher two-way vehicle flows.

Peak Period Across 2019-August 2022



⁶ Accessed at <https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-hourly-automatic-traffic-counter-data-january-2019-december-2022>

- 4.12. Based on this information on trip purpose and peak network conditions, it is apparent that the site will have a larger impact on the local transport network at specific times. Given that the majority of local educational destinations will be located on site, the site, if designed with the appropriate social infrastructure in place, there would be a smaller impact on the network between 0800-0900 than if housing were proposed at a scale and mix without schools. It is envisaged that a full range of early years, primary and secondary school would be provided on site, potentially of a scale similar to the Northstowe Learning Community.
- 4.13. In addition to the site being 'complete' internally, Grange Farm has the added advantage that it is proximate to several major employment hubs and growth areas, such as Wellcome Genome Campus, Granta Park and Babraham Research Campus. Whilst trips to these employment hubs are not strictly internal in terms of within a red line boundary, the proximity to these hubs presents opportunities to deliver a joined-up strategy for promoting sustainable transport access across the area and at distances which can lend themselves to genuine modal choice.

Compact

- 4.14. This means well-proportioned neighbourhoods – striking an optimal balance between growing up and out. The core site at Grange Farm is approximately 1.5 km by 1.7km across and is therefore optimally sized for a compact development which lends itself to walking, wheeling and cycling trips being the first mode choice. If the expansion land was to be included, increasing the width of the site to circa 2.5km, the masterplanning process would seek to optimise the layout and distribution of land uses to facilitate sustainable travel patterns, primarily by active travel.

Connected

- 4.15. Good growth can't happen unless it is connected growth. Reducing emissions, tackling congestion, and improving public health starts with how we get around. The following chapters set out the transport strategies for how Grange Farm aims to maximise the opportunity of existing infrastructure, plus where value can be added by the site to create a truly connected place.

5. Walking and Cycling Strategy for Grange Farm

Off-site – Existing, Planning and Proposed Infrastructure

5.1. Grange Farm is already well-located for access to existing and proposed active travel networks which connect to key employment areas, plus Cambridge City Centre. See summary below:

- The Linton Greenway (GCP) routes to the immediate south of Grange Farm through The Abington's. Most of the route has been recently upgraded, with some final works to be completed. The Greenway provides a legible, safe walking and cycling link towards Cambridge City Centre and direct access to both the Cambridge Biomedical Campus and Babraham Research Campus. A spur of the Greenway provides nearly direct access from Grange Farm to Granta Park along Newmarket Road.
- The proposed CSET Phase 2 Busway (GCP) will also provide an adjacent high-quality walking and cycling link, connecting directly to the Cambridge Biomedical Campus (CBC) and Cambridge South station from the proposed CSET Travel Hub. From here, high-quality onward active travel routes are available towards the City Centre.
- Recent discussions over CSET links to the south of the proposed Travel Hub could also provide high quality active travel infrastructure towards the expanding Wellcome Genome Campus and Whittleford Parkway Station.

5.2. For leisure users, Grange Farm is close to a key public byway, the Roman Road, spanning circa 15km from the edge of Cambridge to Horseheath and connecting to multiple other public rights of way and leisure attractions enroute.

5.3. Regular cycling distances over 8km in Greater Cambridge for commutes or utility trips are not uncommon, particularly where the route is in adherence with best practice guidance and is safe, direct and comfortable. The Linton Greenway and the CSET Busway both offer the opportunity for Grange Farm to benefit from infrastructure that will meet these standards and where key destinations, particularly employment destinations are within an 8-12km range, as demonstrated in Section 2 above.

On-site – What Grange Farm Could Offer

5.4. Whilst no masterplan yet exists for the proposal, the indicative Development Principles for Grange Farm are clear that the site is an opportunity to deliver an exemplar on site walking and cycling-focused new community where active travel is the default and most convenient choice.

5.5. To realise this intent, it is likely that layout would feature a relatively dense, mixed-use core with homes, shops, schools, and services all within a 10-minute walk or cycle. Streets would prioritise pedestrians and cyclists through continuous, segregated cycleways, wide footpaths, and traffic-calmed zones. Car access could be limited to peripheral roads and edge-of-site or neighbourhood parking hubs, ensuring the heart of the community remains car-light and safe.

5.6. Internally, and reflective of the Development Principles, the community would be structured around a landscaped corridors that links key destinations via walking and cycling routes, interspersed with pocket parks, play areas, and community gardens. Wayfinding would be intuitive, with clear signage and lighting to support all ages and abilities.

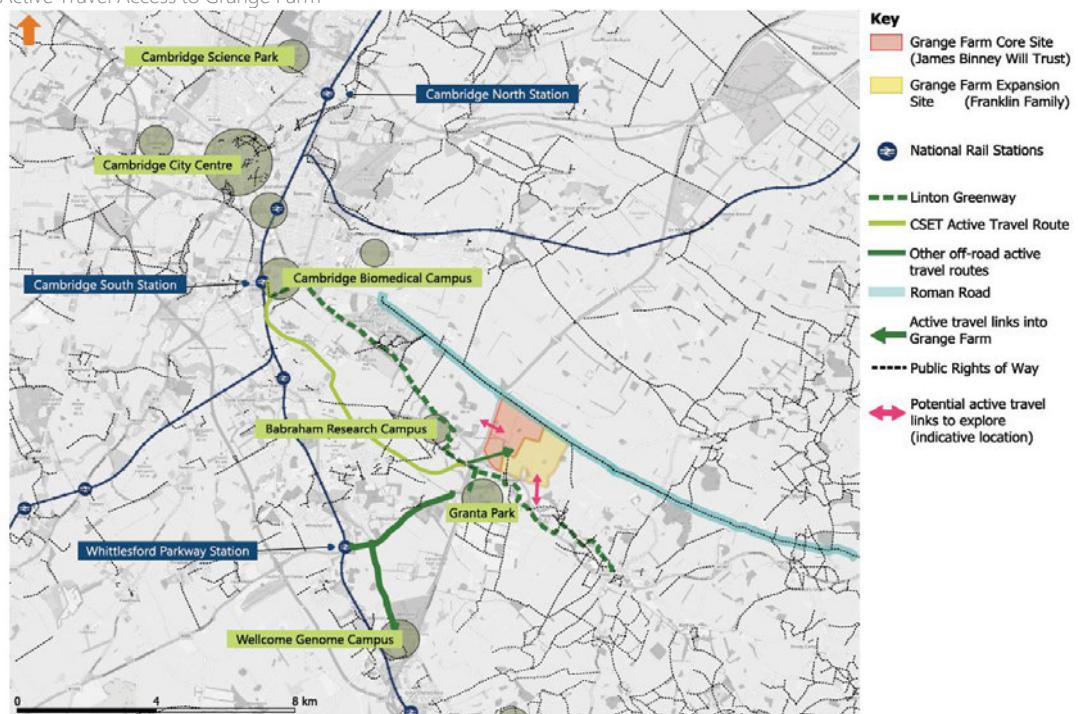
5.7. The design would be underpinned by low design speeds, filtered permeability (allowing walking and cycling through routes where cars cannot go), and smart mobility hubs offering shared bikes, e-scooters, and cargo bikes. This approach ensures that the car is not the default mode of transport, fostering a healthier, more inclusive, and environmentally sustainable lifestyle.

Off-site – What Grange Farm Could Offer

5.8. Given the early stage of the development, exact details of what external infrastructure could be contributed to or delivered by Grange Farm is yet to be determined. However, in the early phases it is likely that the site could enhance and complement the existing and planned infrastructure outlined above. These early investments would be schemes that the developer can fund and deliver in land that they control or the public highway. Sufficient additionality can be provided with these investments to support early phases of development and connect Grange Farm to surrounding transport hubs and employment areas.

5.9. Beyond the early phases and up to 4,750 units, more substantial active transport schemes will be needed, likely including dedicated and new segregated connections which will not only benefit Grange Farm but surrounding communities such as The Abington's, Hildersham and Linton. If the scheme is allocated for circa 8,000 units, new active travel bridge connections across the A11 could provide the levels of connectivity needed, complementing the existing bridge to the north of the site.

Active Travel Access to Grange Farm



6. Public Transport Strategy for Grange Farm

Off-site – Existing, Planning and Proposed Infrastructure

A1307 Bus Corridor

- 6.1. Grange Farm does already benefit from a medium-frequency, high-capacity bus service along the A1307 corridor which provides direct access to a number of research parks including Cambridge Biomedical Campus, plus Cambridge City Centre. The #13 bus currently operates 2 buses per hour, plus an express service which connects to Linton. Current travel time is 20-30 minutes from Grange Farm to the Cambridge Biomedical Campus.

Cambridge South East Transport (CSET)

- 6.2. The proposed CSET Phase 2 Busway (promoted by the GCP) would facilitate access from Grange Farm to most employment clusters in Greater Cambridge, putting around 50,000 existing jobs in easy reach by public transport (busway/rail/bus). Major growth is planned at many of these locations, which could increase the number of jobs to over 80,000 (excluding the City Centre). The current Travel Hub proposal for CSET is located on the opposite side of the A1307/A11 from Grange Farm.
- 6.3. CSET would facilitate faster journey times to the Cambridge Biomedical Campus and Cambridge City Centre from Grange Farm than the existing bus service currently offers.
- 6.4. Given the scale of development proposed, Grange Farm (and any expansion land) could potentially make a significant financial contribution towards the funding of CSET, paid through a roof tax or similar mechanism, as development comes forward.

Rail

- 6.5. For regional and national travel, Grange Farm could plug into the rail network via Cambridge South (15-20 minutes' drive/ 20-30 minutes bus / 30 minutes cycling on existing infrastructure) or Whittleford Parkway (7-12 minutes' drive / 25 minutes cycling on existing infrastructure). The stations provide different rail offers in terms of parking availability and destinations. In the future, Cambridge South Station will provide access to East West Rail services.

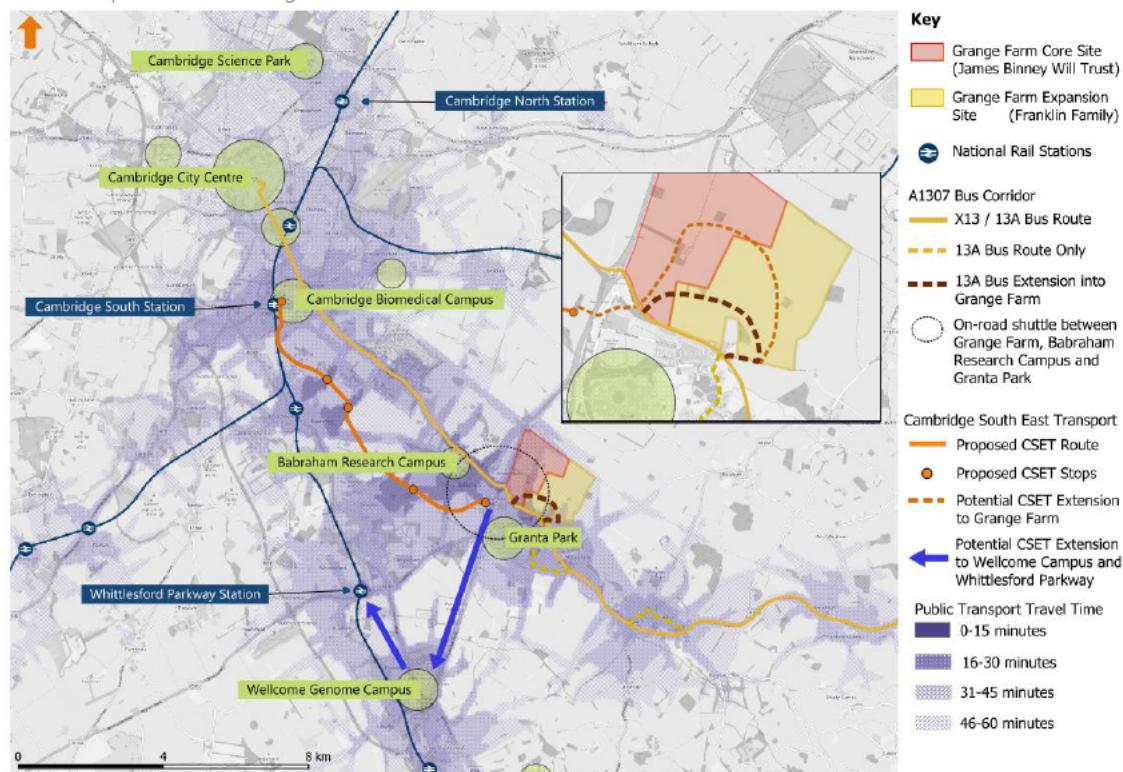
On/Off-site – What Grange Farm Could Offer

- 6.6. Whilst no masterplan yet exists for the proposal, the Development Principles intent is clear that public transport access will be essential to deliver a site which gives the community a real choice on access to jobs and to key urban centres such as Cambridge City Centre. The exact public transport offer is yet to be determined due to the early stage of proposals, but Grange Farm benefits from a number of options which could facilitate better access to public transport and that this strategy can evolve over time and development build out.
- 6.7. In the early phases of development, the number 13 bus could be diverted into the site to provide a twice hourly service to central Cambridge. To supplement this offer and once CSET is delivered,

direct shuttle services (potentially autonomous) to and from the A11 Travel Hub can be provided with stops at Babraham Research Campus and Granta Park. This blend of fixed service and development loop service would be an effective and substantial early years bus strategy that many other sites would struggle to secure after many years.

- 6.8. Beyond the early phases, the scheme intent is to explore the extension of services which would operate on the CSET corridor and thus providing direct access into central Cambridge and CBC. This could complement the early year strategy described previously. The nature of the physical connection between the A11 Travel Hub and Grange Farm will need to be explored but options which use existing carriageway space appear credible up to around 5,000 units but that grade separated connections for a larger scheme may be justified and deliverable through partnership with the public sector. This infrastructure enabled growth narrative for CSET is consistent with most recent messaging from the Mayor and Combined Authority.
- 6.9. Whilst the benefits of CSET to Grange Farm are clear, and the scheme would anticipate making substantial contributions towards it or future extensions, the scheme is also in a unique position whereby an alternative road-based scheme between the Babraham Research Campus and CBC has been developed by campaigners opposed to CSET. The alternative proposal does not have the support of any transport agency but provides some 'insurance' that if CSET was not delivered as anticipated, an alternative scheme which could be developed further has been socialised by others.
- 6.10. A map demonstrating the route of CSET, plus potential extensions (Grange Farm/Wellcome Campus included) is shown in the Figure below, which also illustrates public transport travel time and key employment areas. Here it can be seen that CSET could facilitate access to the majority of the large employment centres in Cambridge in under 45 minutes which includes walk and wait times.

Public Transport Access to Grange Farm



7. Highways Strategy for Grange Farm

7.1. Sustainable transport will be prioritised throughout the promotion of the site and through the design process and highly credible options exist for most journey purposes and destinations. However, it is acknowledged that there is still a role for private vehicles for trips which the site or public transport network cannot offer. These are largely considered to be non-Cambridge based trips given the expectation that a significant public transport offer to central Cambridge, via CSET, will be available.

Off-site – Existing, Planning and Proposed Infrastructure

7.2. Grange Farm is in an excellent location for access to the strategic road network without major impact on local roads and sensitive receptors. This is enabled by the A11/A1307 junction which is immediately adjacent to the proposed site access onto the A1307. A further set of south facing on and off slips at the northern end of the site close to the Roman Road bridge crossing means that further access options to the A11 exist and without adding additional pressure to the Fourwentways interchange.

7.3. In terms of congestion, the A11 is an uncongested corridor for a national route and facilitates quick access to the M11 for onward journeys via London. Opensource congestion data on google illustrates consistent free flow traffic both on the A11 and at the A11/A1307 junction during peak periods.

7.4. Whilst it is acknowledged that the A1307 experiences congestion towards Cambridge, the GCP have implemented a series of capacity and safety improvements in the last 5 years to manage out some aspects of this delay and any safety concerns. However, and given the CSET proposal, it should be acknowledged that some congestion along this corridor will be necessary to drive the modal shift

towards public transport that is sought and, should Grange Farm be allocated, would be subject to this same behavioural dynamic.

Off-site – What Grange Farm Could Offer

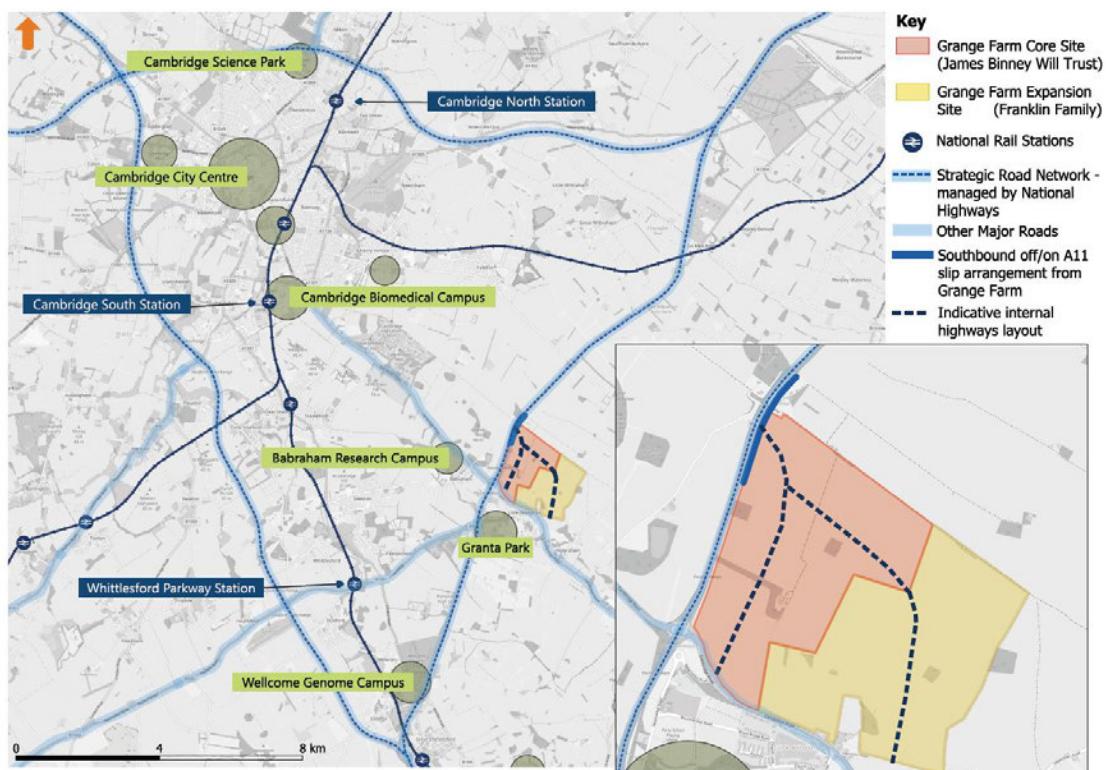
7.5. As stated, Grange Farm benefits from two points of access onto the Strategic Road Network - via the Fourwentways and the additional southbound on/off slip roads to the A11 to the northwest of the site.

7.6. The site and these connections provide some flexibility and opportunity which will be explored through further work. The opportunity to provide a satellite and complementary Travel Hub which removes the need for traffic from Haverhill to pass through the Fourwentways junction could be explored if CSET extensions into the site can be secured.

7.7. It is not expected that significant highways mitigation will be needed nor expected. Access junctions and traffic management will play an important role in any scheme but the opportunity for significant added highway capacity is not the basis of why Grange Farm is a compelling transport opportunity.

7.8. Some consideration of the A505 corridor in the context of the A11 to M11 limited movement junction may have to be explored as part of the next stages of the Royston to Granta Park Multi Modal Study and it is known that substantial highway improvement schemes have been secured through the Wellcome Genome Campus Expansion s106.

Highways Access to Grange Farm



8. External Mode Share Target & Trip Making

Mode Share

8.1. Designing a walkable, low-traffic neighbourhood with high public transport accessibility will facilitate mode shares which are more aligned with those currently experienced in Cambridge, rather than South Cambridgeshire. At Grange Farm, depending on the scale of transport investment, the scale of development brought forward, and the mix of uses, the mode share could be in the region of the following:

Potential Mode Share Ranges at Grange Farm

Purpose	Potential Mode Share Range	Likely Trip Destination
Walking	15-20%	Internal for education/shopping/leisure
Cycling	25-35%	Internal/external inc. commuting/leisure/education
Public Transport	15-20%	External (to Cambridge) for commuting/leisure/shopping
Driving	25-40%	External (regional) for commuting/leisure/shopping/holidays via SRN
Other	5-10%	External for other purposes

8.2. The upper limit reflects values closer to those recorded in Cambridge, whilst the lower limit represents a higher a higher value for sustainable modes than elsewhere in South Cambridgeshire and lower rates of driving. These figures are also consistent with the TCPA Garden Communities ambitions of 30:30:40 for active transport, public transport and private car respectively.

Trip Generation & Trip Budget

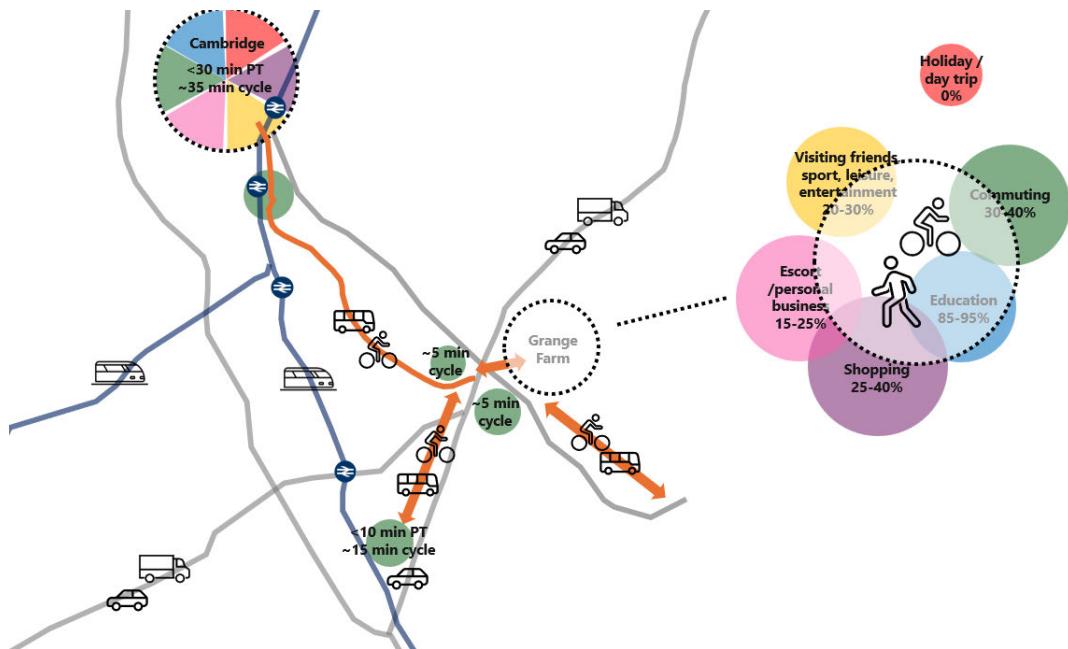
8.3. Trip generation estimates will be subject to further and significant technical review through all stages of the planning and delivery process. However, the ingredients for the site will facilitate lower external trip making than would be typical, and to destinations which offer genuine modal choice.

8.4. As is consistent with many strategic sites in the Greater Cambridge area, it is anticipated that a vehicle Trip Budget will be agreed through planning which will be suitably ambitious and be used as a tool to drive better transport outcomes through its application and monitoring. This, as an approach, is supported.

9. Summary, Conclusion & Next Steps

Summary

- 9.1. Grange Farm presents a compelling opportunity to deliver sustainable growth aligned with Greater Cambridge's transport and spatial planning objectives.
- 9.2. Within close proximity to globally important employment parks, active travel is a genuine modal choice for many journeys. This site can and will seek to enhance existing and planned connections to ensure a network of links can be relied upon to take people to and from the site and wider area.
- 9.3. The site is uniquely positioned to capitalise on the planned transport investments such as the Cambridge South East Transport (CSET) corridor. CSET will provide high-quality, segregated public transport services connecting key employment centres such as the Cambridge Biomedical Campus, Granta Park, and central Cambridge. Connectivity to CSET is achievable and significant contribution towards the scheme would be reasonable. As an enlarged settlement up to 8,000 units, Grange Farm could be directly served by CSET through collaboration with the public sector on extending the scheme and addressing the severance of the A11.
- 9.4. The site also benefits from immediate proximity to the A11, where direct access can be achieved at the Fourwentways junction and south facing off and on slips to the north of the site, enabling efficient integration with the strategic road network and reducing pressure on local routes. These highway connections mean that in combination with a CSET extension associated with a larger scheme, traffic can be removed from the site as part of a complementary travel hub to the east of the A11, thereby reducing pressure on the Fourwentways junction and assisting journeys between Cambridge and Haverhill.



- 9.5. This location therefore represents a strategic and sustainable choice for growth, delivering strong transport outcomes and supporting the long-term vision for Greater Cambridge. The infographic

alongside summarises both the excellent transport connections that Grange Farm benefits from, plus anticipated internalisation rates due to the nature of the mixed-use proposals.

Conclusion & Next Steps

- 9.6. Whilst this Transport Position Paper only provides a high-level appreciation of the transport opportunities and an indication of the ambitions, the site compares incredibly well to other sites that have previously received allocations despite significant infrastructure deficits and funding challenges. Significant further work will be required but we are confident that a strategy that can support substantial first phases of development can be developed and that enough certainty exist to be able to develop a defensible strategy for the medium and longer term.
- 9.7. Should the site be included in a Regulation 18 version of the Emerging Local Plan, many of these high-level transport proposals included in this note can be further developed and designed to provide subsequent stages of the plan making process the necessary confidence required for submission for examination.