

Policy S/PRIA/EG: Eastern Gate (Public Realm Improvement Area)

COMMENT IN SUPPORT (<100 words):

- ✓ Support, ref to policy S/PRIA/EG Elizabeth Way bridge and Underpass(es) cultural hub project:
- ✓ I support this project.
- ✗ I object to vehicle-led transport strategies and oppose the demolition of the roundabout.
- ✓ I support safer, better connectivity for pedestrians/cyclists and a multi-disciplinary urban design strategy which:
- ✓ Creates a cultural hub in and around the infrastructures for cultural, recreational and commercial use, coordinates Transport and bus lanes with urban realm design, encouraging pedestrians/cyclists desire lines N/S towards the river, and
- ✓ promotes a sense of place with priority use for residents and visitors.

SUPPORT Comment point 1a - character of the area - East Road/Elizabeth Way roundabout:

The East Road Roundabout, situated within the Eastern Gate area, is known to be a major high-traffic access node - it is well positioned to promote a 'sense of arrival' in the City (currently a neglected asset). I support efforts to mitigate the negative impact of vehicular transport, to prioritise access and connectivity for pedestrians, cyclists and other forms of active transport, and to activate the pedestrian underpass as a public space giving it a new identity.

SUPPORT Comment 1b - better connectivity:

I strongly support better integration of pedestrian and other active transport modes with this car-dominated infrastructure, as well as prioritising pedestrian and cyclist desire lines

SUPPORT Comment 1c - public realm improvements:

I strongly support public realm improvement that will generate a sense of place and safety including lighting, street furniture and new urban programme and uses for this neglected area.

SUPPORT Comment point 1d - new public spaces:

with reference to the EW bridge and Underpass(es) project, I support the group's intent to adapt the East Road Underpass pedestrian & cyclist infrastructure as a public common and cultural hub.

SUPPORT Comment 1e - better visual and physical connections:

I strongly support better connectivity and signage/ wayfinding for residents and visitors. Active and landscaped transport networks linking adjacent wards with the river will help regenerate neglected pockets within the urban realm, making them accessible for public use.

SUPPORT Comment 1f - business and retail parks adjacencies:

I strongly support the regeneration of the Elizabeth Way bridge and Underpass(es) as they have potential to provide synergies and also alternatives to commercial programme in the neighbourhood retail parks. There is a strong case for a sustainably integrated, affordable community and cultural hub appropriately placed within the urban context of the riverside promenade and transport infrastructure.

SUPPORT Comment 2a - restore the balance between people and vehicles:

I strongly support better links and a transport strategy prioritising pedestrians and cyclists with the East Road/Elizabeth Way/Newmarket Road approach routes and the Roundabout including underpassages, there are currently no concessions made to prioritise local, active transport and negotiating the current vehicular traffic condition can be considered dangerous.

SUPPORT Comment 2b - place making:

I do not support the planned demolition of the underpass and it was rejected by a majority of respondents (refer to GCP public consultation process) Demolition is not a viable or sustainable solution for the transport problems. I support alternative options brought forward which would regenerate the infrastructure and coordinate it with other as-found 70s leftover spaces, creating a public realm and

cultural hub with better access and maneuverability for pedestrians and cyclists to move between the adjacent wards and the river.

SUPPORT Comment 2c - re-modelling access to the East Road underpass:

The East Road underpass is large at approx 1,450m² in area and comprises one-third landscaped areas and mature trees. Designs for the underpass should intensify landscaping and biodiversity, make material improvements of hardscape areas, to allow for active urban sports and flexible-use street furniture, supporting future use as a public square/common.

SUPPORT Comment 2d - pedestrian comfort:

From a transport perspective, there is currently no direct or safe way to cross N/S or E/W along the Elizabeth way bridge and roundabout, difficult to gain access to the river other than residential neighbourhoods. I strongly support development that seeks to integrate and prioritise desire lines for pedestrians, cyclists and other active modes over vehicular transport, creating a safer transport hierarchy.

SUPPORT Comment point 3 - urban design led character appraisal:

with reference to the Elizabeth Way bridge and Underpass(es) cultural hub project, I support the group's intent to adapt a multi-disciplinary approach to public realm improvements and place making. I strongly encourage the integration of pedestrian and cyclist desire

SUPPORT public realm improvement area opportunity:

with reference to the Elizabeth Way bridge and Underpass(es) cultural hub project, I support the regeneration and transformation of this neglected transport infrastructure, to realise the potential of underused spaces for sustainable redevelopment, and to provide much needed community, cultural and sports uses. This should include a range of ages and users including skate friendly seating, natural shelter, bicycle parking, increased street lighting and active landscapes, access to water as well as safe facilities particularly for women including toilets within F+B offerings.

SUPPORT on site provision of functional public spaces and nature:

with reference to the Elizabeth Way bridge and Underpass(es) cultural hub project, development proposals should use S106 or other public funding opportunities to improve on the type and diversity of public realm spaces allocated for spontaneous and non-programmed outdoors recreation, regenerating leftover or neglected highways and public spaces and other opportunities for hard landscaping, as well as re-introducing nature, suds and rain gardens. Shared highways surfaces should prioritise use for active modes of travel and encourage active engagement from a diverse local community, by increasing street furniture for seating, creating opportunities for urban sports and active landscapes, to encourage integration of young people and to promote an active, outdoors lifestyle. The needs addressed should reflect the demands of local residents and local businesses, in order to generate a local neighbourhood public realm strategy, reflecting a diverse resident demographic.

SUPPORT Comment relating to an urban design led approach to S/PRIA/EG with reference to the Elizabeth Way bridge and Underpass(es) cultural hub project:

I strongly support an urban, multi-disciplinary design led approach which seeks to resolve transport issues with a comprehensive strategy that integrates transport with urban disciplines. Any design proposals should respect the conservation character of adjacent wards and offer sustainable solutions to re-invent the neglected 70s infrastructure.

SUPPORT Comment, Vehicular Traffic along Newmarket Road and East Road & underpass:

I support the redevelopment of Newmarket Road pedestrian and cycle paths, and the adaptation of Elizabeth Way underpass as a public common. I support the re-design of the car-dominated transport roundabout to include cycle lanes and four required pedestrian & cyclist crossings, which prioritise pedestrians and cyclists and integrate practical and desired lines for better N/S and E/W connectivity.

SUPPORT Comment Safer and more comfortable travel:

I support any improvements to create a more comfortable and simplified pedestrian movement along the Newmarket road/East Road/Elizabeth Way and roundabout, prioritising pedestrians and cyclists, providing safer junctions and analysing desire lines for better connectivity between adjacent wards and the river.

SUPPORT Comment gateways / entry points to residential neighbourhoods:

I support any improvements to create an urban gateway/sense of arrival in the city via the Elizabeth Way and the Newmarket Road. I support a change in perception of the hierarchy between cars and other transport users, contributing to lower speeds and improved safety and visibility for pedestrians and cyclists, elderly residents and children.

OPPOSE Comment re plans to demolish the Newmarket Road and East Road & underpass:

I object to any plans proposing the demolition of the East Road Roundabout underpass, which would be an unsustainable loss of a public space. The underpass contains a thriving biodiverse landscape and also has great potential for adaptation as a public common, to include active landscaping, street furniture, skating, exhibitions, workshops and other cultural and public engagement.

Comment to VARY: proposed site plan of S/PRIA/EG - extend the red line boundary:

I support the variation /extension of the red line boundary to include the East Road Roundabout 'Underpass' and also the whole of the Elizabeth Way bridge (above and below) incl adjacent public realm, landscaped areas and highways, North and South of the river Cam (Walnut Tree Avenue, Cutter Ferry Path, Cutter Ferry Close a.o.) (as submitted by the Elizabeth Way bridge and Underpass(es) project).

SUPPORT Comment proposed extended site plan S/PRIA/EG

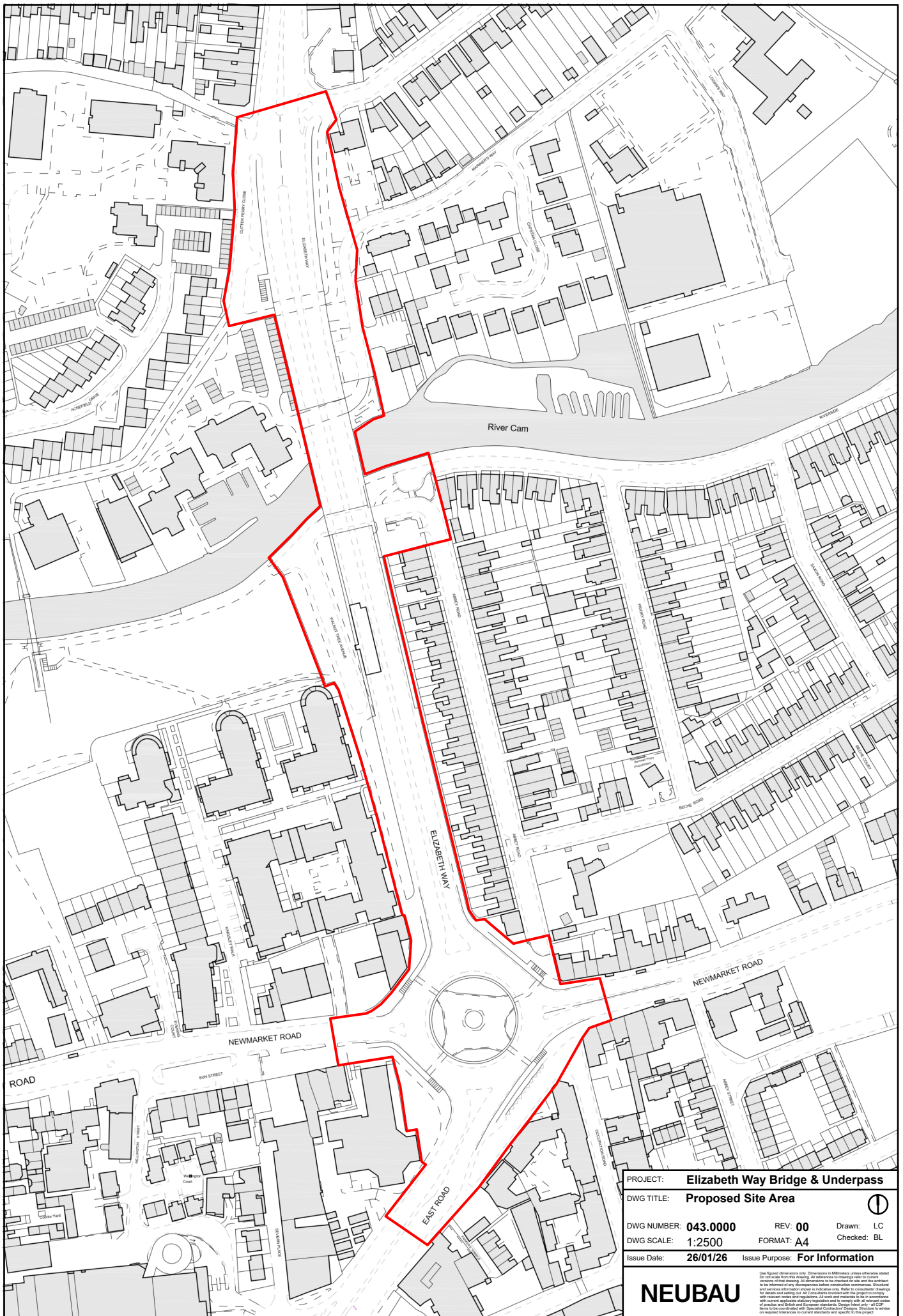
I support a phased approach to planning, build and operations which seeks to address the imminent transport issues as a first priority. Following this, any plans should accommodate active modes of transport within the proposed multi-disciplinary urban plan, which seeks to re-imagine this area within the S/PRIA/Eastern Gate as a cultural hub. (as submitted by the Elizabeth Way bridge and Underpass(es) project)

SUPPORT Comment on regeneration of the bridge and adjacent underpasses within the S/PRIA/EG

With reference to S/PRIA/EG and the Elizabeth Way bridge and Underpass(es) cultural hub project, I support proposals that seek to regenerate and open for use, the empty storage facilities underneath the Elizabeth bridge and within the underpasses. This would enhance the area's vitality and use and benefit from the existing pedestrian and cyclist footfall along the river promenade.

SUPPORT Comment relating to public realm improvements within the S/PRIA/EG

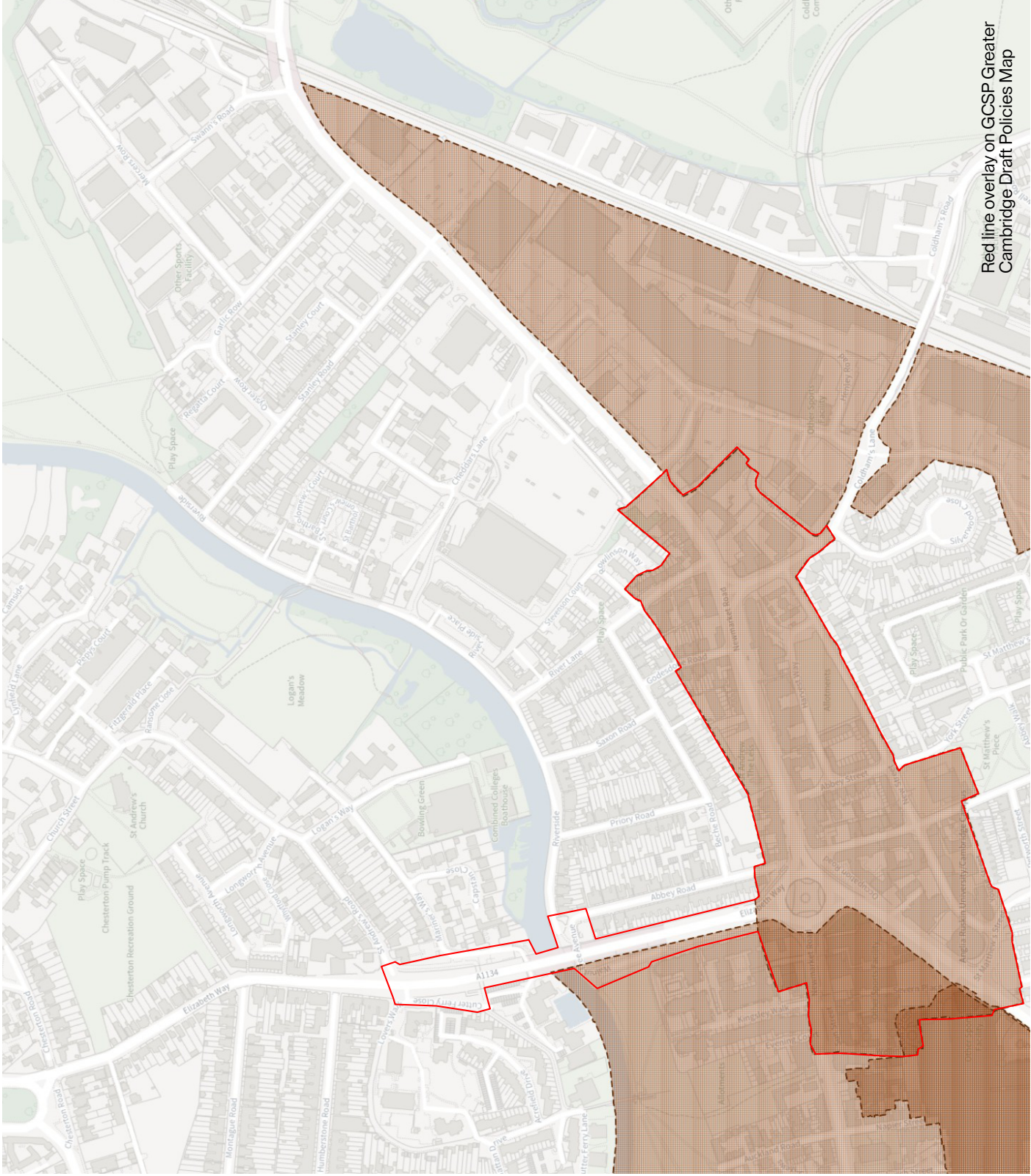
With reference to S/PRIA/EG and the Elizabeth Way bridge and Underpass(es) cultural hub project, I support proposals that seek to increase and intensify planting and biodiversity within the S/PRIA/Eastern Gate. This includes areas above and adjacent to the Elizabeth way bridge, landscaped areas within the East Road underpass, and improvements along the Newmarket Road, including new hedges and trees planted to separate pedestrians and cyclists and other active transport users, from cars.



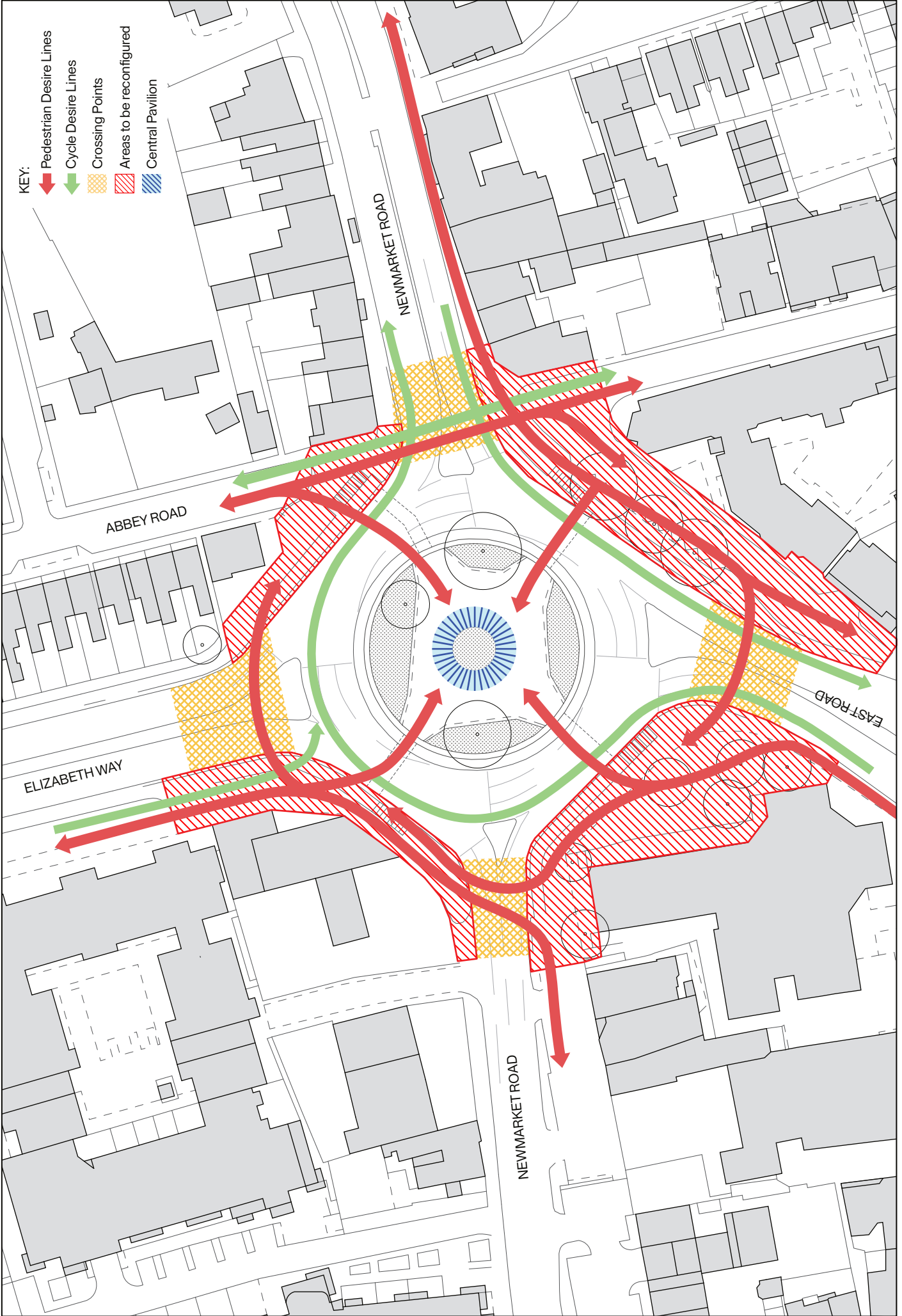
PROJECT: **Elizabeth Way Bridge & Underpass**
 DWG TITLE: **Proposed Site Area**
 DWG NUMBER: **043.0000** REV: **00** Drawn: **LC**
 DWG SCALE: **1:2500** FORMAT: **A4** Checked: **BL**
 Issue Date: **26/01/26** Issue Purpose: **For Information**

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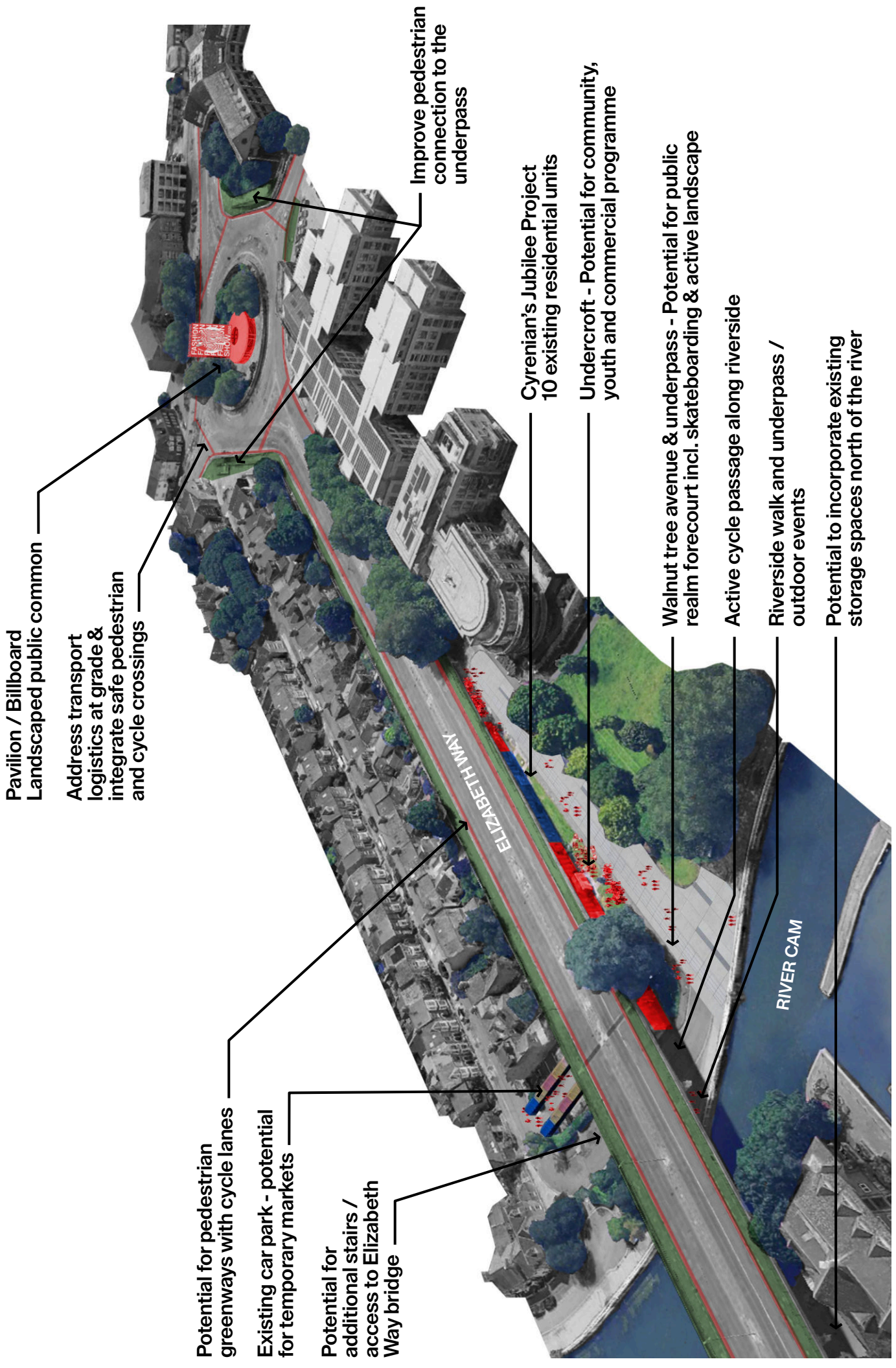
Use figured dimensions only. Dimensions in Millimetres unless otherwise stated. Do not scale from the drawing. All references to drawings shall be to the current version of that drawing. All dimensions to be checked on site and the architect to be advised of any discrepancies before construction commences. Structural and services drawings are for information only. Refer to contractor's drawings for details and materials. All Contractors are responsible for the project to comply with current applicable statutory regulations and to comply with all relevant codes of practice and standards and to coordinate with the relevant authorities. All drawings are to be made in accordance with the current standards and specific to this project.



Red line overlay on GCSP Greater Cambridge Draft Policies Map



Elizabeth Way / East Road Roundabout Desire Lines Diagram



Pavilion / Billboard
Landscaped public common

Address transport
logistics at grade &
integrate safe pedestrian
and cycle crossings

Potential for pedestrian
greenways with cycle lanes

Existing car park - potential
for temporary markets

Potential for
additional stairs /
access to Elizabeth
Way bridge

Improve pedestrian
connection to the
underpass

Cyrenian's Jubilee Project
10 existing residential units

Undercroft - Potential for community,
youth and commercial programme

Walnut tree avenue & underpass - Potential for public
realm forecourt incl. skateboarding & active landscape

Active cycle passage along riverside

Riverside walk and underpass /
outdoor events

Potential to incorporate existing
storage spaces north of the river

Aerial Diagram of Elizabeth Way Bridge and Underpass



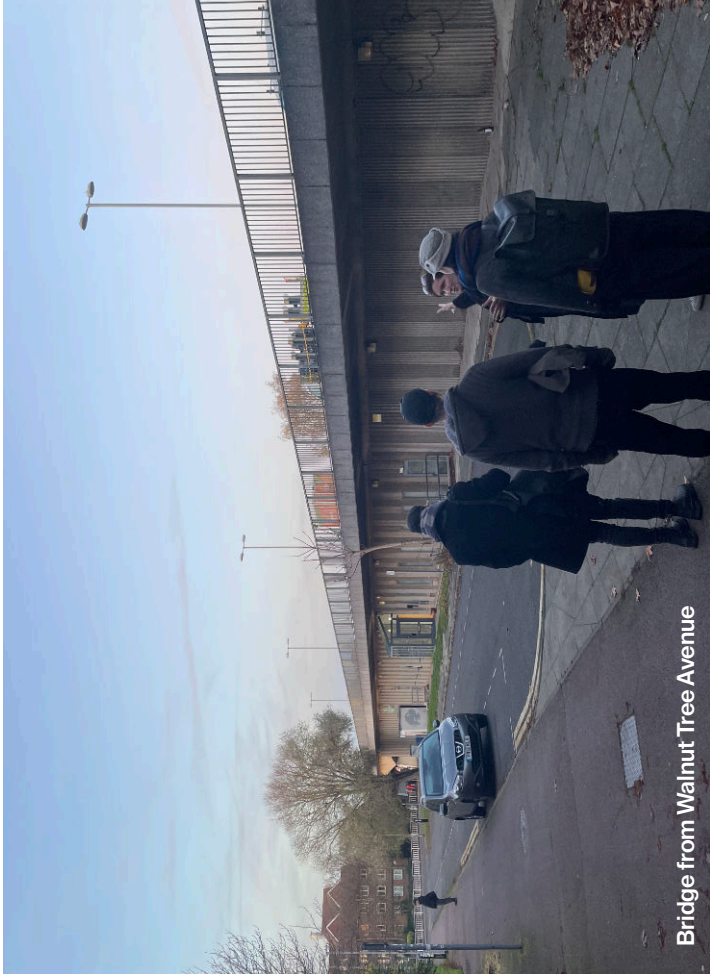
Concept Collage - Approach from Newmarket Road with Billboard



Concept Collage - Community Hub Inside the Underpass Drum



Bridge from Walnut Tree Avenue



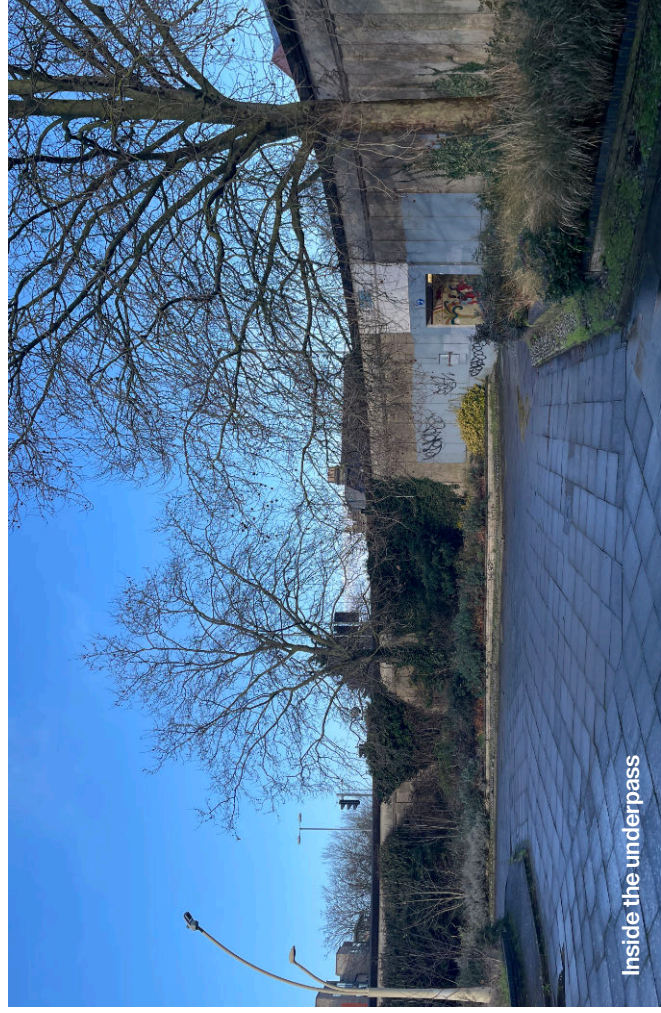
Bridge from Walnut Tree Avenue



Ramp to the underpass



Inside the Elizabeth Way Bridge Undercroft



Inside the underpass