The University of Cambridge and Corpus Christi, St John's, Jesus and Downing Colleges

LAND AT SOUTH WEST CAMBRIDGE

Accessibility Statement

2025UK427068-WSP-XX-TP-AA-0001-P02
JANUARY 2026

PUBLIC

The University of Cambridge and Corpus Christi, St John's, Jesus and Downing Colleges

LAND AT SOUTH WEST CAMBRIDGE

Accessibility Statement

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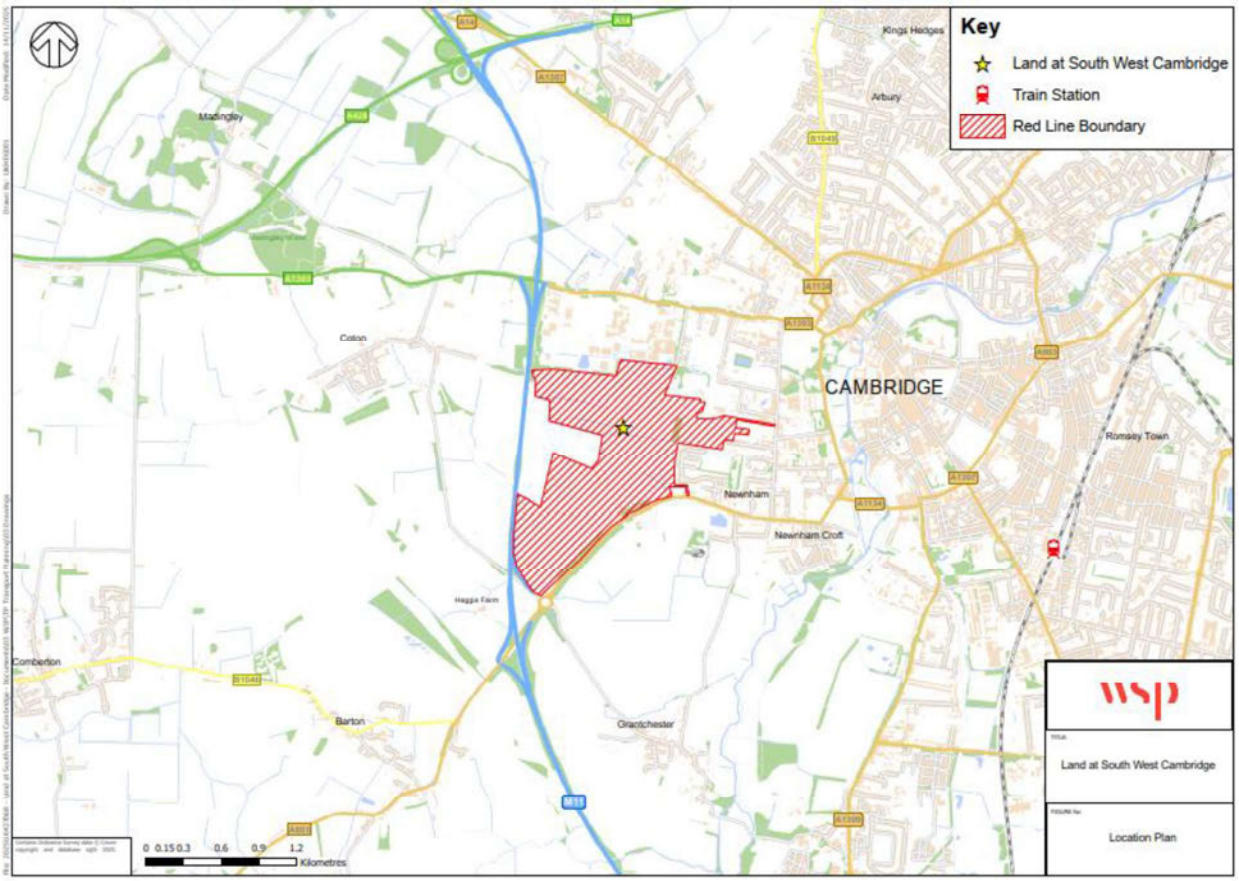
1 INTRODUCTION

1.1.1. WSP has been commissioned by The University of Cambridge and Corpus Christi, St John's, Jesus and Downing Colleges, the 'Consortium' to provide transport advice for the project *South West Cambridge: Land North of Barton Road* ('the Proposed Development').

1.1.2. This report has been prepared to inform an update to the *Vision Document*, which originally promoted the site as part of the *Call for Sites* for the *Greater Cambridge Local Plan*, submitted in 2020. It highlights the accessibility to services and facilities and the existing transport links by walking, cycling, car, and public transport. The project will further build upon and link to planned transport projects, such as the *Cambridgeshire Greenways* and *Cambourne to Cambridge* (CtoC) *Guided Busway*. The report provides further commentary on the existing and potential accessibility of the Site and how it is positioned to bring forward benefits to the wider area in transport terms.

1.1.3. The Site comprises of approximately 149.4ha and lies approximately 2.6km west from the centre of Cambridge and is bounded by the Cambridge University Colleges to the north and east, the A603 Barton Road to the south and M11 to the west. The location of the Site is shown in **Figure 1-1**.

Figure 1-1 – Site Location Plan



1.2 GREATER CAMBRIDGE LOCAL PLAN

1.2.1. *Cambridge City Council* (CCiC) and *South Cambridgeshire District Council* (SCDC) are working on a joint *Greater Cambridge Local Plan* to provide a sustainable vision for the future of the area. The updated *Draft Local Plan* was published in October 2025, and is currently open to comments during the public consultation period to end January 2026.

1.2.2. This report will set out the considerations for the Proposed Development in South West Cambridge, which will be submitted during the further consultation on the emerging *Greater Cambridge Local Plan*.

2 BACKGROUND INFORMATION

2.1 OVERVIEW

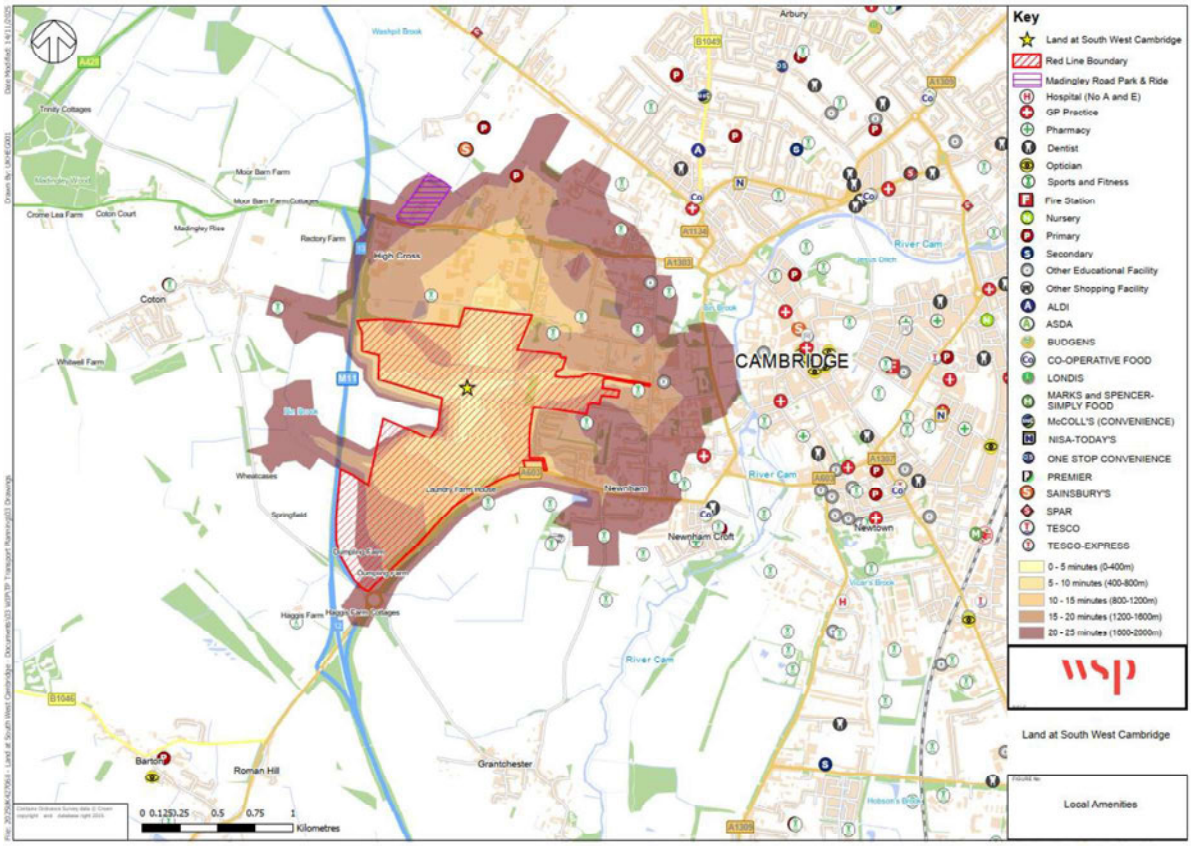
2.1.1. The following section provides a review of the existing conditions surrounding the potential development site, including local travel to work patterns and local transport infrastructure.

2.2 LOCAL AMENITIES

2.2.1. As shown in **Figure 2-1**, the Site is located nearby to a number of local amenities including retail stores, medical centres, education, and leisure facilities. There are a number of educational facilities, including both primary and secondary schools, located to the north of the Site. A convenience store is located in Newnham Croft, health services such as Newnham Walk Surgery to the east. There is an existing Sainsbury's superstore at New Eddington to the north along with the Madingley Road *Park & Ride* (P&R). Together, these amenities combine to provide good access to services and facilities for future residents.

2.2.2. The Proposed Development will include additional facilities, such as a local centre and a primary school, to enable future residents to access these from within the Site.

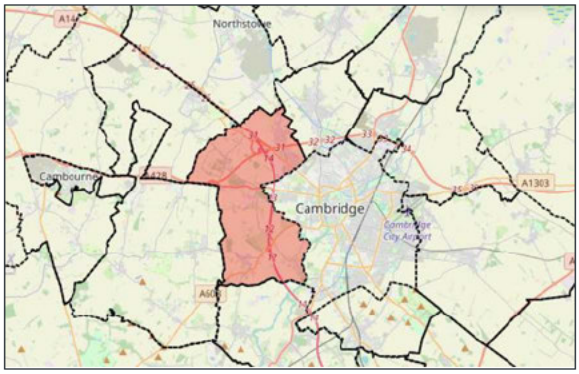
Figure 2-1 - Local Amenities



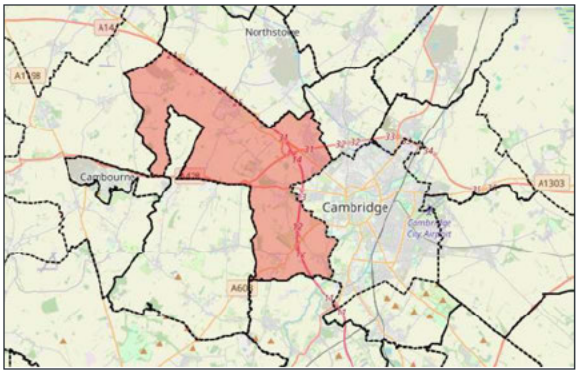
2.3 EXISTING TRAVEL PATTERNS

2.3.1. The travel patterns of future residents of the Proposed Development can be approximated using travel patterns of existing residents within the surrounding area based on data from past Censuses. The 2011 Census *Journey to Work* (JtW) data for the surrounding area contains information on commuting patterns and has been analysed using the *Mid-Layer Super Output Area* (MSOA) for South Cambridgeshire 009 (E02003783). The 2021 Census JtW mode share data is not available at Workplace Zone level and has therefore been derived at the smallest available output area: South Cambridgeshire 022 (E02007085). Figure 2-2 below demonstrates the geographical extent of the two MSOAs used for analysis.

Figure 2-2 - Existing Travel Patterns



E02003783: South Cambridgeshire 009



E02007085: South Cambridgeshire 022

2.3.2. **Table 2-1** below provides a summary of the JtW mode split for the study area, showing the 2011 and 2021 Census data for comparison. The resident population not in employment and those working from home have been excluded from the results as they do not make a journey on the surrounding highway network. It is important to note that the 2011 Census data is regarded as providing a more accurate representation of mode share as the 2021 Census was conducted during a period of COVID-19 travel restrictions which significantly impacted commuting patterns. The data has been included, however, to provide a comparison for recent travel trends.

Table 2-1 – 2011 & 2021 Journey to Work Mode Split

Method of Travel to Work	2011 Census - QS701EW (E02003783)		2021 Census - TS061 (E02007085)	
	Total	Percentage	Total	Percentage
Underground, metro, light rail or tram	18	0.60%	3	0.10%
Train	121	4.00%	31	1.00%
Bus, minibus or coach	164	5.50%	134	4.50%
Taxi	7	0.20%	19	0.60%
Motorcycle, scooter or moped	30	1.00%	33	1.10%
Driving a car or van	1,688	56.20%	1,944	64.80%

Method of Travel to Work	2011 Census - QS701EW (E02003783)		2021 Census - TS061 (E02007085)	
	Total	Percentage	Total	Percentage
Passenger in a car or van	85	2.80%	116	3.90%
Bicycle	680	22.70%	368	12.30%
On foot	179	6.00%	311	10.40%
Other method of travel to work	29	1.00%	43	1.40%

Source: TS061 - Method used to travel to work, Census 2021; QS701EW - Method of travel to work, Census 2011

2.3.3. **Table 2-1** indicates that driving a car or van rose from 56.2% in 2011 to 64.8% in 2021, and cycling experienced a drop from 22.7% to 12.3%, whereas walking increased from 6.0% to 10.4%. Public transport modes, including train and bus, saw an overall reduction, likely reflecting altered work patterns and travel behaviour following the COVID-19 pandemic period. **Table 2-2** below summarises the distance travelled to work for MSOA South Cambridgeshire 009 in the 2011 Census and MSOA South Cambridgeshire 022 in the 2021 Census.

Table 2-2 – 2011 & 2021 Distance Travelled to Work

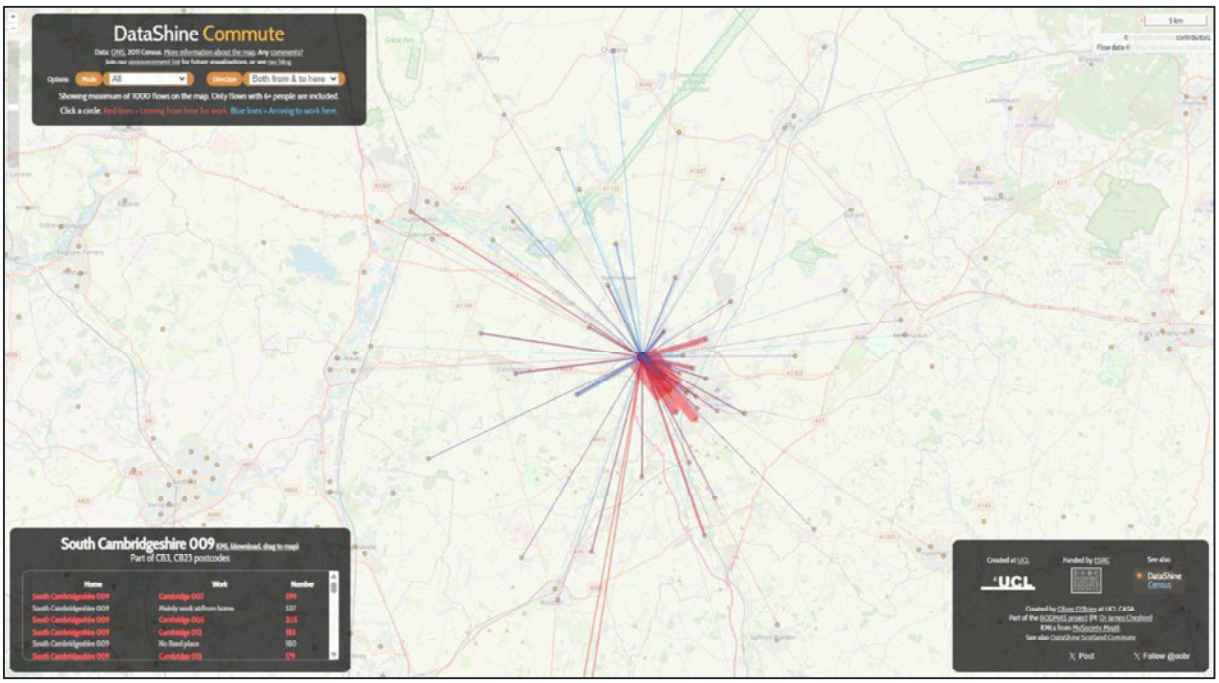
Distance Travelled to Work	2011 Census - QS702EW (E02003783)		2021 Census - TS058 (E02007085)	
	Total	Percentage	Total	Percentage
Less than 2km	193	6.80%	335	11.10%
2km to less than 5km	1,051	37.30%	447	14.90%
5km to less than 10km	693	24.60%	838	27.90%
10km to less than 20km	229	8.10%	486	16.20%
20km to less than 30km	126	4.50%	139	4.60%
30km to less than 40km	44	1.60%	45	1.50%
40km to less than 60km	77	2.70%	60	2.00%
60 km and over	217	7.70%	80	2.70%
Other	189	6.70%	575	19.10%

Source: TS058 - Distance travelled to work, Census 2021; QS702EW - Distance travelled to work, Census 2011

2.3.4. The results show that short-distance commutes of less than two kilometres increased from 6.8% to 11.1%, indicating more people now work very close to home. Medium-distance commutes between two and five kilometres fell from 37.3% to 14.9%, while commutes of ten to twenty kilometres rose from 8.1% to 16.2%. Long-distance commuting generally declined, with the proportion of trips over 60 kilometres dropping from 7.7% to 2.7%. The comparison shows a move toward shorter commutes and increased remote or hybrid working, alongside fewer very long-distance journeys.

2.3.5. Using the 2011 Census data, DataShine has visually displayed the main commuting patterns for the South Cambridgeshire 009 MSOA as shown in **Figure 2-3**. Note, the red lines indicate journeys made from the area, while the blue lines represent trips made into the area.

Figure 2-3 - 2011 Census Commuting Patterns



Source: DataShine Commute, 2011 Census

2.3.6. As shown, many residents travel to Central Cambridge, Trumpington, and Milton, reflecting key trip attractors such as Addenbrooke's Hospital and the Cambridge Biomedical Campus, the University campuses, and the City Centre. Those commuting in, however, often travel from St Ives, Ely and Newmarket, highlighting the area's accessibility via major transport links including the M11.

2.3.7. The Census data reviewed in this Chapter indicates that over one-third of residents travel by non-car modes and around half travel less than five kilometres to work. To encourage sustainable travel patterns, the Proposed Development will promote walking, cycling and public transport use through a permeable site layout designed for these modes. Given the high proportion of short-distance commutes, cycling represents a particularly viable alternative to car use.

2.3.8. The sustainable transport hierarchy, shown in **Figure 2-4** overleaf, is a key principle for the Proposed Development. It prioritises walking and cycling for short journeys, followed by public transport, car sharing, and electric vehicles. This approach aims to reduce carbon emissions, with private vehicle travel accounting for 39% of emissions in Cambridgeshire and Peterborough. Most local journeys are short, therefore encouraging active travel and public transport will help achieve the Site's sustainability goals.

Figure 2-4 - Sustainable Travel Hierarchy

Source: Cambridgeshire County Council (2025)

2.4 LOCAL TRANSPORT INFRASTRUCTURE

LOCAL HIGHWAY NETWORK

2.4.1. Vehicular access to the Site will be gained from two points on Barton Road and a third from Ada Lovelace Road (through the Cambridge West Innovation Campus, via Madingley Road). From Barton Road, Central Cambridge can be accessed to the east and the M11 can be accessed to the west, where further destinations such as London and Huntingdon can be reached.

2.4.2. The Site masterplan includes improvements to the internal road network, with a northern access from JJ Thompson Avenue only for use by pedestrians, cyclists, and buses to prevent rat-running. Three further accesses will be provided with two onto Barton Road and one onto Ada Lovelace Road.

2.4.3. Pedestrian and cycle access would be gained directly from Barton Road and Ada Lovelace Road, as well as a primary street for non-motorised users off Madingley Road from Clerk Maxwell Road. Various internal access routes would be provided to allow for connections to existing *Public Rights of Way* (PRoW).

WALKING AND CYCLING

2.4.4. Given that access to the local footway/cycleway network is provided around the Proposed Development site, it will be possible to achieve direct access to the local pedestrian and cycling infrastructure. It should be noted that the routes along Barton Road are generally level, paved and lit when closer to the City of Cambridge, with adjacent footway / cycleway infrastructure that provides positive conditions for walking and cycling.

2.4.5. A series of walking and cycling accessibility plots are enclosed within **Figure 2-5** and **Figure 2-6** respectively. The walking accessibility plot shows a 25-minute walking catchment of the potential development site, and the cycling isochrone shows a 35-minute cycling catchment. It should be noted that the isochrones do not follow the red line boundary entirely as the proposed road network and PRoW have been used to guide a walking and cycling route across the Site.

2.4.6. Residents can access existing PRoWs and bus stops which allow for travel into Central Cambridge, Grantchester, Barton, and Coton. Walking routes are proposed across the Site which will enable grater connectivity for pedestrians and to further encourage the uptake of sustainable modes.

Figure 2-5 - Walking Isochrone

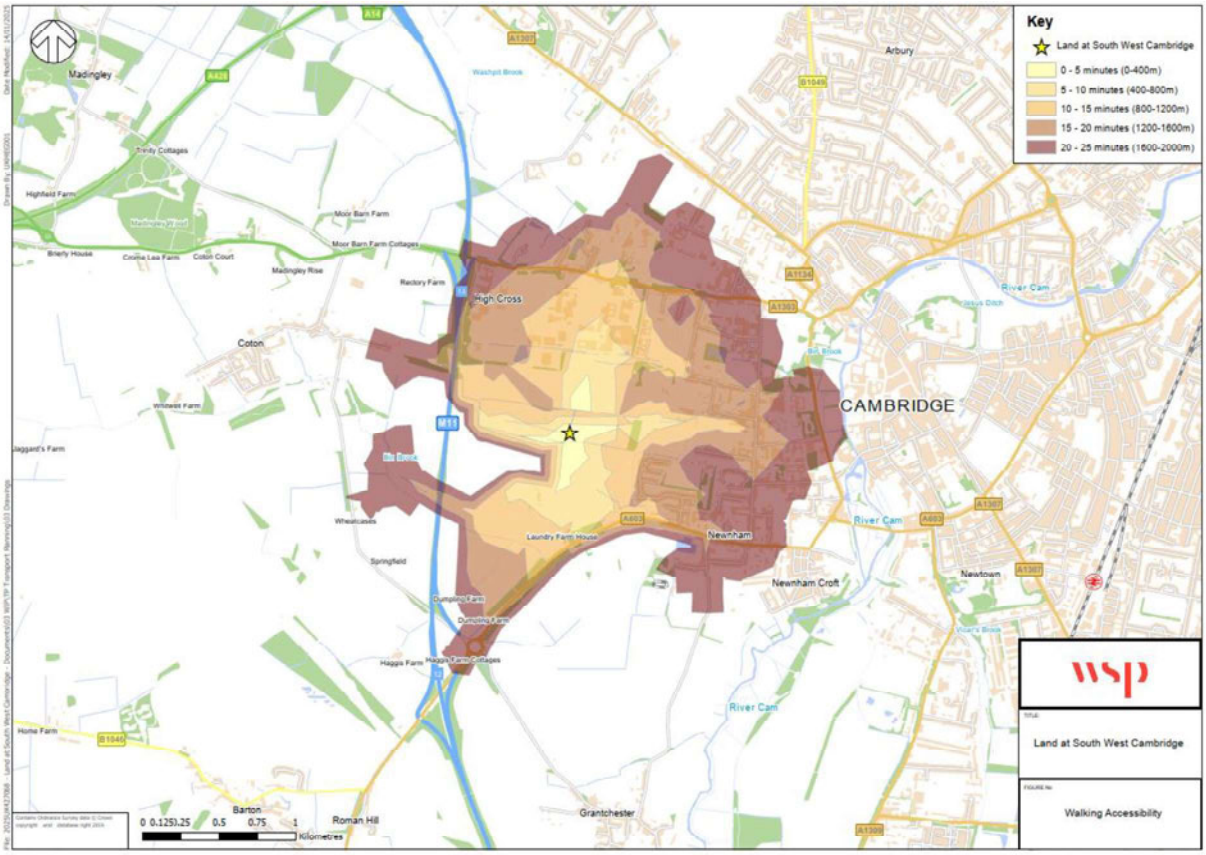
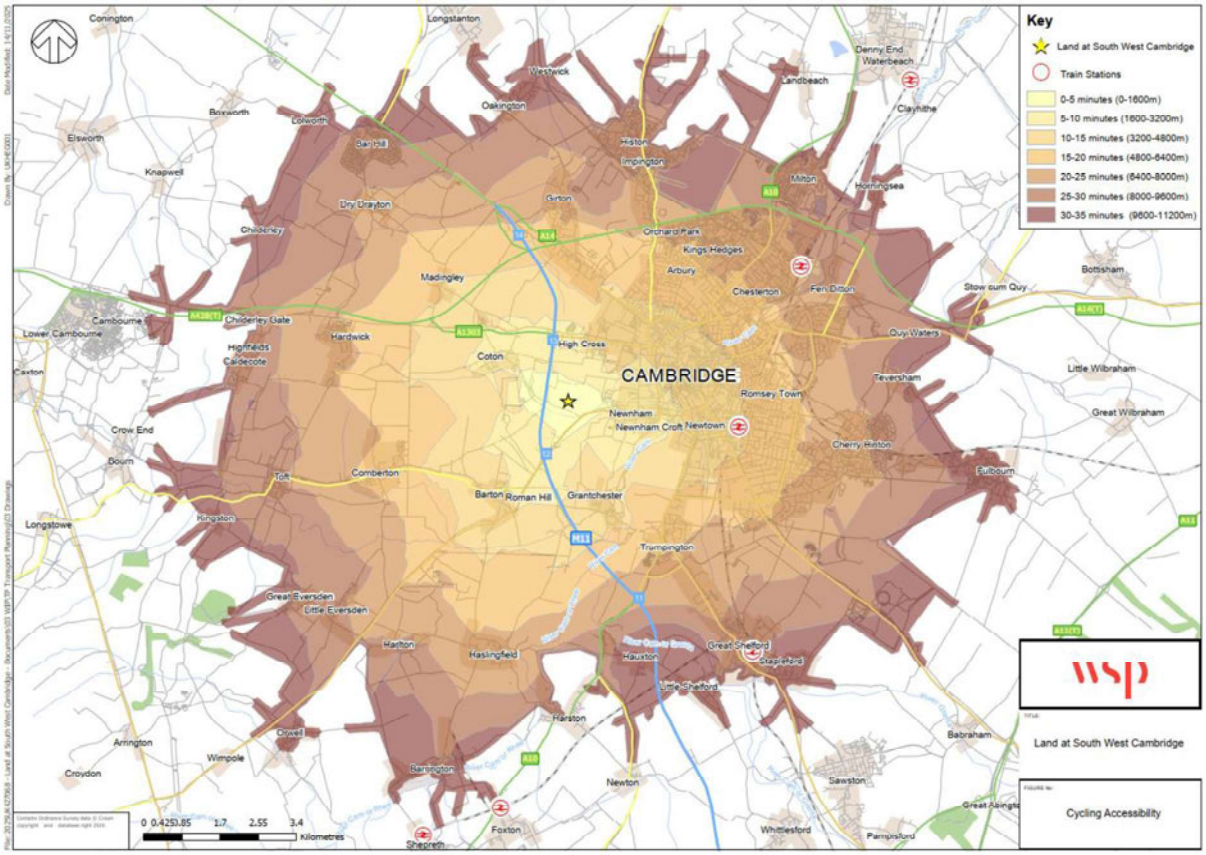


Figure 2-6 - Cycling Isochrone



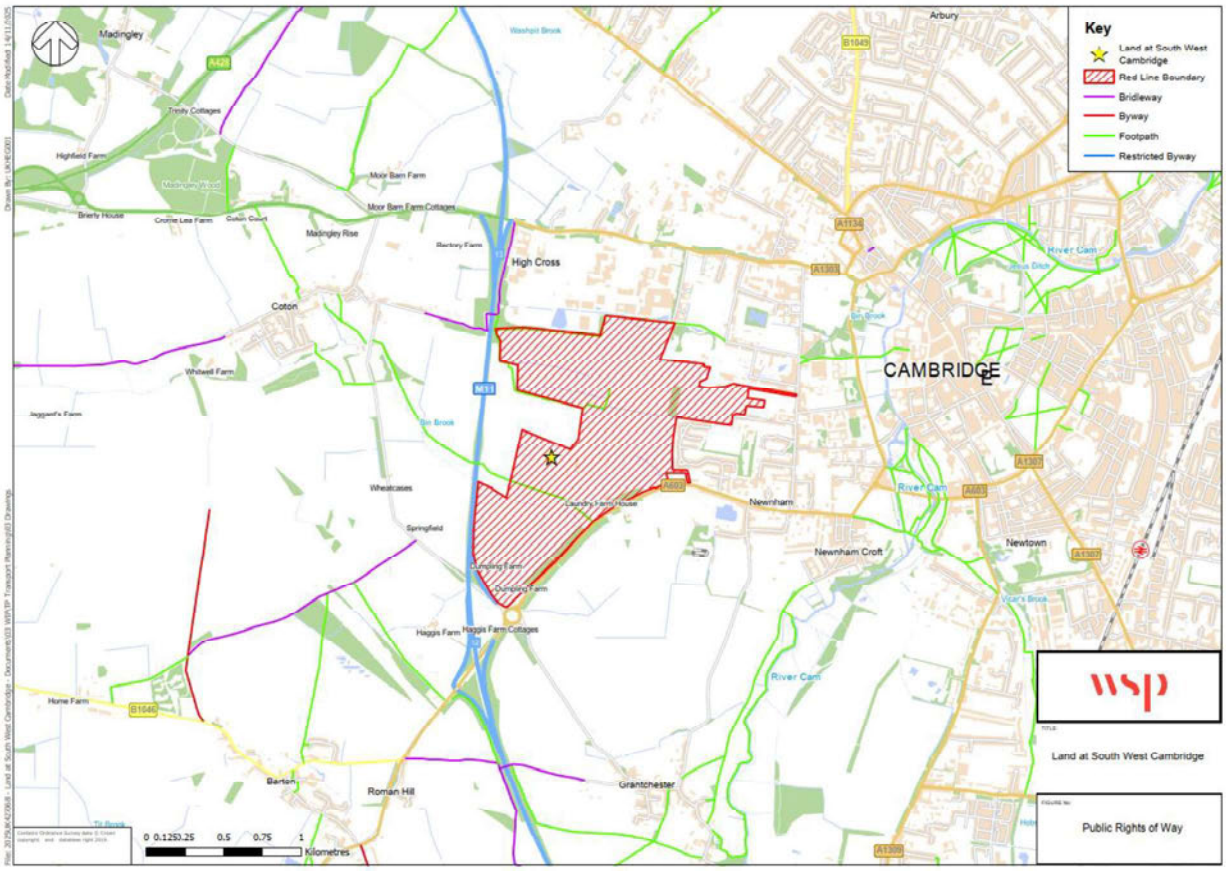
2.4.7. The cycling isochrone shows that the Proposed Development is accessible by cycling, with future residents able to access all of Central Cambridge, Cherry Hinton, Great Shelford, Fen Ditton, Addenbrooke's Hospital and the Cambridge Biomedical Campus within a 35-minute cycle. The addition of the proposed Barton and Comberton Greenways, including sections of protected paths, quiet roads and shared-use paths, will allow for safer and faster travel from the Site into Cambridge.

PUBLIC RIGHTS OF WAY

2.4.8. Public Footpaths are present across the Site allowing for travel across the M11 towards Coton and High Cross enabling access to the wider countryside. A Bridleway is located to the north-west of the Site connecting to the A1303 and bridging across the M11 towards Coton. The proposed Barton and Comberton Greenways will seek to connect to the existing PRoWs to create a more connected and safer route into Cambridge.

2.4.9. The Proposed Development would seek to retain and enhance the PRoWs through the Site and link them to the proposed internal footway/cycleway network so that the Site is permeable to non-car modes. The layout of the internal network will seek to discourage private vehicle use, as it will be faster and easier to travel by non-car modes. **Figure 2-7** overleaf shows the location of PROWs in the vicinity of the potential development site.

Figure 2-7 - Public Rights of Way



PERSONAL INJURY COLLISIONS

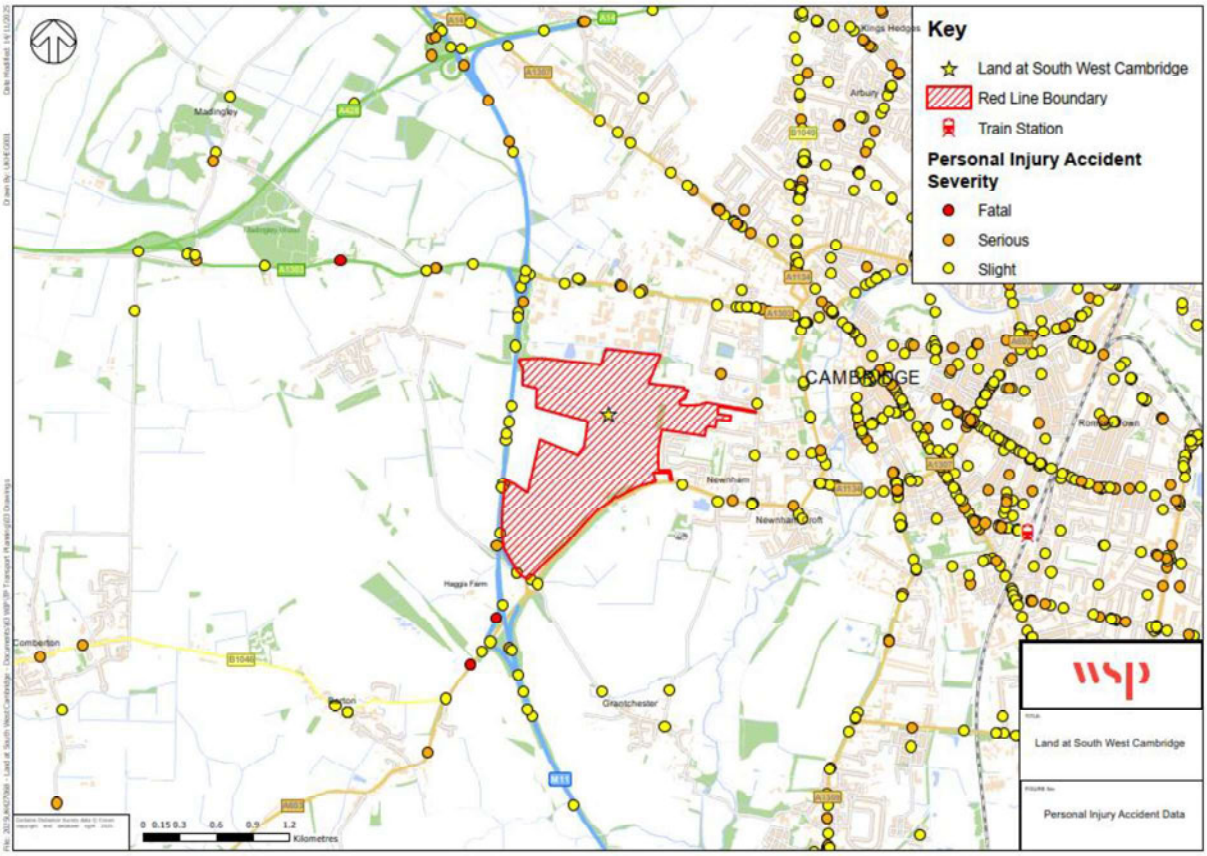
2.4.10. *Personal Injury Collision* (PIC) data for the most recently available five-year period (June 2021 – June 2025) has been obtained from the CCC *Insight Open Data Portal*[1] for the area surrounding the Proposed Development. Each recorded collision is categorised by severity in accordance with the *Department for Transport* (DfT) definitions[2]:

- Slight – minor injuries such as sprains, bruises, or cuts not judged to be severe, or shock requiring roadside attention (shown in grey on **Figure 2-8**);
- Serious – injuries requiring hospital admission as an in-patient, or severe injuries such as fractures, concussion, crush injuries, or severe shock (shown in orange on **Figure 2-8**); or
- Fatal – injuries resulting in death within 30 days of the collision (shown in red on **Figure 2-8**).

2.4.11. The locations of all recorded collisions within the five-year period are illustrated in **Figure 2-8**.

[1] https://data.cambridgeshireinsight.org.uk/dataset/cambridgeshire-road-traffic-collision-data
[2] DfT, September 2022, *Guidance: Reported Road Casualties in Great Britain: notes, definitions, symbols and conventions*

Figure 2-8 – Personal Injury Accident Data



2.4.12. Within the study area, three fatal collisions were recorded as highlighted in **Figure 2-8**. The first occurred in June 2024 on St Neots Road approximately 100m from the junction with Madingley Road. This incident involved a motorcycle travelling along the carriageway in dry, daylight conditions. The motorcycle overturned and struck a bollard, resulting in fatal injuries to the rider. The second occurred in July 2022 on the M11, approximately 200m from the junction with Barton Road. The incident involved a car travelling on the motorway slip road. The vehicle skidded, left the carriageway and struck a tree. Conditions were dry and daylight, with no carriageway hazards reported. The third took place in June 2022 on Barton Road and involved two cars. The collision occurred at an uncontrolled junction, where one vehicle was turning right onto the main road and the other was travelling ahead. Conditions were dry and daylight, with no reported carriageway hazards.

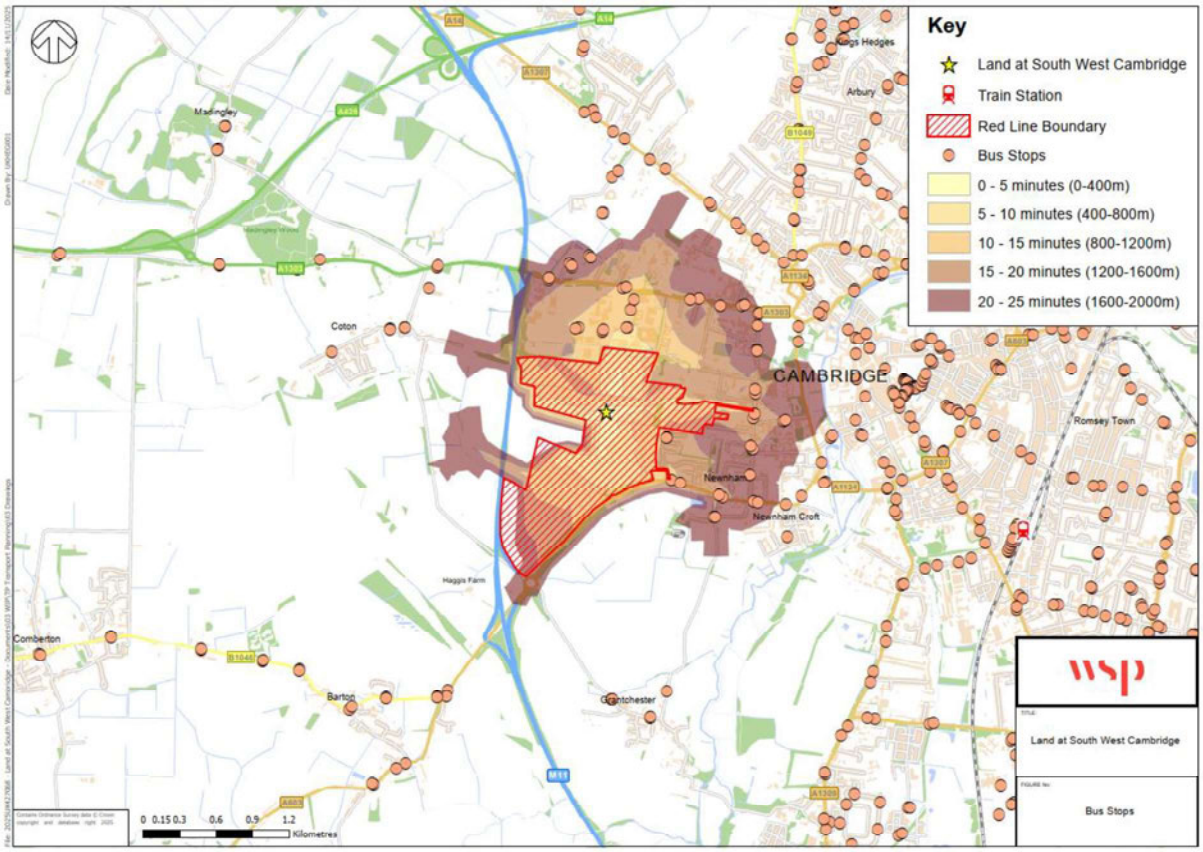
2.4.13. CCC defines a collision cluster as six or more injury collisions (of any severity) within 100m or at a junction in the most recent three-year period, or three or more fatal or serious collisions within 100m or at a junction in the same period. Based on this definition, there were no collision clusters identified within the vicinity of the Proposed Development.

PUBLIC TRANSPORT

BUS ACCESSIBILITY

2.4.14. The location of the nearest bus stops in relation to the Proposed Development are shown below in **Figure 2-9**.

Figure 2-9 – Nearby Bus Stops



2.4.15. As shown, the nearest stops are located to the north along Madingley Road and to the south on Barton Road, both providing access to local and regional bus services. **Table 2-3** summarises the details of the bus services that operate along Barton Road, adjacent to Gough Way and Grantchester Road.

Table 2-3 – Barton Road Bus Services

Service		Weekday		Saturday		Sunday	
No.	Route	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency
18	Cambridge to St Neots	06:04 / 19:05	Every 60 to 90 minutes	08:55 / 19:05	Every 60 to 90 minutes	Service does not operate on Sundays	
	St Neots to Cambridge	06:15 / 20:40		06:35 / 20:40			

Service		Weekday		Saturday		Sunday	
No.	Route	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency
75	Cambridge to Wrestlingworth	10:30 / 17:45	Every 60 to 120 minutes	As per weekday services		Service does not operate on Sundays	
	Wrestlingworth to Cambridge	06:45 / 14:53					

Source: Whippet (2025), A2B (2023)

2.4.16. As shown in **Table 2-3,** the No. 18 and No. 75 services operate along Barton Road, offering routes to and from St Neots and Wrestlingworth, respectively. It should be noted that the No. 75 also operates as a '*school days only*' service under the X75, serving the same bus stops but running only once in the morning and once in the late afternoon. Similarly, the No. 18 represents the full route between Cambridge and St Neots, while the 18A is a short-working variation that terminates earlier and includes specific school journeys. All stops are within an acceptable walking distance from the Site and represent a viable and sustainable travel option for future residents of the Proposed Development.

2.4.17. Further services can be accessed to the north of the Proposed Development along Madingley Road. **Table 2-4** provides details of all bus services operating along this corridor.

Table 2-4 – Madingley Road Bus Services

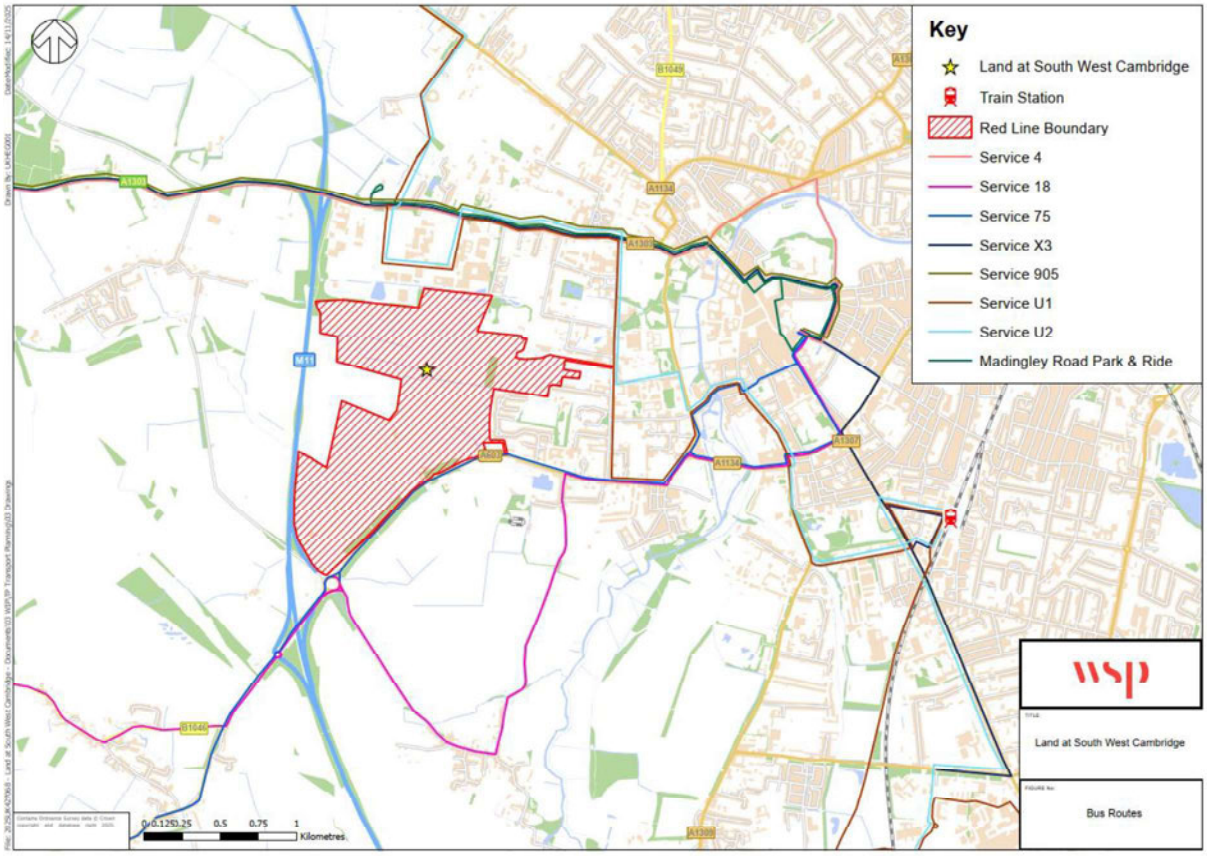
Service		Weekday		Saturday		Sunday	
No.	Route	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency
4	Cambridge to Cambourne	06:10 / 23:10	Every 20 minutes	06:10 / 23:10	Every 30 minutes	09:10 / 18:10	Every 60 minutes
	Cambourne to Cambridge	05:39 / 22:39		05:39 / 22:39		08:39 / 18:39	
905	Cambridge to Bedford	04:50 / 23:15	Every 60 minutes	05:50 / 23:15	Every 60 minutes	07:40 / 20:15	Every 60 minutes
	Bedford to Cambridge	04:20 / 21:50		04:50 / 21:50		06:40 / 18:40	
PR1	Cambridge to Madingley Road Park & Ride	07:20 / 20:30	Peak: Every 10 minutes, Off-peak: Every 15 to 20 minutes	08:20 / 20:30	Peak: Every 10 minutes, Off-peak: Every 15 to 20 minutes	09:10 / 18:10	Every 15 minutes
	Madingley Road Park & Ride to Cambridge	07:00 / 20:10		08:00 / 20:10		08:50 / 17:50	

Service		Weekday		Saturday		Sunday	
No.	Route	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency	First Service / Last Service	Average Frequency
U1	Eddington & Girton Corner to Cambridge Biomedical Campus	06:16 / 22:30	Peak: Every 10 to 15 minutes, Off-peak: Every 30 to 60 minutes	07:49 / 22:30	Peak: Every 15 to 20 minutes, Off-peak: Every 30 to 60 minutes	08:19 / 19:52	Peak: Every 30 minutes, Off-peak: Every 60 minutes
	Cambridge Biomedical Campus to Eddington & Girton Corner	06:00 / 22:30		08:30 / 22:30		09:00 / 20:30	
U2	Eddington & Girton Corner to Cambridge Biomedical Campus	06:00 / 21:55	Peak: Every 10 to 15 minutes, Off-peak: Every 30 to 60 minutes	07:21 / 21:55	Peak: Every 15 to 20 minutes, Off-peak: Every 30 to 60 minutes	07:22 / 18:55	Peak: Every 30 minutes, Off-peak: Every 60 minutes
	Cambridge Biomedical Campus to Eddington & Girton Corner	06:20 / 22:00		08:00 / 22:00	Peak: Every 15 to 20 minutes, Off-peak: Every 30 to 60 minutes	08:00 / 19:30	
X3	Huntingdon to Cambridge	05:14 / 20:53	Peak: Every 30 minutes, Off-peak: Every 60 minutes	05:18 / 20:53	Peak: Every 30 minutes, Off-peak: Every 60 minutes	05:28 / 19:05	Every 60 minutes
	Cambridge to Huntingdon	06:20 / 22:40		07:00 / 22:40		07:00 / 20:14	

Source: Stagecoach and Whippet (2025)

2.4.18. As shown, services 4, 905, PR1, U1, U2, and X3 call at stops along Madingley Road, providing links to destinations within Cambridge as well as wider areas such as Cambourne, Huntingdon, and Bedford. **Figure 2-10** below shows the routes taken by the bus services through Cambridge.

Figure 2-10 - Bus Services



2.4.19. The analysis above highlights that the Proposed Development benefits from strong existing public transport connections, both locally and regionally. These links are expected to be further enhanced as part of the Proposed Development, which will seek to redirect bus routes through the Site to improve accessibility and encourage the use of sustainable modes of travel. The internal road network will incorporate bus priority measures and restrict general vehicle access, helping to reduce rat running and make bus travel a more attractive alternative to private car use.

RAIL ACCESSIBILITY

2.4.20. The nearest railway station to the Site is Cambridge Station, located southeast of the Proposed Development. The station is accessible by private car and while it is not within a reasonable walking distance, it is situated within an acceptable cycling distance of approximately 15 minutes. The Site is connected to Cambridge Station by the U1 and U2 bus services, which operate frequently and provide convenient access with an approximate journey time of 40 minutes.

2.4.21. Cambridge Railway Station forms the northern terminus of the West Anglian Main Line and is served by train services operated by Greater Anglia, Great Northern, Thameslink, and CrossCountry. A summary of the services operating from Cambridge Station is presented in **Table 2-5** below.

Table 2-5 - Rail Services from Cambridge Railway Station

Destination	Peak Weekday Frequency (tph)	Average Journey Time
Birmingham New Street	1	150 minutes
Brighton	2	150 minutes
Cambridge North	5	5 minutes
Ely	4	20 minutes
Ipswich	1	75 minutes
Kings Lynn	2	50 minutes
London Kings Cross	3	50 minutes
London Liverpool Street	3	80 minutes
Norwich	1	75 minutes
Stansted Airport	1	40 minutes

Source: Greater Anglia (November 2025)

2.4.22. Cambridge South Station (further detailed in **Section 3.5**) is currently under construction and scheduled to open in June 2026. The station will be located on the West Anglian Main Line, situated on the Cambridge Biomedical Campus. At the time of writing this report, there have been no formal timetables published for the Cambridge South Station, however, in a recent press release from Network Rail, a service level of up to nine trains per hour between Cambridge South Station and Cambridge Station has been confirmed[3].

2.4.23. As can be seen from **Table 2-5**, there are good services form Cambridge Station, with frequent services to a number of locations (additional destinations are available such as Ely, Kings Lynn,

[3] https://www.networkrailmediacentre.co.uk/news/full-train-service-expected-for-new-cambridge-south-station

Ipswich and Brighton). The station is accessible within a 25-minute cycle, which makes cycling very attractive to residents and the secure cycle parking at the stations ensures that users can be confident that their bikes will be safe. Bus services along Barton Road and Madingley Road travel into the station also, providing a number of means to interchange and reduce reliance on private car use. The rail station has connections to key work and leisure destinations, such as London, Norwich and Birmingham, alongside direct services to Stansted Airport.

SITE VISIT

2.4.24. A site visit was undertaken on the 23rd of October 2025 to review the existing active travel and vehicular links surrounding the Proposed Development.

MADINGLEY ROAD

2.4.25. Madingley Road provides pedestrian and cycle connections between Cambridge City Centre, Eddington, and the Cambridge West Innovation District. Continuous footways along the corridor allow for eastbound movement toward the city and westbound access toward Madingley village. The route also supports north-south permeability through a series of formal crossing points linking Eddington with the Innovation District.

2.4.26. Cycle infrastructure is present along Madingley Road and alternates between on-carriageway cycle lanes and shared-use paths.

Figure 2-11 – Madingley Road

Cycle Lane

Sheltered Bus Stop

Crossing Facilities

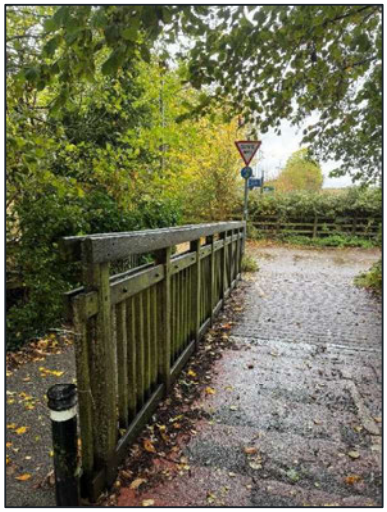
CLERK MAXWELL ROAD

2.4.30. Clerk Maxwell Road branches south from Madingley Road and provides local connectivity within the corridor. The route accommodates on-street parking on both sides along most of its length. At its southern end, Clerk Maxwell Road connects to local cycle routes, providing eastbound access toward Cambridge City Centre and westbound access toward Madingley village.

Figure 2-12 – Clerk Maxwell Road

Clerk Maxwell Road

Approach to Local Cycle Routes



Connection to Local Cycle Routes

Figure 2-13 – Clerk Maxwell: Onward Cycle Connectivity

Eastbound (Towards City Centre)

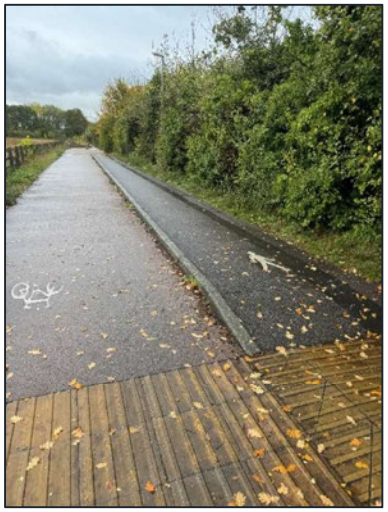
Cycling Signage

Westbound (Towards Madingley Village)

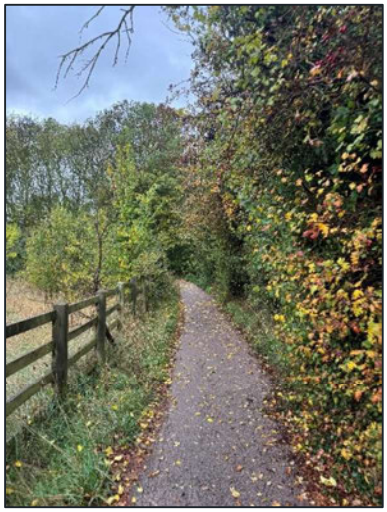
PUBLIC FOOTPATH 39/31

2.4.37. Following the route westbound, the shared-use path leads toward the intersection with Ada Lovelace Road and the M11 overbridge. Signage along the route was adequate, providing guidance for users.

Figure 2-14 – Public Footpath 39/31



Cyclist Segregation

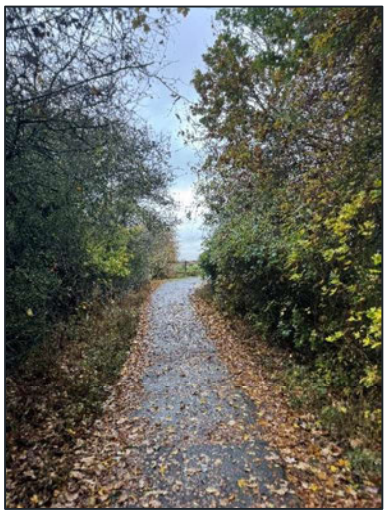


Public Footpath 39/31 Condition

Public Footpath 39/31 Signage

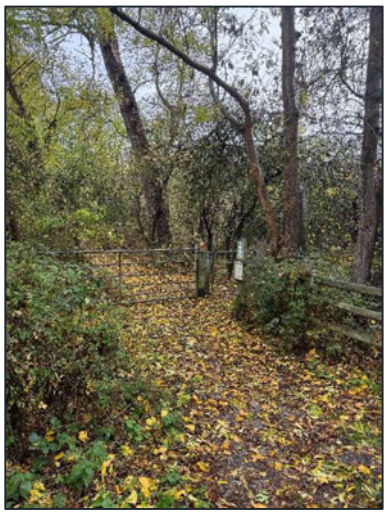
2.4.41. As shown below in **Figure 2-15**, the surface condition was noticeably poor, with cracking evident along much of the footpath.

Figure 2-15 – Public Footpath 39/31 Condition



Continuation along Public Footpath 39/31

Public Footpath 39/31 Condition



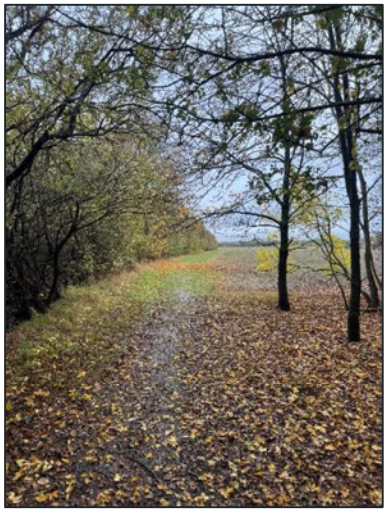
Intersection with Public Footpath 55/9

PUBLIC FOOTPATH 55/9

2.4.45. Shown in **Figure 2-16** is the access to Footpath 55/9 via a kissing gate. The footpath itself is a trodden path bounded by trees along one side and open field on the other.

Figure 2-16 – Public Footpath 55/9

Kissing Gate



Trodden Path

Public Footpath 55/9 Alignment

2.4.49. Conditions along Public Footpath 55/9 remain consistent for most of its length, with the route following an informal alignment across open fields. As shown in **Figure 2-17**, wayfinding signage is present along the route to guide users.

Figure 2-17 – Public Footpath 55/9 Continuation

Public Footpath 55/9 Alignment

Public Footpath 55/9 Condition

Public Footpath 55/9 Signage

2.4.53. The route continues from Public Footpath 55/9 toward Barton Road via an informal trodden path. At the time of the Site visit, access was restricted with barriers and signage in place to indicate that the Public Footpath was closed. A temporary uncontrolled crossing was provided at the time of the site visit. **Figure 2-18** illustrates the alignment of the footpath and the temporary measures in place.

Figure 2-18 – Public Footpath 55/9 Connection to Barton Road

Trodden Path

Approach to Barton Road

Temporary Barriers

A603 BARTON ROAD

2.4.57. At the time of the site visit, major construction works were underway to widen and upgrade the walking and cycling route along Barton Road; the works to Barton Road are now complete. The works extend from the A603/M11 roundabout to the Barton Road lay-by closest to Cambridge City Centre.

2.4.58. During the site visit, the main path was closed, and a temporary walking and cycling route was in place. A series of controlled and uncontrolled crossings were observed along much of the corridor to support movement during construction. Surface conditions on the existing path showed deterioration, including cracking, as shown in **Figure 2-19**.

Figure 2-19 – A603 Barton Road Conditions

Surface Condition

Temporary Crossing

Barton Road Crossing

2.4.62. As of December 2025, the *Greater Cambridge Partnership* (GCP) has completed the walking and cycling path along Barton Road, providing a safer, more accessible connection between Barton and Cambridge. The Barton Road lay-by used as the site compound during construction is scheduled to be fully cleared and reinstated in early 2026. Drainage improvements have been delivered to ensure the path remains usable throughout the year and a slower speed limit has been introduced to improve safety.

Figure 2-20 – Barton Road Shared-use Path

Source: Greater Cambridge Partnership (December 2025)

2.4.63. The shared-use path along Barton Road was observed to be in poor condition particularly at the segment crossing the M11. Surface deterioration was evident with cracking and uneven surfaces along much of its length. Additionally, surface water pooling was noted along much of this stretch as illustrated by the right-sided photograph in **Figure 2-21**.

Figure 2-21 – Barton Road Shared-use Path

Surface Condition *Shared-use Signage* *Surface Water Pooling*

PUBLIC FOOTPATH 55/6

2.4.67. The approach to Public Footpath 55/6 from Barton Road shows a transition from an informal trodden path to a surfaced route. Clear signage is present along the alignment, directing users toward surrounding PRoW. Surface conditions near the overbridge were poor, with significant cracking and deformation observed caused by root heave along the edge of the path. **Figure 2-22** illustrates the transition in path type, signage, and the affected section approaching the overbridge.

Figure 2-22 – Approach to Public Footpath 55/6

Transition to Surfaced Path *Wayfinding Signage* *Root Heave*

2.4.71. The overbridge was observed to be in good condition with a clear surface and no overgrown vegetation present. On the opposite approach, significant root heave and surface cracking were evident along with areas of surface water pooling.

Figure 2-23 – Public Footpath 55/6 Overbridge

Overbridge Conditions *Overbridge Exit* *Root Heave*

2.4.75. The footpath continued beyond the overbridge, providing a formal route through open fields. Along certain sections raised surfaces were observed indicating a need for maintenance. North of the original footpath toward the nearby bridleway, a noticeboard was present offering local area information and wayfinding guidance.

Figure 2-24 – Public Footpath 55/6 Continuation

Footpath Continuation

Raised Surface

Noticeboard

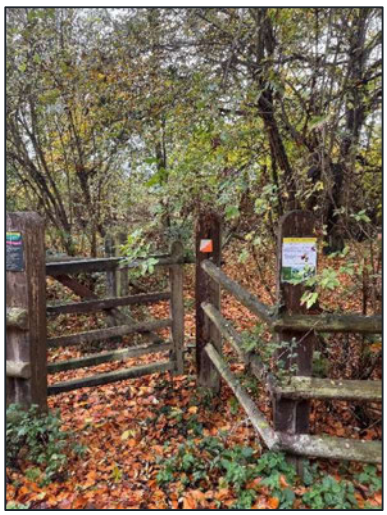
BRIDLEWAY 55/5 AND PUBLIC FOOTPATH 39/31

2.4.79. On approach from Footpath 55/6, signage clearly indicated the presence of the Bridleway and the permitted users. The Bridleway is lined with trees and vegetation on one side and wooden fencing on the other. During the site visit, a number of fallen trees and damaged fencing were observed along the path.

Figure 2-25 – Bridleway 55/5 Condition

Bridleway 55/5 Signage

Bridleway 55/5



Bridleway 55/5

2.4.83. The Bridleway led to the M11 overbridge as shown in **Figure 2-26**. At the time of the site visit, temporary works were in place on the approach, however, the bridge remained open for use.

Figure 2-26 – Approach to M11 Overbridge

Wayfinding Signage

M11 Overbridge Approach

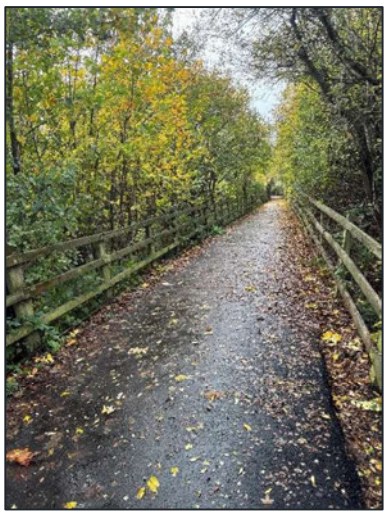
Temporary Works

2.4.87. The surface of the overbridge was generally in acceptable condition and clear of any obstructions. At its eastern end, surface water pooling was observed as shown in the central photograph of **Figure 2-27**.

Figure 2-27 – M11 Overbridge

Surface Condition

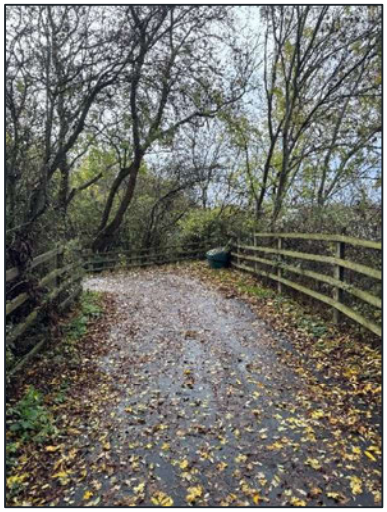
Surface Water Pooling



Public Footpath 39/31

2.4.91. Following the Footpath southwards leads to the same intersection point shown in the right-hand photograph of **Figure 2-15**. Wayfinding signage is present along the route and remains surfaced with fencing on both sides.

Figure 2-28 – Public Footpath 39/31



Public Footpath 39/31

Wayfinding Signage

Public Footpath 39/31

ADA LOVELACE ROAD

2.4.95. Ada Lovelace Road runs north–south, linking Public Footpath 39/31 to Madingley Road. Much of its length includes a shared-use path with clear signage. Parking restrictions are in place along most of the corridor, marked by double yellow lines.

2.4.96. At the junction with Madingley Road, access is controlled by staggered barriers, as shown in the right-hand photograph of **Figure 2-29**.

Figure 2-29 – Ada Lovelace Road

Shared-use Signage

Parking Restrictions

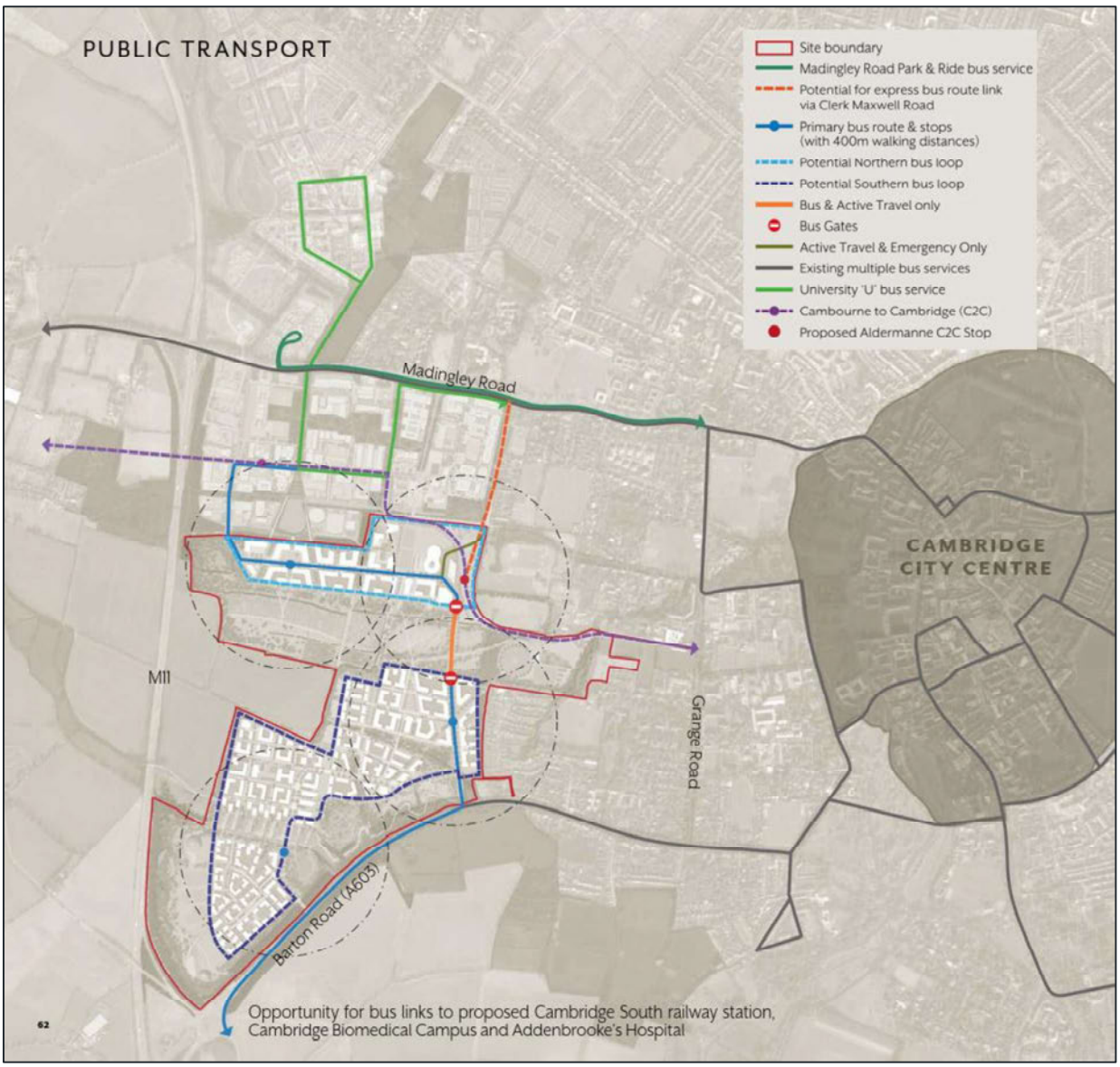
Connection with Madingley Road

3 FUTURE TRANSPORT IMPROVEMENTS

3.1 PROPOSED INTERNAL PUBLIC TRANSPORT NETWORK

3.1.1. The Site masterplan includes plans to add bus stops on site, which will provide residents with public transport within 400m (five-minute) walk and links to the proposed CtoC route on the northern site boundary. **Figure 3-1** shows the location of the proposed links. The walking routes make sustainable travel more attractive and the addition of a bus-only access from JJ Thompson Avenue makes the roads safer and more appealing for residents. The routes link up to the bus stops and public rights of way, to make walking easier for commuting or leisure and onward journeys.

Figure 3-1 - Proposed Public Transport Network



3.1.2. To enable the provision of a reliable, sustainable public transport route that can connect the Cambridge West Innovation District and the Cambridge Biomedical Campus, a north-south bus only access through the site from Cambridge West to Barton Road is proposed. The public transport proposals seek to further connect the emerging orbital transport routes around the city as well as the CtoC busway through a travel hub, enabling interchange and access to active travel options.

3.2 WALKING & CYCLING

BARTON GREENWAY

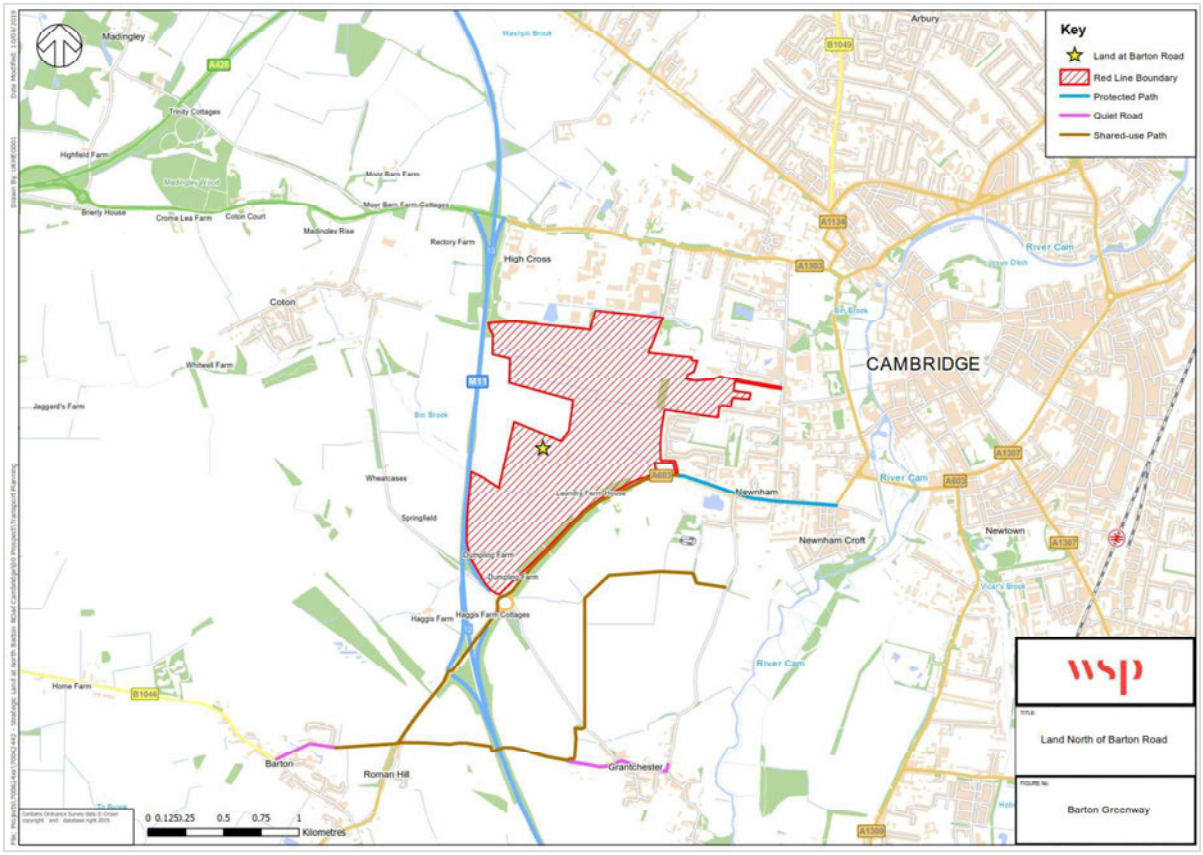
3.2.1. The Barton Greenway creates a route that enables cyclists, walkers, and equestrians to travel safely and sustainably into Cambridge from Barton (**Figure 3-2**). The scheme has completed detailed design and is now under construction, expected to be completed in early 2026, with the section of works to Barton Road now complete.

3.2.2. The route begins in Barton, travels east on New Road, the route then splits into two different directions – towards Grantchester and Central Cambridge. For the route towards Central Cambridge, users would follow Cambridge Road and Barton Road along the A603. The second route is towards Central Cambridge, an existing bridleway would be used to the east of Cambridge Road, then along Bridleway, Coton Road to meet up with the proposed Haslingfield Greenway or along an alternative path around Grantchester on the Baulk Path. The routes will be split between sections that are:

- Quiet Roads – a route on the carriageway that could have speed limits reduced to 20mph;
- Shared-use Paths – 3m path with a 2m grassy strip running parallel; and
- Protected Paths – a 3m-wide path with features that separate cyclists and pedestrians.

3.2.3. The proposals create a direct route into the city centre, whilst providing further connections to Barton and Grantchester, helping the Site to promote attractive walking and cycling routes into Cambridge. This will assist in reducing the mode share majority away from private car use. The segregated routes are likely to be well received for users that feel less comfortable cycling on-road.

Figure 3-2 - Proposed Barton Greenway Route



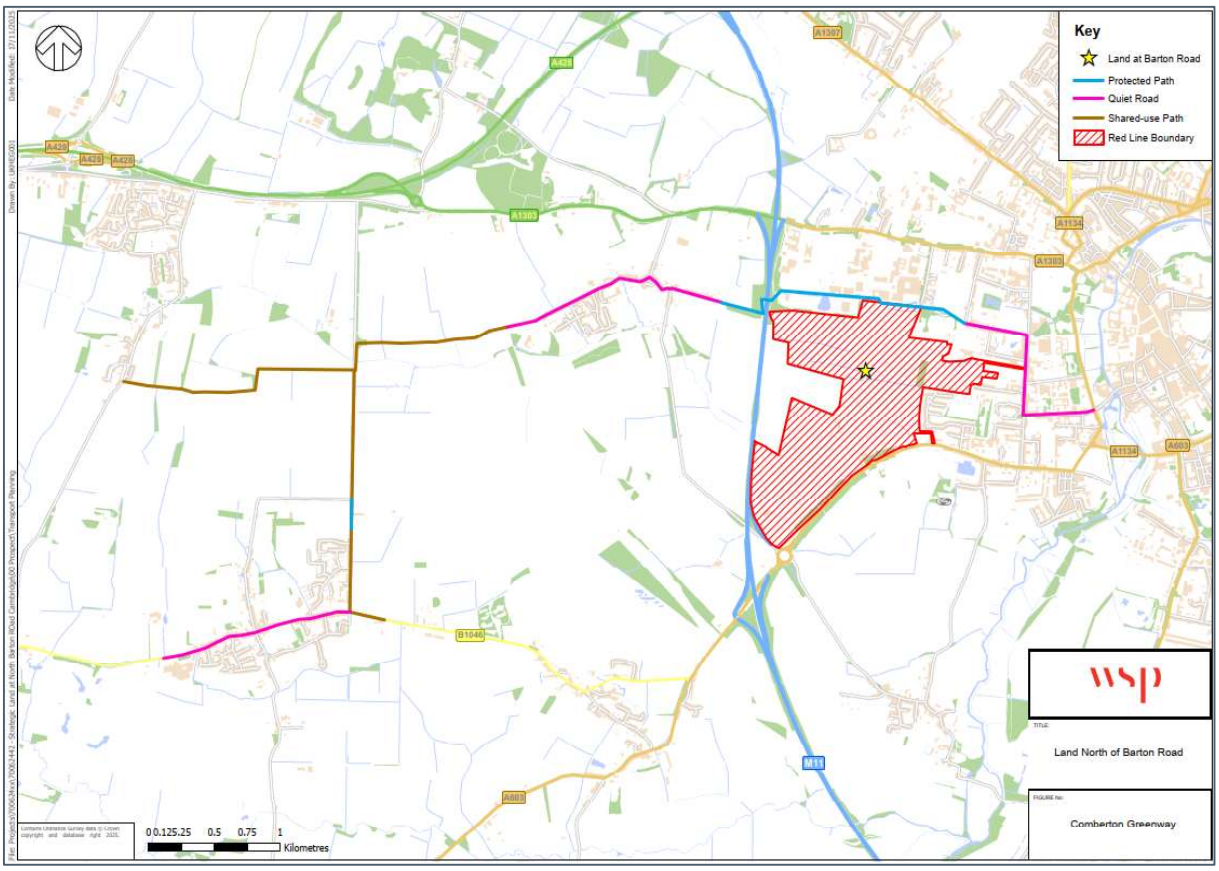
3.2.4. As of January 2026, streetlighting in Barton has been improved as part of the ongoing works. Remaining works will be completed in early 2026 and will include overnight road closures for final surfacing and lining of the roads.

COMBERTON GREENWAY

3.2.5. The Comberton Greenway is a route to enable cyclists, walkers, and equestrians to travel safely and sustainably from Comberton into Cambridge. The construction works are underway, with the northern section of Adams Road to be constructed first, alongside alterations to the Wilberforce Road junction.

Starting in Comberton, the route heads north on Long Road and continues towards Coton. The route then goes over the M11 overbridge and continues past the Cambridge University West Campus. A new link branches off towards Barton Road before continuing along Adams Road, Grange Road, Sidgwick Avenue, and before reaching Silver Street. **Figure 3-3** below shows the route of the Comberton Greenway in relation to the Proposed Scheme.

Figure 3-3 - Proposed Comberton Greenway Route



3.2.6. The Greenway route would further connect the Site to the wider countryside, such as Comberton and Coton and create an attractive walking and cycling route for future residents. As of January 2026, the northern side of Adams Road between Wilberforce Road and Sylvester Road has been opened with footways fully resurfaced. Construction works are due to resume in early 2026, with periodic site safety checks ongoing.

PROPOSED INTERNAL WALKING AND CYCLING NETWORK

3.2.7. The Site masterplan for pedestrian and cyclist access (**Figure 3-4**) would connect the proposed greenway route and link together the walking and cycling internal network, which ensures the greatest use by residents. The Proposed Development seeks to establish a pedestrian route connecting the northern and southern portions of the development. The plan shows the proposed internal network for cyclists, with routes chosen to make cycling a desirable mode, due to the ease and speed of travel.

Figure 3-4 - Proposed Pedestrian & Cycling Links

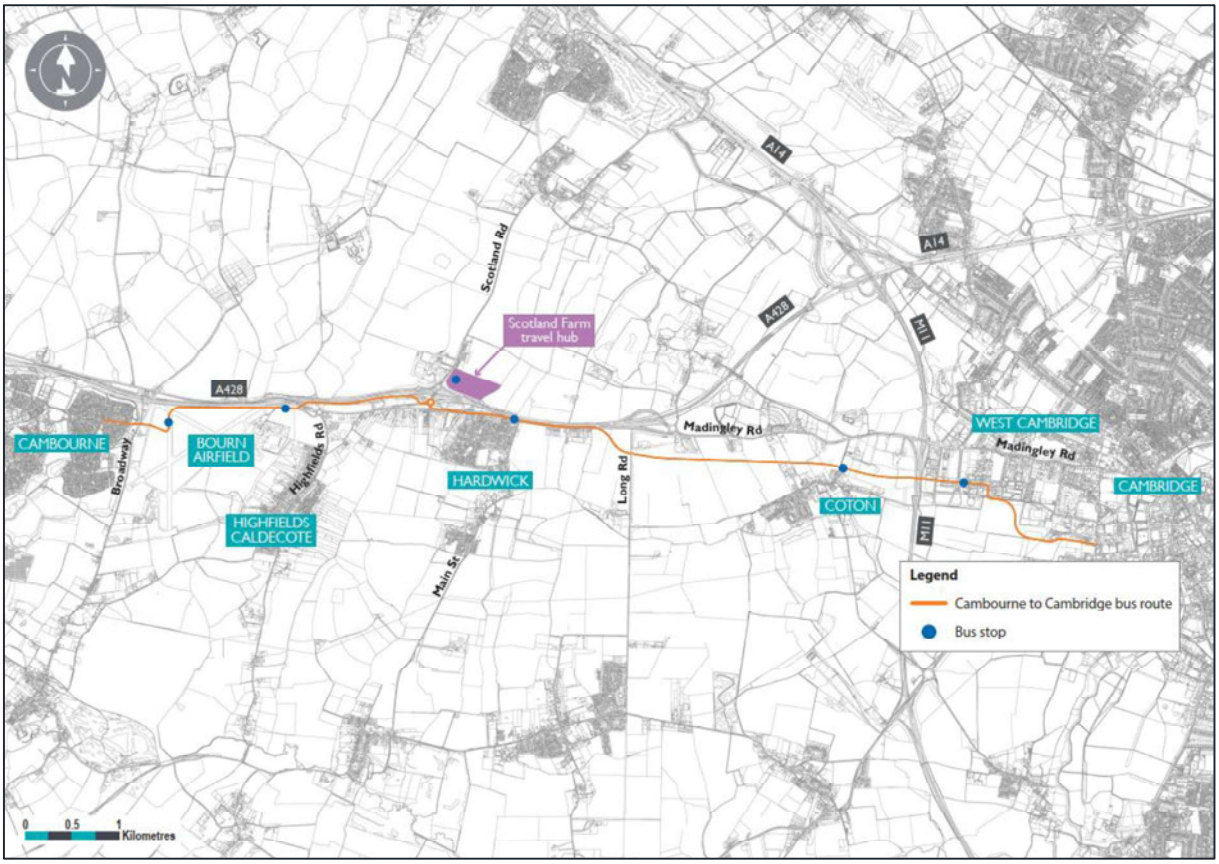
3.3 CAMBOURNE TO CAMBRIDGE BUSWAY

3.3.1. The CtoC project, spearheaded by the GCP, will introduce a reliable and sustainable public transport link to west Cambridge. The project is made up of three key elements:

- A public transport link between Cambourne and Cambridge, via the Bourn Airfield development, Hardwick, Coton and the Proposed Development;
- A new 2,000 space P&R facility at Scotland Farm, Dry Drayton; and
- New cycling and walking facilities, and where appropriate equestrians, alongside the entire route.

3.3.2. Public consultations were held in 2015, 2017, 2019 and 2022, to determine a preferred CtoC public transport route, with a public inquiry completed in 2025 to review the proposals, that have been submitted under a *Transport and Works Act Order* (TWAO) application. The Examiner's report is now awaited.

Figure 3-5 - Proposed alignment through the Land at Barton Road development



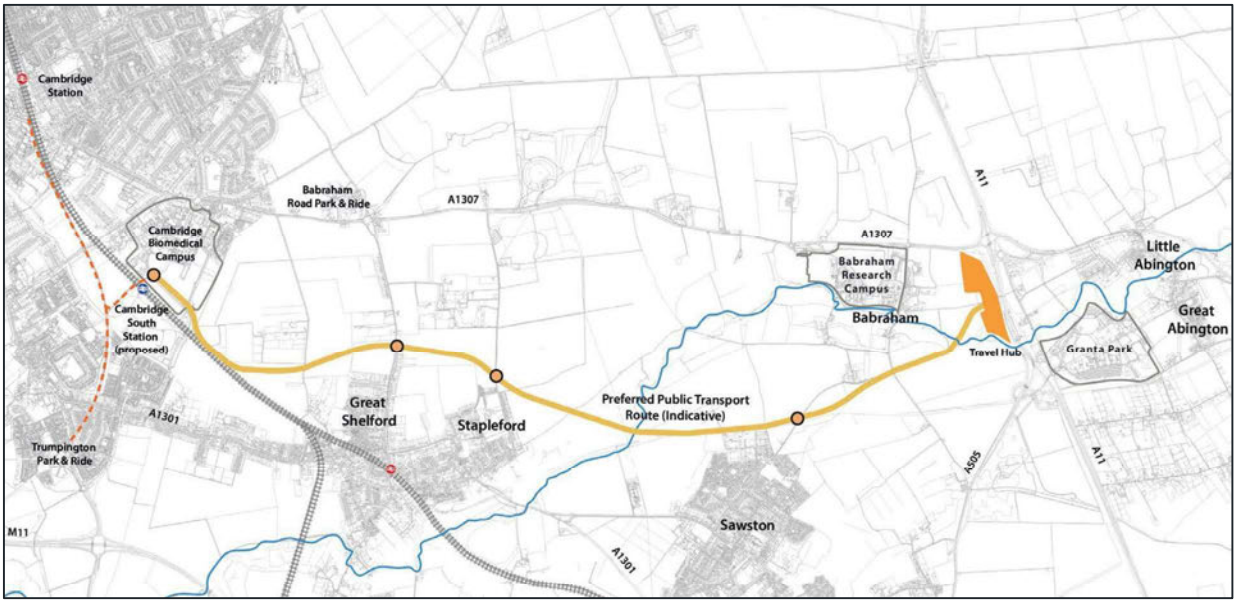
Source: Greater Cambridge Partnership (November 2025)

3.3.3. The Proposed Development seeks to include the future CtoC link in the site masterplan to ensure that sustainable travel with be the mode of choice for residents. The link would provide users with a fast route into the city centre and train station making the location attractive to commuters. At the time of this report, bus stops are planned in Cambourne, Bourn Airfield, the proposed Scotland Farm P&R, Hardwick, Coton, and Cambridge West.

3.4 CAMBRIDGE SOUTH EAST TRANSPORT

3.4.1. The *Cambridge South East Transport* (CSET) project proposes a new, segregated, guided bus route, travel hub, and active travel path located to the southeast of the city. The project is a priority for GCP, which will ease congestion, offer sustainable travel choice, and provide greater connectivity for the wider Cambridge area. As shown in **Figure 3-6**, the proposed route starts at Cambridge Biomedical Campus and ties into the existing Francis Crick Avenue. The route then crosses open countryside towards the proposed P&R site at the A11 / A1307 road junction at Babraham.

Figure 3-6 – CSET Proposed Alignment



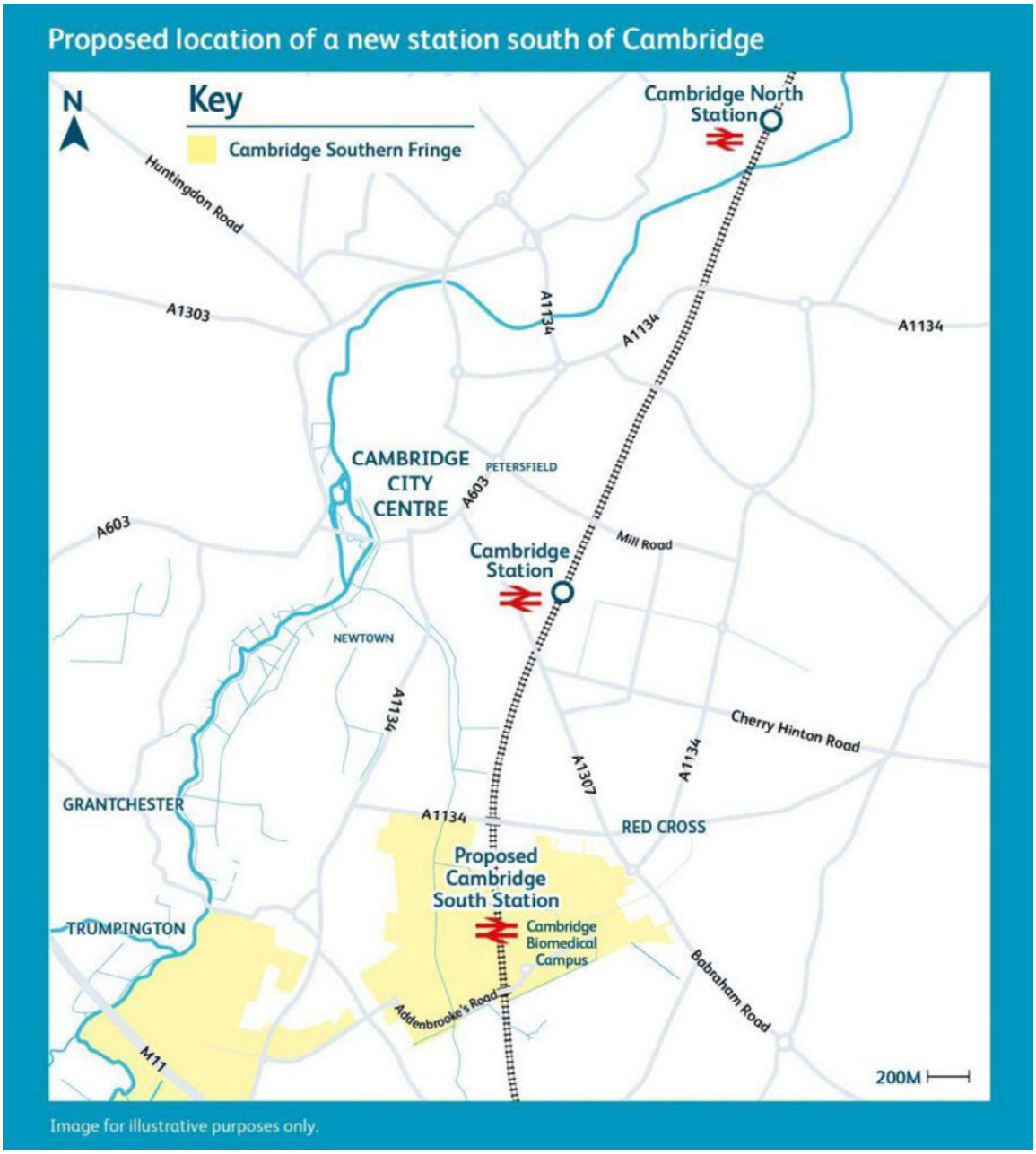
3.4.2. The application was submitted in January 2025, and a public inquiry is scheduled to take place in 2026. The proposals make the Site more accessible by sustainable and offer residents travel flexibility, by modes other than private vehicles.

3.5 CAMBRIDGE SOUTH STATION

3.5.1. Cambridge South Railway Station, as shown in **Figure 3-7**, is located to the west of the Cambridge Biomedical Campus, and is currently under construction with an expected opening date of June 2026. The station will be situated on the West Anglian Mainline and managed by Greater Anglia.

3.5.2. The new station would be accessible within a 15-20-minute cycle journey, which would be closer than both Cambridge and Cambridge North Stations, making rail travel more attractive for future residents. Rail travel could then be used for onward journeys, both leisure and commuting purposes allowing residents to have greater flexibility in their travel patterns.

Figure 3-7 - Cambridge South Railway Station (January 2020)



4 NEXT STEPS

4.1.1. In promoting the Site on the Land North of Barton Road, the Proposed Development seeks to deliver a sustainable form of development, which reduces the need to travel and minimises the impact of the development upon the local highway network. The potential scale of development will necessitate a *Transport Assessment* (TA) which will demonstrate that the Proposed Development would not have an adverse impact of the local highway network. Construction of the Proposed Development could begin as soon as 2027, with an estimated completion date of 2041.

4.1.2. *Cambridgeshire County Council* (CCC) will be consulted in relation to the local highway network, and mitigation measures will be considered where concerns are highlighted in relation to the proposed site accesses, and the impact of the Proposed Development on the local highway network.

5 CONCLUSION

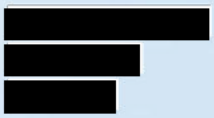
5.1.1. This Report has been prepared to highlight the optimal location of the Proposed Development in relation to existing transport links and proposed improvements. The Development will create a strong, cyclable, and walkable neighbourhood to the west of Cambridge, with an internal layout that discourages private vehicle usage due to the ease of access by sustainable options.

5.1.2. Bus stops are proposed to serve residents with 400m or a 5-minute walk, meaning that residents will always have access to a reliable form of transport with good egress to the city centre. The Proposed Development will seek to retain and improve current PRoW and ensure that connections with proposed walking and cycling routes, allowing for greater accessibility to the countryside. A public transport hub will be located within the Site, to enable interchange with varying modes of travel, including the proposed north-south bus route and CtoC busway.

5.1.3. The proposed CtoC guided busway to the north further strengthens the Site's sustainable travel credentials and will allow for greater journey flexibility for residents.

5.1.4. Against this background, the development of between 2,500 and 2,800 dwellings, a local centre, and a primary school on the Site is deliverable in transport terms (*NPPF, para. 115, December 2024*):

- The opportunities for sustainable travel can be appropriately taken up, with associated improvements to the PRoW network and local bus services that can be delivered in conjunction with the Proposed Development;
- Safe and acceptable access can be provided for all users – the proposed accesses will provide suitable and safe access for the new homes and facilities with opportunity to link with existing pedestrian and cycle links over the M11 and into Central Cambridge; and
- The impact on the transport network (in terms of capacity and congestion), and on highway safety, will be reviewed with detailed capacity testing – the additional traffic generated by the development will be addressed by appropriate highways mitigation scheme and/or contributions to schemes that will resolve existing issues.



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