



UNIVERSITY OF
CAMBRIDGE



West Cambridge Masterplan Review – Community Group Meeting Transport Update

DRAFT
for consultation

10th March, 2016



Summary of our discussions tonight

- Progress since last meeting
- Refresh of Development Proposals
- Elements of the Emerging Transport Strategy
- Workstreams and progress

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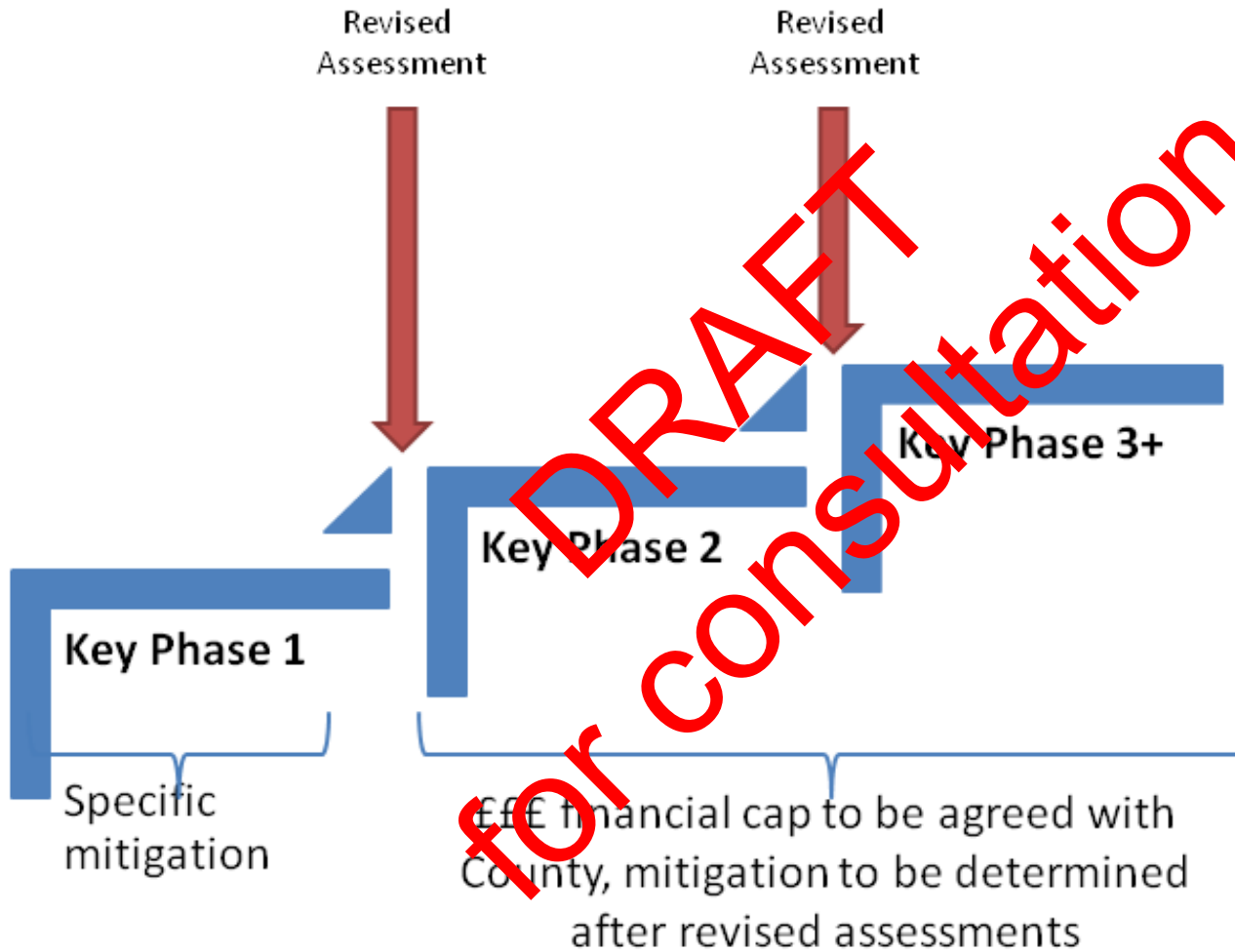
Progress - the University has

- commissioned further traffic count surveys
- commissioned an initial assessment of West Cambridge using the Cambridge Sub Regional Model
- agreed the Study Area approach and phasing with the Joint Authorities
- undertaking further assessment, based on 'first principles' model
- outlined the transport strategy to respond to the likely movement to West Cambridge

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Adaptive Phased Approach



Development proposals

Land Use	Consented Development (m ²)	Initial Phase of Development (m ²)	Full Development (m ²)
Academic (m ²)	117,000	168,259	257,900
Commercial (m ²)	92,472	92,386	210,386
Other (m ²)	38,800	26,665	31,985
Total (m ²)	248,272	287,310	500,280
Car Parking (spaces)	3,150	2,571	4,390

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Phase 1: Priority Projects



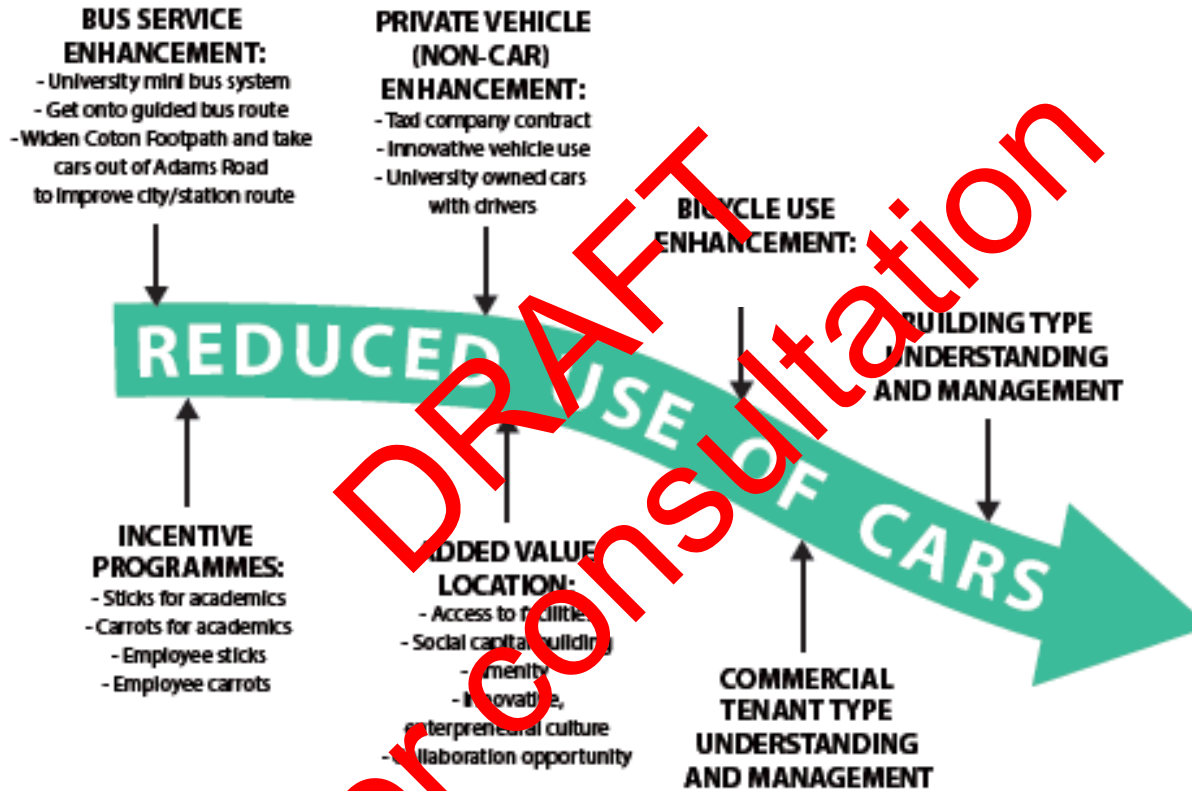
Emerging Transport Strategy

Aspirations for the transport strategy are to:

- **reduce reliance on the private car**
- **provide lower levels of parking and offer local management**
- **promote extensive travel planning**
- **encourage involvement in travel behaviour change initiatives**
- **mitigate local highway impacts**
- **promote walking and cycling**
- **deliver enhanced Public Transport provision and lead on area-wide improvements**



Car parking provision



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Travel Demand Management

Delivered by:

- providing a **Development Transport Coordinator**
- supported by **Sustainable Travel Behaviour Champions** and individual development **Travel Plan Coordinator**
- establishing the **Transport Stakeholders' Group** and
- providing a fund for the implementation, management, monitoring and review of the **FTP**
- funding of measures should the forecast traffic impact be greater for a sustained period of time



Focussing the Transport Strategy

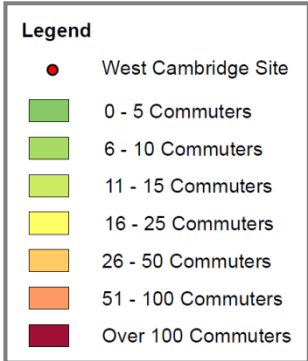
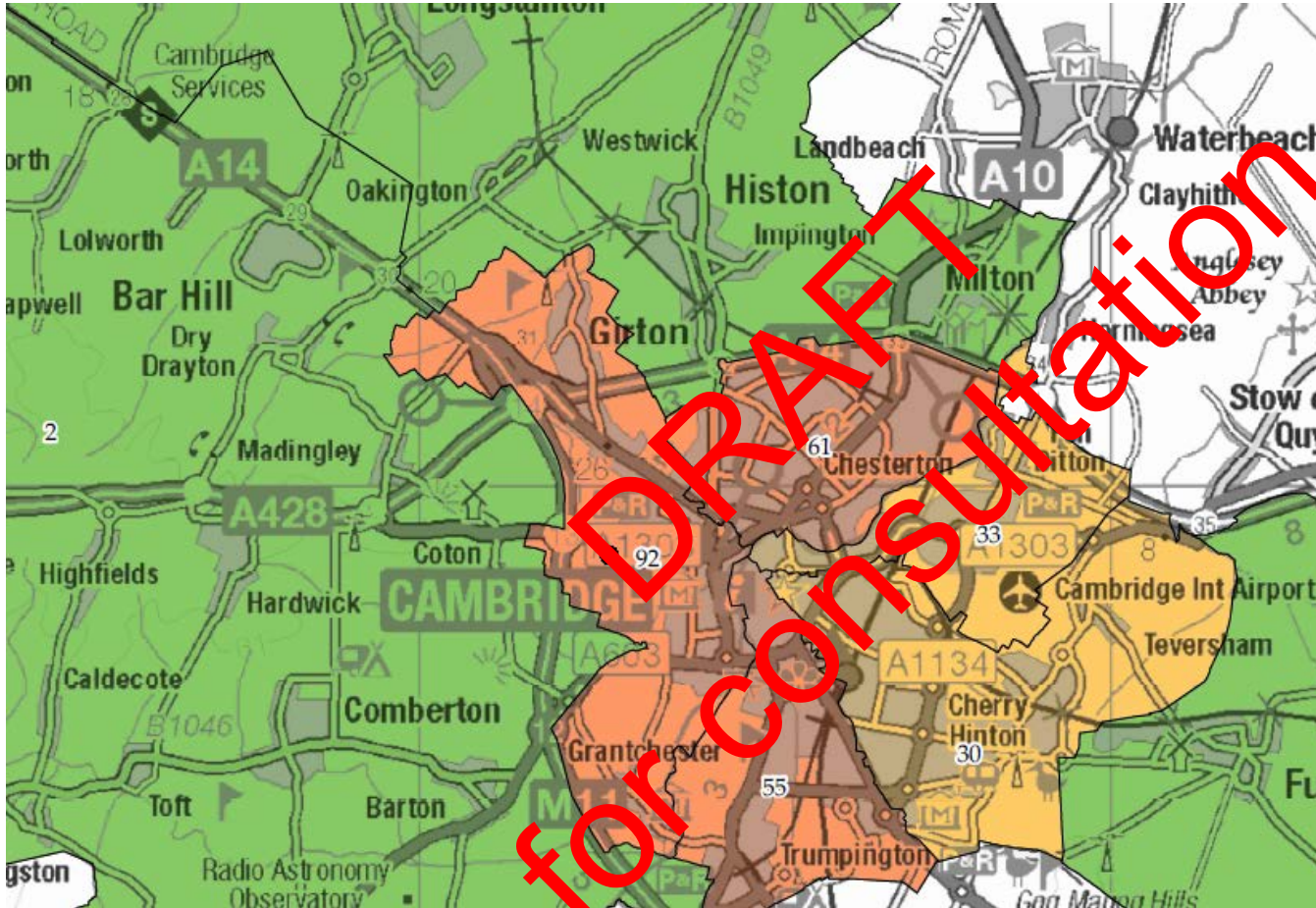
To be most effective, the “soft” measures in the Transport Strategy have been derived and focussed using the home post code data from:

- Academic staff
- Academic students
- Commercial occupants

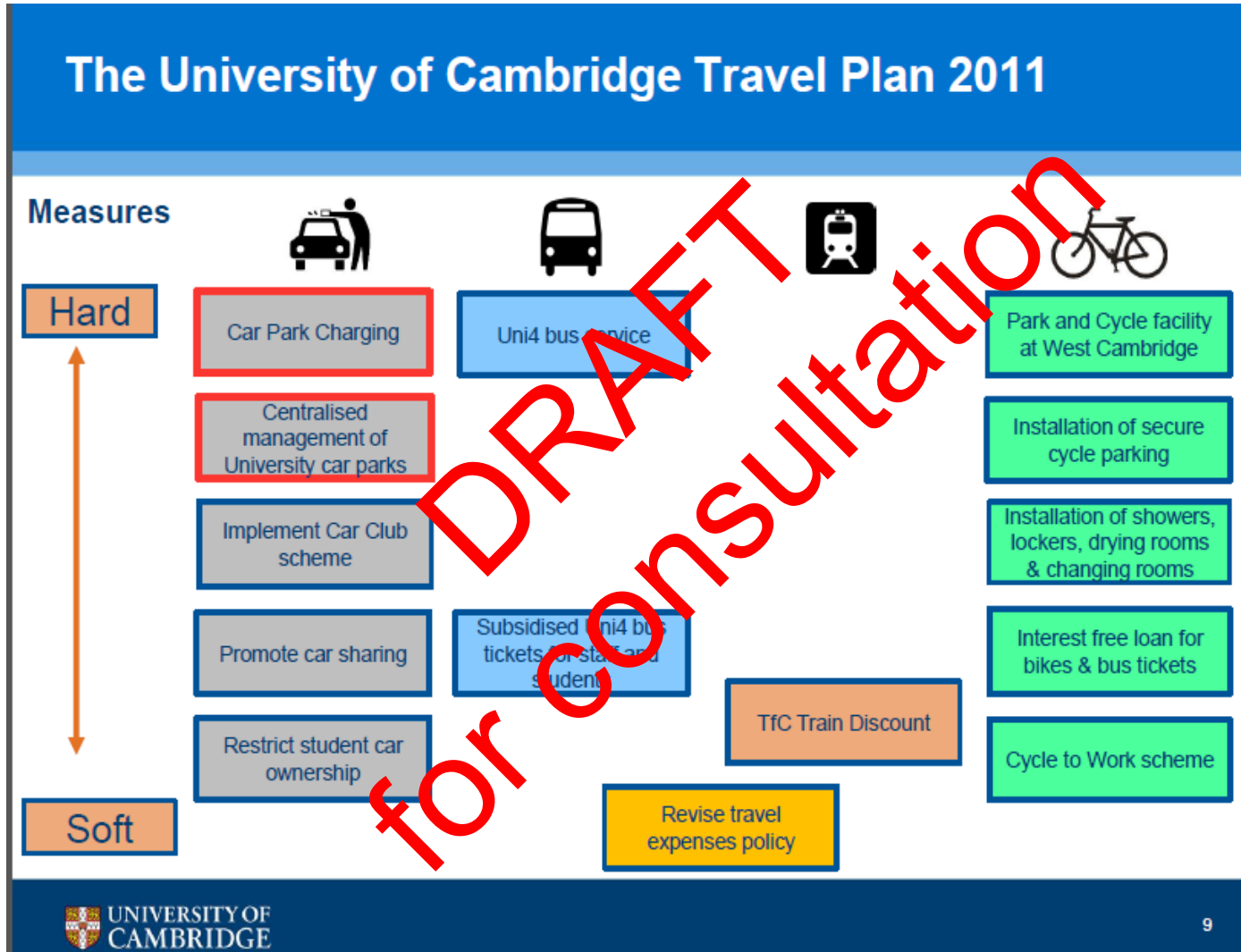
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Student Cycling - West Cambridge



Travel Plan



Travel Plan – measures include:

Walking and cycling:

- **quality routes to and through the development**
- **sufficient secure cycle parking at the destinations**
- **changing rooms, showers, secure lockers**
- **establish cycle pools in the Departments**
- **consider offering an electric / hybrid cycle pool**
- **set up a Cycling Buddy scheme**
- **provide a visiting Bike Doctor and maintenance classes**
- **offer cycle training**

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Travel Plan – measures include:

Public Transport:

- offer quality services to key destinations
- provide the direct link to the Rail Station
- approach operators to provide cycle carriers

Cars:

- extend existing Car Club scheme for work
- offer discounted Car Club access to staff
- extend and promote University's Car Share database
- introduce car parking management permit scheme
- more convenient parking spaces for car sharers



Travel Plan – measures include:

A range of on-site facilities including:

- **catering, social and small-sized retail**
- **offer space for ATM / paying in machines**
- **collection / delivery services**
- **improved links with taxi companies - to provide quick and reliable services at set charges**

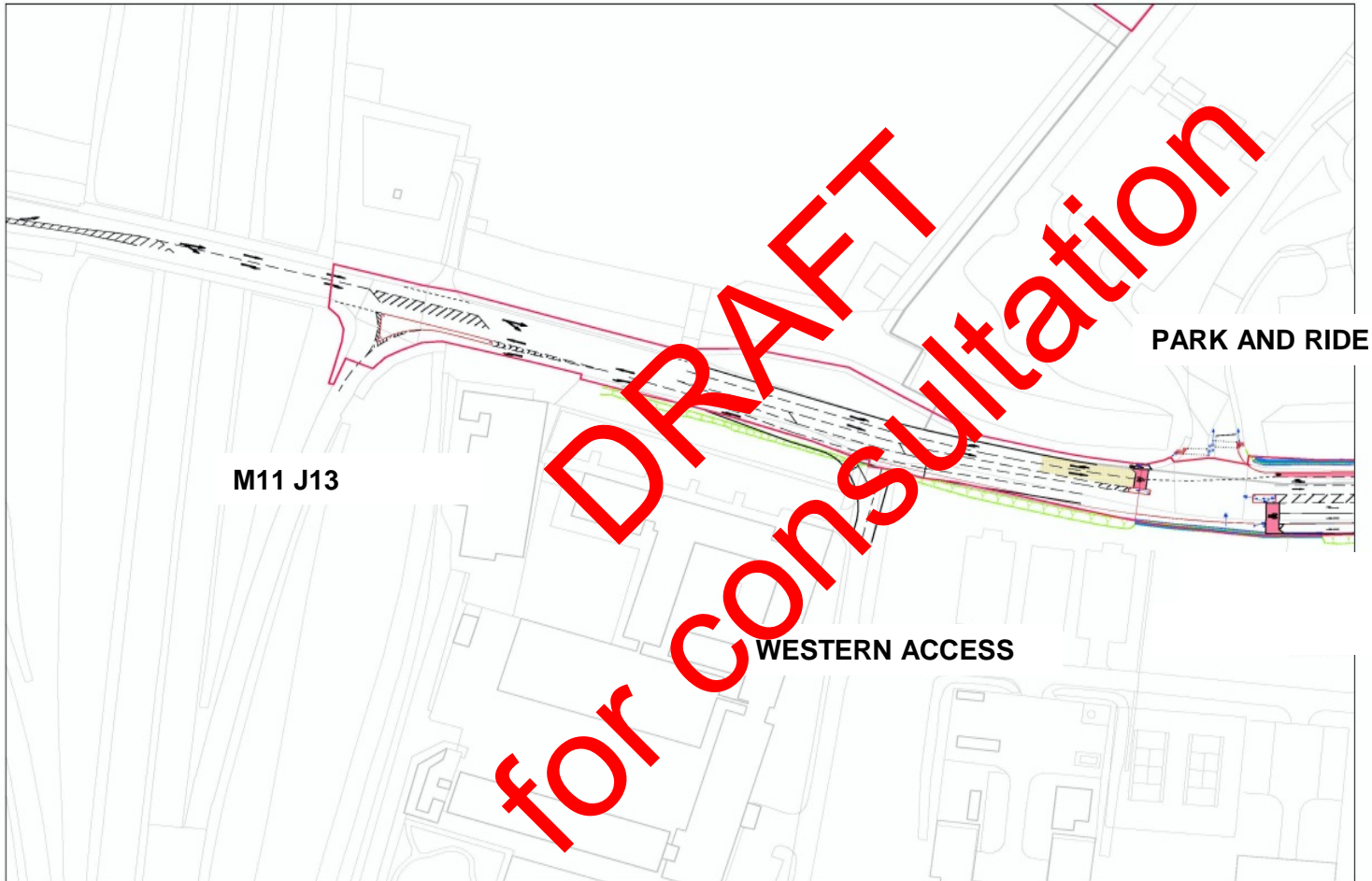
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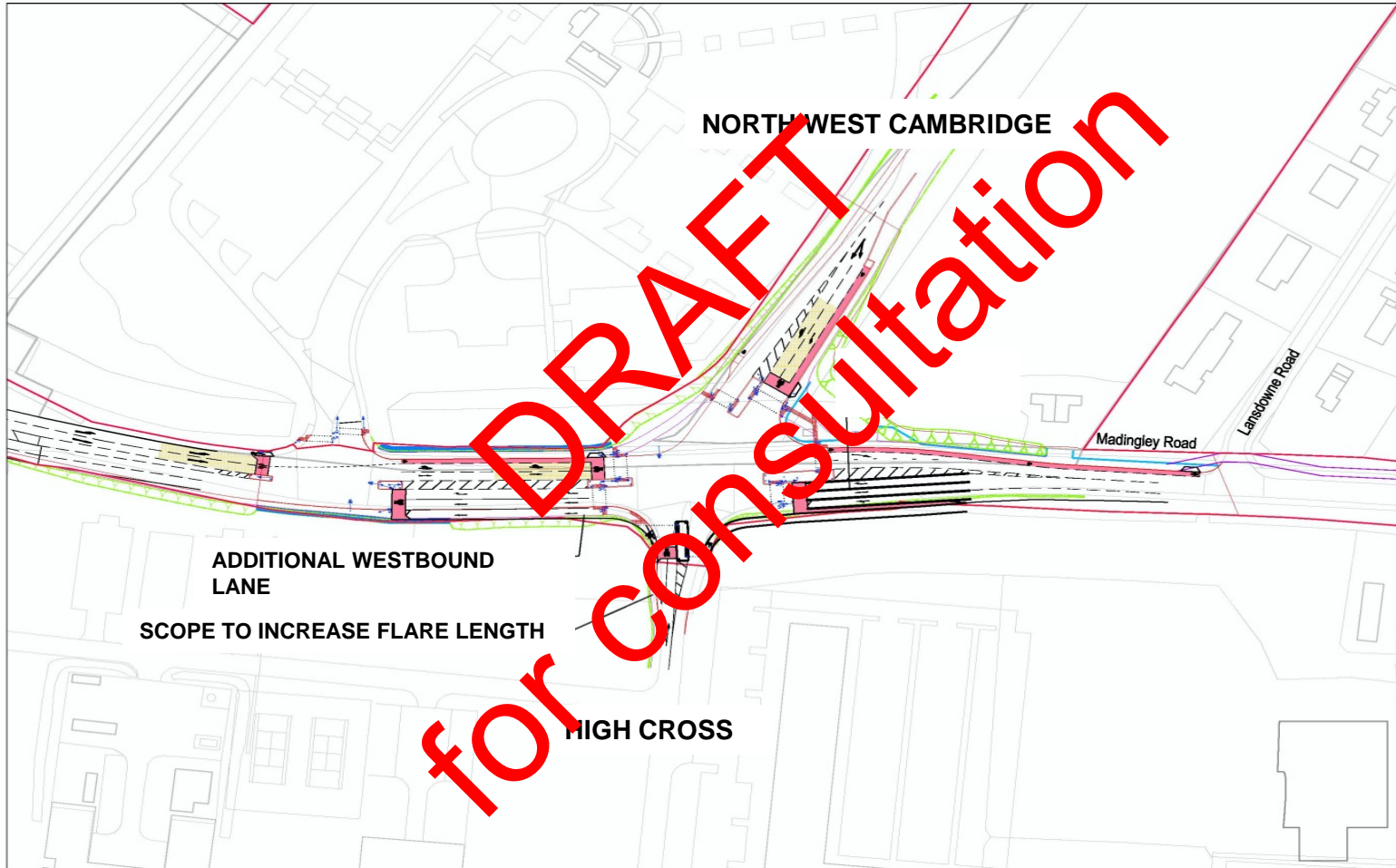
Existing highway improvements



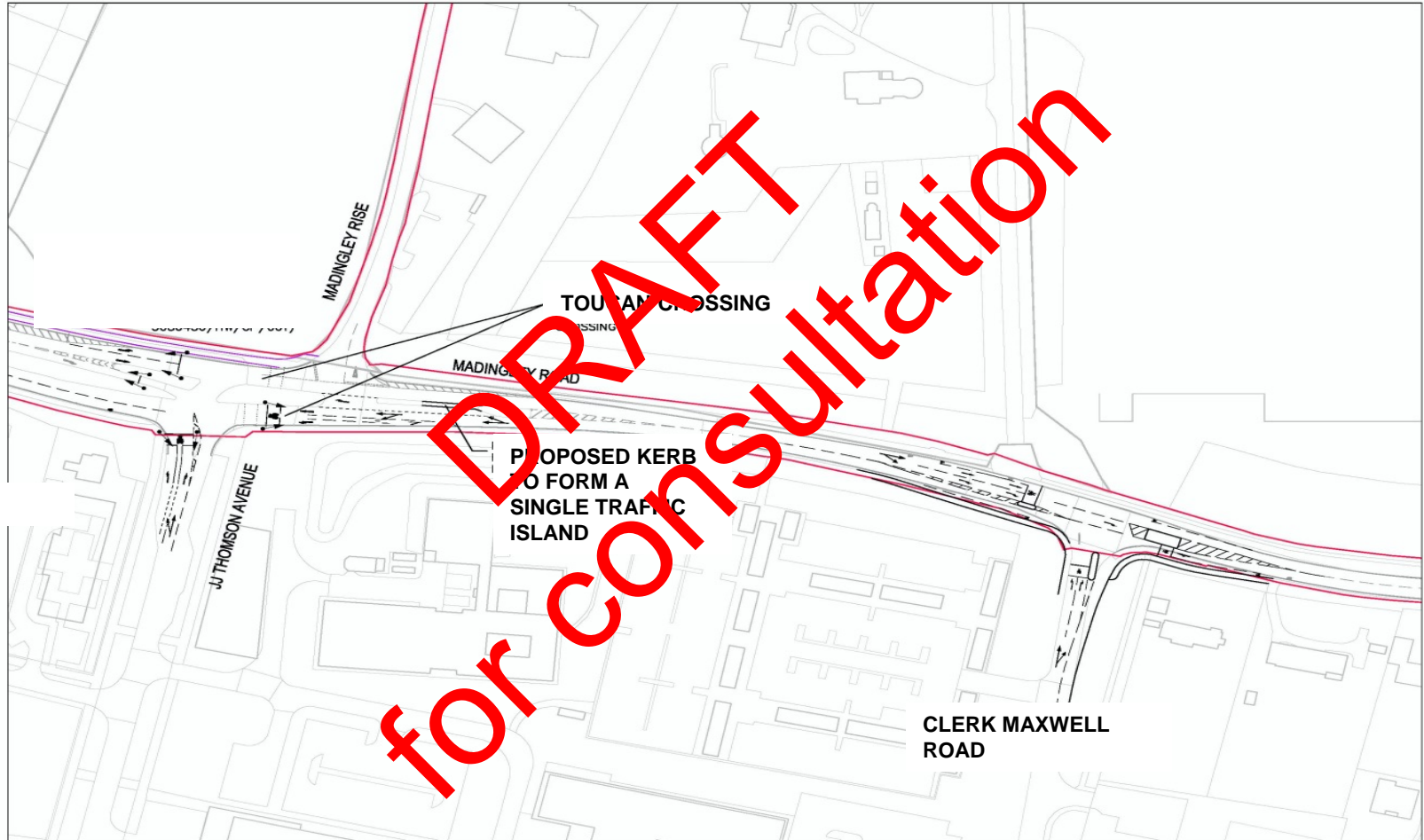
Madingley Road Accesses - west



Madingley Road Accesses - centre



Madingley Road Accesses - east



Additional Road Safety measures

Potential road safety schemes for discussion with the County Council include:

- **Madingley Road – Cambridge Road**
- **Madingley Road – Storey's Way**
- **Madingley Road – Grange Road**

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Strategic Highways

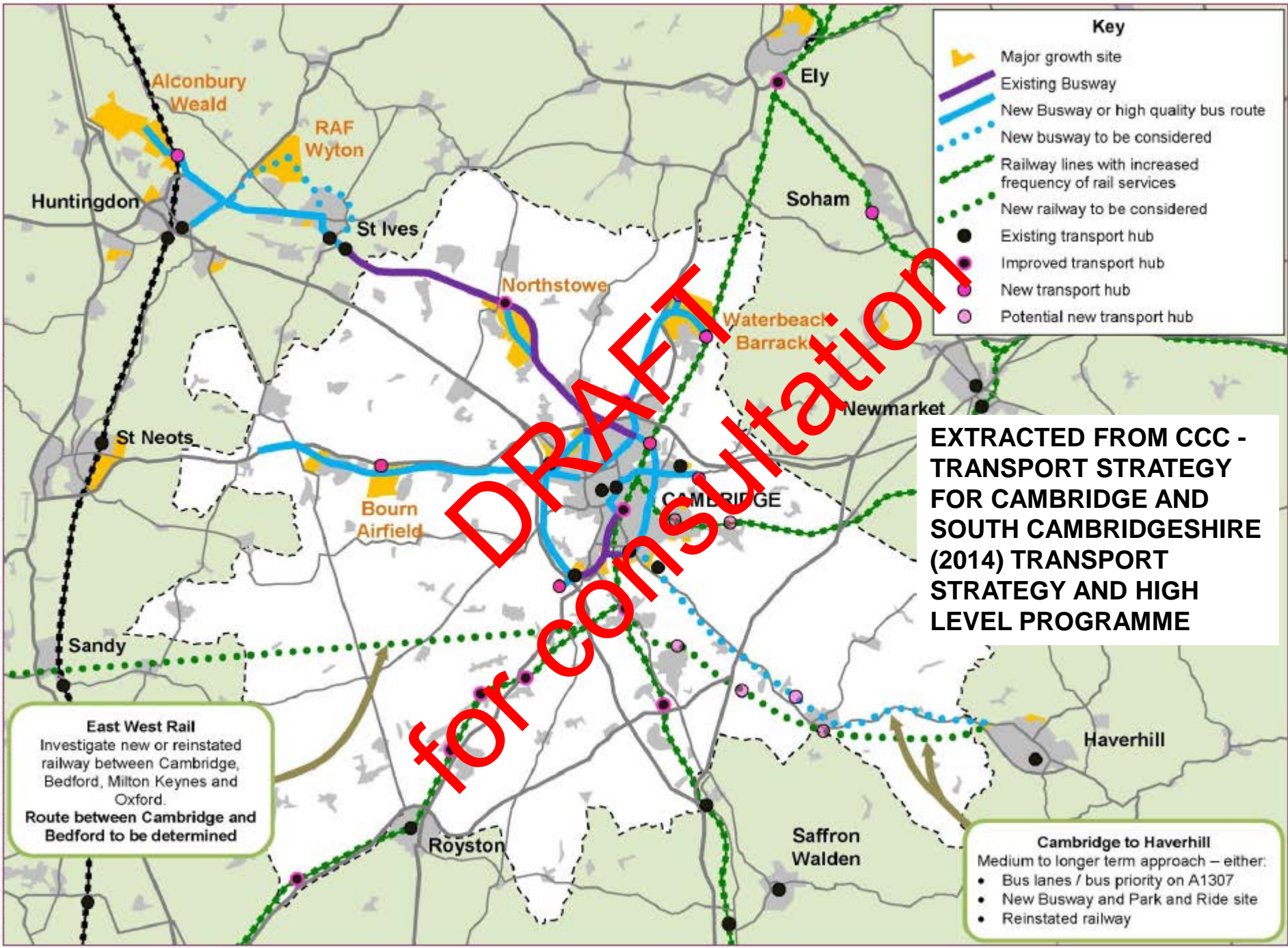
West Cambridge being brought forward with:

- A14 Huntingdon – Cambridge – reporting in May
- HE's need to review the M11 capacity – unlikely to report in 2016
- City Deal – details emerging

Whilst City Deal will enhance connectivity to West Cambridge, West Cambridge is not dependent upon its delivery.

Similarly, the delivery of West Cambridge will not prejudice the delivery of the City Deal proposals.





Key

- Major growth site
- Existing Busway
- New Busway or high quality bus route
- New busway to be considered
- Railway lines with increased frequency of rail services
- New railway to be considered
- Existing transport hub
- Improved transport hub
- New transport hub
- Potential new transport hub

**EXTRACTED FROM CCC -
TRANSPORT STRATEGY
FOR CAMBRIDGE AND
SOUTH CAMBRIDGESHIRE
(2014) TRANSPORT
STRATEGY AND HIGH
LEVEL PROGRAMME**

East West Rail
Investigate new or reinstated railway between Cambridge, Bedford, Milton Keynes and Oxford.
Route between Cambridge and Bedford to be determined

Cambridge to Haverhill
Medium to longer term approach – either:

- Bus lanes / bus priority on A1307
- New Busway and Park and Ride site
- Reinstated railway

Emerging Public Transport Strategy

Aspirations are:

- to provide a good non-car alternative for mid- and long-distance movements based on where people live
- service to reflect demand and journey purpose
- to provide good links to popular destinations both within the City and outside
- to provide a service to reflect the respective delivery of West Cambridge

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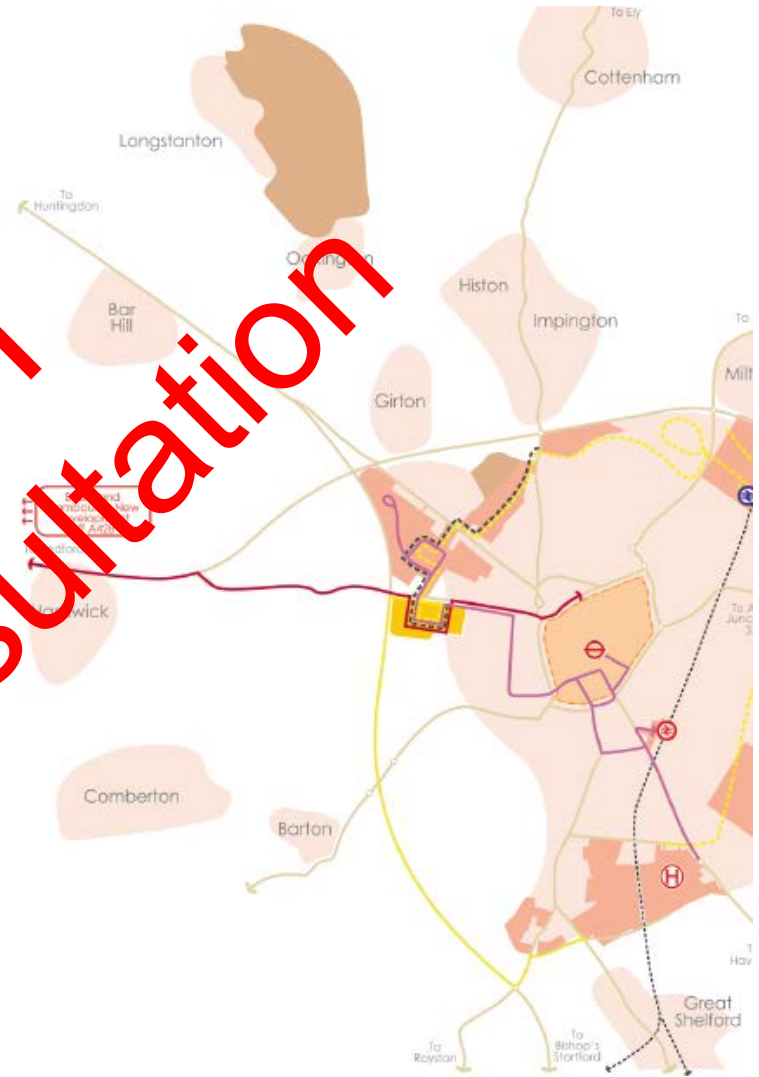


Emerging Public Transport Strategy

Key:

- Key Highway Network
- Railway
- Railway Station
- Addenbrooke's Hospital
- Built Up Area
- Town Centre
- New and Future Developments
- Future Aspirational Developments
- West Cambridge Development
- Cambridge Guided Bus Service B1
- Future Uni 4 Service
- Enhanced Citi 4 Service
- Orbital Bus Routes

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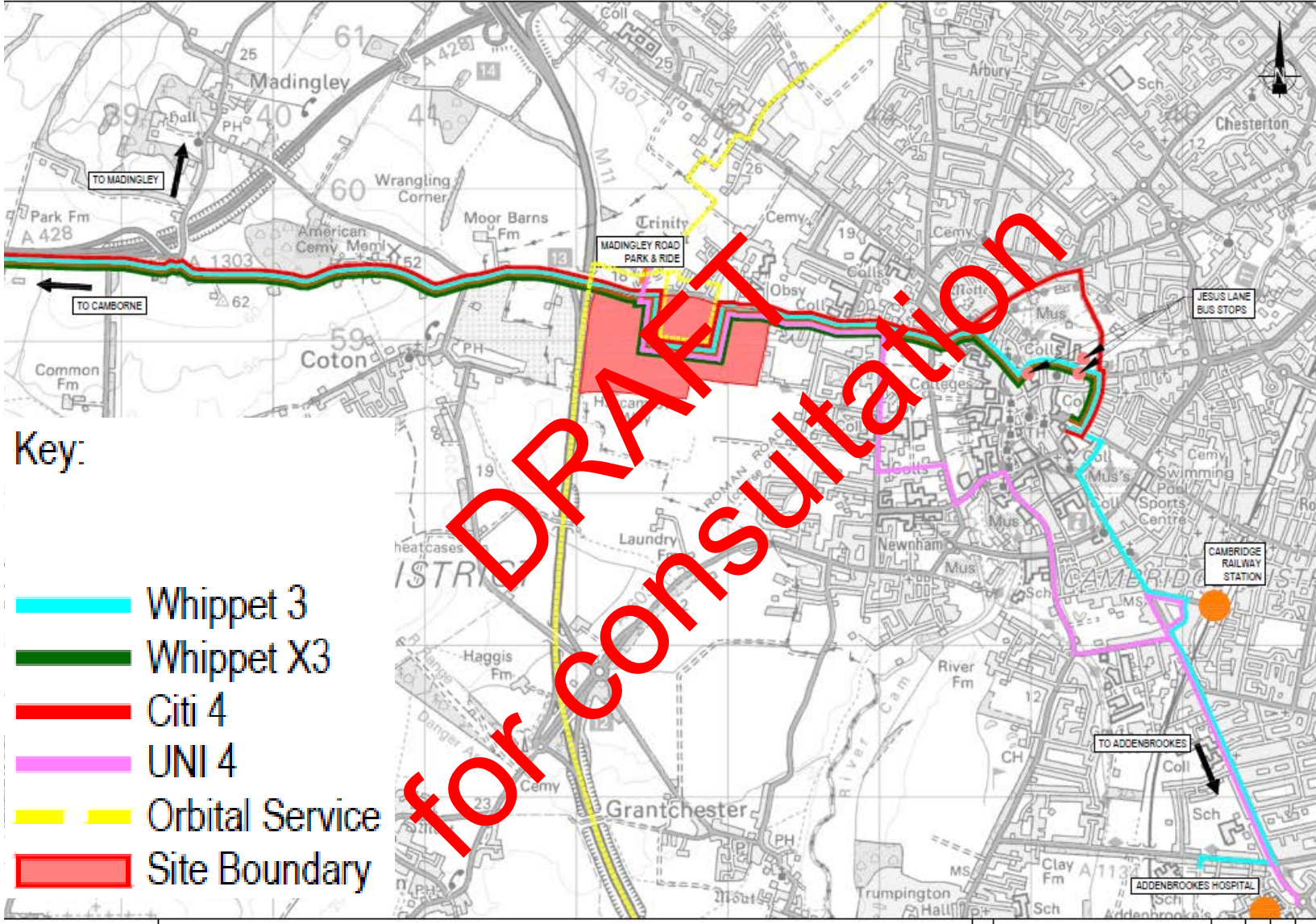
Emerging Public Transport Strategy

Assessing:

- **Uni 4 – increased frequency, links to Cambridge Rail Station, weekend services**
- **Citi 4 – penetration of the West Cambridge Devt as the highway accesses open**
- **Orbital Service – increased frequency, larger vehicles, from north to south of City (reflecting City Deal aspirations)**
- **Guided Busway – a variation to the existing Service B, to provide links along the A14 corridor**



Emerging Public Transport Strategy



Pedestrian / Cycle Strategy Aspirations

Aspirations are:

- to respond to comments received from Community groups
- to provide full permeability throughout the Development
- to provide connectivity between the Development and the surrounding area and
- in conjunction with other local developments, to enhance existing connectivity between surrounding areas

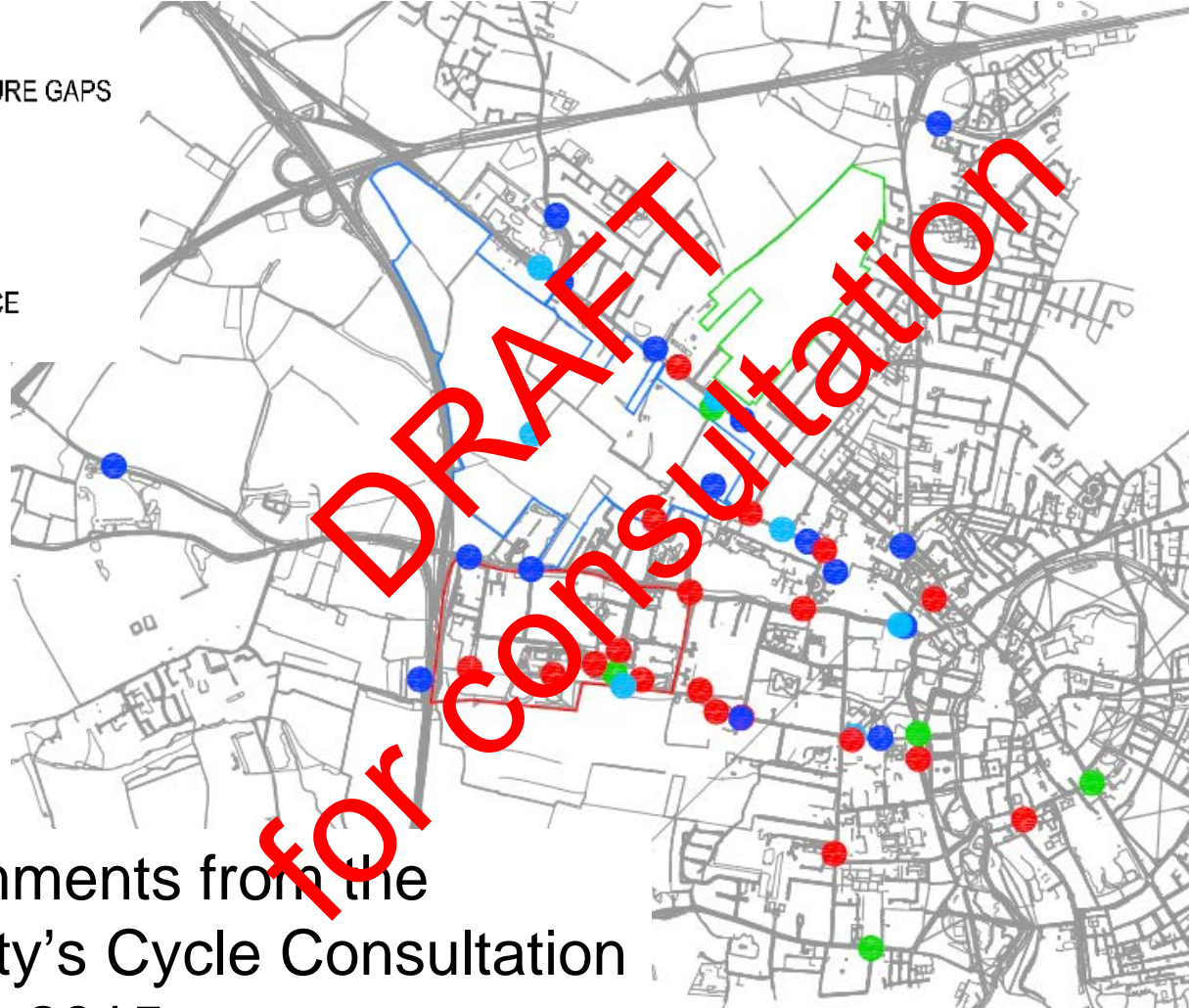
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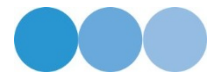
Cycle Forum review – local area

NOTES

- INFRASTRUCTURE GAPS
- SOLUTIONS
- BAD PRACTICE
- GOOD PRACTICE



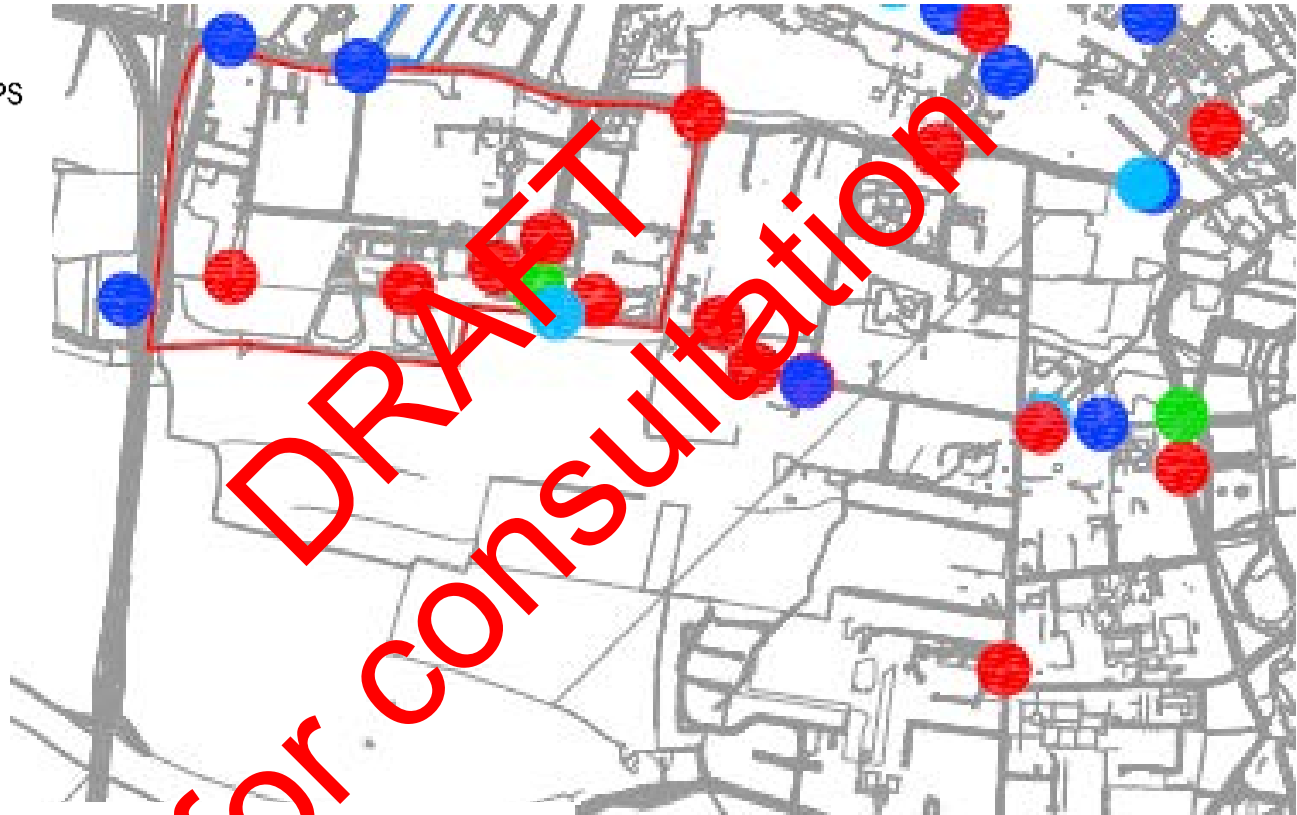
The comments from the University's Cycle Consultation Group in 2015



Cycle Forum review – local network

NOTES

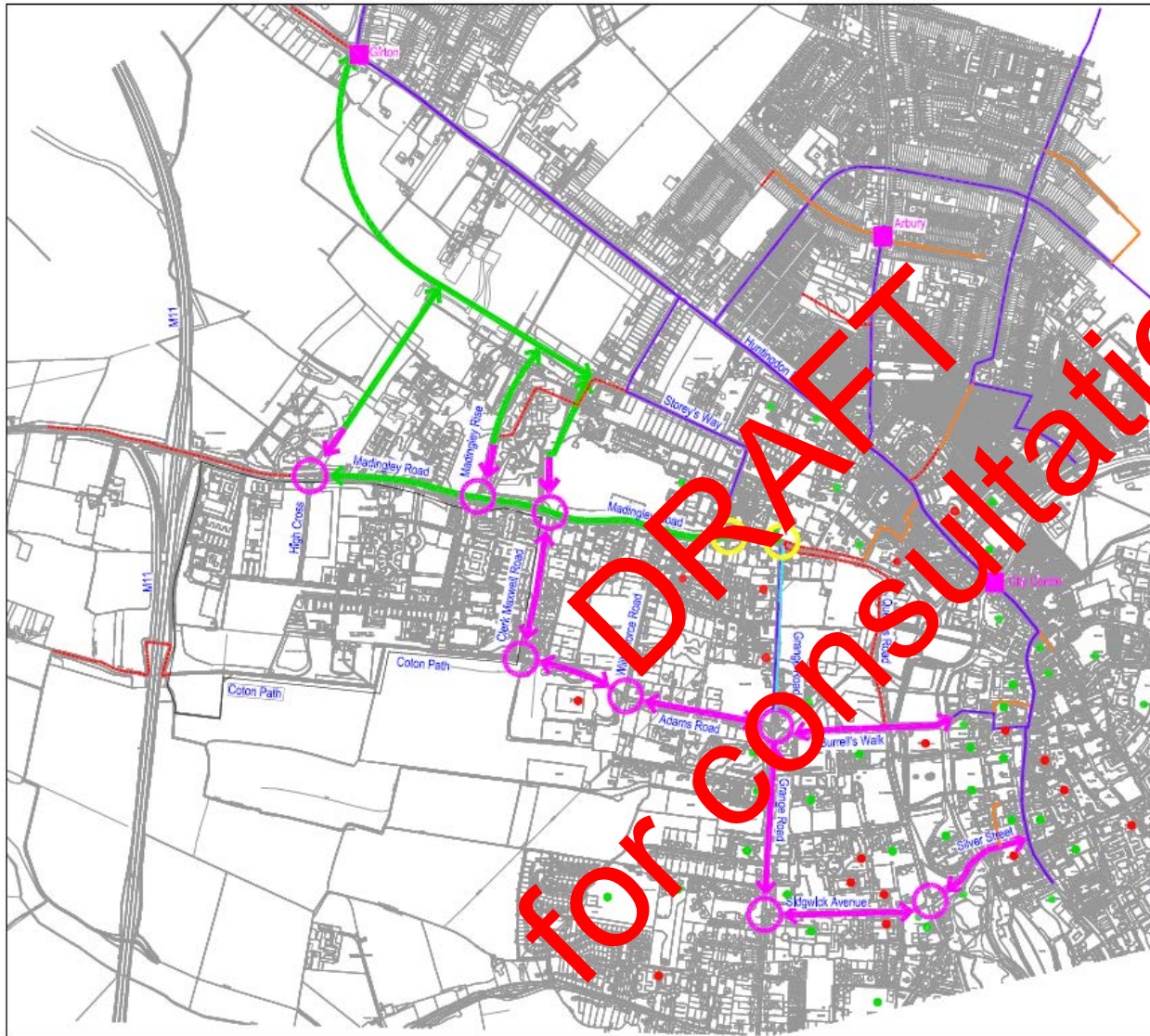
- INFRASTRUCTURE GAPS
- SOLUTIONS
- BAD PRACTICE
- GOOD PRACTICE



The comments from the University's Cycle Consultation Group in 2015



Future Walking and Cycle routes



- Existing Network**
- Signed primary network (on road)
- Signed primary network (separate from traffic)
- Local Inks & links to villages (on road)
- Local Inks & links to villages (separate from traffic)
- University Facilities
- Colleges & Associated Facilities
- Proposed Development Site**
- Site Boundary
- Proposed Network**
- Junction Improvement
- Road Safety Scheme
- Enhanced Link (on road)
- NW Cambridge Access Point
- Enhanced Link (off road)
- Enhanced Link By Others



Emerging Pedestrian / Cycle Strategy

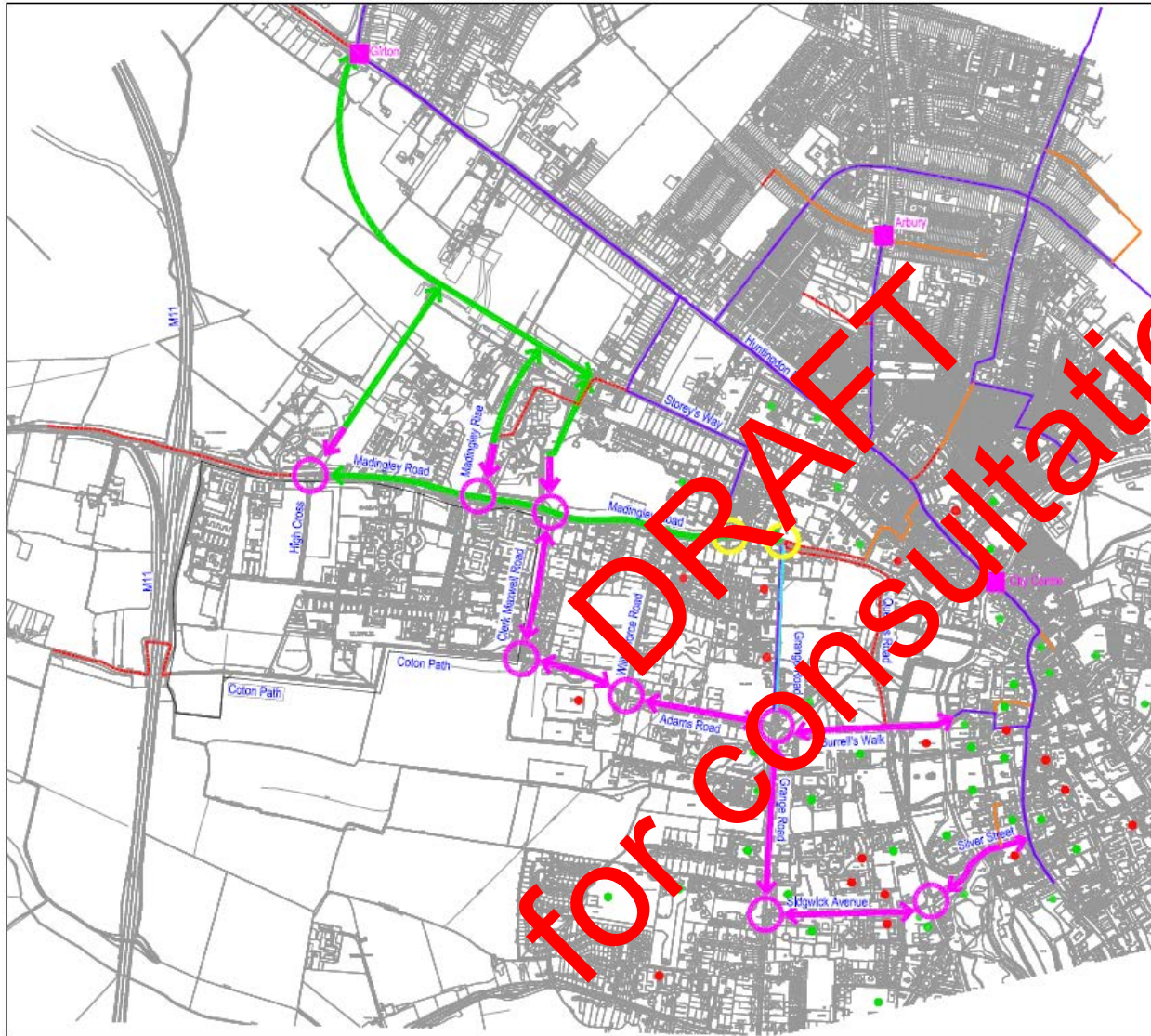
Strategy elements are to:

- improve existing road safety
- provide links to the north and North West Cambridge
- provide links to the east; and
- towards the City Centre

These measures will also enhance the connectivity between Coton and Madingley, to the City



North links and safety schemes

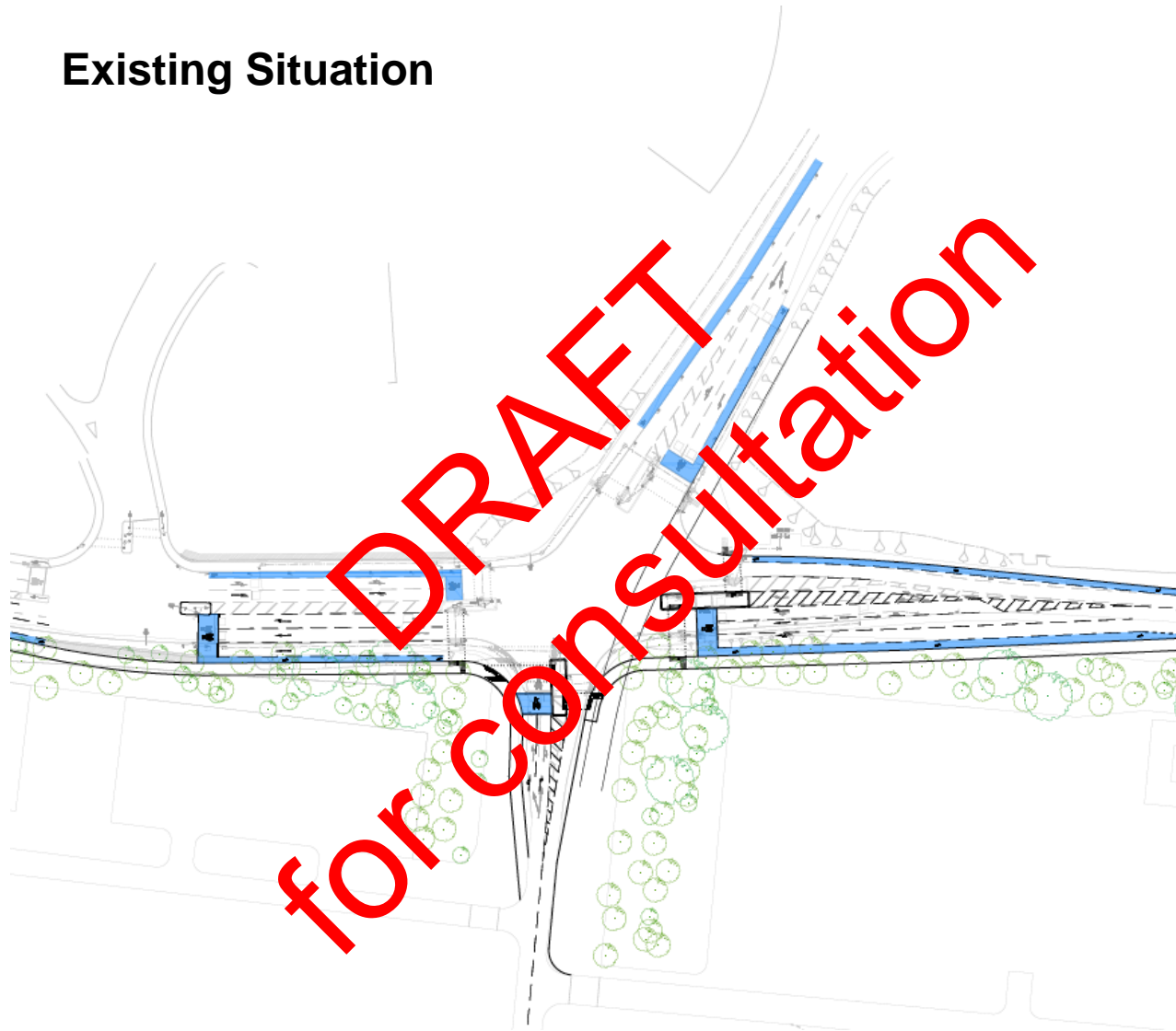


- Existing Network**
- Signed primary network (on road)
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- Local Inks & links to villages (on road)
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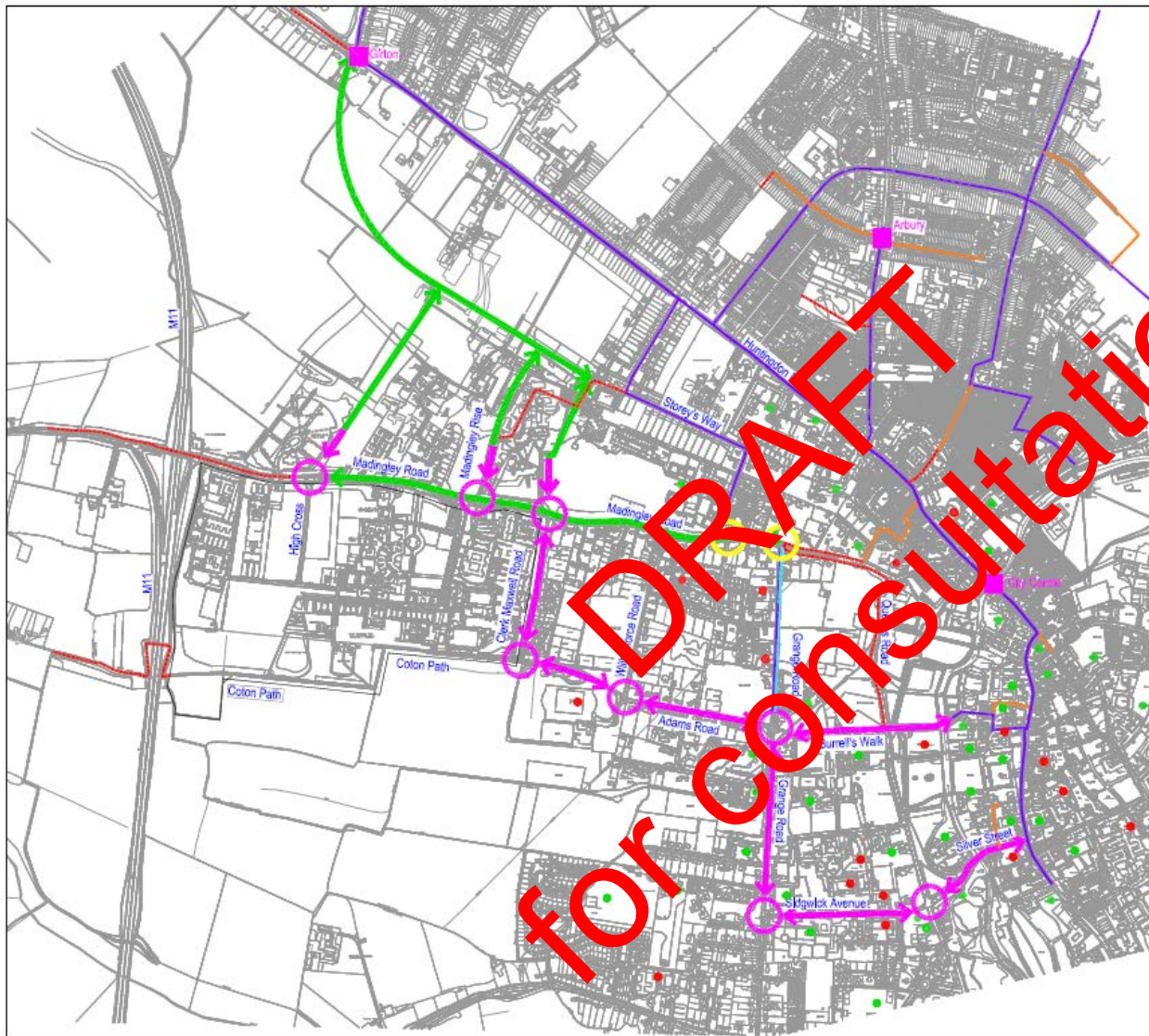


Links to the North

Existing Situation



Links to the East



- Existing Network**
- Signed primary network (on road)
- Signed primary network (separate from traffic)
- Local Inks & links to villages (on road)
- Local Inks & links to villages (separate from traffic)
- University Facilities
- Colleges & Associated Facilities
- Proposed Development Site**
- Site Boundary
- Proposed Network**
- Junction Improvement
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- Enhanced Link (on road)
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Links to the East

Coton Path

- **Widen to the north where University owns land**
- **Improve connections to West Cambridge -**
 - Clerk Maxwell Road (existing)
 - Cavendish Laboratory (new)
 - East of Hauser Forum building
- **Measures could include**
 - improved sight lines
 - greater levels of segregation between pedestrians and cyclists
 - better radii - in line with cycle guidance



Widen to the north



Clerk Maxwell Rd link



Cavendish Laboratory

Hauser Forum



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Links to the East

Adams Road – Coton Path

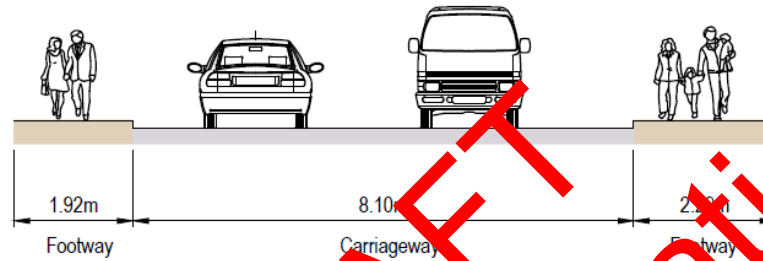
- modify junction to improve pedestrian and cycle movements
- review the wall obstruction
- review junction form and priority

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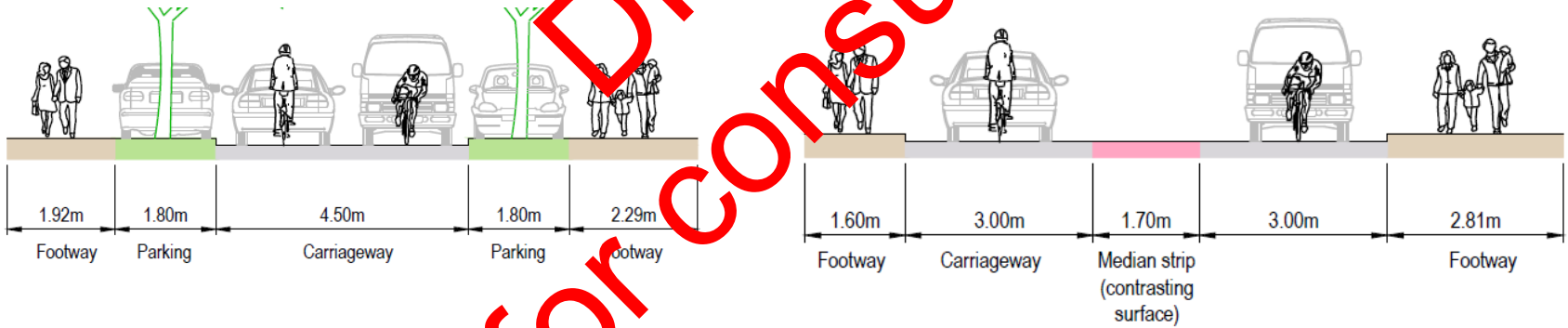


Links to the East

Adams Road / Grange Road / Sidgwick Avenue



Typical Existing Situation



Potential alternative options



Links to the East

Cycle Street – with parking



Links to the East

Cycle Street – with median



Links to the East

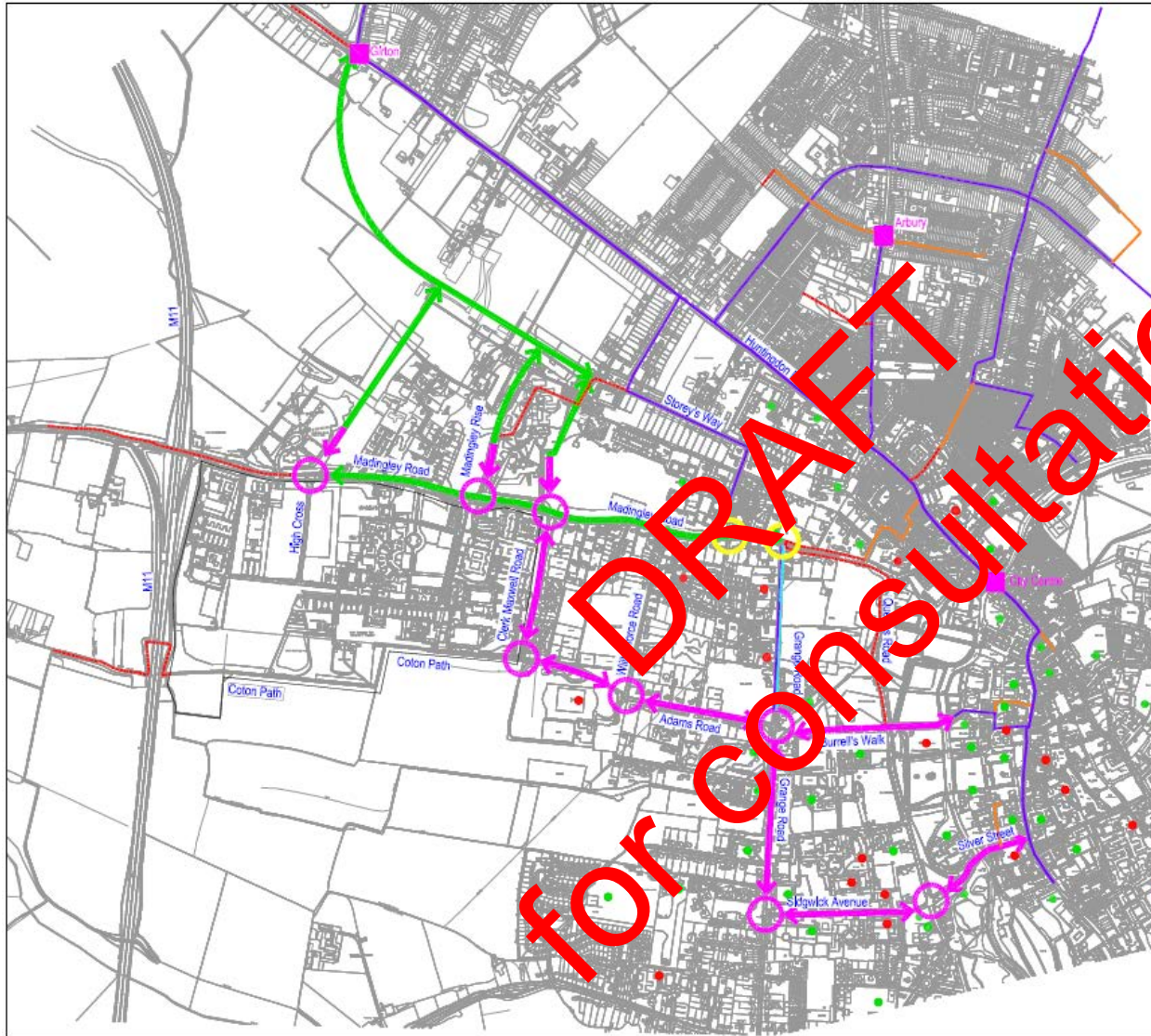
Adams Road - Grange Road

Review existing junction form to provide priority for cyclists, considering:

- alternative junction forms
- extended advance stoplines
- early start for cyclists
- improved pedestrian crossing provision



Links towards the City



- Existing Network**
- Signed primary network (on road)
- Signed primary network (separate from traffic)
- Local Inks & links to villages (on road)
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- Enhanced Link By Others



Links towards the City

Grange Rd – Sidgwick Ave

Review existing junction form to provide priority for cyclists, considering such as:

A possible signal scheme

- wide advanced stoplines
- early start for cyclists
- improve pedestrian crossing provision
- or

A Mini Roundabout



Links towards the City

Queen's Road / Sidgwick Ave

Review signalised junction, considering:

- extended advance stoplines
- early start for cyclists
- improved pedestrian crossing provision

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Workstreams and Progress

- liaison and consultation process continues
- fully funded Travel Plan submitted to the Joint Authorities – to be discussed
- modelling on-going – to be submitted and agreed with the Authorities
- transport strategy elements being discussed with the Authorities
- Transport Assessment and ES being progressed

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