

Zoom webinar Q&A 7

Walking, cycling and reducing car use

Responses to questions not answered in the webinar:

- 1. How many people currently work in the Science Park, and what is the modal share for commuting? How much does that need to shift to meet the (commendable) objectives in this plan?**

There are currently approximately 7,500 jobs in the Science Park and a car mode share of around 70% across the Area Action Plan area. Based on the [Transport Evidence Base](#), the intention is for this to reduce to 29% for employment generated trips into this area in order to ensure the proposed trip budget is not exceeded.

- 2. With 20k jobs and only 8k houses - assume 1.5 earners per dwelling (national average is 1) and take out 2000 commuting to London and spouses with jobs off site means 10k people commuting into area! This will require many people living some way from the site - even if only 25% commute by car, the whole concept is a nonsense.**

As you say those moving there will know the type of site it is, so if you want to remain a two-vehicle dwelling you will live elsewhere and commute in.

Our proposals aim to strike the right balance between creating new homes and new jobs so that a truly mixed-use new city district can enable people to walk and cycle to work, homes and services. This is not just about people travelling to work in offices and high-tech lab spaces but also to light industrial jobs as well as to retail and service industries. We have worked on a [Smart Infrastructure Topic Paper](#) to further explore how best North East Cambridge can maximise 'internalisation' within the site.

Nevertheless, people will still need to travel into North East Cambridge from elsewhere and equally people will also be travelling out of the area. By establishing a trip budget for the whole area, reducing car parking provision and focusing on more sustainable transport modes, this will ensure there is no further uplift in traffic at peak times on Milton Road.

We are keen to ensure we achieve the right balance and encourage feedback on Our vision: [Question 4: Do we have the right balance between new jobs and new homes?](#)

**3. What steps and interventions will there be to control displacement parking?
We already have displacement parking for the CSP now.**

Parking will be closely monitored in the neighbouring areas to the North East Cambridge site and phased parking control measures will need to be implemented. This could include controlled parking zones in and around the area and enforcement measures. We are currently working with Cambridgeshire County Council to explore the range of measures at this early stage to ensure any parking displacement is monitored and managed from the outset. More information is set out on this matter in the [Transport Topic Paper](#).

4. Would it not be better to have secure, controlled car barns outside the A14, to avoid people driving into the site.?

[Figure 40](#) in the draft Area Action Plan sets out where car barns could be located across the North East Cambridge area. We have considered off-site car barns north of the A14, but as traffic into this area comes from east and west on the A14 as well as north from the A10, there is no obvious location at this stage where an off-site car barn could be located. We welcome your thoughts on this and encourage feedback via the consultation. We would suggest the best place to submit comments is section 7: Connectivity, [Policy 22: Managing motorised vehicles](#).

5. How does it compare to Orchard Park?

In terms of connectivity and parking, North East Cambridge is and will be quite different from Orchard Park. Whilst there are some similarities, such as the Guided Busway and proximity to the A14, North East Cambridge already benefits from Cambridge North Station and will shortly be connected to the City Centre and Cambridge Biomedical Campus via the Chisholm Trail. There are also proposals for Cambridge Autonomous Metro (CAM) stations within the Area Action Plan area.

Whilst Orchard Park has been developed at a slightly higher density than some of the surrounding developments in North Cambridge, the approach to car ownership

at North East Cambridge, the proposed range of uses; in particular the co-location of homes and a wide range of jobs, as well as the existing and planned sustainable transport options, mean that North East Cambridge will be quite a different place compared with Orchard Park.

6. CB1 (North of Worts Causeway) development is planned with no cycle or walking connectivity to the surrounding houses, despite spaces having been left for exactly this purpose in the original estate layout. As you have just explained in detail, we cannot/must not build new areas without this sort of connectivity. Is there any mechanism that can and will be used to withhold planning permission until this is addressed?

In order to ensure walking and cycling connectivity is delivered across the site, the draft Area Action Plan sets out numerous policies that any planning application in the area must conform with. The [Area Action Plan Spatial Framework](#) and [Policy 1: A comprehensive approach at North East Cambridge](#) within the draft Plan, set this out at a high level, further supported by [Policy 23: Comprehensive and Coordinated Development](#), which specifically requires a masterplan-led approach demonstrating numerous key issues, including improving access in and around the area. In addition, numerous policies in [section 7: Connectivity](#), set out the key connectivity and access requirements expected across and beyond the Area Action Plan area. Development proposals which do not comply with these policies will be required to clearly justify their intended approach as part of the planning application process.

7. Where can I formally submit feedback on the draft North East Cambridge Area Action Plan consultation in relation to Walking, cycling and reducing car use?

Please visit the consultation pages via www.greatercambridgeplanning.org/nec

In [section 7: Connectivity](#), we encourage comments and feedback on:

- [Policy 16: Sustainable Connectivity](#)
- [Policy 17: Connecting to the wider network](#)
- [Policy 18: Cycle Parking](#)
- [Policy 19: Safeguarding for Cambridge Autonomous Metro and Public Transport](#)
- [Policy 20: Last mile deliveries](#)
- [Policy 21: Street hierarchy](#)
- [Policy 22: Managing motorised vehicles](#)

Evidence supporting the policies is available in section 7 is listed here for further reading:

- [North East Cambridge Area Action Plan Transport Assessment \(2019\) and Addendum \(2020\)](#)
- [Smart Infrastructure Topic Paper: Future Mobility \(2020\)](#)
- [Smart Infrastructure Topic Paper: Environmental Monitoring \(2020\)](#)
- [Internalisation Topic Paper \(2020\)](#)
- [Health Facilities and Wellbeing Topic Paper \(2020\)](#)
- [Anti-poverty and Inequality Topic Paper \(2020\)](#)
- [Manual for Streets \(Department for Transport, 2007\)](#)
- [Waltham Forest Mini Holland Design Guide](#)
- [Ely to Cambridge Transport Study \(2018\)](#)
- [Skills, Training, and Employment Topic Paper \(2020\)](#)
- [Cambridgeshire Autonomous Metro Strategic Outline Business Case \(2019\)](#)
- [Community Safety Topic Paper \(2020\)](#)