

Making Space for People: CENTRAL CAMBRIDGE VISION, AIMS & OBJECTIVES AND STRATEGIES

Interim consultation working towards a
Supplementary Planning Document



SEPTEMBER 2019

**Document prepared by:**

Urban Design Team at Greater Cambridge Shared Planning Service and the Policy, Strategy & Economy Team at Greater Cambridge Shared Planning Service in partnership with Cambridgeshire County Council and Greater Cambridge Partnership.

Project collaborators: BDP, Urban Flow and Turley (Heritage).

Document is intended to be printed at A4.

All images courtesy of Greater Cambridge Shared Planning Service.

Maps – Crown copyright and database right 2019. Ordnance Survey Licence Number: 100019730.



Contents

Foreword	4
Key questions to consider	6
Part 1: Introduction, Purpose and Context	8
Introduction	8
Purpose	9
Context	10
Policy context	10
Project Study Area	11
Change context	11
Partnership context	13
Project context	15
Making Space for People Baseline Report	15
Baseline Report key findings	16
Part 2: Cambridge as a 'liveable' City	18
Defining the need for positive change	18
Walkable City	18
Economic and social benefits	18
Health benefits	19
Climate change and adaptation	20
Air quality	20
Public Art	20
Part 3: Defining a street and place user hierarchy for Central Cambridge	21
Intended user hierarchy for streets and spaces	21
User hierarchy	21
Part 4: A Vision for Central Cambridge	22
Aims & Objectives	24
Strategies	27
Movement focused strategies	27
Spaced focused strategies	29
Economic focused strategies	31
Part 5: Engagement and next steps	33
Engagement purpose and process	33
Next steps	33
Appendix: References	35



■ Trinity Street, Cambridge



Foreword

Making Space for People is our chance to help define Cambridge's future and what centre could mean tomorrow for all of us who live, work, play or visit. It is an opportunity to describe a new vision for our exciting city, and in shaping it we want to take account of the many different views, needs and desires of all so that the decisions made about the future use of streets and spaces are ones we can all understand and accept.



Cllr Katie Thornburrow

Executive Councillor,
Planning & Open Spaces



Cllr Nicky Massey

Executive Councillor, Transport
and Community Safety

Key questions to consider

As you read through this document, there are key questions that we would like you to consider. We have identified these below. You may have other comments, questions and suggestions too and we would love to hear about them!

Question 1: What will make Central Cambridge a great place to be in?

(To help inform your answer, you may want to read pages 18-20)

- Do you agree with trying to make Central Cambridge better for pedestrians including those with limited mobility?
- Can you think of any other benefits or disadvantages to making Central Cambridge a more pedestrian and cycle focussed place?

Question 2: Have we got the 'street user hierarchy' right?

(To help inform your answer, you may want to read page 21-22)

- Do you have any suggestions about the ordering?



■ Jesus Green, Cambridge



Question 3: Do you agree with our Vision for the kind of place Central Cambridge could be?

(To help inform your answer, you may want to read page 23)

- Is our vision bold enough?
- Has anything important been left out?

Question 4: Have we identified the right aims and objectives for the project?

(To help inform your answer, you may want to read page 24)

- Do they focus on the right kind of issues?
- Should they be bolder or more specific?

Question 5: Do the strategies cover the right themes?

(To help inform your answer, you may want to read pages 27-31)

- Have you got any suggestions about how Movement, Space and Economic Strategies could be realised?



■ Sidney Street, Cambridge

Part 1: Introduction, Purpose and Context

1.1 Introduction

- 1.1.1 Cambridge has an enviable collection of historic buildings, streets and spaces that combine to form its unique and enduring character. Every year the City welcomes 8.1 million visitors¹, over 30,000 students attend the two universities and world leading companies choose to locate here to have the 'Cambridge' address. Residents enjoy living and working in or near to Cambridge with easy access to a wide range of facilities, open spaces and the surrounding countryside.
- 1.1.2 However, the growth of research & development based industries, new homes and businesses have placed Cambridge and its City Centre under significant pressure. The City has experienced continued traffic growth and increased numbers of people living, visiting, studying and working. These factors have impacted on the quality of Cambridge in terms of the physical appearance of streets and other spaces and experientially in terms of how enjoyable the City is to be in and move around whether that is for work or pleasure.
- 1.1.3 The impact of motor vehicles on historic places is not unique to Cambridge and cities across the world have similarly experienced an erosion of character and domination by the needs of vehicles. Pedestrians and cyclists have been pushed to the bottom of the hierarchy and made urban places hostile and confusing for residents and visitors alike.
- 1.1.4 In Cambridge, previous attempts to tackle congestion and competition for space in the late 1990s and early 2000s focussed on key streets and spaces such as King's Parade, Bridge Street and Trinity Street and were largely successful at the time, creating genuine changes in many parts of the Historic Core² by reallocating space and removing or rationalising motor vehicle routes.
- 1.1.5 Cities such as Nantes, Grenoble, Amsterdam and Copenhagen and further afield have radically changed the way in which people move round and experience their cities by moving pedestrians and cycles to the top of the user hierarchy and making a positive character and sense of place a priority in decision making.
- 1.1.6 There is a real opportunity to fundamentally change the way in which the Central Cambridge including the Historic Core operate. The Greater Cambridge Partnership (GCP) has committed to achieving a 24% reduction in traffic by 2031³ (based on 2018 assessment figures). Other

1 2017-18 Tourist Figures from Visit Cambridge & Beyond

2 The Historic Core is identified in the Cambridge Historic Core Appraisal (2016)



work being undertaken by the GCP will look at demand management⁴, air quality and getting more people across Greater Cambridgeshire to use more sustainable forms of transport. In Cambridge, 33% of people cycle as part of their daily routine and far exceeds other parts of the country. With decreasing car ownership across the city⁵, there is an opportunity to improve this further in addition to increasing the number of people that walk short journeys and use public transport.

- 1.1.7 The result of this work will create a step change in the way in which we can think about the public realm in Cambridge, how we use and enjoy streets and other spaces to improve the quality of the Central Cambridge. Such a move is essential to ensure that Cambridge continues to be a place that offers the best living, working and studying conditions that have, for so long, been part of what makes this a great 'world' City.

1.2 Purpose

- 1.2.1 The Making Space for People project will ultimately produce a Supplementary Planning Document (SPD) which will provide planning guidance for the streets and public spaces that form the public realm in Central Cambridge. The SPD

will align with relevant public realm and movement planning policies in the Cambridge Local Plan (2018)⁶, providing more specific and detailed guidance on how to interpret and implement these policies. It will also support the aims of the local transport authorities who have made a commitment to achieving a substantial reduction in traffic and a significant shift to sustainable transport modes.

- 1.2.2 This document forms part of an interim step in the production of the SPD. It forms the basis of public engagement on an emerging 'vision' for Central Cambridge, and the principles and strategies which could underpin the future SPD.
- 1.2.3 In preparing this document, there have been a number of targeted and wider public engagement events which took place in 2018. The key issues and opportunities identified at this initial stage have shaped the vision, principles and strategies. The background work that has informed this document is set out in the Baseline Report which is being published as a supporting evidence base.

3 The reduction in motor vehicles of 10-15% is against the 2011 baseline with subsequent growth this equates to a 24% reduction based on 2018 flows

4 Demand management is the application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time

5 RAC Foundation Report dated 26th December 2012 reveals a 7.1% reduction in car ownership in Cambridge between 2001 and 2011 censuses.

6 The Cambridge Local Plan forms part of the development plan for Cambridge. It sets out the vision, policies and proposals for the future development and land use in Cambridge to 2031. It is the main consideration in the determination of planning applications.

1.3 The Consultation Process

1.3.1 This Making Space for People Vision, Principles and Strategies document has been published to give residents, businesses and the wider public an opportunity to have a say in how we can improve the streets and spaces in Central Cambridge. The consultation period is between 9am on Monday 2nd September 2019 and 5pm on Monday 14th October 2019. Further information regarding how to submit your comments on the document can be found online⁷. The comments received from the consultation will inform the draft SPD. It will also influence local Greater Cambridge Partnership (GCP) transport schemes as these are shaped. Figure 1 right provides the anticipated project timeline.

1.4 Context

1.4.1 Policy context

1.4.2 The policy context to the Making Space for People project is the Cambridge Local Plan (2018) adopted by Cambridge City Council on 18 October 2018. The future SPD will provide supplementary detail and should be read in conjunction with adopted policies in the Local Plan and other relevant material considerations. Key Local Plan policies relevant to the project are:

- Policy 10 The City Centre: sets out the City Centre's role as a multi-functional regional centre. It identifies the Council's aim of improving the capacity and quality of the public realm throughout the city centre and the intention to set out more detail through the production of a city centre public realm strategy SPD.

Figure 1: Making Space for People project timeline



⁷ www.cambridge.gov.uk/making-space-for-people-spd

■ Opportunity Area Policies:

■ **Area Policy 12**

Fitzroy/Burleigh Street/Grafton
Area of Major Change

■ **Area Policy 21**

Station Areas West and Clifton Road
Area of Major Change

■ **Area Policy 22**

Mitcham's Corner Opportunity Area

■ **Area Policy 23**

Eastern Gate Opportunity Area

■ **Area Policy 24**

Mill Road Opportunity Area

■ **Area Policy 25**

Cambridge Railway Station, Hills
Road Corridor to the City Centre
Opportunity Area

- 1.4.3 As well as providing supplementary guidance on the above policies, the SPD will also link into the following Local Plan

policies relevant to Making Space for People in Central Cambridge:

- 1.4.4 The Making Space for People project will also support the GCP's target of a 10 to 15 per cent reduction in city centre traffic flows over 2011 levels, as part of the City Deal negotiations that resulted in the £500m devolution funding. Traffic has grown considerably since 2011 and this target now equates to a reduction of some 24 per cent over today's levels or the equivalent to taking one in four cars off the road network. To align with all GCP projects, Making Space for People is working to ensure that it is aligned with the Cambridgeshire and Peterborough Combined Authority Interim Mayoral Transport Strategy and the emerging Local Transport Plan (LTP).

- 1.4.5 Cambridge City Council declared a Climate Change & Biodiversity Emergency on 22 May 2019, and many other local authorities have followed suit. These declarations form part of the policy context for this project.

1.5 Project Study Area

- 1.5.1 The Making Space for People Study Area is identified in Figure 2 overleaf. It includes the city centre and the opportunity areas identified in the Policy Context. Together these form the area referred to as 'Central Cambridge' in this document.

1.6 Change Context

- 1.6.1 The Greater Cambridge area of Cambridge City and South Cambridgeshire District is set to grow by up to 30% over the next 15 years, with the population rising by 65,000 to 338,000 by 2031 (from 273,000

Policy Number	Policy Title
Policy 7	River Cam
Policy 36	Air Quality, odour and dust
Policy 55	Responding to context
Policy 56	Creating successful places
Policy 59	Designing landscape and the public realm
Policy 61	Conservation and enhancement of Cambridge's historic environment
Policy 65	Visual pollution
Policy 67	Protection of open space
Policy 69	Protection of sites of biodiversity and geodiversity importance
Policy 70	Protection of priority species and habitats
Policy 71	Trees

Figure 2: Making Space for People Study Area





in 2011)⁸. Population growth means trips on the transport network will increase by 25,000 by 2031 (from 101,000 in 2011 to 126,000). If we carry on as we are by 2031:

- Traffic in Cambridge will increase by over 30% in the morning peak
- Traffic in South Cambridgeshire will increase by almost 40% in the morning peak
- The time spent in congestion will more than double.

1.6.2 Whilst Greater Cambridge is experiencing very high growth, many of the changes affecting the city are common to other parts of the UK. These include:

- The ageing population with the percentage of Cambridge residents that are over 65 predicted to rise from 11.8% in 2011 to 16.38% in 2036 (Cambridgeshire Insight).
- Changes in the 'High Street' which is facing many challenges, with some retailers struggling to find their place in the 21st century.

1.6.3 Making Space for People has emerged in response to the issues highlighted above as a proactive approach to ensure that Cambridge rises to the challenge of accommodating growth and pressure in the heart of the City.

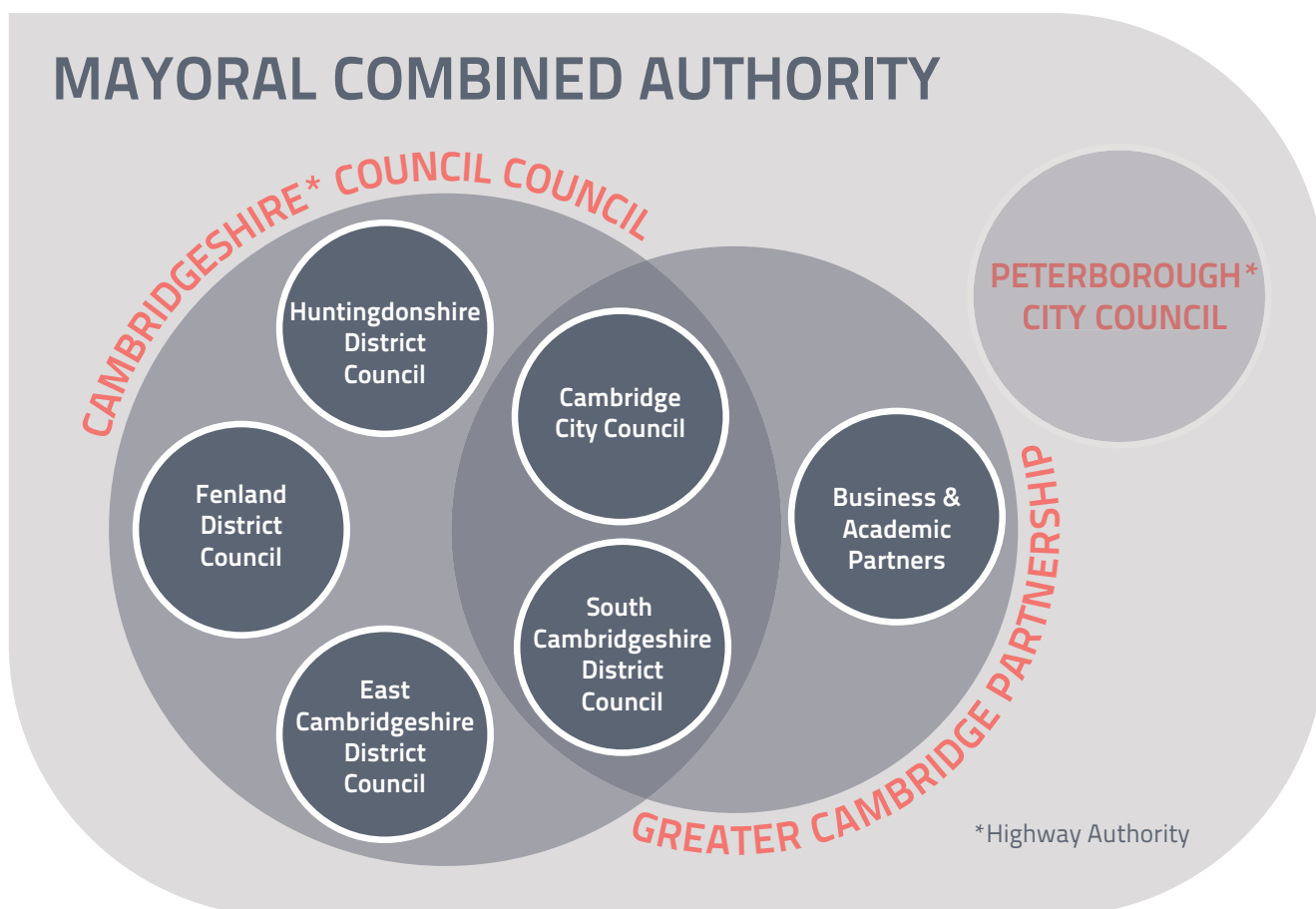
1.7 Partnership context

1.7.1 As the Local Planning Authority, Cambridge City Council is responsible for the development, adoption and implementation of the SPD.

1.7.2 Cambridgeshire County Council is the Local Highway Authority with responsibility for the maintenance and operation of the road network in the City and across Cambridgeshire.

- 1.7.3 The Cambridgeshire and Peterborough Combined Authority (CPCA) is the Strategic Transport Authority with responsibility for transport policy through the Local Transport Plan and the delivery of strategic transport infrastructure.
- 1.7.4 The Greater Cambridge Partnership (GCP), whose membership comprises of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and Cambridge University, has been established to deliver the Cambridge City Deal with up to £500 million of funding from Government over a 15-year period. The GCP is funding a programme of high-quality transport infrastructure to support the delivery of housing and new employment in the Greater Cambridge area.
- 1.7.5 The SPD will need to align with the new emerging Local Transport Plan being developed by the CPCA and to be influenced and informed by the County Council's relevant highway policies and practices.
- 1.7.7 The SPD also needs to take account of the CPCA's Cambridge Autonomous Metro (CAM) project which proposes a network of high quality public transport corridors linking Cambridge with surrounding towns and villages with the potential for a series of tunnelled routes under the city linking key housing and employment sites in and around Cambridge, including the city centre.

Figure 3: Local Government in Cambridgeshire & Peterborough





1.8 Project context

1.8.1 Making Space for People aligns with the GCP's City Access project which has a key objective of reducing traffic levels, delays and congestion in the city to facilitate:

- A more reliable and attractive public transport system
- Improvements for cycling and walking
- A significant improvement to air quality in the city
- Space reallocation to improve the journeys made by walking, cycling and public transport and enhance the public realm.

1.8.2 City Access has recently completed an extensive engagement exercise called 'Choices for Better Journeys'⁹. It sets out the GCP's vision to give more people a more attractive public transport option compared with the car and sought feedback from people living, working and studying in Cambridge. The consultation also set out some of the challenges around funding and delivery, including seeking feedback on different demand management options.

1.9 Making Space for People Baseline Report

1.9.1 A Baseline report has been produced by consultants working with the project team. It describes and analyses how Central Cambridge is currently performing in terms of its public realm, access and movement and begins to articulate the challenges it faces now and in the future.

1.9.2 The Baseline Report summarises the outcomes of a comprehensive programme of meetings, workshops, online engagement, desktop review, analysis and site visits that have been undertaken to help formulate a thorough understanding of the central area of Cambridge and those who live and work in the city and the potential impacts of projected growth.

1.9.3 The results of the baseline research and associated public engagement described in the Baseline Report have been distilled into twelve key findings shown on the following pages.

⁹ <https://www.greatercambridge.org.uk/cityaccess/choices-for-better-journeys>

Baseline Report key findings

1 A city with a global profile that has struggled to keep up with the pace of change and lost ground compared with other cities – a city that is not living up to expectations.



2 Lack of civic spaces and variable quality and maintenance of the public realm detract from historic assets rather than provide a positive setting.



3 Congestion and conflict between transport modes (pedestrians, cycles, cars, delivery vehicles, buses) as a result of too much being asked of limited space in the heart of the city.



4 Vehicle dominance (numbers and size) within the narrow streets of the historic core creates an intimidating, uncomfortable and in places unsafe environment for people.



5 The allocation of street space has no winners and instead tends to be unfair to all that use it, particularly those on foot and the mobility impaired.



6 Congestion, including at and around Drummer Street Bus Station, and bus routing contribute to poor bus service reliability and quality.





7 Increasing concern over climate change issues and the impact of air quality on health and quality of life.



8 The quality of cycling infrastructure and facilities fall some considerable way short of the “City of Cycles” billing.



9 Green spaces are underutilised and disconnected from each other and access to and interaction with the river is limited.



10 Tourist congestion hotspots discourage locals visiting the historic core and greatly limit a positive and substantial tourist contribution to local economy.



11 Local businesses both in the City and neighbouring local centres need support and the evening economy could be expanded.



12 Stakeholders are frustrated by current conditions within the City and keen to see positive and demonstrable change to create a high quality and well managed



Part 2: Cambridge as a 'liveable' City

Question 1: What will make Central Cambridge a great place to be in?

2.1 Defining the need for positive change

- 2.1.1 Liveability describes the degree to which a place is suitable or good for living in. Cambridge needs to continue to be a great place in which people can enjoy working, studying and visiting. The public realm has an important role to play in ensuring that happens.
- 2.1.2 The commitment of the Councils to substantially reduce the volume of traffic and their determination to tackle climate change provides an exciting opportunity to rethink streets and other spaces to support Central Cambridge as the heart of a liveable City.

Three key factors have created a significant opportunity in Central Cambridge, namely:

- GCP's commitment to traffic reduction including demand management measures and improved public transport will free up road space that can be used for other purposes;
- All Local Authorities with responsibilities for the city centre have made a commitment to addressing air quality, climate change and a zero-carbon future,

and this creates opportunities for change; and

- Recent public engagement as part of the Making Space for People Project and Choices for Better Journeys have demonstrated strong stakeholder support for change.

- 2.1.3 The sections below begin to describe how the opportunity presented by rethinking our approach to the way in which people access and experience Central Cambridge.

2.2 A Walkable City

- 2.2.1 Central Cambridge, with its compact scale and flat topography, is pre-disposed to being 'walkable'. A walkable place is designed to be inclusive and one that creates the right conditions for moving around easily as a pedestrian or cyclist and which connects seamlessly into an accessible and well planned supporting public transport network. The strategies in the forthcoming SPD will make for a more attractive and accessible City Centre that is easy to navigate. Figure 4: Central Cambridge 5 and 10 minute walking catchments helps to illustrate the compact form of the City Centre.

Figure 4: Central Cambridge 5 & 10 minute walking catchments from Market Square



2.3 Economic and social benefits

2.3.1 Increased footfall and creating comfortable places for people to dwell can improve the prosperity of existing local businesses and encourage new businesses to develop. A high-quality public realm that is well-managed, people focussed and responsive to contextual and functional needs will create the best conditions for sustaining and boosting the economic vitality that supports an attractive and vibrant City. Evidence has shown that improvements to public spaces and the reallocation of road space in favour of walking and cycling can boost town centre and high street footfall and trading.

2.3.2 Central Cambridge is not just about retail provision and in a rapidly changing 'high street' environment, cultural and entertainment activities play an ever-increasing role in how and why people come to city centres.

2.4 Health benefits

2.4.1 Getting people to move more and make healthy and active travel choices means improving the network of streets and spaces that support healthy and active lifestyles. Removing the dominance of cars, delivery vehicles and buses from streets and spaces will make walking and cycling more attractive options. Combined with a well-integrated, convenient and accessible public

transport system, this will support healthy travel choices and reduce the reliance on private motor vehicles.

2.5 Change and adaptation for climate and biodiversity

2.5.1 Change and adaptation for both climate and biodiversity are a crucial consideration right now and going forward. Cambridge is fortunate to have a network of green spaces that allow easy access from the Central Cambridge out to the surrounding countryside. Whilst providing an invaluable wildlife and aesthetic resource, they play a significant role in managing environmental quality and helping to address climate change. Improving the green infrastructure in Central Cambridge will enhance Cambridge's ability to adapt to our changing climate. The integration of sustainable drainage features (blue infrastructure) can help provide urban cooling to help lower air temperatures through the process of evaporative cooling. Evidence shows that green infrastructure also improves air quality, helping to mitigate vehicle emissions as well as having wider social benefits in improving people's health and wellbeing.

2.6 Air Quality

2.6.1 Air quality is becoming a prominent issue across the world and is a key issue in Central Cambridge. A reduction in motor vehicle traffic and move over to zero emissions vehicles, especially vehicles that serve Central Cambridge such as taxis, delivery vehicles and buses, will create significant benefits for people living, working, studying and

visiting. Improving air quality will help deliver health benefits and support economic growth.

2.7 Public Art

2.7.1 Cambridge has a great track record in delivering thoughtful and integrated public art as part of new buildings and in the public realm; contributing to place making by joining the best contemporary public art practice to community engagement, architecture, landscape and urban design. Public art can shape and improve the experience and understanding of the City as a place of creativity and innovation that offers a high quality of life. When successfully integrated such works compliment, inform and delight. Our streets and spaces must be thought of in the context of the City's Cultural offer, past, present and future, as part of continuing the rich tradition of art linked with place.

Figure 5: The components of the Liveable City





Part 3: Defining a street and place user hierarchy for Central Cambridge

3.1 Intended user hierarchy for streets and spaces

3.1.1 Everyone has a part to play in helping to shape the future of Central Cambridge in the coming decades. Talking to residents and visitors as part of earlier public engagement in 2018, revealed the key concerns that people had when using Central Cambridge. It also highlighted how passionate people are about their City and that they want to be involved in future decision making. Young people wanted a place that was relevant to them and all wanted to experience a more comfortable and inclusive place. People of all ages and abilities identified that the city's streets and spaces didn't provide places to sit and enjoy the city. From the engagement it is clear that there is a significant appetite to make Central Cambridge more 'people focussed'.

3.1.2 To achieve this transformation the dominance of motor vehicles needs to be reduced or in some areas removed altogether. An increased pedestrian priority area as part of the Historic Core will help to create the right conditions for re-imagined streets and spaces.

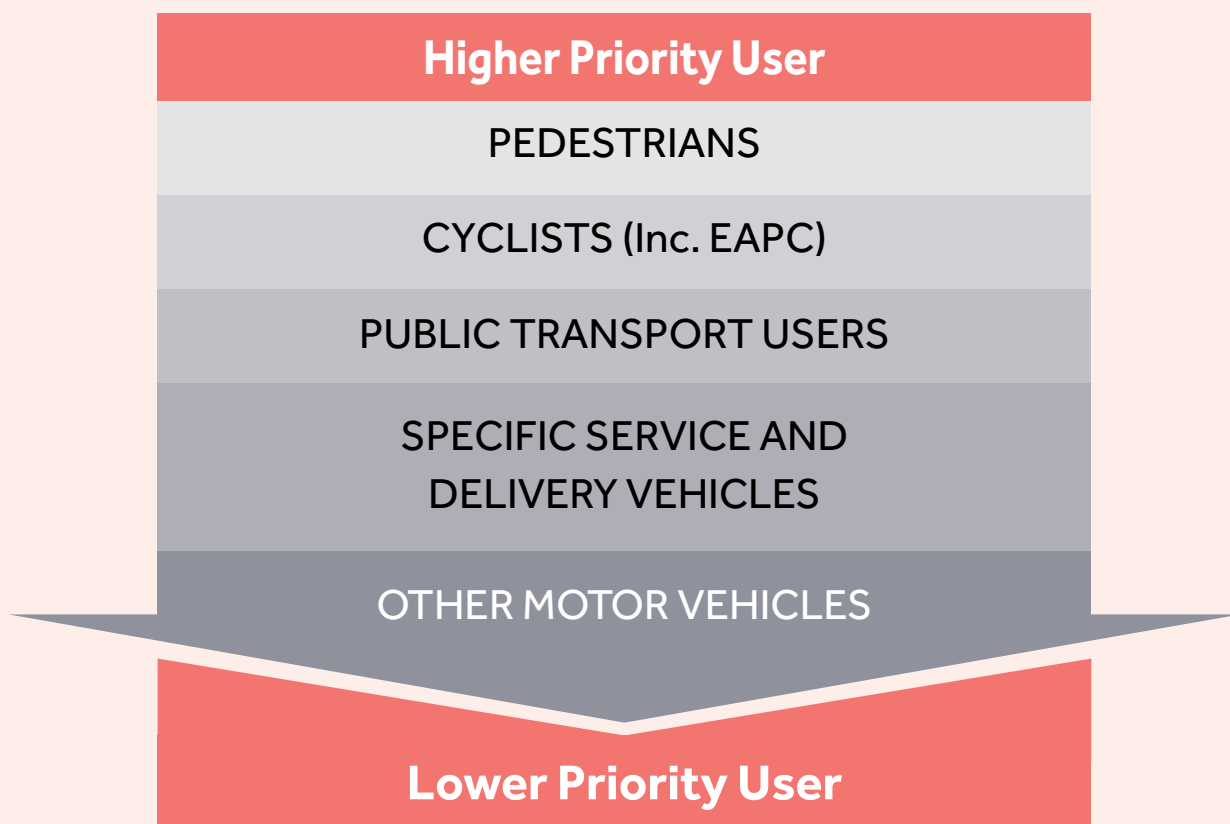
3.1.3 Consistent with Manual for Streets¹⁰ and in line with promoting inclusive and enjoyable streets and spaces within Central Cambridge, the following hierarchy (Figure 6) is being considered. Crucial to creating a successful balance will be ensuring that the streets and other spaces in Central Cambridge are designed to be inclusive and that positively 'design in' facilities for disabled people and vulnerable individuals.

¹⁰ Manual for Streets 1&2 provides guidance on effective street design and applies to England and Wales as national guidance. Manual for Streets 1 defines the recommended user hierarchy.

Question 2: Have we got the 'street user hierarchy' right?

Figure 6: Street user hierarchy¹¹

When considering the users of streets within Cambridge City Centre, the following hierarchy of needs should be observed so that a balanced and sustainable approach can be developed.



This will help to ensure that the correct priority is given to the preferred user during the design, conservation and management phases.

¹¹ Cycles also include Electrically Assisted Pedal Cycles (EAPC) that by definition are not capable of speeds greater than 15.5mph and have a power output no greater than 250 watts (see: <https://www.gov.uk/electric-bike-rules>)

Part 4: A Vision for Central Cambridge

Question 3: Do you agree with our Vision for the kind of place Central Cambridge could be?

‘Central Cambridge should be a healthy, vibrant and engaging place that is accessible, well run and welcoming to residents and visitors alike.’



■ Sidney Street, Cambridge

Question 4: Have we identified the right aims and objectives for the project?

4.1 Aims & Objectives

The following Aims and Objectives will help to deliver the overall Vision for Central Cambridge.



A1 - Green – a place which incorporates and maximises opportunities for improving biodiversity and sustainable living. In practice this means ensuring:

- The nature conservation value of existing open spaces is maintained and enhanced to result in a biodiversity net gain.
- Streets and other spaces within Central Cambridge introduce measures to enhance nature conservation value.



A2 - Healthy – a place that supports the health and well-being of all those who live in, work in and visit Cambridge. In practice this means having:

- The right environmental conditions including cleanliness, air quality and noise.
- A City Centre which supports healthy, active and sustainable lifestyles.



A3 - Equitable – a place which is safe, accessible, welcoming and engaging for all. In practice this means ensuring:

- Places, activities and travel options are available that are safe, convenient and comfortable to all.
- Conflict between different modes of travel and uses of space are reduced.



A4 - Welcoming – a pleasant and engaging place to be. In practice this means a City Centre which:

- Is easy to navigate as well as move into and out of as a pedestrian, cyclist or public transport user.
- Has calm places with space to stop and relax as well as busy vibrant spaces.



A5 - Well-curated – a place which is beautiful as well as being effectively managed to reflect its heritage as a cradle of innovation and learning. In practice this means a City Centre which:

- Understands and maintains its unique character whilst accommodating pressures for growth and change.
- Is clean, uncluttered and well-maintained.



■ Bene't Street, Cambridge



PEDESTRIAN
ZONE

Except for
buses, taxis
and access to
Bridge Street
(South)

20

ZONE

■ Bridge Street, Cambridge



4.2 Strategies

4.2.1 A series of strategies have been identified that will help to deliver the overall Vision for Central Cambridge and show how the identified aims can be realised for movement, spaces and economic aspects.

Question 5: Do the strategies cover the right themes?

4.3 Movement focused strategies

	Central Cambridge movement focused strategies	Green	Healthy	Equitable	Welcoming	Well-curated
S1	Make the Central Cambridge easier to navigate so that everyone gets the most out of their visit or trip by providing better signage and designing for legibility.		✓	✓	✓	✓
S2	Extend the pedestrian focused area to create a comfortable walking pace and accessible environment that reduces conflict between cyclists and pedestrians.	✓	✓	✓	✓	✓
S3	Create facilities for cyclists who want to pass through the city centre so they have a choice to use faster, safer routes that avoid the busiest streets.	✓	✓		✓	✓
S4	Provide cycle routes to, and parking within the city centre and at local centres informed by a review of cycle parking facilities and locations that addresses high demand and support active travel options.	✓	✓	✓		✓
S5	Re-appraise the location and function of central car parks and access to and from them to minimise impacts on the enjoyment of the city centre for pedestrians and cyclists and the reliability of bus journeys.	✓	✓			✓
S6	Re-appraise bus and coach (public and tourist) routing and the location and function of stops and drop off points to minimise impacts on the enjoyment of the city centre whilst maintaining or where possible improving access into the city centre.	✓	✓	✓		✓
S7	Review routing and arrangements for delivery and service vehicles to minimise impact on city movement and enjoyment of the city for pedestrians and cyclists.			✓		✓
S8	Review the role, facilities and locations of taxi stands to minimise impact on city centre movement whilst maintaining good accessibility. Also review routing of private hire vehicles across Central Cambridge.		✓	✓		✓





4.4 Spaces focused strategies

	Central Cambridge space focused strategies	Green	Healthy	Equitable	Welcoming	Well-curated
S9	Create opportunities to reallocate space freed up by reductions in motor vehicles to create new and repurposed public spaces.	✓	✓	✓	✓	✓
S10	Enhance existing and new public spaces by creating opportunities to dwell including places to stop, sit and relax.	✓	✓	✓	✓	✓
S11	Develop and enhance existing and new public spaces for all by creating opportunities for new cultural activities.		✓	✓	✓	✓
S12	Enhance the Market as the City's 'heart' and allow and encourage more civic activities, whilst preserving and promoting the market.		✓	✓	✓	✓
S13	Create a linked network green spaces with defined functions that increase the range of uses for all.	✓	✓		✓	✓





4.5 Economic focused strategies

	Central Cambridge economic focused strategies	Green	Healthy	Equitable	Welcoming	Well-curated
S14	Create the right conditions to support a wider range of uses in Central Cambridge beyond typical retail functions.		✓	✓		✓
S15	Change the balance of space for activities such as outdoor eating and drinking to develop a café culture approach creating street activity and interest.		✓	✓	✓	✓
S16	Support local businesses and independent shops within the context of their contribution to a diverse, attractive and thriving city centre and linked local centres.		✓	✓	✓	✓
S17	Seek and support opportunities for more day and night activities for all within public spaces.			✓	✓	✓
S18	Create a tourist circuit and develop the historic city axis by changing and limiting coach drop off and pick up to more effectively disperse visitors and reduce pressure on hotspots in Central Cambridge.			✓	✓	✓
S19	Create flexibility in the Central Cambridge's streets and spaces to respond to different uses and activities throughout the day and year.	✓	✓	✓	✓	✓
S20	Encourage stewardship to create opportunities for wider community involvement.				✓	✓



■ Green Street, Cambridge



Part 5: Engagement and next steps

5.1 Engagement purpose and process

- 5.1.1 The focus of this public engagement is this Vision, Aims & Objectives and Strategies document. We are also publishing the Baseline Report¹² for wider consideration which you are also welcome to comment on.
- 5.1.2 The comments received from this public consultation will be published following the conclusion of the consultation, once all comments have been registered and summarised. They will inform the preparation of the Making Space for People SPD. It will also influence local GCP transport schemes as these are shaped.
- 5.1.3 The consultation period is between 9am on Monday 2nd September 2019 and 5pm on Monday 14th October 2019. The analysis of the consultation comments is expected to take place in late 2019.

5.2 Next steps

- 5.2.1 The draft Making Space for People SPD will be prepared following the outcome of the consultation of this document as well as further consultation undertaken by the Greater Cambridge Partnership on wider City Access measures.
- 5.2.2 The GCP are currently preparing a package of potential City Access measures to improve public transport and meet commitments to reducing congestion that are anticipated to be consulted on in early 2020, subject to GCP Executive Board approval.
- 5.2.3 It is anticipated that the draft Making Space for People SPD will be published for public consultation in late 2020 once the representations from both consultations have been considered.

12 www.cambridge.gov.uk/making-space-for-people-spd



■ Trinity Lane, Cambridge



Appendix: References

Cambridge Local Plan 2018

<https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>

accessed 11 June 2019

Cambridgeshire Insight Open Data

<https://data.cambridgeshireinsight.org.uk/dataset/2015-based-population-and-dwelling-stock-forecasts-cambridgeshire-and-peterborough-0#{view-graph:{graphOptions:{hooks:{processOffset:{},bindEvents:{}}},graphOptions:{hooks:{processOffset:{},bindEvents:{}}}}>

accessed 11 June 2019.

Choices for Better Journeys

<https://www.greatercambridge.org.uk/choices-for-better-journeys/>

accessed 11 June 2019

City Access And Bus Service Improvements Update 15 November 2018, Greater Cambridge Partnership Joint Assembly.

<http://scamb.moderngov.co.uk/documents/s108578/7-City%20Access.pdf> accessed

11 June 2019

GCP Joint Assembly Report 6 June 2019 City Access and Public Transport Improvements Update Following Choices for Better Journeys (web link not yet available)

Cambridge Historic Core Appraisal

<https://www.cambridge.gov.uk/media/2859/historic-core-appraisal-2016-area-map.pdf>

Making Space for People SPD Baseline Report (June 2019)

Contact us

polycysurveys@cambridge.gov.uk

01223 457200

Planning Policy, Cambridge City Council, PO Box 700, Cambridge CB1 0JH

Designed by: Rolando Ugolini Creative