18 November 2026 JDMC Speaker Statements

#5 – 26/01902/OUT Cambridge Science Park, statement from Camcycle

The Cambridge Science Park is one of the largest attractors for employment within the city, and the wider Cambridgeshire and East Anglia region. It contains several significant organisations and plans to attract more with this major redevelopment, which will dramatically increase the amount of commercial space. It is against this backdrop that the generational opportunity to futureproof the ability to access and traverse the site sustainably must be baked into the design to help alleviate the stress on the local highway network; to reduce harmful emissions from transport; to enable real travel choices for people visiting and working at the site which reduces inequality and, to contribute towards Cambridge being the best that it can be. So it is disappointing to see that a number of mistakes and poor design practices, previously addressed by Camcycle and others, have been continued forward in the latest iterations of the proposals.

- Pedestrians and cycle users are being asked to use shared spaces on key routes through the site, particularly the east-west spine between the two main entrances.
- Cycle users are being asked to use shared surfaces to access individual parcels and secondary routes with motor vehicles, some of which lead to multi-storey car parks and will therefore be heavily trafficked.
- There is no commitment against installing barriers on cycle infrastructure which would make access, particularly for users with limited mobility, difficult or impossible.
- There is no commitment to maintain the cycle facility on the same side of the spine road around its entire length. This will slow cycle journeys and introduce unnecessary conflicts with motor vehicles.
- No requirements for continuous footways or cycle priority are included - this extends to uncontrolled crossings being proposed at major crossing points.

● No requirement for staff cycle parking to be located as close to entrances as possible, or at least closer than motor vehicle parking, is included.
● Parcel plans do not identify locations or amounts of cycle parking, yet provide this information for car parking.

In summary, this major development proposal is currently slated to deliver overall poor outcomes for active travel, despite the applicant having had ample opportunity to work with Camcycle and other consultees. This means it will fail to deliver the level of mode shift it aspires to reach.