



Cambridge City Council
Planning and Transport Scrutiny Committee

Date: Tuesday, 12 January 2021

Time: 5.30 pm

Venue: Virtual Meeting via Microsoft Teams

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Election of Chair and Vice-Chair
- 2 Apologies for Absence
- 3 Declarations of Interest
- 4 Minutes (Pages 5 - 16)
- 5 Public Questions

Decisions for the Executive Councillor for Planning Policy and Open Spaces and the Executive Councillor for Transport and Community Safety

- 6 Making Spaces for People (Pages 17 - 138)

Decisions for the Executive Councillor for Planning Policy and Open Spaces

- 7 Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2019-2020 (Pages 139 - 382)
- 8 **To Note Record of Urgent Decision Taken by the Strategic Director**
- 8a Addressing the Implications for Businesses And The City Centre In The Context Of The Coronavirus Restrictions- Officer Decision ROD (Pages 383 - 398)
- 9 **To Note Record of Urgent Decision Taken by the Executive Councillor for Planning Policy and Open Spaces**
- 9a ROD: Planning White Paper Consultation Response (Pages 399 - 400)

9b	ROD: Changes to the Current Planning System Consultation Response	(Pages 401 - 402)
9c	ROD: Response to West Suffolk Local Plan (Regulation 18) Issues and Options	(Pages 403 - 404)
9d	ROD: Addendum to Greater Cambridge Statement of Community Involvement in Light of Covid-19 Restrictions	(Pages 405 - 406)
10	To Note Record of Urgent Decision Taken by the Executive Councillor for Transport and Community Safety	
10a	ROD: Response to the England's Economic Heartlands Draft Transport Strategy Consultation	(Pages 407 - 408)
10b	ROD: Key Public Sector and Voluntary Sector workers free parking permits	(Pages 409 - 410)
10c	ROD: Response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme	(Pages 411 - 414)
10d	ROD: Cambridge South Station Consultation Response	(Pages 415 - 416)

Planning and Transport Scrutiny Committee Members: Bird (Vice-Chair), Baigent, Bick, Chadwick, Collis, Green, Hipkin, Porrer and Sargeant

Alternates: Matthews and McQueen

Executive Councillors: Massey (Executive Councillor for Transport and Community Safety) and Thornburrow (Executive Councillor for Planning Policy and Open Spaces)

Information for the public

Members of the public are welcome to view the live stream of this meeting, except during the consideration of exempt or confidential items, by following the link to be published on the Council's website.

Any person who participates in the meeting in accordance with the Council's public speaking time, is deemed to have consented to being recorded and to the use of those images (where participating via video conference) and/or sound recordings for webcast purposes. When speaking, members of the public should not disclose any personal information of any individual as this might infringe the rights of that individual and breach the Data Protection Act.

If members of the public wish to address the committee please contact Democratic Services by 12 noon two working days before the meeting.

For full information about committee meetings, committee reports, councillors and the democratic process:

- Website: <http://democracy.cambridge.gov.uk>
- Email: democratic.services@cambridge.gov.uk
- Phone: 01223 457000

This page is intentionally left blank

PLANNING AND TRANSPORT SCRUTINY COMMITTEE 29 September 2020
5.30 - 8.25 pm

Present: Councillors Smart (Chair), Bird (Vice-Chair), Baigent, Bick, Chadwick, Collis, Green, Porrer and Hipkin

Executive Councillors: Executive for Transport and Community Safety: Councillor Massey and Executive Councillor for Planning Policy and Open Spaces: Councillor Thornburrow.

Officers:**Officers:**

Joint Director of Planning and Economic Development: Stephen Kelly

Delivery Manager Development Management: Nigel Blazeby

Urban Growth Project Manager: Tim Wetherfield

Development Manager (Streets & Open Spaces); Alistair Wilson

Principal Planning Officer: Jonathan Dixon

Project Manager (Planning): Andrew Jennings

Democratic Services Manager: Gary Clift

Committee Manger: Claire Tunncliffe

FOR THE INFORMATION OF THE COUNCIL**20/67PnT Apologies for Absence**

No apologies were received.

20/68PnT Declarations of Interest

Name	Item	Interest
Councillor Baigent	All	Personal: Member of CamCycle and Extinction Rebellion.

20/69PnT Minutes

Councillor Thornburrow referred to the minutes of 30 June 2020 (20/61PnT) enquiring when a housing trajectory report would be presented for the committee's consideration.

The Joint Director of Planning and Economic Development advised a report would be prepared for a future meeting but would be wider than just housing trajectory and would comprise planning deliveries and outcome, affordable housing and an update on the shared planning services.

Councillor Green reiterated her previous comments at the last meeting requesting the report ascertain how many affordable housing dwellings were being delivered through the private and public sector.

The minutes of the meeting held on 30 June 2020 were approved as a correct record and signed by the Chair.

20/70PnT Public Questions

There were no public questions.

20/71PnT Response to Government Consultations: Planning For the Future White Paper, and Changes to the Current Planning System

Matter for Decision

The report informed Cambridge City Council's response to the Government's White Paper, Planning for the Future Consultation, and the Changes to the Current Planning System consultation.

This report set out, for both consultation responses the key response points and the direction of the response for discussion, to be refined following the meeting.

Decision of the Executive Councillor for Planning Policy and Open Spaces.

- i. Noted the initial response to the Government's White Paper (Planning for the future) consultation as set out in appendix 1 of the officer's report.
- ii. Noted the initial response to the Government's Changes to the Current Planning System consultation as set out in appendix 2 of the officer's report.

- iii. Agreed, for each consultation the wording of a final joint response and/or any individual response through an out of cycle decision, in consultation with Chair and Spokes.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Joint Director of Planning and Economic Development and the Planning Policy Manager.

The Committee made the following comments in response to the report:

- i. The way the questions were worded in the White Paper there was an assumption that the reader agreed with the proposals.
- ii. Concerned the white paper changed the balance in the planning system; many people locally felt the democratic element of the planning system too weak and these proposals did not make it stronger.
- iii. It appeared in the proposals that the democratic involvement process was completed 'upfront' such as allocating land free zones and agreeing design codes, but this would be disingenuous as the Government was proposing to reduce the preparation time available.
- iv. Welcomed the reference to digital consultation for the public. But both the City Council and South Cambridgeshire District Council were already achieving this.
- v. Believed that residents became energised at the plan stage and resident's involvement seemed to be diminished at this stage in these proposals.
- vi. Mistake to remove the ownership of the local planning authority to determine the housing needs rather than be advised by Government of the number of housing required. This removed local discussions with external agencies, the public and any ownership from the local authority.
- vii. Seemed to be a return of an adult and child relationship with Government.
- viii. Questioned if the changes would improve the planning system.
- ix. Important to highlight the infrastructure levy; how and who would deliver the major infrastructure. Currently this was done by the

- developer and asked how much the local authorities would be expected to deliver and when.
- x. Queried who would be responsible for the infrastructure, including onsite and off-site.
 - xi. Who would determine what infrastructure should be on site, the developer, or the local authority?
 - xi. Questioned if the levy could be used as an economic tool by Government which could be changed at any time.
 - xii. The Government could change development and the resources that flowed through local government, i.e. changing the number of houses, designating, or de-designating the number of growth areas or renewal areas every five years.
 - xiii. Did not consider this would be an advantageous system to certain vested political interests.
 - xiv. Believed the proposed changes could lead to MP's, elected representatives and large financial institutes lobbying Government to implement where growth areas were allocated; this could lead to poorer parts of the country not being developed.
 - xv. Would support growth in the Cambridge area if it were sustainable with the correct infrastructure; needed to ensure the best deal for Cambridge was secured.
 - xvi. Required further clarity on the lifting of the site threshold for affordable housing and asked if this be temporary or not.
 - xvii. Noted the Government wanted to prioritise first time buyers; it should be to provide affordable housing in the first instance.
 - xviii. The papers proposed that the Carbon neutral ambition was 2050 but Cambridge City Council's was 2030. This would be a backward step for the environment and this point should be highlighted.
 - xix. Welcomed suggestion that local authorities would be able to generate income at the 'call for site stage'.
 - xx. Officers should provide localised examples when critiquing the papers.
 - xxi. Developments not being completed was an issue and time limits and penalties were needed.
 - xxii. There was no mention of water and questioned if there was there enough of a water supply to meet demand in the city and surrounding areas.
 - xxiii. Expressed concern at having only one design code and work undertaken at pre-application by the city council should be used as an example. Both officers and councillors spent time considering the overall style and if this were suited to the area which it would sit in.

- xxiv. No reference to disability adjustments; an area that officers and councilors were extremely diligent on.
- xxv. Expressed concern at the temporary lifting the small sites threshold below which developers did not need to contribute to 40 or 50 units to support SME builders; what about those individuals who needed economic support caused by the effects of COVID-19. This would also support large building companies. The Government should look at a specific policy that supported SME builders only and did not have a negative impact of another group.
- xxvi. Stated the temporary lifting of the small site threshold for affordable housing would increase developers profit margins; house prices should therefore come down as the cost of the affordable housing was not being funded.
- xxvii. The Infrastructure Levy would be paid out at the conclusion of the development with a proposal for local authorities to borrow against this. Could it be suggested that some of the monies should be paid upfront that would help negate financial risk to burden the cost of infrastructure at the start of the development.
- xxviii. Further explanation was required on the area set up and what control would local authorities have, such as the number of housing units.
- xxix. Queried how raising the threshold on affordable housing units would impact on the viability assessment; would this be an improvement or not?
- xxx. Asked if developments were not undertaken or completed for several years how much of a liability would this have on local authorities.
- xxxi. Wondered if these changes moved local authorities to a more development control (with much less control) set up rather than a planning system.
- xxxii. Highlighted a typo on question 9b on p37 which needed amending.
- xxxiii. Suggested the officer had recommend the city council contribute to a national infrastructure levy and asked:
 - i. What financial effect would this have as there was a large proportion of highly costed infrastructure needs?
 - ii. Whether the pooling system which loose potential revenue to the council?
- xxxiv. Stated these proposals were a complete overhaul of the planning process.
- xxxv. The council should lead on the environmental issues; there should be criteria as to where development would take place based on environmental rationale.

- xxxvi. Encouraged officer to strengthen the argument that the democratic process and consultation with residents would be lost; challenges should be permitted at all stages of the local plan process.
- xxxvii. Asked if there would be a green paper.

In response to the Joint Director of Planning and Economic Development and the Planning Policy Manager said the following:

- i. Thanked the committee for all their comments and feedback.
- ii. Regarding viability assessments when raising the threshold, believed there would be no requirement to provide affordable housing under this scheme below the set threshold. The developers would benefit from not having to make that provision.
- iii. In terms of development being granted and then not being built the conditions placed on the start of the development which could alleviate some issues raised.
- iv. In some cases speculative answers had been given in response to the white paper, as officers could only use what was written in the document.
- v. The consultation argues that in the proposals, a plan led system would be granting control communities setting what should happen in each area and what design that development should take.
- vi. Would pick up all comments regarding the Infrastructure Levy as further detail was required on this would work.
- vii. Part of the broader narrative is that practitioners' views held both locally and nationally to the white paper were that it had not yet been fully formed. It did not fully address what it was trying to achieve.
- viii. The white paper says that the guidance outlined rigid, clear and transparent requirements to be shaped by communities, but the amount of time the Government would devote to shape those requirements in a local plan process was considerably less time than local authorities had committed working with communities; therefore could this be seen as unrealistic.
- ix. Challenging to define with certainty all the parameters to sustainable forms of development to fit the city of Cambridge in the time frame recommended.
- x. The Government appeared to be moving away the role of committees making decisions on a series of policy judgements but towards a more prescribed set of criteria. Preparing a book of criteria that would cover the diversity of Cambridge with only twelve months to talk to the communities seemed too ambitious.

- xi. As shown on p63 of the agenda it had been made clear the changes to affordable housing was not supported and would look to add the committee's comments.
- xii. Was not offering to give essential infrastructure spending to be spent nationally. But there may be for large and sustainable projects issues around 'gain share' and local contributions complimenting national contribution infrastructure investment.
- xiii. The plan making process would identify what infrastructure was considered necessary where the funding received would be allocated to.
- xiv. Did not believe that green papers were part of the constitutional requirement to change legislation and this would not be issued by Government.

The Committee **resolved unanimously** to endorse the recommendations

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

20/72PnT Review of Pre-application Charging Schemes and Update on Pre-application Service

Matter for Decision

The report referred to the Shared Planning Service commitment to review and integrate its process for providing pre-application advice in the 2020/2021 Business Plan.

Having begun that process earlier in the year, approval was sought for the proposed future arrangements for (including charges) for pre-application advice. This service offer would sit alongside the statutory planning application process (where fees and process are determined nationally) and which was unaffected by these proposals.

Decision of the Executive Councillor for Planning Policy and Open Spaces.

- i. Agreed the proposals for Cambridge City Council to introduce the revised pre-application service offer and charging schedule set out in the

Officer's report for the Cambridge City Council area from 2nd November 2020.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Joint Director of Planning and Economic Development.

The Committee made the following comments in response to the report:

- i. Felt that the charges were too low for the quality of service received and could be higher.
- ii. The scaling of the charges was disproportionate.
- iii. The fees did seem to be minor compared to the private sector but noted it was important the service needed to be accessible to all members of the public.
- iv. Asked as the fees for smaller businesses had been reduced could the same be done for smaller charities undertaking small developments.
- v. Queried why an article 4 direction was not being charged for.
- vi. Noted there was no fees for parish councils and asked if city councils need to be included.
- vii. DPA (Data Protection Act) guidance should sought when officers were offering virtual advice to developers / applicants as this could be sensitive and confidential; should be made aware to developers this information could be shared under a Freedom of Information request.
- viii. Exemption for disabled people as stated in the scheme should also include invisible disabilities.
- ix. Welcomed the standardisation of costs across the two authorities.
 - x. Fees should be reviewed annually to ensure stable increments.
 - xi. Asked was to the local authority's advantage for people to take pre-application advice.

In response to the Joint Director of Planning and Economic Development said the following:

- i. One of the benefits of pre application advice allowed the achievement of the objective by giving early advice into a process. If an application were

submitted without pre application advice and required changing this could be time consuming, introduce costs to the planning service and the applicant.

- ii. Recognised there would be a range of people on various income streams applying for planning permission and had retained the fifteen-minute free advice to assist those on lower incomes.
- iii. Would work on the definition of disability to ensure there were no disadvantages to some individuals.
- iv. Would work with the Executive Councillor to examine if small charities could qualify for a reduction of costs as small businesses. Would liaise with the Chair and Spokes on the wording of this clause; however, a position of judgement would be retained in the final schedule dependent on the charity's size of development and costs
- v. There was no comparable body to the parish council in Cambridge City.
- vi. Developments which used Article 4 were exempt from a planning fee and it was for committee to determine whether this exemption should be removed from the schedule
- vii. Guidance on DPA would be provided for officers when offering advice virtually and for those who accessed the virtual advice.

The Committee resolved by 8 votes 0 to endorse the recommendations.

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

20/73PnT S106 Funding Round 2019: Play Areas and Open Spaces

Matter for Decision

To approve the allocation of S106 funding for various projects as outlined in the officer's report.

Decision of the Executive Councillor for Planning Policy and Open Spaces.

Agreed to allocated s106 funding to the following projects, as amended, subject to the business case approval (see section 4 and appendix A of the Officers' report for project details).

N1	Chesterton Rec Ground wheel-sport facility (East Chesterton ward): an additional £20,000 (informal open space).
N2	Five Trees open space: wildflower and tree planting (East Chesterton): £5,000 (informal open space)
N3	Pearl Close play area & open space improvements (East Chesterton): £2,900 (play) and £3,000 (informal open space)
E1	Tree planting in open spaces in Coleridge ward: £13,000 (informal open space)
S3	Nightingale Avenue Rec footpath improvements (Queen Edith's ward): an additional £10,000 (informal open space)
S4	Landscaping for new Nightingale Rec Ground Pavilion (Queen Edith's): £10,000 (informal open space)
S5	Trumpington Rec Ground boundary landscaping (Trumpington): £70,000 (informal open space)
S6	Accordia open space improvements: installation of drainage swales and biodiversity information boards (Trumpington): £5,000 (informal open space)
WC1	Parker's Piece tree planting (Market): provisional allocation until June 2022 of £9,900 (informal open space) towards the wider project costs (see paragraph 4.3c).

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable.

Scrutiny Considerations

The Committee received a report from the Development Manager who reminded the committee that since report had been published, it had become clear that one of the recommendations (to fund the Trumpington Recreation Ground boundary landscaping proposal [S5]) using local S106 contributions) was not ready for consideration and had been withdrawn for consideration.

Councillor Bird welcomed the recommendation for funding for the Chesterton Rec Ground wheel-sport facility, the Five Trees open space: wildflower and tree planting (East Chesterton), Pearl Close play area & open space improvements (East Chesterton) and thanked officers for their hard work in bringing these schemes forward.

The Committee **unanimously resolved** to endorse the recommendation as amended to allocate S106 funding to the following eight projects below, subject to business case approval (see section 4 and appendix A of the officers' report for project details):

N1	Chesterton Rec Ground wheel-sport facility (East Chesterton ward): an additional £20,000 (informal open space).
N2	Five Trees open space: wildflower and tree planting (East Chesterton): £5,000 (informal open space)
N3	Pearl Close play area & open space improvements (East Chesterton): £2,900 (play) and £3,000 (informal open space)
E1	Tree planting in open spaces in Coleridge ward: £13,000 (informal open space)
S3	Nightingale Avenue Rec footpath improvements (Queen Edith's ward): an additional £10,000 (informal open space)
S4	Landscaping for new Nightingale Rec Ground Pavilion (Queen Edith's): £10,000 (informal open space)
S5	Trumpington Rec Ground boundary landscaping (Trumpington): £70,000 (informal open space)
S6	Accordia open space improvements: installation of drainage swales and biodiversity information boards (Trumpington): £5,000 (informal open space)
WC1	Parker's Piece tree planting (Market): provisional allocation until June 2022 of £9,900 (informal open space) towards the wider project costs (see paragraph 4.3c).

The Executive Councillor approved the recommendations.

Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)

No conflicts of interest were declared by the Executive Councillor.

20/74PnT To Note Record of Urgent Decision Taken by the Leader of the Council

8a ROD: CAM Sub Strategy Consultation Response

The decision was noted.

20/75PnT To Note Record of Urgent Decision Taken by the Executive Councillor for Planning Policy and Open Spaces**9a** ROD: Draft NEC AAP Topic Papers

The decision was noted.

9b ROD: Greater Cambridge Authority Monitoring Report (AMR) 2018-2019.
Councillor Green requested that the monitoring report be brought back to a future meeting of the Planning and Transport Committee.

In response, the Joint Director for Planning and Economic Development explained this out of cycle decision had been impacted in part by COVID-19 and was published as soon as was convenient. This report would be brought back to committee for consideration and discussion in future as standard when typical working practices could be followed.

The decision was noted.

20/76PnT To Note Record of Urgent Decision Taken by the Executive Councillor for Transport and Community Safety**10a** ROD: Highways England A428 Supplementary consultation response

The decision was noted.

10b ROD: City Centre Parking Fees from August 2020

Councillor Bick said he had made adverse comments as Opposition Spokes (Planning Policy) and requested this was noted on the Record of Decision.

The decision was then noted.

The meeting ended at 8.25 pm

CHAIR



Item 6

Making Space for People: Vision and Principles

To:

Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Open Spaces and Councillor Nicky Massey, Executive Councillor for Transport and Community Safety

Planning & Transport Scrutiny Committee [12/01/2021]

Report by:

Stephen Kelly, Joint Director for Planning and Economic Development Cambridge and South Cambridgeshire

Tel: 01223 – 457009; Email: stephen.kelly@cambridge.gov.uk

Wards affected:

Market, West Chesterton, Abbey, Petersfield, Romsey, Trumpington, Newnham, Castle, Arbury

Key Decision

1. Executive Summary

- 1.1 The Making Space for People Vision and Principles document has been prepared to act as a co-ordination tool to align thinking on future street, public space and movement projects between Cambridge City Council, Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership.
- 1.2 The draft document was made available for public consultation between 2 September and 14 October 2019. During the consultation a total of 344 representations were received, of which 94 were in support and 40 were in objection.
- 1.3 This report provides responses to the representations received along with other relevant considerations, including the impact of COVID and recent social distancing

and walking and cycling measures which have been introduced since the conclusion of the public consultation. This report also sets out a number of recommendations for amendments to the document.

- 1.4 The Executive Councillors are asked to note the summary of representations made on the draft document during the public consultation and the officers' responses to these, resolve to agree the document with a number of consequential proposed changes and invite Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership to endorse the document to inform future scheme development.

2. Recommendations

2.1 The Executive Councillors are recommended to:

1. Note the Consultation Report which includes the representations from the 2019 consultation.
2. Resolve to agree the updated Vision, Aims, Objectives and Strategies document.
3. Invite Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership to endorse the Making Space for People document and to use it to inform future scheme development within Central Cambridge.
4. Agree that the Joint Director of Planning and Economic Development is granted delegated authority, in liaison with the Executive Councillor for Planning Policy and Transport, the Executive Councillor for Transport and Community Safety and the Chair and Spokes for the Planning Policy and Transport Scrutiny Committee, to make any editing changes prior to finalisation and publication of the document.

3. Background

- 3.1 The draft Vision, Aims and Objectives and Strategies document (2019) had been developed with input from officers from Cambridge City Council, including Streets and Open Spaces and the Built and Natural Environment Team, the Greater Cambridge Partnership (GCP) and Cambridgeshire County Council (Highways). The Making Space for People project aligns with the Cambridge Local Plan (2018)

adopted by Cambridge City Council on 18 October 2018. The document should be read in conjunction with adopted policies in the Local Plan and other relevant material considerations. The document will also support the aims of the local transport bodies (led by the CPCA) who have made a commitment to reducing congestion through a significant shift to sustainable transport modes.

- 3.2 In preparing the draft document, comprehensive informal stakeholder engagement was undertaken between June and October 2018 with a series of meetings, workshops, online public engagement, desktop review, analysis and site visits. This is set out in further detail in the Consultation Statement (attached at Appendix B). The results and findings of the public engagement had shaped the draft document which was formally consulted on between September and October 2019.
- 3.3 The Greater Cambridge Partnership (GCP) Executive Board has met in February, June and December 2020 and have considered technical work on options to improve public transport and tackle congestion and emissions as well as agree short term interventions in the context of COVID recovery. This included a package of road space reallocation scheme delivered as part of Cambridgeshire County Council's emergency active travel programme. The GCP Executive Board has also considered packages of measures and agreed further action on air quality and road space reallocation. This will be considered further at a future Executive Board in March 2021.
- 3.4 The draft Making Space for People: Vision, Aims and Objectives and Strategies document was approved for public consultation by the Planning Policy and Transport Scrutiny Committee on 16 July 2019. The Council consulted on the draft document for a period of six weeks, between Monday 2 September and 14 October 2019.

4. Considerations

- 4.1 Originally, the purpose of the Making Space for People project was to produce a Supplementary Planning Document (SPD) to provide planning guidance for the streets and public spaces that form the public realm in Central Cambridge and to

align with relevant public realm and movement planning policies in the Cambridge Local Plan (2018), by providing more specific and detailed guidance on how to interpret and implement these policies. It was also anticipated that it would 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.

- 4.2 Since these original aims were defined, the COVID pandemic has brought into sharp focus the need to achieve a shared 'buy in' to a vision for the city centre. The process in preparing a supplementary planning document is not agile enough to respond to changing demands and priorities, so an overall higher-level document is needed to guide and inform decision makers. The role of Making Space for People has therefore changed in response to this need.
- 4.3 A total of 344 representations were received during the public consultation, with 94 in support and 40 objecting. A significant number of the objections related to the closure of Mill Road which occurred at the time of the consultation.
- 4.4 Comments were made highlighting the need to think beyond the study area as part of movement planning, bus routing and the role of both the GCP and specifically the City Access Programme. Overall, there was significant support for the Vision identified, the User Hierarchy and the Strategies within the document. The following amendments are proposed to the document to reflect the representations received:
- Placing greater emphasis on inclusive design and meeting the needs of all public space users;
 - Making the role of cycling within Central Cambridge more clearly understood including the role of cycle based last mile delivery;
 - Further emphasis on the role of the green network;
 - Considering the extent and timing of the pedestrian priority areas in Central Cambridge;
 - Emphasising the role of bus stops as mini modal interchanges and linking into e-bikes and e-scooter infrastructure; and

- Making clearer the role of public spaces in terms of creating a more sociable city and supporting well-being.

- 4.5 The document has also been updated to reflect the recent and on-going impact of COVID on Central Cambridge and the subsequent City Centre Recovery work including social distancing measures that have been introduced. It also has been amended to make clearer the role of cycling as a key mode to support the creation of a walkable city centre and respond to guidance in Local Transport Note (LTN) 1/20 Cycle Infrastructure Design.
- 4.6 These have resulted in additional wording within the supporting text as well as changes to the aims and objectives. The changes have not significantly altered the intent of the document but have provided a greater level of clarity.
- 4.7 Delivering the vision within the document involves a number of different partners. The document seeks to coordinate this whilst ensuring that good place making and the needs of people are considered in the preparation of transport and public realm projects. It is anticipated that the document will inform future projects, including GCP City Centre Access, within Central Cambridge and will be the catalyst for delivering the vision. It is worth noting that the draft document consulted on last year has already been used to inform the emergency COVID response measures in the city centre including those implemented by Cambridge City Council and Cambridgeshire County Council. There is therefore an urgent need to agree and align future activities around a collective vision in order to ensure short term measures support the long-term objectives of the document and feed into these projects.
- 4.8 The purpose of the Making Space for People project is to set out key principles to underpin a high quality and functional public realm within Central Cambridge which will inform the City Centre Access transport projects that are being progressed by the GCP. This includes implementation of the response to the recommendations of the Citizens' Assembly which took place in 2019. The Making Space for People document will help shape the developing programme of work within GCP by establishing the vision and supporting principles that will underpin decisions about

the public realm in Central Cambridge. It is expected that the objectives for all partner projects and schemes within Central Cambridge will be consistent with this document.

- 4.9 The Making Space for People Vision and Principles document is recommended to be endorsed by the City Council, and subsequently supported by Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership. It will act as a co-ordination tool to align thinking and ensure the user hierarchy is informing future scheme objectives for both short- and longer-term projects. To this aim, it is recommended that the Council invites Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership to endorse the Making Space for People document and to use it to guide future scheme development within Central Cambridge. Longer term it will provide the basis for co-ordinating and informing more detailed strategies and work programmes to delivery further meaningful change in Central Cambridge.
- 4.10 Longer term decisions around spaces and movement within Central Cambridge is a crucial consideration and the document will provide a sound basis to move forward at a later date with a more spatially specific strategy. This will be done so in partnership with the external partners including the Greater Cambridge Partnership, Cambridgeshire County Council Highways and the Cambridgeshire and Peterborough Combined Authority, as well as internally with colleagues in Streets & Open Spaces and Built and Natural Environment, to ensure a coordinated and consistent longer term approach.
- 4.11 The document will be a material planning consideration in the determination of future planning applications that may impact on the streets and spaces located within the study area and the transition areas adjoining it. Similarly, it will also need to be considered by partners with responsibilities beyond those of Cambridge City Council when preparing schemes and projects which fall within the study area.

4.12 It is intended that subject to the agreement of the Executive Councillors the document (attached in Appendix 1) will be desktop published to improve presentation and readability.

5. Implications

(a) Financial Implications

The preparation of the document is within the existing funding and resources provided to the Shared Planning Service.

(b) Staffing Implications

The finalisation of the document has been carried out through the resources of the Planning Service, GCP and Cambridgeshire County Council. Staff within Streets and Open Spaces and Built and Natural Environment have also been engaged.

(c) Equality and Poverty Implications

The document, including within the Vision, outlines that Central Cambridge should be accessible to residents and visitors alike, in order to ensure that future public realm and transport projects are designed to be inclusive. Additionally, consultation on planning matters will be undertaken in accordance with Equality legislation as appropriate.

(d) Environmental Implications

Implementation of the vision, through both Cambridge City Council and key partner projects, could result in an overall improvement to environmental conditions within Central Cambridge.

(e) Procurement Implications

None

(f) Community Safety Implications

None

6. Consultation and communication considerations

None

7. Background papers

- Consultation Statement (January 2021)
- Equalities Impact Assessment (January 2021)

8. Appendices

Appendix A: Making Space for People: Vision, Aims, Objectives and Strategies document (2021)

Appendix B: Consultation Statement (2021)

Appendix C: Equalities Impact Assessment (2021)

9. Inspection of papers

To inspect the background papers or if you have a query on the report please contact

Jonathan Brookes, Principal Urban Designer

Jonathan.Brookes@greatercambridgeplanning.org

07563 421 034

Terry De Sousa, Principal Planning Policy Officer

Terry.Desousa@greatercambridgeplanning.org

07563 421289

Making Space for People:

CENTRAL CAMBRIDGE VISION AND PRINCIPLES

January 2021

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.

Appendix A

Contents

Foreword	5
Part 1: Introduction, Purpose and Context.....	6
1.1 Introduction.....	6
1.2 Purpose	8
1.3 Status.....	9
1.4 The Consultation Process.....	9
1.5 Context	9
1.6 Project Study area.....	10
Figure 1: Making Space for People Study Area (Note: Key to be updated)	11
1.7 Change Context.....	11
1.8 Partnership context.....	12
Figure 2: Local Government in Cambridgeshire.....	13
1.9 Project context.....	14
1.10 Making Space for People baseline report.....	14
Part 2: Cambridge as a ‘liveable’ City	16
2.1 Defining the need for positive change	16
2.2 A Walkable City	16
Figure 3: Central Cambridge 5 & 10 minute walking catchments from Market Square	18
2.3 Embedding inclusive design	18
2.4 Economic and social benefits	18
2.5 Health benefits.....	19
2.6 Change and adaptation for climate and biodiversity	19
2.7 Air Quality	20
2.8 Public art and culture	20
Figure 4: The components of the Liveable City	20
Part 3: Defining a street and place user hierarchy for Central Cambridge	21
3.1 Intended user hierarchy for streets and spaces.....	21
Figure 5: Street user hierarchy (Amend to include reference to motorcycles)..	22
Part 4: A Vision for Central Cambridge.....	23
4.1 Aims & Objectives.....	23
4.2 Principles	25
4.3 Movement focused principles	25

Appendix A

4.4	Space focused principles.....	26
4.5	Economic focused principles	27
	Appendix: References (to be updated)	28

Foreword

Making Space for People is our chance to help define Cambridge's future and what the city 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. (Note: will be updated for the final version of the document).

Cllr Katie Thornburrow

Cllr Nicky Massey

Executive Councillor,

Executive Councillor, Transport

Planning & Open Spaces

and Community Safety

Part 1: Introduction, Purpose and Context

1.1 Introduction

1.1.1 Cambridge city centre has an enviable collection of historic buildings, streets and open spaces that combine to form its unique and enduring character. In 2019, the City welcomed 8.1 million visitors¹ and over 30,000 students, who attend the two universities. It is also home to world leading companies, who 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 rapid and continuing growth of Cambridge and its sub-region is placing significant pressure on the City's infrastructure. 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 its streets and open 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 in 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 motor vehicles. People walking and cycling have been pushed to the bottom of the hierarchy of users and urban places have been made more hostile and confusing for residents and visitors alike through the need to accommodate motor vehicles.

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 2017-18 Tourist Figures from Visit Cambridge & Beyond

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

1.1.6 There is a real opportunity to fundamentally change the way in which Central Cambridge, including the Historic Core, operate. The Greater Cambridge Partnership (GCP) has committed to achieving 10 to 15 per cent reduction in city centre traffic flows over 2011 levels³ (based on 2018 assessment figures). The GCP is delivering a sustainable transport programme that will create an enhanced public transport and the active travel network, offering more people a competitive alternative to the car. As well as new infrastructure, the GCP is exploring ways to provide better bus services, to reduce congestion through demand management⁴, and to reduce emissions from transport to improve air quality and support the move to net zero carbon. This will support more people to access the city using public transport, cycling and walking. In Cambridge, 33% of people cycle as part of their daily routine and this far exceeds other parts of the country. With a trend towards 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 More recently the way in which cities, including Cambridge, have needed to respond to the Covid Pandemic has enhanced the case for walking and cycling in urban centres. In addition, there has been an increased demand for the use of outdoor space for leisure and recreation, including outdoor seating, tables and chairs and socialising to aid economic recovery. By changing the priorities given to different transport modes, such as wider footways to accommodate pedestrian movements or improved cycling infrastructure by reallocating existing road space or providing extra spaces for restaurants and cafés to operate, Cities have had to rapidly adapt to changing circumstances. Such moves demonstrate that even within existing places there is the ability to accommodate new or different priorities. Some of these measures may be temporary but can help inform decision making and therefore prioritisation with the possibility of making the temporary more permanent.

1.1.8 Making Space for People will create a step change in the way in which we can think about the public realm in Cambridge, how we use and enjoy our streets and other spaces to improve the quality of the City. 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.

³ The reduction in motor vehicles of 10-15% is against the 2011 baseline which with subsequent growth 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 and time.

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

1.2 Purpose

1.2.1 Originally, the purpose of the Making Space for People project was to produce a Supplementary Planning Document (SPD) to provide planning guidance for the streets and open spaces that form the public realm in Central Cambridge and to align with relevant public realm and movement planning policies in the Cambridge Local Plan (2018)⁶, by providing more specific and detailed guidance on how to interpret and implement these policies. It was also anticipated that it would 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 Since these original aims were defined, the Covid Pandemic has brought into sharp focus the need to achieve a shared vision for the city centre, which will enable it to respond to and recover sustainably, and with increased resilience, from the impact of the pandemic, both economically and socially. The SPD process is not agile enough to respond to changing demands and priorities, so an overall higher-level document is needed to guide and inform decision makers. The role of Making Space for People has therefore changed in response to this need. Indeed, the Vision, Aims and Objectives that were consulted on in 2019 and largely supported by those who responded, have been used to inform the Covid secure management measures that have been adopted in the city centre following the first national 'lock down' in March 2020.

1.2.3 Making Space for People sets out the Vision, Aims & Objectives along with Principles for the enhancement of Central Cambridge. It will act as a co-ordination tool to align the various programmes that influence streets and spaces within Central Cambridge under a single and consistent vision. It will ensure that the user hierarchy, as identified in the Cambridge & Peterborough Combined Authority (CPCA) Local Transport Plan⁷, is informing upcoming projects, whether as 'rapid response' measures or more long-term movement and space planning. Longer term it will provide the basis for co-ordinating and informing more detailed strategies and work programmes to delivery further meaningful change in Central Cambridge. It will be kept under review whether at any point, the preparation of a spatially specific Supplementary Planning Document that will help to deliver the Vision, Aims & Objectives and Principles should be reconsidered. Whilst the document focusses on Central Cambridge, the approach can be applied to decision making for any streets and spaces that are subject to change or that connect into the study area.

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.

⁷ <https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/LTP.pdf>

1.3 Status

1.3.1 This Making Space for People, Vision and Principles document was endorsed by the Cambridge City Council Planning & Transport Scrutiny Committee on the 12th January 2021 and it is expected that the document will be referred to for all Central Cambridge projects and schemes which relate to streets and open spaces to inform scheme planning, prioritisation and decision making. Additionally, this document is a material consideration in the determination of future planning applications that may impact on streets and open spaces located within the Central Cambridge Study Area. However, this document does not carry the same amount of weight as a Supplementary Planning Document.

1.4 The Consultation Process

1.4.1 To inform the preparation of this document, there have been targeted and wider public engagement events which took place in 2018 and 2019. The feedback has identified key issues and opportunities that have shaped the Vision, Aims & Objectives and Principles. The background work that has informed this document is set out in a baseline report⁸ that provides a supporting evidence base.

1.4.2 Consultation in 2019 revealed significant support for the Vision, Aims & Objectives along with the User Hierarchy. Useful suggestions were made that have helped to refine the approaches taken in the Principles.

1.5 Context

1.5.1 Making Space for People is a response to the need to provide an overall vision and to identify key aims and objectives for Central Cambridge that will provide a basis for helping to co-ordinate decision making by the various bodies that influence how streets and spaces work. It also provides the basis of setting a more agile framework that can help with influencing The Councils response to emerging national policy on both air quality and carbon reduction.

1.5.2 The approach is to be consistent with existing National Guidance, as found in Manual for Streets, LTN 1/20 Cycle Infrastructure Design and Historic England guidance 'Streets for All' and to show how these can be applied to a Cambridge context. At a more local level, the CPCA Local Transport Plan defines a user hierarchy that looks to prioritise people walking and cycling within the types of found in Central Cambridge. The Cambridge Local Plan (2018) identifies the importance of the City Centre's public realm and the aim of improving its capacity and quality.

⁸ BDP Baseline Report

1.5.3 The Making Space for People project aims to support the GCP's current 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 more than 20% on usual traffic levels or the equivalent to taking nearly one in four cars off the road network.

1.5.4 To co-ordinate with all GCP projects and other partners delivering transport projects, Making Space for People is aligned with the Cambridgeshire and Peterborough Combined Authority Interim Mayoral Transport Strategy and the adopted Local Transport Plan (LTP)⁹.

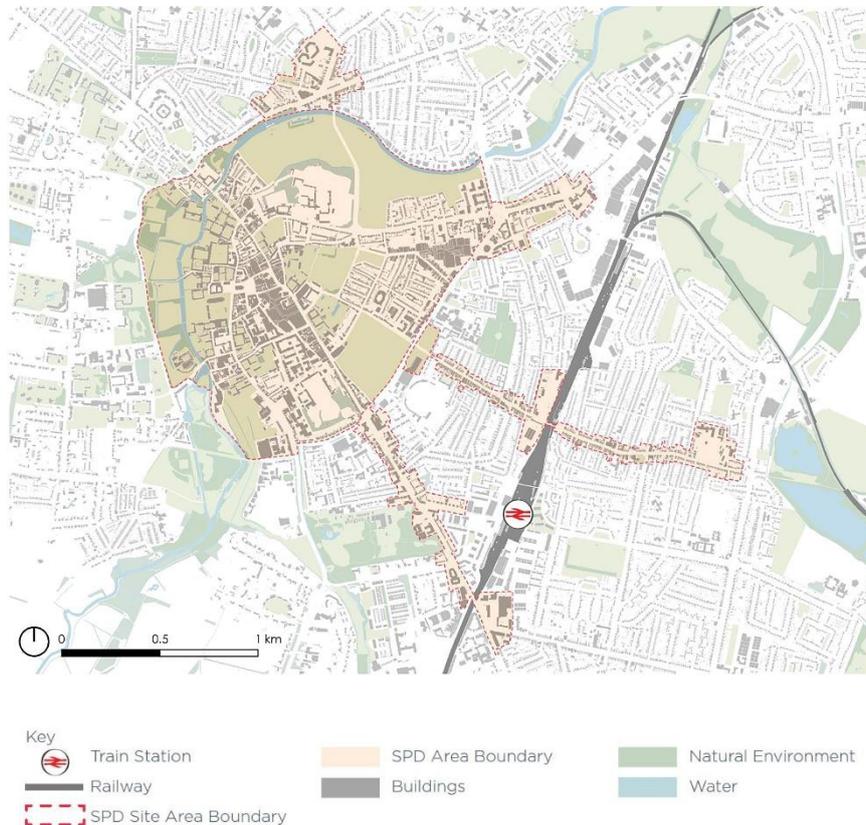
1.5.5 Cambridge City Council declared a Climate Change Emergency in on the 21st February 2019 and a Biodiversity Emergency on 22nd May 2019, and many other local authorities have done likewise. The City Council has made a commitment to zero carbon by 2050. These declarations and commitment form part of the context for Making Space for People.

1.6 Project Study area

1.6.1 The Making Space for People Study Area is identified in Figure 1. It includes the city centre and the Opportunity Areas identified in the Cambridge Local Plan (2018). Together these form the area referred to as 'Central Cambridge' in this document.

⁹ [https://www.cambridgeshire.gov.uk/asset-library/imported-assets/The_Local_Transport_Plan_3%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/The_Local_Transport_Plan_3%20(1).pdf)

Figure 1: Making Space for People Study Area (Note: Key to be updated)



1.7 Change Context

1.7.1 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 in 2011)¹⁰. 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 and the time spent in congestion will more than double.

1.7.2 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:

¹⁰ Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018

Appendix A

- 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 2036¹¹ .
- Changes in the 'High Street' which is facing many challenges, with some retailers struggling to find their place in the 21st century.

1.7.3 Along with these overall trends related to growth and population, Cambridge faces further challenges brought about by the Covid Pandemic which is directly impacting on the way in which people are using the shops and services provided by the City Centre. More people are shopping online or working from home, businesses are having to evolve to respond to different ways of working or operating. The streets and spaces in Central Cambridge form a key part of helping to create a City Centre that can meet these challenges and support economic recovery.

1.7.4 Changes to the Use Classes Order and Permitted Development Rights will impact on the types of activity and streets that Cambridge has in the coming years. A high-quality public realm with active and inclusive streets and spaces will help to maintain the vibrancy and vitality of Central Cambridge allowing a wide range of shops and related services to survive in an increasingly challenging and diversified high street environment.

1.7.5 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.

1.8 Partnership context

1.8.1 Cambridge City Council has taken the lead in the development and adoption of this Vision, Aims & Objectives and Principles document. The Council will implement it within the public realm for which it is responsible. However, other authorities have responsibility for matters that can also have a significant impact on the public realm in the centre of Cambridge. Making Space for People provides an important framework to ensure a coordinated and unified approach to enhancements in the city centre for schemes developed and implemented by those authorities.

1.8.2 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.

1.8.3 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

¹¹ <https://cambridgeshireinsight.org.uk/population/>

Appendix A

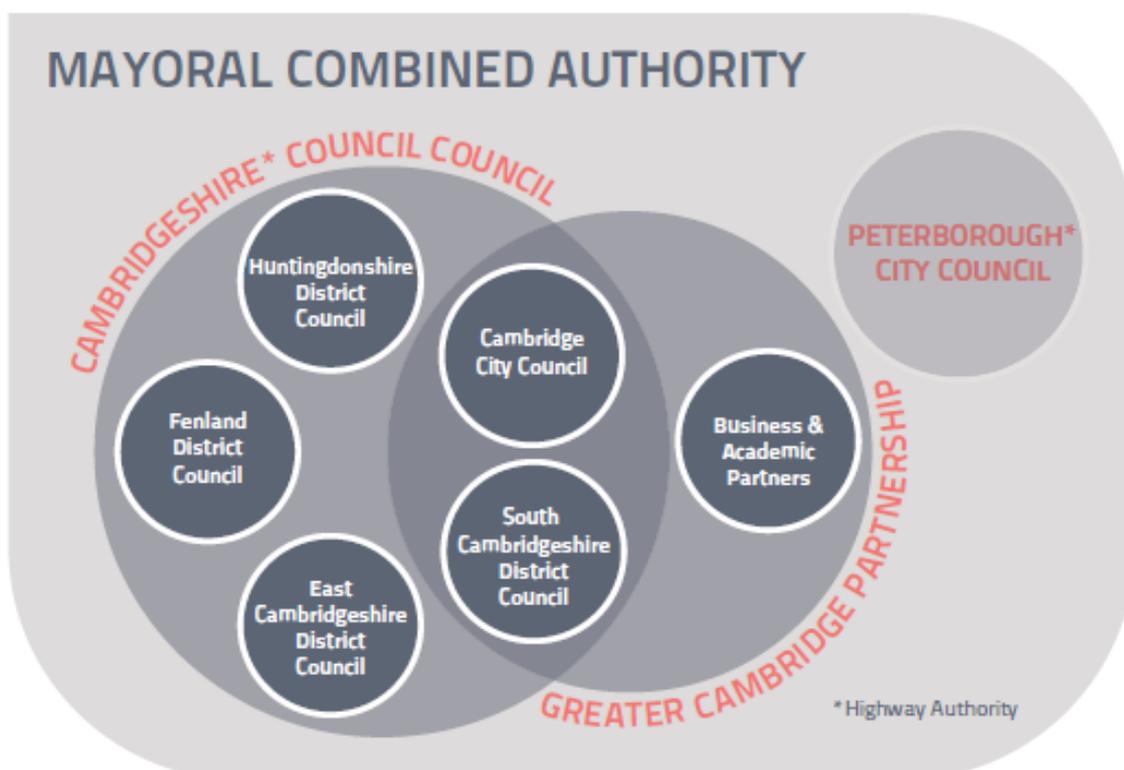
Cambridge City Deal with up to £500 million of funding from Government over a 15 year period. The GCP is funding a programme of high-quality transport infrastructure to improve journeys, offer people a sustainable alternative to their car, and support the delivery of housing and new employment in the Greater Cambridge area.

1.8.4 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.

1.8.5 This Vision, Aims & Objectives and Principles document aligns with the Local Transport Plan produced by the CPCA and has been informed by the County Council's relevant highway policies and practices.

1.8.6 This document will also help to inform decision making concerning the public realm and related matters for 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 2: Local Government in Cambridgeshire



1.9 Project context

1.9.1 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.

1.9.2 In March 2019, City Access completed an extensive engagement exercise called 'Choices for Better Journeys'¹². 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. In September and October 2019, the GCP held a Citizens' Assembly to consider the question: 'How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?'¹³. Many of the recommendations that emerged from the Citizen's Assembly support the key themes that form the basis for Making Space for People in prioritising people walking and cycling, providing fast and reliable public transport, improving the environment and achieving zero carbon.

1.10 Making Space for People baseline report

1.10.1 The baseline report¹⁴ was produced by consultants working with the project team and was published in June 2019. It described and analysed how Central Cambridge was performing in terms of its public realm, access and movement and began to articulate the challenges it faced then and in the future.

1.10.2 The baseline report summarised the outcomes of a comprehensive programme of meetings, workshops, online engagement, desktop review, analysis and site visits that had 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.

¹² <http://www.greatercambridge.org.uk/cityaccess/choices-for-better-journeys>

¹³ <https://www.greatercambridge.org.uk/asset-library/City-Access/Citizens-Assembly/GCP-Citizens-Assembly-response-July-2020.pdf>

¹⁴ <https://www.cambridge.gov.uk/consultations/making-space-for-people-vision-aims-and-objectives-and-strategies-consultation> (link to be updated)

1.10.3 The results of the baseline research and associated public engagement described in the baseline report can be summarised as follows and fed into the development of this document:

- Congestion and conflict between transport modes (pedestrians, cycles, cars, delivery vehicles, buses) because too much is being asked of limited space in the heart of the city.
- Vehicle dominance (numbers and size) within the narrow streets of the historic core creates an intimidating, uncomfortable and in places unsafe environment for people.
- Space allocation in favour of motor vehicles limits flexibility of use on some streets and reduces city centre capacity.
- In some parts of the centre, 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.
- Congestion, including at and around Drummer Street Bus Station, and bus routing contribute to poor bus service reliability and quality.
- Increasing concern over climate change issues and the impact of air quality on health and quality of life and the impact that these have on public space.
- Tourist congestion hotspots discourage locals visiting the historic core and greatly limit a positive and substantial tourist contribution to local economy.
- Local businesses both in the City and neighbouring local centres need support and the evening economy could be expanded.

Part 2: Cambridge as a 'liveable' City

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 by everyone. 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 Council and partners to substantially reduce the volume of traffic and their determination to tackle climate change, provides an exciting opportunity to rethink streets and open spaces to support Central Cambridge as the heart of a liveable city.

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

1. 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.
2. 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.
3. Public engagement as part of the Making Space for People Project and Choices for Better Journeys, and the Greater Cambridge Citizens' Assembly, has demonstrated strong stakeholder support for change.
4. Covid response measures have demonstrated how some streets and spaces have been changed to accommodate different needs and provides a basis for thinking longer term about the priorities for Central Cambridge.

2.1.3 The sections below begin to describe how rethinking our approach to the way in which people access and experience Central Cambridge will create new opportunities within its streets and open spaces.

2.2 A Walkable City

2.2.1 Central Cambridge, with its compact scale and flat topography, is predisposed to being 'walkable'. A walkable place is designed to be inclusive and one that creates the right conditions for moving around easily, including wayfinding, as a pedestrian and which connects seamlessly into an accessible and well planned supporting public transport network. The Principles identified in Section 4, set out the strategic approaches and thinking required to help deliver a more attractive and accessible city centre. Figure 3: Central Cambridge 5 and 10 minute walking

catchments helps to illustrate the compact form of the city centre. How sustainable modes support each other as part of an overall movement network is important in determining whether they create an easy and obvious choice for users and therefore how 'walkable' a place will be.

2.2.2 Cycle based travel has the ability to transport people more quickly to a destination than journeys undertaken on foot and so extends the reach of such active travel choices well beyond the city centre and provides an important way of achieving better air quality in a healthier and more sociable City. As outlined in LTN 1/20 Cycle Infrastructure Design¹⁵, an effective cycling network of both on and off-road routes is needed that is suitable for all abilities or riders and types of cycle. Cambridge already has some excellent cycle infrastructure that includes an expanding network of 'Greenways' that extend out to villages and employment centres beyond the city itself. Creating better routes supports the ability to make cycling a viable and attractive choice to more people and increase its already significant modal share in Cambridge.

2.2.3 Thinking about how people can easily change between sustainable transport modes is a crucial component in the walkable city. Innovative transport and movement solutions such as bike hire hubs, e-bikes and e-scooters can make walking and cycling more accessible for those who can and complement alternative transport options required by other user groups.

¹⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Figure 3: Central Cambridge 5 & 10 minute walking catchments from Market Square



2.3 Embedding inclusive design

2.3.1 Inclusive design¹⁶ is used to describe the approach of designing an environment so that it can be accessed and used by as many people as possible, regardless of their age, gender and disability. This approach applies to streets and public spaces as well as to buildings and forms a fundamental part of the approach that Making Space for People will use to help inform decision making. Inclusive design keeps the diversity and uniqueness of everyone in mind as design and use decisions are made. Places that are easy to navigate and understand is key to making them inclusive and technology for wayfinding, journey planning and interpretation compliments changes that can be made to the physical environment. Opportunities to stop and sit are as important as movement in public spaces.

2.4 Economic and social benefits

2.4.1 Increased footfall and creating comfortable places for all people to dwell can improve the prosperity of existing local businesses and encourage new businesses to develop. A high-quality public realm that is inclusive to meet the needs of all users, well-managed, people focussed and responsive to contextual and functional

¹⁶ <https://inclusivedesign.scot/>

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 including the reallocation of road space in favour of walking and cycling, can boost town centre and high street footfall and trading¹⁷. The Covid Pandemic and the way in which Central Cambridge responds to it, in terms of the adaptation of streets and spaces to meet different needs and priorities, requires a degree of flexibility and agility with an understanding that it is likely the those working in the city, rather than those visiting as tourists, will shape the demand and evolution of the public realm as a way of supporting economic recovery.

2.4.2 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.

2.5 Health benefits

2.5.1 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 and improve well-being overall by improving streets as sociable places. Removing the dominance of cars, delivery vehicles and buses from streets and spaces will make for healthier streets by making walking and cycling more attractive options, encouraging people to stop and rest and making people feel safer and more relaxed. 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.

2.6 Change and adaptation for climate and biodiversity

2.6.1 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 Central Cambridge out to the surrounding countryside. Whilst providing an invaluable wildlife and aesthetic resource, they also play a significant role in managing environmental quality and helping to address climate change. Further improving the green infrastructure in Central Cambridge can 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

¹⁷ 'Public spaces, public life', 1996, Jan Gehl and Lars Gemzøe and 'New city spaces', 2001, Jan Gehl and Lars Gemzøe and <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

quality, helping to mitigate vehicle emissions as well as having wider social benefits in improving people's health and wellbeing¹⁸.

2.7 Air Quality

2.7.1 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.

2.8 Public art and culture

2.8.1 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 cultural 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 4: The components of the Liveable City



¹⁸https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/444322/future-cities-green-infrastructure-health.pdf

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

3.1 Intended user hierarchy for streets and spaces

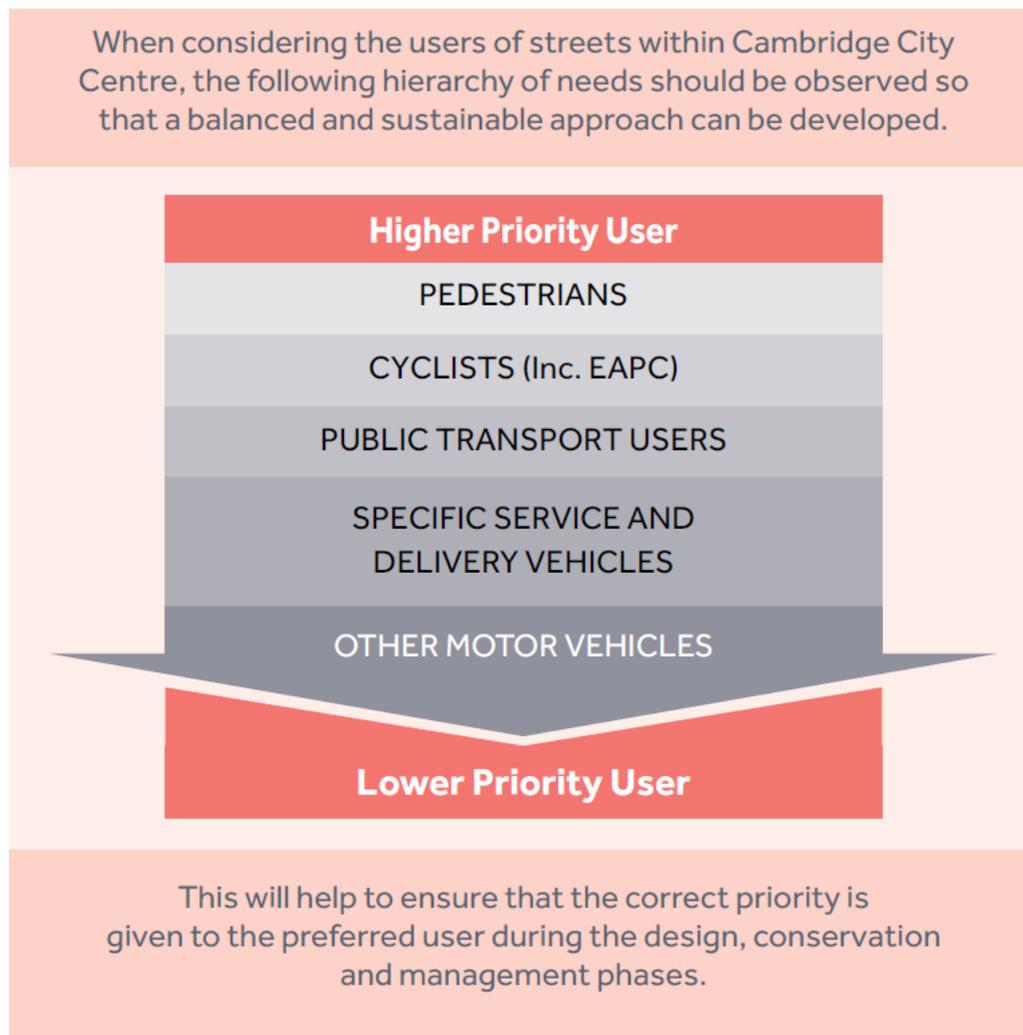
3.1.1 Everyone has a part to play in helping to shape the future of Central Cambridge in the coming decades. Talking to residents and visitors as part of earlier public engagement in 2018, revealed the key concerns that people had when using Central Cambridge. It also highlighted how passionate people 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 welcoming and inclusive place. People of all ages and abilities identified that the city's streets and spaces did not provide places to sit and enjoy the city. Engagement has made it 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 in Central Cambridge or in some areas removed altogether. An increased pedestrian priority area as part of the Historic Core can help to create the right conditions for re-imagined streets and spaces to make a more inclusive city centre. Increasing the pedestrian priority in the Central Cambridge will also be influenced by the hours in which it operates. Extending the hours of operation is an important consideration in how the use of streets and spaces can be rebalanced but must allow for effective servicing and delivery regimes to take place.

3.1.3 Consistent with Manual for Streets¹⁹, the CPCA LTP and in line with promoting inclusive and enjoyable streets and spaces within Central Cambridge, the following user hierarchy (Figure 5) has been defined. Crucial to achieving a successful balance between users of the public realm will be ensuring that the streets and other spaces in Central Cambridge are designed to positively 'design in' facilities for disabled people and vulnerable individuals to make truly inclusive environments.

¹⁹ Manual for Streets 1&2 provide guidance on effective street design and applies to England and Wales as national guidance. Manual for Streets 1 defines a recommended user hierarchy.

Figure 5: Street user hierarchy²⁰ (Amend to include reference to motorcycles)



When considering the users of streets within Central Cambridge, the 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, construction and management phases of any scheme for streets and spaces in Central Cambridge.

²⁰ 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 <http://www.gov.uk/electric-bike-rules>).

Part 4: A Vision for Central Cambridge

‘Central Cambridge should be an inclusive, green, healthy, vibrant and engaging place that is accessible, well run and welcoming to residents and visitors alike and to a standard that befits its status as a global city.’

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 including carbon reduction. In practice this means ensuring:

- The nature conservation value of existing open spaces is maintained and enhanced to result in a biodiversity net gain.
- Making walking and cycling travel supported by good public transport the most attractive and obvious choice.

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 increased outdoor space, cleanliness, improved air quality and reduced [traffic] 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, cultural facilities, venues, activities and travel options are available that are engaging, safe, convenient and comfortable and consistent with the User Hierarchy. to all users.
- Conflict between different modes of travel and uses of space are reduced with walking and cycling prioritised in Central Cambridge.

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 and embraces ‘Smart City’ technology to support city centre users.

Appendix A

- Has calm places with space to stop, sit and relax as well as busy vibrant spaces.

A5 - Well-curated – a place which is beautiful as well as being managed effectively 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.

4.2 Principles

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.

4.3 Movement focused principles

Central Cambridge movement focused principles

- S1 Make Central Cambridge easier to navigate for those walking and cycling so that everyone gets the most out of their visit or trip by providing better signage and designing places that are easy to find your way around.
- S2 Extend the pedestrian focused area to create a comfortable human scale and accessible environment that creates a safe and inclusive public realm and reduces conflict between different transport modes.
- S3 Improve, and where needed, create facilities for cyclists who want to pass through the city centre, so they have a choice to use safer routes that avoid the busiest streets consistent with LTN 1/20 Cycle Infrastructure Design²¹.
- S4 Provide cycle routes to, and improved parking within, Central Cambridge and at local centres informed by a review of cycle parking facilities and locations that addresses high demand and support active travel options including e-bikes.
- S5 Re-appraise the location and function of central car parks and access routes to and from them to reduce private motor vehicle movements and minimise impacts on the enjoyment of the city centre for people walking and cycling 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 in order to improve safety by creating more space for people walking and cycling and to minimise impacts on the

²¹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

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 including options for last mile/consolidated delivery hubs and cycle-based delivery. This will include the frequency and vehicle sizes, to minimise impact on city movement and enjoyment of the city for people walking and cycling.
- S8 Review the role, facilities and locations of taxi stands and routing of private hire vehicles to minimise impact on city centre movement whilst maintaining good accessibility.
- S9 Create opportunities for easier modal change between walking, cycling and public transport in the city centre with 'bus stops' acting as hubs to enable this to happen.

4.4 Space focused principles

Central Cambridge space focused principles

- S10 Create opportunities to reallocate space freed up by reducing the number of motor vehicles in the city centre to create new and repurposed public spaces with improved safety and air quality.
- S11 Enhance existing and new public spaces by creating opportunities to dwell including places to stop, sit and relax and explore opportunities for new cultural activities.
- S12 Enhance the market square as the City's 'beating heart', creating an attractive, inclusive and multi-functional civic space, which sustains a successful outdoor market and evening/ night-time visitor offer, which helps to animate and drive footfall to the city centre.
- S13 Create an integrated network of multi-functional, climate change resilient green spaces, which provide an enhanced visitor offer, including for outdoor events and activities and a net gain in biodiversity value.

4.5 Economic focused principles

Central Cambridge economic focused principles

- 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 district and local centres.
- S17 Seek and support opportunities for more day and night activities for all within public spaces.
- S18 Develop and market a sustainable tourism offer, which supports longer stay, higher value visits and reduces pressure on destination 'hot spots' 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 of streets and spaces to create opportunities for wider community involvement.

Appendix: References (to be updated)

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-dwellingstock-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.s10857877-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)

www.cambridge.gov.uk

Cambridgeshire & Peterborough Combined Authority Local Transport Plan 2019

Appendix A

[LTP.pdf \(cambridgeshirepeterborough-ca.gov.uk\)](#)

This page is intentionally left blank

Making Space for People Statement of Consultation

1.0 Background

- 1.1 The Making Space for People Vision and Principles document has been prepared to act as a co-ordination tool to align thinking on future street, public space and movement projects between Cambridge City Council, Cambridgeshire County Council, the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership.
- 1.2 The document has been prepared following both early stakeholder and general public engagement as well as later public consultation on the draft document. Groups and organisations involved in the preparation of this document include local community and voluntary groups, landowners, educational organisations, young people, disability organisations, business organisations, transport operators and other local interest groups.
- 1.3 This Statement of Consultation summarises the approach and key consultation steps and events undertaken so far in the Making Space for People project. The Vision and Principles document has been finalised to reflect the comments made on it as part of the public consultation which took place between 2 September and 14 October 2019.

2.0 Preparation of the Making Space for People: Vision and Principles document

- 2.1 The preparation of the Vision and Principles document has been informed by the early engagement events detailed elsewhere in this statement of consultation. The Making Space for People project aligns with the Cambridge Local Plan (2018) adopted by Cambridge City Council on 18 October 2018. The document should be read in conjunction with adopted policies in the Local Plan and other relevant material considerations. The document will also support the aims of the local transport bodies (led by the CPCA) who have made a

commitment to reducing congestion through a significant shift to sustainable transport modes.

- 2.2 A Baseline Report has been prepared to inform the Vision and Principles document and initial stakeholder and public engagement has helped inform the report. The extent and scope of engagement is outlined below.

Stakeholder surgeries

- 2.3 One to one stakeholder surgeries, to discuss opportunities and constraints for Central Cambridge, and what approach the document should take, were held in spring 2018. These took place with council officers and Members as well as external stakeholders representing local communities and interest groups, including community groups and service providers. The stakeholders identified a number of issues that the project team needed to consider when preparing the forthcoming workshops, including extending the invitation list to stakeholders beyond those already identified.

Public online survey

- 2.4 An online public engagement was carried out for a five-week period from in June and July 2018. Members of the public were asked to feedback on:
- Open spaces - how could they be improved and what is important to safeguard?
 - Cycling and walking routes – what new routes would you like to see and how can existing routes be improved?
 - Street improvements - where would you like to see new benches, play areas and street furniture?
 - Are there opportunities for creating new spaces?
- 2.5 The engagement platform comprised of:
- An interactive map – allowing members of the public to pin exact locations where they identify issues and opportunities in Central Cambridge

- A survey – asking questions which allowed people to feedback on broad strategic issues and opportunities.

2.6 478 people engaged and provided feedback via the map and/or survey. The web page was visited 2,320 times. The interactive map provided a powerful tool in its ability to spatially plot public opinion. It was particularly useful in identifying small scale issues across the City, where individuals experience the most conflicts. Most of the 832 responses addressed transport challenges. As with the interactive map, the 346 people completed the survey tended to focus on movement conflicts along particular streets.

2.7 Public engagement events were held at key locations and events during the summer of 2018 in the City Centre to promote the Making Space for People project and to direct them to the online engagement platform:

- New Square
- Grand Arcade
- Guildhall
- University of Cambridge Freshers Fair, Parker's Piece

Workshop 1

2.8 On 4th July 2018, 32 stakeholders gathered at Anglia Ruskin University, for a half-day workshop to address movement and public realm proposals for the emerging Making Space for People project. The workshop was the first in a series of three, providing a critical opportunity for local and regional representatives to hear each other's perspectives and collectively problem solve.

2.9 The intention of the first workshop was to review challenges and opportunities identified in the stakeholder surgeries, through roundtable discussions, whilst addressing barriers to change. Attendees were asked to discuss and present their ideas in small groups. These ideas, along with the wider engagement platforms, have informed both the Baseline Report and the direction of the

Vision and Principles document, allowing the consultant team to generate a series of proposals to take forward to Stage 2: Vision and Strategy.

2.10 Through the discussions and presentations many ideas emerged, as potential priorities the City Council and GCP need to explore in order to deliver the brief, these include:

- Public transport improvement
- Enhancement of character and offer in areas outside of the historic core
- Creation of street hierarchy
- Review access restrictions
- Review of parking options

2.11 Those in attendance included:

- Local Ward and County Councillors
- University of Cambridge
- Colleges' Bursars' Committee
- FeCRA
- Cambridge Past, Present and Future
- COPE
- Smarter Cambridge Transport
- Friends of Midsummer Common/Cambridge SoS
- Cam Sight
- Visit Cambridge
- Cambridge Road Safety Advisory Council
- Anglia Ruskin Student Union
- Stagecoach
- Cambridge Disability Panel
- Cambridge Living Streets
- Cambridge City Council Access Officer / Cambridge Disability Panel
- Cambridge Living Streets
- Cambridge City Council – Streets and Open Spaces
- Cambridge BID
- Anglia Ruskin University – Estates and Facilities

Workshop 2

2.12 On 17th August 2018 a similar group of stakeholders gathered at Anglia Ruskin University, for a second half-day workshop to review the challenges and opportunities within some of Central Cambridge's core streets.

2.13 The stakeholders were initially asked to review areas of the city centre based on best practice principles for quality streets. In the second half of the workshop the group analysed how the identified issues manifest on particular streets.

2.14 Those in attendance included:

- Local Ward and County Councillors
- University of Cambridge
- Colleges' Bursars' Committee
- Anglia Ruskin University – Estates and Facilities
- Anglia Ruskin Student Union
- Cambridge University Student Union
- Smarter Cambridge Transport
- Cambridge Road Safety Advisory Council
- Stagecoach
- Cam Cycle
- Dial-a-Ride
- Sustrans
- FeCRA
- Cambridge Past, Present and Future
- Cambridge Living Streets
- Cambridge SoS
- Cambridge Ahead
- Cambridge BID
- Cambridge Market Traders Association
- Cambridgeshire Chambers of Commerce
- Visit Cambridge

- Cambridge Disability Panel
- Cambridge City Council Access Officer / Cambridge Disability Panel
- Cam Sight
- COPE
- Disability Cambridgeshire
- Cambridge Constabulary
- Historic England

Workshop 3

2.15 On 22nd November 2018 a similar group of stakeholders gathered at Gonville and Caius College. This third half-day workshop aimed to assist the project team in developing a vision for the future of the city centre identified by interest groups who represent the local community. Reflecting on the challenges and opportunities, collected from earlier engagement, the workshop began by asking stakeholders to identify the city centre's future potential. The second half of the session asked participants to collectively develop a series of guiding principles and strategies for achieving the proposed vision.

2.16 Those in attendance included:

- Local Ward and County Councillors
- University of Cambridge
- Colleges' Bursars' Committee
- Anglia Ruskin University – Estates and Facilities
- Anglia Ruskin Student Union
- Cambridge University Student Union
- Smarter Cambridge Transport
- Cambridge Road Safety Advisory Council
- Stagecoach
- Cam Cycle
- GCP City Access Cycling Team
- Sustrans
- FeCRA

- Cambridge Past, Present and Future
- Cambridge Living Streets
- Cambridge SoS
- Cambridge Ahead
- Cambridge BID
- Cambridge Market Traders Association
- Cambridgeshire Chamber of Commerce
- Visit Cambridge
- Cambridge Disability Panel
- Cambridge City Council Access Officer / Cambridge Disability Panel
- Cam Sight
- COPE
- Cambridge Constabulary
- Historic England

Urban Design Challenge

- 2.17 'Form the Future' who are a local organisation that help young people to experience and understand future career choices, worked with the Making Space for People Team to hold an event at The Guildhall on 29 September 2018. Students from schools and colleges in and near to Cambridge were invited to work collaboratively to consider issues and solutions to moving in and around Cambridge City Centre. The outputs from the day were judged by experts and an overall winning team selected. A key understanding from the day was the need to make the City Centre relevant to young people and that they were keen to remain involved in decision making about the future of Cambridge and not just limited to the scope of the Making space for People project.
- 2.18 Overall, the above workshop and the other ones held so far have been successful in identifying relevant themes and issues, generating a collaborative sense of ownership of the project amongst stakeholders, along with the desire

for joint working to ensure delivery. As a result, the project team has become more informed of local opinion, needs and demands.

Consultation on the draft Vision, Principles and Strategies document

2.19 The Making Space for People: Vision, Aims and Objectives and Strategies document was published for public consultation for a period of six weeks between 2 September 2019 and 14 October 2019. Documents made available for consultation included:

- Consultation response forms;
- Public notice;
- Consultation notification letter;
- Statement of Consultation;
- Making Space for People: Vision, Principles and Strategies leaflet;
- Making Space for People: Vision, Principles and Strategies exhibition boards;
- Making Space for People Baseline Report (June 2019).

Consultees

2.20 A number of organisations were directly notified of the consultation on the Making Space for People: Vision, Aims and Objectives and Strategies document in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or post where no email address was available. The consultees directly notified included those that were invited to the earlier workshop events as well as statutory consultees and individuals and organisations that have opted into the relevant Planning Policy notifications on the Council's consultation system.

2.21 Other methods of notification included:

- a public notice in the Cambridge News;
- information on the Council's webpages, including Homepage;
- information on the Council's social media platforms;

- posters on Cambridge City Council notice boards around the study area;
- Exhibition banners at Central Library, The Guildhall, Mandela House and South Cambridgeshire Hall reception areas;
- staffed public exhibitions held in the local area.

Public Exhibitions

2.22 The Council held two staffed public exhibitions for people wishing to talk to council officers on the consultation document. The first exhibition was held at Central Library, Lion Yard on the 18 September 2019 and the second at the Guildhall on 2 October 2019. These events were publicised through direct mailings, on the council's website and through the council's social media platforms.

Consultation Methodology

2.23 A six-week consultation period for the Making Space for People: Vision, Aims and Objectives and Strategies document took place between 9am on 2 September 2019 to 5pm on 14 October 2019.

2.24 The draft documents and supporting documentation were made available for public inspection during the consultation period at the following locations:

- Online on the council's website: www.cambridge.gov.uk
- At the council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 9am-5.15pm Monday to Friday.

2.25 Comments could be made using:

- the online consultation system <http://cambridge.jdi-consult.net/localplan/> or; the printed response form which was made available from Customer Service Centre (details above) or could be downloaded and filled in electronically by visiting www.cambridge.gov.uk

- Completed forms could be returned to: Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH, or emailed to policysurveys@cambridge.gov.uk.

2.26 Respondents could also request to be notified of the next stages of the preparation of the document. Contact details for further information were also made available as follows:

- Tel: 01223 457200
- Email: policysurveys@cambridge.gov.uk

2.27 During the consultation a total of 344 representations were received during the public consultation, with 94 in support and 40 objecting. A significant number of the objections related to the closure of Mill Road which occurred at the time of the consultation.

2.28 All of the representations are available to be read in full on our online consultation system at: <https://cambridge.oc2.uk/>.

2.29 The following amendments are proposed to the document to reflect the representations received:

- Placing greater emphasis on inclusive design and meeting the needs of all public space users;
- Making the role of cycling within Central Cambridge more clearly understood including the role of cycle based last mile delivery;
- Further emphasis on the role of the green network;
- Considering the extent and timing of the pedestrian priority areas in Central Cambridge;
- Emphasising the role of bus stops as mini modal interchanges and linking into e-bikes and e-scooter infrastructure; and
- Making clearer the role of public spaces in terms of creating a more sociable city and supporting well-being.

- 2.30 The document has also been updated to reflect the recent and on-going impact of COVID on Central Cambridge and the subsequent City Centre Recovery work including social distancing measures that have been introduced. It also has been amended to make clearer the role of cycling as a key mode to support the creation of a walkable city centre and respond to guidance in Local Transport Note (LTN) 1/20 Cycle Infrastructure Design.
- 2.31 The following section sets out the representations received to the consultation, provides a Council assessment of the issues and where necessary what proposed modifications to the Vision and Principles document are required.

Summary table of representations received, Council response and proposed modifications

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Dr. Graham Spelman [8098]	Support	All	<p>Question 1: A reduction in motor traffic and air pollution in the city centre would give the greatest improvement and increase in capacity to the city centre. Reducing private car use into the area and introducing smaller more frequent electric buses for public transport would be the specific short-term targets.</p> <p>Question 2: Yes, however, to achieve this hierarchy in practice it will be necessary to ban private transport from many more streets in the centre, as motorised vehicles immediately dominate in any nominal 'shared-space'.</p> <p>Question 3: Yes</p> <p>Question 4: Again, yes but the principles need some specific targets: A2 Healthy – ban, non-electric motorised vehicles from city centre. A3 Equitable – cycling should be accessible to all ages, not just a small group willing to mix with motorised traffic. The streets should be safe for children cycling, and accessible (have suitably parking) for those on non-standard bikes – like accessibility trikes and e-bikes that might be used by those who are less mobile. etc.</p> <p>Question 5: Yes, a good selection of themes, covering a broad range of targets.</p>	Vehicular access / hierarchy / aims and objectives	<p>Comments and concerns duly noted. The aims and objectives highlight the delivery of green and healthy places by providing the right environmental conditions including improved air quality. MSfP will need to align with and help to inform work undertaken by GCP on City Access which will look at ways to reduce the number of motor vehicle trips into Cambridge and prioritise more sustainable modes. In terms of specific target, GCP has made clear the required reduction needed in private motor vehicle trips and MSfP aligns with this ambition.</p> <p>The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design, and management phases, reducing conflict between different users and modes of travel.</p>	No	
Cambridgeshire County Council (Miss Gabriella Yeomans, Flood Risk and Biodiversity Assistant) [8242]	Comment	All	Please note this comment covers the entire document.	X	Comments duly noted.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Frank Gawthrop [4151]	Comment	All	During the initial consultation for this document the area indicated included the residential streets of South Petersfield between Mill Road and Station Road. A number of our members submitted comments but in the current document the area has been reduced to exclude our community. There is no explanation as to why this has been done but clearly the views of residents in our area regarding the emerging SPD and the streets of South Petersfield have been ignored. This is very poor and requires an explanation as to why this unilateral change has taken place	Mill Road access	Figure 2 Making Space for People Study Area' identifies the City Centre and Opportunity Areas that radiate out to include Mill Road and Hills Road/Station Road. The boundaries of these areas are consistent with those in the Cambridge Local Plan (2018). Consultation on the MSfP document has not been limited to those people living and working within the study area boundaries. The document provides an overall Vision, Aim & Objectives and High Level Strategies that will be used to inform decision making on future schemes to improve the quality of the City Centre. We are aware that GCP undertook a Mill Road specific project that coincided with our consultation on MSfP and it is possible that comments made by residents were targeted at GCP.		
Mr S Agar [8332]	Object	All	Not informed of this consultation and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Comments duly noted.	No	
Mr S Agar [8332]	Object	All	Not informed and not enough time to respond after finding out last week. Period for responses must be extended. None	Consultation	Comments duly noted.	No	
Anglian Water Services Limited (Mr Nathan Makwana, Spatial Planning Advisor) [8155]	Support	All	We are supportive of section 2.5 and 2.51 utilising blue infrastructure (Sustainable Urban Drainage Systems) to provide urban cooling to help lower air temperatures through the process of evaporative cooling. We are overall supportive of the Making Space for People: Central Cambridge Vision, Aims and Objectives and Strategies SPD and we welcome any further opportunity to comment.	Vision & objectives	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Miss Katie Hawks [8199]	Comment	All	Apart from woeful English, no comment.	Scope	Comment duly noted.	No	
Mr FARAZ KHAN [8178]	Comment	All	Not corroborated by independent academics - how can we trust there is no corruption>- as per the Montreal square debacle where	Scope	We have cited references to key supporting information in both this document and the	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			councillors had shares in the housing business that controlled the estate...!! Lot of immorality I hear from a reputable source?		Baseline Study to ensure transparency and openness.		
Peter Tribble [6896]	Comment	All	The questions are poorly specified, and the coverage incomplete.	Scope	Comments duly noted.		
Cambridge Cycling Campaign (Committee (Trustees) of the Charity, Co-ordinator) [925]	Comment	All	We agree with the importance of all of these things and would further highlight how cycling enhances and complements every single one. The document briefly mentions cycling in connection with walkability, the economy and public health. We would add that cycling is the most obvious mode of transport faster than walking that can bring people and goods from a much wider area into central Cambridge in a peaceful way that conserves the environment, air quality and the historic nature of the city centre. Compared to driving, cycling is much more conducive to social interaction in public spaces.	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets.	Yes	Further emphasis on the benefits of cycling; being faster than walking, while conserving the environment and more conducive to social interaction in public spaces than driving.
Melvyn Tucker [8235]	Comment	All	Once again unable to open document	X	Comments duly noted.	No	
Mr S Agar [8332]	Object	All	Not informed and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Comments noted. The consultation on the document ran from the 2nd Sept - 14th Oct 2019 and included static displays, staffed exhibitions and web and newspaper-based publicity.	No	
Mr Robert Sansom [102]	Support	All	Support	Vision & objectives	Comment duly noted.	No	
Mr Adrian Brasnett [8306]	Comment	All	Concern proposals will not be implemented fully when roads lobby &/or County Council object.		Comments noted. The document is being developed with County Council partners and the GCP to provide a shared vision and approach to guide future decision making regarding streets and spaces in the study area.	No	
Mr Tim Marchant [8122]	Object	All	I believe there should be a commitment to phase out ALL central car parking and Tourist BUS access into the city centre, to		Comment and concern noted. Strategy S6 seeks to re-appraise the location and function of central car parks to minimise	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			run in tandem and alongside improved Park and Ride / Public transport infrastructure. The current MARKET is an eyesore and not a fitting centrepiece for a city such as ours. It needs relocating and the development of a pedestrian plaza created in its stead.		adverse impacts on the enjoyment of the city centre for pedestrians, cyclists and public transport users. The document aligns with GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys. Strategy S12 seeks to Enhance the Market by encouraging more civic activities while preserving and promoting the market.		
Mr Martin Thompson [2615]	Comment	All	The first two headings i.e. Green and Healthy should be combined as they have equal weight and are inter-related.		Comment duly noted. The document does not list the aims and objectives in order of importance; all 5 objectives are needed to deliver the Vision for Central Cambridge	no	
Mr Martin Thompson [2615]	Comment	All	The first two headings i.e. Green and Healthy should be combined as they have equal weight and are inter-related.		Comment duly noted. The document does not list the aims and objectives in order of importance; all 5 objectives are needed to deliver the Vision for Central Cambridge	No	
Rachel Engler [5760]	Comment	N/A	X	X	X	X	
Professor Michael Ellman [6260]	Comment	N/A	Desirability of not having rough sleepers/beggars in Central Cambridge (or elsewhere).	Homelessness	Comments and concerns duly noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change.	No	
Rustat Neighbourhood Association (Mr Roger Crabtree) [1384]	Support	N/A	Sensible section covering the main issues	Vision & objectives	Comments noted.	No	
Arjuna Wholefoods (Mr David Jarvis, Director) [8225]	Comment	N/A	Please see attached document. Many thanks	X	X		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Melvyn Tucker [8235]	Comment	N/A	Unable to open	Consultation	Comments duly noted.	No	
Mr S Agar [8332]	Object	N/A	Not informed and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Concerns with the consultation process are duly noted.	No	
Miss Amanda Nilsson [8194]	Support	N/A	I support the outline of the content of part 4 - a vision for central Cambridge	Vision & objectives	Comments duly noted.	No	
Ms Brigit Viney [5230]	Comment	N/A	<p>Places to sit and different routes for pedestrians and cyclists in Central Cambridge sound excellent. However, I don't think more outdoor cafes will make life easier for pedestrians.</p> <p>Buses need to serve the city centre for those people who don't cycle. Public bus routes need to be expanded.</p> <p>The coach stops on Parkside should have toilets and an indoor waiting area.</p> <p>It's not clear to me how this vision will affect Mill Road - the area I live in. Private car owners will still need to use it.</p>	Bus infrastructure	<p>Comments and concerns duly noted. The Baseline Report highlighted the variable quality and maintenance of the public realm in the city centre. Policy 10 of the Cambridge Local Plan (2018) identifies the Council's aim of improving the capacity.</p> <p>Strategy S6 seeks to reappraise bus stop location and function. This could be expanded upon to include improvements to public realm at bus stops</p>	Yes	Include public realm improvements at bus stops to the objective.
Cambridge Glenys self [8149]	Comment	N/A	Vision of future market square space	Market square	x	#VALUE!	
Mr Richard Smith [8233]	Comment	N/A	While not disagreeing with the strategies discussed in this document, I am concerned that they risk overlooking the need for better public transport if private vehicular access is to be restricted from certain areas of the city, particularly those on the periphery of the central area. In particular, while many areas are reasonably served by radial bus routes to and from the city centre, there are very few frequent routes circling the city, joining one suburb to another.	Bus infrastructure	Comments and concerns duly noted. The document aligns with GCPs City Access Project which is working to give people a more attractive public transport option compared with the car	No	
Mr Paul Smith [8246]	Object	N/A	I STRONGLY OBJECT WITH ANY INTERFERENCE WITH THE RUNNING AND STRUCTURE OF MILL ROAD	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Mr Ian Cray [8248]	Comment	N/A	As an enabler to S9 - consider greater emphasis on the development of the Car Club		Comment duly noted.	Yes	Include car clubs as a measure to help reduce motor vehicle use.
Michael Ledzion [8250]	Comment	N/A	In 4.1, the section defining Healthy should be clearer about the benefits of creating spaces for walking and cycling, since these are both healthy, and need to not only to be encouraged, but made such that they are the "easy" or "default" option for most people. People always find the easiest way to do something, so without making driving or other modes "hard" making walking and cycling both the easiest and most pleasant will deliver a solution that is politically acceptable.	User hierarchy	Comments duly noted. The aims and objectives highlight the delivery of green and healthy places that deliver the right environmental conditions including cleanliness, air quality and noise. This could be expanded on to also highlight the health benefits associated with walking and cycling.	Yes	Additional text to emphasize the health benefits of walking and cycling
Mrs Maria Smith [8251]	Object	N/A	I OBJECT 100% TO MILL ROAD BEING CLOSED TO TRAFFIC OR THROUGH TRAFFIC	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Professor Michael Ellman [8260]	Comment	N/A	You have not written anything about the need to eliminate rough sleeping/begging in Central Cambridge. It is widespread and is a disgrace to the city.	Homelessness	Comments and concerns duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place for all.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Dr Sebastian Wills [2293]	Comment	N/A	I support everything in the document, but would like to see additions/more emphasis on (a) innovative transport solutions (bike hire hubs, shared taxis/minibuses, since the current type of bus service, walking and 'private cycles' do not meet everyone's transport needs), (b) more ambitious reduction or elimination of motorised traffic from the whole zone including e.g. Mill Road. (c) mandated use of zero emissions vehicles for taxis and buses.	Transport innovation	Comments noted.	Yes	Make reference to modal change points within the 'Walkable City' section.
Mrs Anne Bailey [3998]	Support	N/A	I'm supportive of these proposals although I think some could go further. It's important to continue to engage with the younger generation who have very different needs from older residents and will experience the long-term consequences of planning decisions made over the next decade.	Vision & objectives	Comments and concerns duly noted.		
Fostat Neighbourhood Association (Mr Roger Crabtree) [1384]	Support	N/A	<p>1. On cyclist routes, I remove the word 'faster'. Safer yes but unless cyclists are fully segregated (difficult in our narrow streets) speed conflicts with safety</p> <p>2. Reduce the number of buses using the very centre of the city, including Drummer Street. These add to congestion, pollution and ease of pedestrian and cycle movement - for example, Regent St and Hills Road are almost at gridlock at peak times so becoming unattractive for users.</p> <p>Consideration needs to be given to VERY frequent shuttle buses to bus hubs away from the centre e.g. at the station.</p>	User hierarchy/buses infrastructure	<p>Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Improvements to cycle infrastructure and routes to improve speed on some routes where this appropriate and safety of all routes will ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.</p> <p>Point S6 strategizes for the re-routing, location and function of bus routes and stops to minimise impacts on other users of the hierarchy while improving access to the city centre.</p>	Yes	Remove 'faster'.
Mr Antony Otter [8261]	Comment	N/A	<p>Assuming the aims/objectives were developed through consultation they appear reasonable.</p> <p>Given there maybe conflicts when implementing the objectives of the different aims it may be necessary to identify a hierarchy and 'weight' them accordingly.</p>	Vision & objectives	<p>Comments noted. There was much discussion about the order of the Aims & Objectives, and whilst all have equal weighting, the promotion of a green City Centre aligns with the climate Change emergency declared by the City Council last year (2019). We will consider the ordering</p>	Yes	Consider the ordering of the Aims and Objectives further.

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>To me it seems the order should be 1. welcoming 2. well curated 3. equitable 4. green 5. healthy.</p> <p>If the city is not welcoming this entire project will be a failure, and the city's green or healthy credentials will be worth nothing.</p> <p>The question re themes is confusing, as there is no explanation of the themes</p>		further as the document moves towards its final form.		
Ms Cathy Parker [2549]	Comment	N/A	Very important to reappraise the function and location of central car parks because they draw traffic into the city, directly undermining all your other aims.	Car parking	Comments duly noted. Strategy S5 seeks to re-appraise the location and function of central car parks to minimise adverse impacts on the enjoyment of the city centre for pedestrians, cyclists and public transport users. The strategy recognises the need to link the city centre and local centres.	No	
Mrs Barbara Taylor [5907]	Support	N/A	Agree but will need visible Civil Enforcement Officers to maintain this vision.	Vision & objectives	Comments noted and links to the effective City Centre management objective.	No	
Mrs Barbara Taylor [5907]	Comment	N/A	<p>Summary of Strategies:</p> <p>1. Pedestrian only zones with others at times, e.g. 10 - 4 pm seven days a week. Clear signage for cycle free zones.</p> <p>2. Limit fast food outlets</p> <p>3. Control and manage tourist with Council's own tourist guides</p> <p>4. More visible Civil Enforcement Officers</p>	Vision & objectives	Comments noted.	No	
Mr FARAZ KHAN [8178]	Comment	N/A	lack of trust in selection of "experts " - gut feeling something FISHY		Comment noted.	No	
Gerry Robinson [8298]	Comment	N/A	<p>To encourage walking you must increase number of public seating areas for older residents.</p> <p>To increase variety of use of the city centre we need a modern performance space. How about the old, abandoned cinema?</p>	Public realms / cultural facilities	Comments and concerns duly noted. The Baseline Report highlighted the variable quality and maintenance of the public realm in the city centre. Policy 10 of the Cambridge Local Plan (2018) identifies the Council's aim of improving the capacity and quality of the public realm throughout the city centre.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					The document acknowledges the importance of creating space and opportunities for more cultural activities.		
Dr Tamsin Spelman [8290]	Comment	N/A	The ideas presented are good. There seems to be no mention of improved safety (a perception of safety) from reducing city centre congestion which I think should also be a specific goal. Point S5 and S9 imply it, but a direct aim to reduce car usage in the city centre should be listed specifically. In point S8, the routing of private hire vehicles is mentioned but seems like it was tagged on. I think that should take greater priority too perhaps also with a look at the licencing/evaluating the number operating in the city centre.	Congestion	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. S3 does note that improve cycle routes in the city centre but further emphasis could be placed on safety in other objectives.	Yes	Point S5 and S9 should reference improved safety associated with reducing car use in the city.
Page 74 Dr Sunit Ghosh [8307]	Object	N/A	Object to section 4.1 subsection A3: 'these proposals are not equitable as they do not give any weight to the needs of local residents who cannot cycle and live too far from the city centre or a bus stop to walk. In view of the fact that the document acknowledges the rising number of ageing residents, allowance needs to be made for elderly residents who are not disabled, but who use a car because it is very hard for them to cycle, use a bus or walk.	User Hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel. The document aligns with GCPs City Access Project which is working to give people a more attractive public transport option compared with the car	No	
Mrs Nobuko Tollemache [8308]	Object	N/A	Referring specifically to Mill Road, Mill Road is a vital road which links local residents to the centre, Addenbrooke's and all other areas and must not be pedestrianised or changed from its primary function. If it is shops on Mill Road will definitely lose customers, in other words not economically viable, and local residents will be cut off. When Mill Road was closed this summer most shops experienced falling footfalls.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			Furthermore, it caused a lot of congestion in nearby roads resulting in delays and increased air pollution. It was also difficult to go to Addenbrooke's and back.				
Mr Adrian Brasnett [8306]	Comment	N/A	The SPD is too narrow in scope and should include the university area between Grange Rd and The Backs. Grange Rd & Queen's Rd should be in the same SPD to provide opportunities for future innovative traffic management solutions for Queen's Rd.	Vision & objectives	Comment and concern duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge.	No	
Peter Tribble [6896]	Comment	N/A	The aims are too vague and generic.	Vision & objectives	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.		
Cambridge Cycling Campaign (Committee of Trustees) of the Charity, (Co-ordinator) [825]	Comment	N/A	<p>Yes. Good cycle facilities and promotion of cycling, walking and use of public transport will enable people to move round the city centre much more freely, as the traffic could be reduced significantly with such measures.</p> <p>We would like to highlight that some people with disabilities use cycles as a mobility aid and therefore that cycling facilities should always be suitable for all abilities, and for diverse types of cycles.</p> <p>We need more than 100 words to adequately comment on all three questions being asked in this section. See long form answer.</p>	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to cycle infrastructure will ensure that the needs of disabled people are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
Mr Craig Wisniewski [2573]	Support	N/A	The centre of Cambridge is continuing to become more crowded, so I support Part 4.	Congestion	Comment duly noted	No	
Dr Janette Thomas [8316]	Support	N/A	<p>Be bold and creative. Cycle parking must be much more secure as cycle parks CCTV does not work (no-one looks at it and thieves take no notice of it).</p> <p>Perhaps no car parks other than for people with disabilities. Or perhaps car park space should be advance booked so that not too many cars are looking for spaces.</p> <p>Better bus services or small battery-operated vehicles ("trains") taking groups of people</p>	Cycle infrastructure /bus infrastructure / car parking	<p>Comments duly noted. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets and with improved cycle parking in the city centre and local centres although the text could be amended to explicitly reference security of cycle parking.</p> <p>The document aligns with GCPs City Access</p>	Yes	Add 'secure' in front of cycle parking facilities in S4

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			around the city could reduce the need for taxis. Bring back the cycle rickshaw taxis. These could be used to take people to outlying taxi ranks.		Project which is working to give people a more attractive public transport option compared with the car		
Dr Paul Gilliland [8321]	Comment	N/A	Sufficient coverage of Vision in Objectives? Obj A3 needs to be bolder Refine strategies vs themes	Vision & objectives	Comments duly noted.	Yes	Be bolder in the text of objective A3.
Neil Shailer [8318]	Support	N/A	Mostly pedestrianize Mill Road in. Allow as much access to the shops as possible, this might mean continuing to allow car usage for the purpose of access and locals. Pedestrians and cyclists should have priority but emergency services, and public transport should be allowed to use the street. Use of along street shuttle busses should be explored. More community space for people to live and play and interact along the street. Please more cycle racks, sitting places, parklets, trees and plants and more room to walk and cycle on Mill Road. Mill Road Summer was absolutely wonderful!	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Mr Martin Lucas-Smith [1211]	Support	N/A	Support. Cycle access through the Pedestrian Priority Zone must be retained. A review of cycle parking should aim to increase levels of provision, which remain short, e.g. by creating a third cycle park, but on-street cycle parking must also remain. It is fair to review cycle parking spots where obstruction to disabled access occurs - only the spots in Market Square (by the church) and on Jesus Lane (opposite Pizza Express) need review on these grounds.	User Hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets and with improved cycle parking in the city centre and local centres following a review of cycle facilities and demand.	No	
Mr Neil Spenley [8231]	Support	N/A	I suggest these principles: 1. Car parking to be placed at the edges of central area to avoid heavy traffic flows through central streets. 2. Cycling access throughout the centre, but there should be high-quality cycling through routes around the periphery to minimize	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Strategy S4 seeks to create facilities for cyclists who want to pass through the city centre, so they have a choice to use faster,	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>cycle-pedestrian conflict.</p> <p>3. Pedestrian surfaces must be of high quality - sufficiently wide, smooth, not blocked by parked cars or other obstacles. Consider continuous footways.</p> <p>4. Consider ways to connect the central area to other key locations, e.g. Mill Road, Retail Park</p>		<p>safer routes that avoid the busiest streets but with pedestrians at the top of the user hierarchy.</p> <p>Strategy S6 seeks to re-appraise the location and function of central car parks to minimise adverse impacts on the enjoyment of the city centre for pedestrians, cyclists and public transport users.</p> <p>The strategy recognises the need to link the city centre and local centres.</p>		
Abigail Wills [5028]	Support	N/A	<p>I agree but would like to see more radical proposals surrounding public transport. A return to town (a distance of barely over a mile) for 5 people from Mill Road Broadway costs over 20 pounds, making it a nonsensical transport option compared to car and car park costs. This needs to change for there to be a reasonable hope of cutting car use in the city and making the centre more liveable.</p>	Bus infrastructure	<p>Comments and concerns duly noted. The document aligns with GCPs City Access Project which is working to give people a more attractive public transport option compared with the car</p>	No	
Mrs Judith Cheney [8310]	Comment	N/A	<p>Prioritise needs of residents over those of visitors.</p> <p>Restrict the number of tourists.</p> <p>Fresh local produce in the market as part of sustainable lifestyle and response to climate change.</p> <p>Horticultural displays.</p>	Users hierarchy	<p>Comments and concerns duly noted. The Baseline Report found that tourist congestion hotspots discourage locals visiting the historic core. The document seeks to address this by creating a tourist circuit to reduce congestion in hotspots in the city centre.</p> <p>Strategy S12 seeks to promote and preserve the Market.</p>	No	
Mrs Judith Cheney [8310]	Comment	N/A	<p>Civic historic features of central Cambridge should be retained and cared for. Much of this has been lost over the past 60 years.</p> <p>The granite setts in the marketplace should be cleaned and retained.</p>	Heritage and conservation	<p>Comments duly noted. The vision and objectives reflect the need to understand and maintain the unique character of the city whilst accommodating pressures of growth and change.</p>	No	
Diana Smith [8313]	Object	N/A	<p>DO NOT CLOSE MILL ROAD OR RESTRICT TRAFFIC IN ANY WAY WHATSOEVER</p>	Mill Road access	<p>It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Diana Smith [8313]	Object	N/A	I have already written my comments, but I forgot to add one more point. Why don't you provide a financial incentive for people to switch to electric cars to help prevent pollution? This would solve many problems.	Transport innovation	Comments noted. Central Government already provides financial incentives to people wishing to purchase electric vehicles https://www.gov.uk/plug-in-car-van-grants	No	
Melvyn Tucker [8235]	Comment	N/A	Unable to open	Consultation	X		
Mr S Agar [8332]	Object	N/A	Not informed and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Comment duly noted.		
Diana Smith [8313]	Object	N/A	I have already written my comments, but I also forgot to add this second point. A friend of mine who owns a shop on Mill Road did not receive a copy of the survey carried out by Greater Cambridge Partnership. Many other people did not receive it either and the survey has now closed. Therefore, the results of the survey will be wrong and should be carried out again correctly.	Consultation	Concerns about the GCP consultation duly noted.	No	
M Winchcomb [8336]	Comment	N/A	Regarding 'A3 - Equitable': I would like to highlight that some people with disabilities use cycles as a mobility aid and therefore that cycling facilities should always be suitable for all abilities, and for diverse types of cycles.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to cycling facilities will ensure that the needs of disabled people are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
M Winchcomb [8336]	Comment	N/A	We propose the following strategies to be added: - Repairing existing facilities, for safe and comfortable walking and cycling, and ensuring that everything is up to modern accessibility standards. - In order to make the streets more welcoming and accessible, please consider	User hierarchy	Comments and concerns duly noted. The Baseline Report highlighted the variable quality and maintenance of the public realm in the city centre. Policy 10 of the Cambridge Local Plan (2018) identifies the Council's aim	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			removing the excessive amount of street clutter which blocks pedestrians flow. - The temporary parklet in Mill Road demonstrated how a relatively simple provision can make for a far more welcoming place. I would like to see more parklets, in Mill Road and elsewhere. Improvements beyond the tourist hotspots could spread the load, helping those hotspots too.		of improving the capacity and quality of the public realm throughout the city centre. Strategy S9 seeks to create opportunities to reallocate space freed up by the reduction in motor vehicles to create new public spaces.		
Mr Charles Berthon [8105]	Comment	N/A	Proposals are too vague and lack ambition. Ban private cars from the city centre completely. Make park and ride compulsory for visitors. Provide very cheap/free public transport to city centre.	Vision & objectives	MSfP intends to provide a shared vision for the type of City Centre Cambridge should become and achieve buy in from all those with a responsibility for thinking how it should operate. Detailed strategies and proposals will come later and separately to this document but will be expected to align with the Vision, User Hierarchy etc.	No	
Ms Tina Bolderslev [8130]	Support	N/A	Looks good. Please ask cyclists about ramps, kerbs etc.	Consultation	Comments are duly noted		
Mr Martin Thompson [2615]	Comment	N/A	Whereas the chance to have an input is welcome, there is always the danger that the public consultation process is so prolonged that the impact of the exercise can be self-defeating. I would urge officers to do all they can to speed up the implementation of the SPD so that real improvements can begin within a reasonable time frame.	Consultation	Comment is duly noted.		
Ms. Meg Clarke [2541]	Comment	N/A	Please keep asking us what we want for central Cambridge and keep plans green and regenerative.	Consultation	Comment is duly noted.		
Rosemary Rodd [8176]	Comment	N/A	If the vision is rolled out to the more residential areas outside the city centre there needs to be consideration of the value of retaining local shops as a way to encourage shoppers to walk or cycle rather than use a vehicle to travel to an out of town supermarket. If this is to be achieved the shops need to be able to receive deliveries of stock.	Mix of uses	Comment and concern duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge.	No	
Mr David Ellingham [8202]	Comment	N/A	Don't pedestrianise or restrict traffic on Mill Rd. Better, real provision for cyclists is	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			necessary. Unenforced and Unenforceable 20 mph speed limits are a total waste of public money.		will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Miss Amanda Nilsson [8194]	Comment	N/A	I look forward to seeing the outcome of engagement and the next steps		Comment is duly noted.		
Ms Brigit Viney [5230]	Comment	N/A	The consultation period seems rather short for such a far-reaching plan.	Consultation	Comment and concerns about the consultation period are noted.		
Professor Michael Ellman [8260]	Support	N/A	Seems sensible to me.	Vision & objectives	Comments duly noted.	No	
Mrs Tess Jones [3282]	Support	N/A	Be more radical.	Vision & objectives	Comments duly noted.	No	
Mrs Jeekyoung Song, (Manager) [8275]	Comment	N/A	The closure of Mill Road to traffic would be significantly detrimental to the retail community on Mill road. This was already experienced during the summer, when the bridge was closed.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Rustat Neighbourhood Association (Mr Roger Crabtree) [1384]	Object	N/A	This seems an excessively long timescale. We should get the SPD stage in well under a year. This is an urgent matter, please put the resources behind it for quicker delivery of plans and in particular, actions	Vision & objectives	Comments noted. The timescale identified was considered realistic given the resources available and the formal process planning documents such as SPDs are legally required to go through to reach adoption.	Yes	Amend timeline
Mrs Barbara Taylor [5907]	Support	N/A	OK	x	X	No	
Mr FARAZ KHAN [8178]	Comment	N/A	Not enough gathering of opinion or surveys...incompetence?	Consultation	Comment noted.	No	
Gerry Robinson [8298]	Support	N/A	To get me and others out of our cars you must Prioritise good, frequent, affordable public transport, seating and shelters at bus	Bus infrastructure	Comments and concerns duly noted. The document related to central Cambridge rather than areas of new housing growth.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>stops and more public seating.</p> <p>The new housing areas need their own high streets with large number of shops. They should not need to come into Cambridge city as they come by car.</p>		<p>The need to provide services were housing is located to minimise trips is noted. The document aligns with GCPs City Access Project which is working to give people a more attractive public transport option compared with the car</p>		
Dr Paul Gilliland [8321]	Support	N/A	Well set out documents and consultation.	Consultation	X	No	
Melvyn Tucker [8235]	Comment	N/A	Unable to open	Consultation	X		
Melvyn Tucker [8235]	Comment	N/A	Unable to open	Consultation	X		
Mr S Agar [8332]	Object	N/A	Not informed and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Comments noted. The consultation on the document ran from the 2nd Sept - 14th Oct 2019 and included static displays, staffed exhibitions and web and newspaper-based publicity.	No	
Cambridge Discount Electrical (Mrs Letizia Surbey, Director) [8182]	Object	N/A	TERRIBLE IDEA AND WOULD KILL MILLROAD AND ALOT OF THE TRADERS IN MILL ROAD	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Mrs Clare Collinson [8264]	Object	N/A	I object to mill road been closed to traffic. I have lived off mill road for 25 years. I work in a small village outside of Cambridge which does not have a bus. I am a social worker and I need my car for work. I am so upset about all of the new buildings that are been built without a thought to the local roads or schools. How can carers nurses and doctors and disabled people get around without the use of a car? Especially if they cover a large area for work. For once think about local people.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Mrs Barbara Taylor [5907]	Comment	N/A	No comment	x	X		
Melvyn Tucker [8235]	Comment	N/A	Unable to open	Consultation	X		
Mr S Agar [8332]	Object	N/A	Not informed and not enough time to respond after finding out last week. Period for responses must be extended.	Consultation	Comments noted. The consultation on the document ran from the 2nd Sept - 14th Oct 2019 and included static displays, staffed exhibitions and web and newspaper-based publicity.	No	
Anna Davanzo	Comment	N/A	<p>I have been made aware within the last couple of days that there are plans to change accessibility to Cambridge city. Being a resident of St Philips Road (CB1 3AQ) I am disappointed at how little firm information has been provided to residents by the council and how little time has been allowed for locals to fully review the proposal. Having read through the documentation online at https://cambridge.jdi-consult.net/localplan/readdoc.php?docid=203 I am still none the wiser as to what this actually means, in particular, for the Mill Road area and for Mill Road residents, such as myself. The proposal itself is vague, at best, and does not indicate the works that are proposed for Mill Road (listed as area 24 in the referenced proposal). Please can you provide further information on the impact that this proposed work will have to Mill Road.</p> <p>I should note that whilst the Mill Road railway bridge was closed for maintenance work during the summer (2019), there was a much greater sense of community along Mill Road, with numerous events taking place and bringing the community together. It also enabled pedestrians and cyclists much safer access with the near removal of motorised vehicles. It should be proposed that the Mill Road bridge be permanently closed to general traffic (it is currently used as a thoroughfare to the city centre, creating</p>	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			noise and air pollution as well as a very unsafe cycling environment) and only open to busses and taxis – again allowing for a far safer area for pedestrians and cyclists, with the ability for access to the city centre using public transport. This will have the additional advantage of greatly reducing noise and air pollution in the city centre and Mill Road and will encourage people entering Cambridge from elsewhere to use existing facilities and infrastructure such as the numerous park and rides or the train. It will not impede service vehicles such as delivery lorries as they can use alternative routes to access either side of Mill Road (as when the bridge was closed previously).				
Michael Surbey	Comment	N/A	It has come to my attention that we believe there are plans to close Mill road to vehicle traffic. If this is the case, there will be a significant impact on my business. Please can you advise me of the council's current policy.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Graeme Hodgson	Comment	N/A	Please could you pass-on to those collecting citizen input on the SPD, that 90% of the objectives for Mill Road (Petersfield/Romsey) would be achieved if motor vehicle traffic was limited (possibly to a one way system initially, then emergency vehicles and public transport shuttles etc. only, subsequently). With this, urgently needed CYCLE LANES could be put in down the length of Mill Road, on both sides, and, where necessary, pavements widened or improved.	Mill Road access	Comments noted. It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Dr Roger Sewell [5506]	Comment	Q1	For Q1: Making it better for pedestrians should NOT be at the expense of cycling access. Specifically, cyclists tend to be locals who live here all the time and are forced to put up with huge numbers of tourists who are mostly only here for 1 day. Cycling is by far	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to pedestrian access will not	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>the most efficient way for locals to get around and is healthy and environmentally friendly.</p> <p>I agree with supporting access for those with limited mobility.</p>		adversely impact cyclists or those with limited mobility.		
Miss Mary Reid [8100]	Comment	Q1	<p>With any plans to make changes in the city centre bear mind what works and cost will be required to achieve the vision - as a daily cyclist I am not convinced that the disruption caused by current development of cycling infrastructure elsewhere in the city is worth the improvements which result. I would much rather that the roads and cycle paths which exist were suitably maintained - a large number of Cambridge road surfaces are dangerous and/or cause injury to cyclists and in my opinion, money would be far better spent maintaining road surfaces than making unnecessary changes.</p>	Cycle infrastructure	<p>Comments and concerns noted. The overall approach set out is to improve the overall quality of both pedestrian and cycle routes and spaces I into the City Centre. Cambridge already has a 33% cycle modal share and so these form a significant proportion of trips. It is noted that some existing facilities require upgrading and improvement and MSfP advocates a whole journey approach to considering how cycle infrastructure will be provided which is about integrating new and old and being aware that any route is only as good as its weakest link. Increased cycle movements will place further pressure on the City Centre, and it is appropriate that further schemes will need to be considered to help manage this demand.</p>	No	
Mrs Jessica O'Donoghue [3080]	Support	Q1	<p>Please go ahead with pedestrianising as many streets in central Cambridge as possible but mainly around schools such as St Matthew's Primary school in Norfolk Street where traffic congestion during morning and afternoon school run has reached dangerous levels (due to the size of the school: 650 students!).</p>	User hierarchy	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.</p>	No	
Mr Alan Ackroyd [8148]	Support	Q1	<p>Public transport and cycle access to the city centre needs improvement alongside improvements in the central area. The current 10am to 4pm pedestrianised area should be radically extended.</p>	User hierarchy	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel. The extent and hours of operation of pedestrian priority areas in the City Centre is part of thinking about how streets and spaces can deliver improved pedestrian and cyclist user experiences. However, the need to maintain servicing and access to support businesses is also important. Future approaches will need to ensure that the latter can still work whilst delivering a better City Centre for pedestrians and cyclists.		
Ms. Meg Clarke [541]	Support	Q1	Change is needed, the city centre is appallingly crowded in times in the summer especially.	User hierarchy / congestion	Comments and concerns duly noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change.	No	
J V Neal [8163]	Comment	Q1	Any future changes to the Market Square must benefit first and foremost its two unique, precious and historic roles in (a) supporting local employment and trade as well as (b) for public democratic assembly and protest. And remember that bicycles need to be able to move from peoples' homes in to and out of central Cambridge - currently very difficult to achieve (legally).	Market square	Comments and concerns duly noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge including the Market Square to be maintained whilst accommodating pressures for growth and change.	No	
Mr James Travers [8193]	Object	Q1	Do not make mill road one way or pedestrianised. Businesses will fail. Deliveries will not be made, the other roads in Cambridge, like two months ago, will be grid locked and buses won't be able to travel. How will older, less mobile people or carers get around? The unique Mill Road	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Miss Katie Hawks [8199]	Comment	Q1	<p>atmosphere would be destroyed forever if you get rid of the car access. Who is even pushing this idea? It's ridiculous.</p> <p>1) Are there thorough studies about vehicle usage?</p> <p>2) Double- and single-deckers are too big for historic, narrow, city streets.</p> <p>3) Landscaping must take into account hard surfaces and water; global sand shortage; carbon of concrete, plastic, metal and builders' diesel etc. 'Net carbon zero' is greenwash.</p> <p>4) What about public transport to outlying villages? Park-and-ride, apparently to be expanded on green fields, doesn't make up for unreliable, expensive rural public transport.</p> <p>5) Independent traders need priority: high rents mean they're on a knife-edge. Stats on trade and vehicles elsewhere may not be relevant.</p>	Vision & objectives	<p>current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.</p> <p>Comments noted. GCP have detailed traffic counts and other data that will be used to inform future strategies including bus movements into and around the City Centre. It is beyond the scope of MSfP to extend out to outlying villages and P&R sites, but overall public transport planning requires a comprehensive whole route approach to be taken. MSfP sets out a clear vision for the type of City Centre that will help to deliver a better place for people to use and which future strategies for all modes will be expected to align to.</p>		
Ms Benedicte Antoniou [8211]	Object	Q1	<p>We strongly disagree with the projects and future visions for Mill Road. It will kill local businesses as the street will not be accessible to vehicles. Mill Road is one of the most vibrant streets in Cambridge, we do not want to see it fade away and become a ghost street. Mill Road is known for its liveliness, it would be a shame to destroy this image. To conclude, we urge you to rethink this project as we are not the only ones who object to this.</p>	Mill Road access	<p>It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.</p>		
Ben Stoll [8213]	Support	Q1	<p>The Baseline Report Key Findings are a fair and accurate summary of the traffic and congestion-related challenges that face Cambridge. In order create a healthy, liveable and vibrant city centre, it is essential that car traffic be reduced, pedestrians and cyclists re-prioritised, and urban streets and pavements be reconfigured away from accommodating cars to serving broader social needs, especially those of the elderly and the young, who are especially vulnerable</p>	Vision & objectives	<p>Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			to pollution and would most benefit from pedestrian-friendly streetscapes.				
Ben Stoll [8213]	Support	Q1	The Baseline Report Key Findings are a fair and accurate summary of the traffic and congestion-related challenges that face Cambridge. In order create a healthy, liveable and vibrant city centre, it is essential that car traffic is reduced, pedestrians and cyclists re-prioritised, and urban streets and pavements reconfigured away from accommodating cars to serving broader social needs, especially for the elderly and the young, who suffer the most from the loss of liveable public spaces.	Vision & objectives	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Gerry Robinson [8298]	Support	Q1	It is impossible for my 80 yr. old mum to go much further than the local co-op as public transport is so poor. Newnham is hugely under serviced. I would use buses to get around the city if they went where I needed them to. From Newnham you have to go to Drummer Street and change to get where you want to e.g. Addenbrookes, beehive, The Junction. We can't all cycle. You used Amsterdam as an example city, well their public transport is amazing! No need to drive anywhere.	Bus infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. The Making Space for People document also highlights movement focused strategies to facilitate the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel.	No	
Dr Sunit Ghosh [8307]	Object	Q1	Figures being quoted in support of the proposal fail to represent a true picture of road usage in Cambridge; Cambridge has the UK's second highest Student to resident population so the 33% figure fails to represent the true use of cycles by actual residents rather than students. Cambridge has one of the highest ratios (52.1%) of incoming commuter traffic to resident population in Europe; the impact of prohibiting car access in view of this is not considered. Impact of school drop off and pick up traffic as a major factor in congestion in Cambridge is not considered in this document.	Scope	Comments and concerns noted. The user hierarchy ensures that the needs of all City Centre users (including students) is planned into future decision making about how streets and other spaces can function so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. MSfP aligns with and will help to inform GCP City Access planning and ensure that sustainable transport modes including those that support healthy and active travel choices are	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					prioritized to help reduce and manage private motor vehicle trips.		
Mrs Nobuko Tollemache [8308]	Comment	Q1	If the very centre of Cambridge becomes a car free zone (except for public transport) cyclists should dismount and walk. This will safeguard pedestrians, in particular those with limited mobility.	User hierarchy	Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed.	No	
Dr Janette Thomas [8316]	Support	Q1	I agree with the aims of Part 1. I see the importance of making Cambridge a great space all people and this means sharing the space more equally and not being so car centric. It is important to be bold and make Cambridge a great place to live, work and socialise.	Vision & objectives	Comments noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Mr Alexander Doust [8322]	Comment	Q1	Agree that cyclists and pedestrians should be at the heart of any hierarchy and decisions being made. Reducing traffic should be the number 1 consideration when building new homes and giving planning permission. Also think that the consultation document does not make for an easy read.	Cycling infrastructure	Comments noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed.	No	
Mr Mike Bleazard [2349]	Support	Q1	I am keen that we do all we can to encourage pedestrians and cyclists in *all* of Cambridge. We need to make cycling safe - keeping other vehicles separate from cyclists. We need to provide convenient and secure cycle parking.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. We will ensure that provision of secure cycle parking is conveniently located whilst not detracting from the streetscape, where this can be avoided.	No	
Melvyn Tucker [8235]	Comment	Q1	Access Egress	User hierarchy	Comments duly noted.	No	
B Nicolson [5745]	Comment	Q1	I notice that there is mention of traffic reduction and improving public transport. These need to come together in clear plans	Congestion	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>and policies. Councillors will need to be brave about the decisions they make, particularly in reallocating road space. Walkability must include easy to read signposting and information (i.e. maps) for people visiting.</p> <p>Public art tends to be a box ticking exercise too much of the time. Let us have art that is good, not art that simply meets an outcomes policy.</p>		<p>and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel. On Public Art, embedding art as part of proposals is a key aim and should not be a tick box exercise. The Council has a Public Art Panel to review schemes as well as a Public Art Officer to help ensure that proposals have integrity and are well considered.</p>		
<p>Page 89 Mr Nicholas Flynn [7072]</p>	<p>Comment</p>	<p>Q1</p>	<p>I support what is in Part 2, but I think you have missed out on making spaces for children to play, explore and move safely. This is an important part of a vibrant city. We are lucky in Cambridge to have several playgrounds, but I feel like much more can be done. Personally, I feel like this is more important than public art.</p>	<p>Children / Art</p>	<p>Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit. All users should be able to enjoy the City safely and lower vehicle speeds along with roads cape reallocation are part of how more inclusive streets and spaces can be created.</p>	<p>No</p>	
<p>Ben Stoll [8213]</p>	<p>Support</p>	<p>Q1</p>	<p>Responding to Question 1, What will make central Cambridge a great place to be in? I would suggest a swift move away from giving so much street space to cars with a shift towards walking, cycling and public transport. Only by making central Cambridge a restricted zone for cars, whether petrol, diesel or electric, and creating more space on the streets for people, will it be possible to achieve the goals set out in the SPD, especially those of walkability, adaptation for climate change and biodiversity, health</p>	<p>User hierarchy</p>	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.</p>	<p>No</p>	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			benefits from more vibrant public spaces, and enhanced air quality.				
Miss Amanda Nilsson [8194]	Comment	Q1	A significant reduction in traffic would make central Cambridge a great place to live in. the public art is a great part of Cambridge which would be enhanced further by clear signage, details and even a map so there is greater understanding	Congestion / art	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. The document recognises the important role that public art plays in place making	No	
Rustat Neighbourhood Association (Mr Roger Crabtree) [8384]	Support	Q1	1. More central streets need to ban traffic and severely limit times for delivery vehicles 2. There needs to be a much stronger focus on pedestrians, including those with limited mobility in the central core of the city. Cyclists make it much less comfortable to walk in these streets. More central streets should be pedestrianised banning cyclists	User hierarchy	Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design management phases and as a result reduce conflict between different users and modes of travel.	Yes	Document to be amended to make clearer that the needs of disabled people will be taken into account as part of an inclusive approach to street and space design.
Mrs Edwina Swann [8305]	Comment	Q1	Please consider reduction of heavy traffic on Mill Road to improve air quality, pollution and congestion.	Mill Road access	The document identifies strategies that can help to rebalance the function of streets and other key spaces. It is beyond the scope of the document to propose specific measures for particular streets, but future decisions will be expected to align with the Vision, Aim & Objectives and Strategies that have been identified.		
Mrs Nobuko Tollemache [8308]	Comment	Q1	More people will use public transport if bus companies increase frequency of their services and use low carbon emission vehicles and keep fares low. In order to improve air quality taxis should turn off engines while stationary, i.e. Station area, Drummer Street.	Bus infrastructure	Comments and concerns noted. The document aligns with GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys. The aims and objectives highlight the delivery of green and healthy places that delivery the right environmental	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					conditions including cleanliness, air quality and noise		
Mr Craig Wisniewski [2573]	Support	Q1	In addition to health, I would like to see some emphasis placed on safety, particularly regarding traffic rules. Recently, I've seen much more running of red lights at pedestrian crossings (around Parker's Piece during traffic queues), very high-level speeding on Mill Road and on-pavement parking on Mill Road. I would also like to say that as a pedestrian, I find the area around Microsoft building and the new traffic flow around the rail station to be particularly difficult - along with the bottom of the Carter cycle bridge. Perhaps this can be addressed even earlier than the current plan.	Health and wellbeing / Mill Road access	The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	Yes	Point S5 and S9 should reference improved safety associated with reducing car use in the city.
Dr Paul Gilliland [8321]	Comment	Q1	<p>Maintain (repair) existing cycle infrastructure, e.g. surface of path/lane on Parker's Piece, as well as enhanced provision of cycling infrastructure including better or more cycle lanes. But needs to include more effective separation of pedestrians and cyclists, e.g. see Parker's Piece again.</p> <p>Emphasise further the need for more cycle parking facilities.</p>	Cycle infrastructure	Comments and concerns noted. The user hierarchy ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. We will ensure that provision of secure cycle parking is conveniently located whilst not detracting from the streetscape, where this can be avoided.	No	
Mrs Judith Cheney [8310]	Comment	Q1	<p>I understand the need for places for cyclists to leave their bikes, central Cambridge has become cluttered with cycle racks, preventing easy walking for pedestrians - especially in the marketplace (some of the seats in front of the Guildhall have been replaced by cycle racks; there is hardly any room for pedestrians in Pease Hill).</p> <p>There are far too many tables and chairs and barriers outside cafes in central streets - especially along Trinity Street, King's Parade</p>	Cycle infrastructure	Comments and concerns duly noted. Encouraging café culture is part of the place making strategy and will be balanced with the reallocation of space in the city of centre. Strategy S4 seeks to enhance cycle routes and parking facilities in the city centre.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			and around the edges of the market. This impedes easy walking for pedestrians.				
M Winchcomb [8336]	Support	Q1	Question 1: I agree with the importance of all of these things and would further highlight how cycling enhances and complements every single one. Cycling is the most obvious mode of transport, faster than walking, that can bring people and goods from a much wider area into central Cambridge in a peaceful way that conserves the environment, air quality and the historic nature of the city centre. Compared to driving, cycling is much more conducive to social interaction, people cycling engage more with their surroundings, have more opportunity to appreciate things like public art and enjoy the health benefits too.	Cycle infrastructure	Comments noted. The aims and objectives highlight the delivery of green and healthy places that deliver the right environmental conditions including cleanliness, air quality and noise. The space focused strategies are being revised to reflect greater emphasis on reducing air and noise pollution. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets.	No	
Page 92 Cara [106]	Object	Q1	Consider bikes before any new designs.	Cycle infrastructure	Comment duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Manjit Singh [2479]	Comment	Q1	The historic nature of Cambridge Market is intrinsic to the character of the city and should be preserved, the cobbles should be retained for aesthetic reasons. The market is a source of living for many small traders who could otherwise not have access to a high street shop because of the financial commitment and cost. The market is more environmentally friendly than shops which require a lot of energy for heating and cooling systems.	Heritage and conservation	Comments duly noted. Strategy S12 seeks to Enhance the Market by encouraging more civic activities while preserving and promoting the market.	No	
Christine knight [8169]	Comment	Q1	To help promote non-cars as users, it would be good if traffic lights and crossing lights	User hierarchy	Comments and suggestions noted. Some cities have utilised 'green wave' technology	Yes	A4 - Welcoming.

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>could be adjusted so that, for example:</p> <ol style="list-style-type: none"> 1. Buses get green asap when they approach. I often see guided buses at the CRC junction waiting whilst cars go over the crossing. 2. Pedestrian crossings are set so that if there hasn't been a crossing recently (e.g. in last 3mins) lights change quickly to allow the people to cross. Many crossings seem to wait until a break in traffic which can take many minutes - I can cross then anyway without the lights! <p>Thank you</p>		to allow cycle users to continue along key cycle routes without needing to stop. 'Smart; pedestrian crossings can be installed that detect levels of usage/nos. of people waiting etc. MSfP highlights the need to effectively manage public space and this could be extended t think about how smart technology can aid this.		Add wording about utilising smart technology to help manage streets for all users
Dr Steven Pope [8229]	Support	Q1	<p>I use all modes of transport in the city.</p> <p>As a cyclist the number of near misses with speeding cars and aggressive drivers is ever increasing</p> <p>As a walker there isn't space on the heaving busy pavements to walk.</p> <p>For example recently when cycling over Mill Road bridge I was caught by a pedestrian's bag strap, throwing me into the side of a car which was illegally overtaking ! Luckily, I was not injured.</p>	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Gerry Robinson [8298]	Support	Q1	Public transport is pitiful. Everything must go in to the centre to come out again. I lived in London and didn't need a car. Now it is vital as trying to get anywhere by bus is pointless if you live in Newnham. It would take hours, be expensive and stressful. To encourage people to walk more especially older residents, we MUST have more public seating for rests. Also need seating at all bus stops and proper shelters.	Bus infrastructure	Comments and concerns duly noted. The document aligns with the GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys Strategy S6 seeks to reappraise bus stop location and function. This could be expanded upon to include improvement to public realm at bus stops	Yes	Include public realm improvements at bus stops to the objective.
Ms Isabelle de Wouters [8302]	Support	Q1	I'm a Romsey resident and cycle to work off Madingley Road. The current provisions for cyclists are inadequate including those routes designed to separate cyclists from cars. The volume of traffic on Brookfields and Mill Road means that I tend to avoid my	Cycle Infrastructure	Comments noted.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			local shops. From a safety perspective I would prefer to be able to cycle safely down Mill Road when cycling later in the evening rather than using the Carter Bridge and weaving down various side streets. However, this is not an option because of inadequate provision for cyclists down Mill Road / Brookfields Road.				
Dr Janette Thomas [8316]	Support	Q1	Accessibility is crucial for both pedestrians and cyclists and considerations for people with disabilities must be included when designing facilities for walking or cycling. Cycle parking facilities should include spaces for people who use recumbents, handcycles or other forms of adapted cycles that provide a mobility aid. Cycle routes should make be easy to use and not be too narrow at junctions and parking should not be so tight and difficult to use that you risk getting dirty or injured due to congestion. Lower priority vehicles should be made to be considerate of all the higher priority users.		Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to access will ensure that the needs of disabled people and those with limited mobility are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
Mrs Huria [8303]	Object	Q1	Better public transport with more easily accessible information. No priority to cyclists or better control of them... as there are many offenders and they have to be proper road users.	Bus infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. The document aligns with GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys.	No	
Mrs ROSE LE DOUX [8124]	Support	Q1	We are a family of 4 (2 adults, 2 children of primary school age). We live in Sawston. I would like to use the bus more to go into Cambridge but don't because it takes twice as long as driving and is more expensive. There are also infrequent buses home at night. If you could improve the public transport going into Cambridge in terms of frequency and affordability, I think that would encourage people to use it more and support your objectives to reduce both pollution and conflict between cars / pedestrians / bikes.	Bus infrastructure	Comments noted. The need to make public transport a viable option for as many people as possible is clearly important. MSfP is about how City Centre streets and spaces can better accommodate users and make a more pleasant place for people to live in, visit and work. Part of this is about how private motor vehicle access is managed and links into work being undertaken by GCP on City Access.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Ms Tina Bollerslev [8130]	Support	Q1	YES! Please make more space for cyclists and pedestrians. Please make it safe for children to cycle into the city centre. PLEASE make the buses MUCH, MUCH cheaper. Please CHARGE a fortune to park and limit parking everywhere else. This is the only way the city will change like Copenhagen. People are selfish and lazy by nature and very reluctant to change. It MUST come from above.	User hierarchy	Comments noted. Strategy S5 highlights the need to think about the future role of City Centre car parks,	No	
Dr Matthew Butler [8136]	Support	Q1	I welcome the review of inner-city car parks. These only serve to pull traffic into the centre. With over half of journeys being under 5 miles think of the change that would come about by utilising these spaces for green infrastructure such as hydrogen filling for buses, electric car charging, cafes and green spaces.	Car parking	Comments and concerns duly noted.		
Ms. Meg Clarke [2541]	Comment	Q1	Please ensure the traditional market is kept as the heart of Cambridge city, and please find a way to ensure local small businesses can have a space in the city centre...otherwise it's just like everywhere else. Eating places outside are good, more rest places outside are important, benches please. Make it a People's place with distinctive facilities rather than a multinational business opportunity. This will make residents and tourists happier!	Character and sense of place	Comments and concerns duly noted. Strategy S12 seeks to Enhance the Market by encouraging more civic activities while preserving and promoting the market.	No	
Ms. Meg Clarke [2541]	Comment	Q1	Please ensure the traditional market is kept as the heart of Cambridge city, and please find a way to ensure local small businesses can have a space in the city centre...otherwise it's just like everywhere else. Eating places outside are good, more rest places outside are important, benches please. Make it a People's place with distinctive facilities rather than a multinational business opportunity. This will make residents and tourists happier!	Character and sense of place	Comments and concerns duly noted. Strategy S12 seeks to Enhance the Market by encouraging more civic activities while preserving and promoting the market.	No	
B Nicolson [5745]	Comment	Q1	We need to think seriously about reallocating space away from car parks. There will need to be some car parking, and most certainly	Car parking	Comment and concern duly noted. Strategy S6 seeks to re-appraise the location and function of central car parks to minimise	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			there must be a decent allocation for those with blue badges, but if we are to grasp the nettle of traffic reduction, we need to be bold about this. That could mean increasing the amount of cycle parking by taking over a level of a city centre car park.		adverse impacts on the enjoyment of the city centre for pedestrians, cyclists and public transport users. Strategy S4 notes the need to provide cycle routes and parking in the city centre and at local centres.		
1931 Moran Stacey [8165]	Comment	Q1	I support the aim of making the centre more traffic free, but the report misses one of the best ways of doing this. A recent visit to Ghent amazed me - plenty of trams and buses, no private cars, twice as many bicycles as in Cambridge (and no traffic lights). Best of all, a free electric mini-bus-taxi which circulated all day until 10 p.m., taking in almost the whole city, and ran regularly every 15 minutes. To someone with limited mobility, such as myself, it was especially useful. We kept saying 'If only we had these in Cambridge'.	Bus infrastructure	Comments and concerns duly noted. The document aligns with GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys.	No	
Mr Chris Cunningham [8168]	Comment	Q1	Address major traffic issues by flowing traffic around a one-way inner ring road, reduce allowed vehicle sizes into the centre, separate foot/cycle and motor traffic to make a quicker and more pleasant experience for all users. Re-prioritise so that vehicles have lower priority/presence in the centre but get the priority they need in journeys around its periphery.	User hierarchy / congestion	Comment and concern duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Mr Alan Ackroyd [8148]	Support	Q1	If climate change is to be averted, personal transport must be transformed to include less vehicle movements and more walking, cycling and public transport encouraged. These aims and objectives are good but only if all planning decisions really are measured by them. Many fine words are spoken about	Active transport	Comment and concern duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge to influence decision making.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			planning and most of them are ignored or contradicted in practice.				
Rosemary Rodd [8176]	Comment	Q1	Green could potentially sometimes conflict with equitable - for example if trees are making the pavement uneven or if hedges are removed to create wider cycle tracks.		Comment and concern duly noted. Green is one of five objectives listed and would need to be balanced against the other visions including equitable and welcoming.	No	
Miss Katie Hawks [8199]	Comment	Q1	Although many shoppers do walk, cycle or take the bus, some items are not transportable on any of those. This necessitates either private motor vehicles or a complete re-design of buses, or an after-hours public delivery system.	Bulky goods	Comments noted. Agree that sometimes it is not practical to use a bus or a bicycle and this is where 'last mile delivery strategies' and essential access to the City Centre need to be factored into future access strategies.	No	
Harriet Kelsall Jewellery Design Ltd (Miss Indira Bir) [8157]	Comment	Q1	Smaller streets within Cambridge City Centre need more signage for tourists. I work in Green Street and we used to have an 'A board' which helped a lot of our customers drive more people down our street. With these gone we need more signage to drive footfall down these smaller streets at both ends to keep shops alive and not closing up. Even a lamppost at the end near Sainsburys to navigate FF, sign posting other shops within this lane.	Signage	Comments and concerns noted. Point S1 seeks to provide better signage and improve legibility.	No	
Mr Robert Sansom [102]	Support	Q1	<p>The centre of Cambridge should be given over to people not motor vehicles. The council should be actively closing down car parking in the centre of Cambridge except for provision for disabled users.</p> <p>More space should be given over to cafes on the pavements/streets.</p> <p>Bus and taxi traffic should be removed from St Andrews Street outside the Lion Yard during the middle of the day. The area from the drummer street corner to King Street should be pedestrianised. There should be bus stops around the inner ring road instead of the centre of the city.</p>	User hierarchy	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists.</p> <p>Point S15 seeks to work to change the balance of space for activities such as outdoor eating and drinking to develop a café culture approach creating street activity and interest.</p> <p>Point S6 strategies for the re-routing, location and function of bus routes and stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel.</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Gerry Robinson [8298]	Support	Q1/Q3	The city is congested with people. The outer areas have lovely green spaces which must be protected i.e. Paradise Walk, Lamas land etc but even these are now congested at times. We must stop the constant high-volume housing projects which seem to be mostly students who live here a few years and move on. You avoid congestion shopping centres, need jobs built in Cambourne and other areas to avoid the need for constant shopping trips into the city.	Congestion / green space	Comments and concerns duly noted. The document recognises the impact of congestion (including tourist congestion) in the city centre and seeks to create opportunities to reduce this through the user hierarchy and the creation of a tourist circuit. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge.	No	
Mr Alan Ackroyd [8148]	Support	Q1/Q3	The centre of Cambridge was originally laid out primarily for pedestrians and horse-drawn transport. Attempts to adapt it for motor vehicles have only largely taken place in the last 50 years and are now largely recognised as spoiling a people-centred city. Recognising the priority of people over vehicles is entirely correct.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Mr Alexander Nix [8338]	Object	Q1/Q3	Disappointed by no reference yet again in a transport consultation to PTWs (Powered Two Wheelers) in the preferred road hierarchy.	PTWs	The user hierarchy identifies EAPC (Electrically Powered Pedal Cycles) and this extends to cover other scooters etc. that conform to particular design specifications. Motorcycles are included as 'other motor vehicles'.	Yes	Clarify that this includes motorcycles/ PTWs.
Tam Parry [7076]	Object	Q1/Q3	I think that the document should be stronger about the conflict between fast cyclists and pedestrians. This is a cultural issue, but it can be helped by providing cyclists with better routes that cross the city in all directions. For instance a new route along the backs could take them off St. John street and kings' parade. I think the document needs to be stronger on the need to provide additional segregated routes for cyclists across the city to help	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Strategy S4 seeks to 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 but with pedestrians at the top of the user hierarchy.	no	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			them avoid the city centre where most conflict with pedestrians occurs.				
Co-op (Mr Simon cross, Store Manager) [8237]	Comment	Q1/Q4	I have been informed that there is a proposal to close Mill Road to traffic. Recent closure of the Rail Bridge gave us a good indication of the impact this will have on our Colleagues and Business. 15% reduction in trade (150k in profit) resulting in less employment to local People. Approximately 2 fte Jobs would be lost to adjust for the trade reduction.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Mr Martin Lucas-Smith [1211]	Support	Q1/Q4	<p>I strongly agree with the overall approach.</p> <p>It is long overdue for the Councils to take a much stronger line on reallocation of space away from motor vehicles, which cause overcrowding and domination of our spaces.</p> <p>Areas are shabby, unwelcoming, and polluted.</p> <p>Mill Road is in particular need of overhaul - the amount of through-traffic has reached completely unacceptable levels. The bridge should be shut to through-traffic for private cars, and a quality bus corridor and safe cycling space be created instead, with 24/7 access for traders and significant streetscape improvements.</p> <p>Cycling access must be retained, and cycle parking increased.</p>	Mill Road access	Comments noted.		
Mr Ian Collinson [8334]	Comment	Q1/Q4	Mill Road Bridge. Mill Road traffic access. Schooling and Childcare provisions.	Mill Road access	Comments noted.		
Mr Paul Lythgoe [8328]	Comment	Q1/Q4	Agree with Vision & Aims Agree with set prioritisation Suggest alternative to the large buses Open up the Market space & create flexible space Have a green & commercially viable plan for Mill Road	Vision & objectives	Comments noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Mrs Katie Lucas [8203]	Comment	Q1/Q4	<p>Cambridge acts as a central hub for the wider surrounding area. The villages are mentioned only once in this plan, and nothing is said about how villagers will access the facilities in Cambridge if they can't drive there. It's too far for most people to cycle, public transport does not run in the evenings or on Sundays.</p> <p>Removing car access without ADEQUATE replacements will cut off Cambridgeshire from the facilities it needs.</p>	Bus infrastructure	<p>Comments and concerns duly noted. The document clearly identifies the extent of the study area in Figure 2. However, transport routes and open spaces etc. form networks and quite correctly, what happens in the city Centre has the potential to impact upon areas further out, including surrounding villages. The Making Space for People document highlights movement focused strategies to facilitate the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre.</p>	No	
<p>Mrs Katie Lucas [8203]</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 100</p>	Comment	Q1/Q4	<p>"making-space-for-people-spd-central-cambridge-vision.pdf"</p> <p>Disabled people are mentioned only once in this document.</p> <p>Cycling and cyclists are mentioned 22 times.</p> <p>People who can't cycle or walk long distances are increasingly being denied access to Cambridge due to poor and inaccessible public transport and the council's strategies to prevent access by car.</p> <p>Strategies which focus on cycling are inherently discriminatory against disabled people and there is no evidence in this document that the council has given sufficient thought as to how to ameliorate that discrimination.</p> <p>This document ONCE AGAIN demonstrates that the city council gives cyclists their entire attention and disabled people virtually none.</p>	User hierarchy	<p>Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to access will ensure that the needs of disabled people are reflected during the design and implementation phases, reducing conflict between different users and modes of travel. The overall approach is to ensure that streets and spaces are inclusive in their design and which by definition are designed to be fully usable by disabled people.</p>	Yes	<p>Document to be amended to make clearer that the needs of disabled people will be taken into account as part of an inclusive approach to street and space design.</p>
The Theatres Trust (Mr Tom Clarke, National Planning	Comment	Q1/Q4	<p>Paragraph 2.3.2 cites the increasing role of cultural provision within city centres, which is something with which we would agree. Cultural facilities, including theatres, music venues, pubs and other venues also have a wider role in supporting and improving the</p>	Cultural facilities	<p>Comments duly noted. The document emphasises the importance of creating opportunities for more cultural activities.</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Adviser) [5190]			social and cultural wellbeing of local people and attracting and retaining people and businesses within the local area. Therefore, we suggest that support and protection for culture is prominent within the plan's vision and objectives, and that a positive strategy is set out. This will ensure the plan accords with paragraphs 20 and 92 of the NPPF (2019).				
Mr Robert Sansom [102]	Support	Q1/Q4	<p>Both walking and cycling should be given equal importance as cycling can be just as accessible to elderly disabled people as walking (my 80 year old neighbour cannot walk very well due to his back problems but is able to cycle). Also cycling enables deliveries of goods thus reducing vehicle traffic.</p> <p>There should be an explicit goal to close more streets to motor vehicle traffic in the central Cambridge to make the city more liveable. Most continental European towns close the centres of their towns to traffic during the working day (e.g. 10am to 4pm).</p>	User hierarchy	Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to pedestrian access will not adversely impact cyclists or those with limited mobility. Reallocation of roadscape in favour of pedestrians and cyclists will require decisions to be made about the primary function of particular streets and spaces. The MSfP Vision and User Hierarchy is a clear statement of intent in terms of ensuring pedestrians and cyclists are prioritised in the City Centre. Such decisions may involve the closure of some streets to motor vehicles but it is outside the scope of the document to set out specific proposals.	No	
Mrs Barbara Taylor [5907]	Support	Q1/Q4	I support the statements. Removing dominance of cars, delivery vehicles and buses is good. Reallocation of road space for walking for the city centre core is good. Yes for cycling as well, but to avoid conflict at busy times, cyclists can walk with their bikes outside core times of say 10- 4pm. NB I am a cyclist as well as a walker and car driver.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Neil Shailer [8318]	Support	Q1/Q4	Mostly pedestrianize Mill Road in. Allow as much access to the shops as possible, this might mean continuing to allow car usage for the purpose of access. Pedestrians and cyclists should have priority but emergency	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>services, and public transport should be allowed to use the street. Use of along street shuttle busses should be explored. More community space for people to live and play and interact along the street. Please more cycle racks, sitting places, parklets, trees and plants and more room to walk and cycle on Mill Road. Mill Road Summer was absolutely wonderful!</p>		<p>spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.</p>		
<p>Sam Webster [8324]</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 102</p>	<p>Support</p>	<p>Q1/Q4</p>	<p>Support as we have got to get to zero-carbon as soon as possible. The number of private cars will have to be reduced even if they all become zero emissions.</p> <p>Cycling is the only mode of transport faster than walking that can bring people and goods from a much wider area into central Cambridge in a peaceful way that conserves the environment, air quality and the historic nature of the city centre</p>	<p>Air quality / carbon</p>	<p>Comments duly noted. The aims and objectives highlight the delivery of green and healthy places that delivery the right environmental conditions including cleanliness, air quality and noise. The space focused strategies are being revised to reflect greater emphasis on reducing air and noise pollution. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets.</p>	<p>No</p>	
<p>Mr FC de Blois [8337]</p>	<p>Comment</p>	<p>Q1/Q4</p>	<p>I think Mill Road bridge should be closed to all private vehicles (except for deliveries to local shops). This will cut down on pollution and accidents.</p>	<p>Mill Road access</p>	<p>It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.</p>		
<p>Liutao (Ms Coco Li) [8340]</p>	<p>Object</p>	<p>Q1/Q4</p>	<p>Is Cambridge ready with a strong public transport system to make it work without affecting existing residents, users, visitors and businesses of Cambridge? What are the data and research to prove that footfall will increase, especially in the areas more than 10minutes away from the market square centre point but have been included into the</p>	<p>User hierarchy</p>	<p>Comments noted. The Study area incorporates the City Centre including the Historic Core, along with the Opportunity Areas that radiate out from it. These focus on routes that already experience high footfall and cycle usage. Gehl and others have shown that removal significant motor vehicle traffic can improve the liveable</p>	<p>No</p>	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			scheme anyway? The "10-minute centre" of Cambridge have a large footfall due to the university, however, further away, there aren't any landmarks to ensure that footfall will be enough to sustain businesses with just pedestrians.		aspects of places with Copenhagen being a good example. The challenge is to make pedestrian and cycle movements, supported by good public transport to make such options viable and easy to use for most people.		
Mr paul weaver [8183]	Object	Q1/Q4	MILL ROAD IS AN ECLECTIC ROAD THAT NO OTHER ROAD IN CAMBRIDGE OR MAYBE ANYWHERE IN THE UK IS LIKE MILL ROAD CANNOT BE CLOSED TO TRAFFIC OR IT WILL DIE A DEATH CLOSING MILL ROAD BRIDGE FOR 8 WEEKS PROVED THAT PEOPLES LIVELIHOODS WERE AT STAKE AND SOME LOST JOBS. PEOPLE IN CAMBRIDGE DO NOT KNOW ABOUT THIS PLAN, WHY IS IT NOT SENT TO ALL CAMBRIDGE RESIDENTS FOR THEIR OPINION? THERE IS NO TRANSPARENCY HERE! ITS LIKE THE CCC WANT TO PUSH THIS THROUGH AND ONLY GIVING PEOPLE THAT DO KNOW 2 WEEKS TO OBJECT, THAT'S NOT DEMOCRACY!	Mill Road access	Comments noted. The consultation on the document ran from the 2nd Sept - 14th Oct 2019 and included static displays, staffed exhibitions and web and newspaper based publicity. The consultation on MSfP was separate from the GCP consultation on Mill Road which occurred at a similar time.	No	
Theatres Trust (Mr Tom Clarke, National Planning Adviser) [5190]	Support	Q1/Q5	Paragraph 2.3.2 cites the increasing role of cultural provision within city centres, which is something with which we would agree. Cultural facilities, including theatres, music venues, pubs and other venues also have a wider role in supporting and improving the social and cultural wellbeing of local people and attracting and retaining people and businesses within the local area. Therefore we suggest that support and protection for culture is prominent within the plan's vision and objectives, and that a positive strategy is set out. This will ensure the plan accords with paragraphs 20 and 92 of the NPPF (2019).	Cultural facilities	Comments and concerns noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change.	Yes	A3 - Add reference to cultural facilities to read: 'Places, cultural facilities, venues, activities and travel options are available that are safe, convenient and comfortable to all.'

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
B Nicolson [5745]	Comment	Q1/Q5	Make these ideas into clear policies statements. Make Mill Road a place for people again, rather than one where people come rather low down the pecking order.	Mill Road access	MSfP is intended to provide clarification on Policy 10 of the Cambridge Local Plan (2018). As such it cannot 'write' new policy but instead has the role of guiding decision making and to act as an engagement tool for the City, County, GCP and others to achieve a shared vision and approach to the City Centre.		
Dr Roger Sewell [5506]	Object	Q2	For Q2: Putting pedestrians above cyclists effectively risks putting tourists above locals, which is utterly absurd, as tourists spend on average 1 day here, while locals have to live here all the time.	User hierarchy	Comments and concerns are noted. The user hierarchy is intended to ensure that a balanced and context led approach is developed. Pedestrians and cyclists (including EAPC) are both higher priority users but there will places in the City Centre where cycles will need to slow down and where pedestrian footfall is dominant. such an approach will help to ensure that the correct priority is given to reduce conflict between different users and modes of travel.	No	
Dr Richard Higgison [8201]	Comment	Q2	Need for balance and realism	Vision & objectives	Comments duly noted.	No	
Rosemary Rodd [8176]	Support	Q2	Better walking infrastructure within Cambridge city centre would benefit everyone - however needs to be an evidence-based approach - for example trailing additional pedestrian crossings using mobile units before deciding on final position.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to pedestrian access will not adversely impact cyclists or those with limited mobility.	No	
Dr Janette Thomas [8316]	Support	Q2	I agree with the livability components and I'd like to emphasise that cycling benefits all of them in addition to walking. Cycling is extremely beneficial as a mode of transport and can take one further and faster than can walking and so can bring people and goods from a much wider area into central Cambridge in a peaceful way that conserves the environment, air quality and the historic nature of the city centre. Indeed cycling can be a great link with public transport such as to train stations and help journeys from bus routes.	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets.	Yes	Further emphasis on the benefits of cycle-based modes to transfer goods and people while conserving the environment and more conducive to

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
							social interaction in public spaces than driving.
Mr Martin Lucas-Smith [1211]	Support	Q2	I strongly agree with the overall approach. Note that a walkable city should not imply any reduction in cycle access also. The two can co-exist happily - well-designed cycle infrastructure and access means good walking conditions also.	User hierarchy / vision	Comments and concerns duly noted. The user hierarchy ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre.	No	
Miss Mary Reid [8100]	Comment	Q2	Take care prioritising pedestrians over cyclists or you will dissuade those who cycle from visiting the city centre.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to pedestrian access will not adversely impact cyclists or those with limited mobility.	No	
Christopher Johnson [8116]	Comment	Q2	You are right to put pedestrians top of your hierarchy, but cyclists need to be made to understand this, especially for shared routes, such as the path across Parker's Piece. In France cyclists can be fined for wearing headphones or talking on a mobile. These are regular occurrences in Cambridge, along with jumping red lights and not carrying lights after dark. I am a cyclist myself, yet despair at the dangerous behaviour of so many local cyclists.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Mr Tim Marchant [8122]	Support	Q2	But there needs to be adequate provision of segregated routes so that cyclists and pedestrians do NOT come into conflict with each other.	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.		
Ms Tina Bollerslev [8130]	Support	Q2	Yes, please VERY HIGH priority to CYCLISTS. If this was the case, I would ALWAYS cycle with my children into the centre. I only cycle with my kids to and round the city centre sometimes because Regent's Street with cycling kids is a killer and we usually HAVE TO go that way! So ... we drive to avoid the kids on bikes on Regents Street. People buy a second car or a car when they have kids because the cars have priority! Change that and families WILL change and start moving on cargo bikes - better for EVERYONE in the community!	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Mr Matthew Outler [8136]	Support	Q2	It is important to prioritise pedestrian and cycle traffic in order to reduce pollution, minimise the effective production of greenhouse gases and to ensure a safe commute into and through the city.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Mr Martin Thompson [2615]	Comment	Q2	The hierarchy is correct i.e. pedestrians should have the no one priority. The needs of disabled people should also be given top priority. The cobbled market square is a real hazard. The cobbles should be replaced by a smooth surface.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to pedestrian access will not adversely impact those with limited mobility.	No	
Rachel Abbott [8150]	Comment	Q2	The hierarchy as defined in the document is good, however in real life the situation is very different. As a pedestrian in the city centre it is difficult to feel like your position is at the top of the stack. Cyclists constantly cycle at you, the wrong way down one-way streets and on the pavement. Pedestrians also have	User hierarchy	Comments noted. Identifying the 'user hierarchy' is an important step in helping to achieve a better balance between users in the City Centre. This will be used to inform future designs and decision making as sometimes competing demand are resolved. This could include extending pedestrian	Yes	Extend pedestrian focused areas to include hours of operation

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			to compete with food delivery drivers speeding through town on mopeds. The Monday to Saturday pedestrian zone restrictions should be extended to include Sundays too.		priority to additional streets and the times and days on which it operates but such decisions are beyond the scope of this MSfP document.		and days covered.
Ms. Meg Clarke [2541]	Support	Q2	The hierarchy is exactly right, putting pedestrians at the top. Cyclists and pedestrians need to be separated ideally as it's menacing to have a fast cycle bearing down on you, especially if the rider has ignored the one-way traffic system in Market St area.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Strategy S4 seeks to 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 but with pedestrians at the top of the user hierarchy.	No	
Mr Nicholas Flynn [7072]	Support	Q2	I support the proposed street user hierarchy.	User hierarchy	Comments duly noted.	No	
Mr Graeme Hodgson [179]	Comment	Q2	Yes this is absolutely the right hierarchy. With climate change and increasing awareness that we cannot simply go on doing what we've always done (i.e. private motor vehicles), it is essential that pedestrians, cyclists and public transport users be prioritised. At the same time, delivery vehicles should be given access to commercial establishments, such as those in Mill Road, but not necessarily stopping right in front, which could mean parking on pavements or making it dangerous for cyclists to go around them. I would suggest side-street parking for delivery vehicles and a requirement that shops, or delivery vehicles have trolleys.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel. Objective S7 commits to reviewing routing arrangements for delivery and service vehicles. This could be expanded to consider parking arrangements for service vehicles	Yes	Amend S7 to include limits to parking of service vehicles or improvement to loading bays
Gonville & Caius College (Alison Stanley, Endowment Property Manager) [8185]	Comment	Q2	Place user hierarchy is correct, but policing is key. Too many cyclists travel too fast, ignore one-way streets and cycle on pavements. Cycle parking provision needs to be improved as bicycles parked along streets reduce the width of pavements for pedestrians forcing them to walk in the road. Improved signage is required for pedestrians so they are aware the centre is not pedestrianised.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Objective S3 targets cyclists who want to pass through the City Centre. Objective S7 targets reviewing routing arrangements for delivery and service vehicles. This could be expanded to consider parking arrangements for service vehicles	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			Servicing vehicles should not be allowed to park for extended periods in central areas e.g. Market Square, as they block visibility of retail businesses.				
Ben Stoll [8213]	Support	Q2	The elderly and young people deserve special attention in the street user hierarchy, as they are especially vulnerable to problems such as narrow or unusable pavements, pollution and car dependency.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to access will ensure that the needs of disabled people and those with limited mobility are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
Miss Amanda Nilsson [8194]	Support	Q2	I support the content of part 3 and the order of hierarchy	User hierarchy	Comment duly noted.	No	
Mr Richard Smith [8233]	Support	Q2	I welcome this hierarchy of street users, particularly in recognising pedestrians and then cyclists at the top. However it would be good to describe how taxi users fit in it. I do not believe taxi users should be afforded the same priority as bus users. Buses provide far more efficient use of road space than taxis and, in a city centre, are normally much less polluting per passenger-mile than taxis. Taxis are an important part of an urban transport ecosystem, but buses should be prioritised above them. I believe taxis should be placed alongside delivery vehicles in this hierarchy.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design management phases and as a result reduce conflict between different users and modes of travel. In the hierarchy of users Taxis are in the specific service and delivery vehicles category meaning that bus are above taxis in the hierarchy.	No	
Mr Ian Cray [8248]	Support	Q2	I would ask that inclusion of Car Club vehicles is rated with higher priority than personal ownership vehicles.	Car club	Comment duly noted.	Yes	Include car clubs as a measure to help reduce motor ownership.
Michael Ledzion [8250]	Object	Q2	The idea of a hierarchy is a good one, however, it implicitly assumes a linear relationship in the priority order. In practice,	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>pedestrians and cyclists may (and should in my opinion) be elevated significantly higher than other priorities.</p> <p>The hierarchy could be adapted to have an absolute or primary priority (a proposal can only pass if it provides a full and complete solution for pedestrians AND cyclists equally), and once that requirement has been met, then other secondary priorities can be considered.</p>		<p>and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all to reduce conflict between different users and modes of travel.</p>		
Professor Michael Ellman [8260]	Support	Q2	I support your street user hierarchy. As someone who uses the city centre but does not have a car, I think priority for pedestrians, bicycles and buses is very sensible.	User hierarchy	Comments duly noted	No	
Mrs Anne Bailey [3998]	Support	Q2	<p>As someone lucky to live and work close to central Cambridge, this hierarchy works for me; it reflects the way I move about the city. But I realise it won't work for all, which is why we must transform the public transport offer. Can we move away from big, noisy, smelly buses (I know lots have improved) to smaller, more responsive (on demand?), electric transport that serves the needs of people with mobility issues? Or makes Park & Ride the fastest, easiest way into town? What about moving walkways like they have at airports?</p>	User hierarchy	<p>Comments noted. We recognise that effective movement strategies extend well beyond the 'study area' to include the wider City and outlying villages and employment areas. We are working closely with GCP to align thinking and MSfP provides a way to achieve buy in to a Vision for the kind of City Centre that is fit for the future. This will include decisions about how and what buses are allowed to pass through the centre, but it is not the purpose of the document to set out detailed plans or proposals.</p>		
Rustat Neighbourhood Association (Mr Roger Crabtree) [1384]	Support	Q2	Agree this priority	User hierarchy	Comment duly noted.	No	
Mr Antony Otter [8261]	Comment	Q2	<p>The proposed hierarchy of street users is necessary if the Council is serious in taking a radical approach to rethinking how people can access and benefit from the city in the context of the projected growth in population and tourists.</p> <p>Except for pedestrianised areas, the current</p>	User hierarchy	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>hierarchy is generally the opposite, with roads giving priority to cars and with provision for cyclists where possible.</p> <p>This change in the hierarchy will be especially beneficial on Mill Rd which is often congested and hazardous for pedestrians and cyclists, although careful consideration will have to be given to potential impacts on local traders.</p>		correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.		
Ms Cathy Parker [2549]	Support	Q2	I agree with this hierarchy of needs.	User hierarchy	Comment duly noted.	No	
Mrs Barbara Taylor [5907]	Support	Q2	I agree with the order of hierarchy.	User hierarchy	Comment duly noted.	No	
Dr Tamsin Spelman [8290]	Support	Q2	I agree with the hierarchy arrangement. I particularly think there is a wide gap between the top four and other motor traffic.	User hierarchy	Comment noted.	No	
Ms Isabelle de Wouters [8302]	Comment	Q2	I would place public transport at the top of the hierarchy as this will enable other user use and access.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. The document aligns with GCPs City Access Project which is working to improve public transport and offer people better choices for their journeys.	No	
Mrs Nobuko Tollemache [8308]	Comment	Q2	The street user hierarchy for the very centre of Cambridge: 1. Pedestrians 2 Public transport users 3. Specific service and delivery vehicles 4. Cyclists 5. Other Motor vehicles	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrians.	No	
Peter Tribble [6896]	Comment	Q2	While generally correct, the hierarchy of needs is imprecise.	User hierarchy	Comments duly noted		
Mr Craig Wisniewski [2573]	Support	Q2	I agree that you have the street user hierarchy correct and would like to see simple changes made, if possible and as soon as possible to help pedestrians (and cyclists) as noted in my comments to Part 2. I would like to add a detailed comment that the width of buses on Mill road can be quite intimidating due to the closeness when they pass. The same goes for buses on the cycle way as they pass at high speed and there is	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			not much (if at all) separation between these pedestrians and cyclists and the buses that pass.		strategies for the re-routing, location and function of bus routes and stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel.		
Cambridge Cycling Campaign (Trustees) of the Charity, Co-ordinator) [925]	Support	Q2	Yes. This is the same hierarchy as proposed by Manual for Streets and it is in line with our priorities as well, therefore we support this street user hierarchy. Accessibility is crucial for both pedestrians and cyclists and considerations for people with disabilities must be included when designing facilities for walking or cycling. For example, cycle parking facilities should include spaces for people who use recumbents, handcycles or other forms of adapted cycles that provide an aid for mobility.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to access will ensure that the needs of disabled people and those with limited mobility are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
Mr Martin Lucas-Smith [1211]	Support	Q2	Very strongly support. The current road user hierarchy is completely the wrong way around in places like Mill Road - the amount of through-traffic has reached completely unacceptable levels. The bridge should be shut to through-traffic for private cars, and a quality bus corridor and safe cycling space be created instead, with 24/7 access for traders and significant streetscape improvements.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Sam Webster [8324]	Support	Q2	I agree with the hierarchy	User hierarchy	Comment duly noted.	No	
Mr Neil Spenley [8231]	Support	Q2	I am supportive of this hierarchy in principle, but some work needs to be done on how to interpret it in practice (e.g. many roads are not wide enough for a separate footway + cycleway + bus lanes + general vehicle lane - which of these is compromised?)	User hierarchy	Comments noted. The hierarchy will be used to guide future decision making about how streets and spaces are used.	No	
Abigail Wills [5028]	Support	Q2	I fully support the hierarchy. I live off Mill Road and I am daily horrified by the fact that	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			taking my children to school over the bridge involves articulated lorries passing inches away from them, and excessive numbers of cars going far too fast. Cycling trips down Mill Rd are also fraught with danger. Traffic is currently being allowed to excessively dominate - Mill Rd needs to be closed to through traffic (except for buses) as soon as possible.		each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets.		
Dr Harry Cronin [8331]	Support	Q2	I strongly support the hierarchy of transport modes which has been presented, prioritising foot and cycle travel over motor vehicles. Furthermore, I would strongly support any future proposal to close Mill Road bridge to motorised through traffic.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all.	No	
Page 112 P. Inchcomb [8336]	Comment	Q2	The hierarchy of needs is listed from highest priority to lowest priority as: pedestrians, cyclists, public transport users, specific service and delivery vehicle drivers, and finally other motor vehicle drivers. This is the same hierarchy as proposed by Manual for Streets therefore I support this street user hierarchy. Accessibility is crucial for both pedestrians and cyclists and considerations for people with disabilities must be included when designing facilities for walking or cycling. For example, cycle parking facilities should include spaces for people who use recumbents, handcycles or other forms of adapted cycles that provide an aid for mobility.	User hierarchy	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Any improvements to access will ensure that the needs of disabled people and those with limited mobility are reflected during the design and management phases, reducing conflict between different users and modes of travel.	No	
Liutaio (Ms Coco Li) [8340]	Object	Q2	Please carefully consider the true meaning of inclusivity. By creating hierarchy and priorities, you are not being inclusive. Also, the Council should investigate how some might abuse inclusivity to their own financial gains. The proposal focuses on the "historic core" so why are areas outside of the core been included? What are the benefits for the areas outside of the core to be included?	User hierarchy	Comments noted.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Dr Roger Sewell [5506]	Comment	Q3	For Q3: Steps need to urgently be taken to REDUCE the numbers of tourists visiting the city and to discourage them coming in such large numbers. Pretending that there is enough room for an unlimited number of tourists as well as the local population is total nonsense.	Tourism	Comments and concerns are noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change.	No	
Dr Roger Sewell [5506]	Object	Q3	Q3: A very specific issue is Garret Hostel Bridge, which is THE MOST IMPORTANT cycle route from the East to West of the city. Rather than give one group priority over the other, I would like to see the bridge segregated and with clear signposting to keep half of the width of the bridge (at a minimum) free for cyclists, who need speed to cross the bridge, and with appropriate and actually enforced penalties for use of the wrong part by either group (an additional income source for the council would thereby be provided).	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It is not the intention of the MSfP document to set out specific solutions to particular streets but to identify a clear decision-making process that can be used to inform future design responses including how to manage areas where pedestrians and cyclists come into conflict.	No	
Dr Roger Sewell [5506]	Comment	Q3	For Q3: Something very important that has been left out is the need to REDUCE the number of jobs in Cambridge as a whole. If jobs and residential accommodation are in different places, a need for transport is created. If we try to add more residential accommodation to Cambridge it expands spatially or vertically, both very undesirable. Somebody needs to realise that the aim of conserving the character of Cambridge is INCOMPATIBLE with the aim of increasing the number of jobs here.	Jobs	Comments and concerns duly noted. The baseline report reflects the need to support Local businesses both in the City and neighbouring local centres. The aims and objectives of the Making Space for People document highlight the delivery of well-curated space that understands the unique character of Cambridge whilst accommodating pressures for growth and change.	No	
Ms Tina Bollerslev [8130]	Support	Q3	YES! The city needs to change into a modern European city where people can cycle and walk on convenient, safe and uninterrupted pathways. We need to ensure that our children learn to physically move around in our city and community on foot or by bicycle. The city centre, especially Regent Street and Trumpington Road towards Kings College make it impossible for families to travel to and around the city centre with	Cycle infrastructure	Comments and concerns noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design, and implementation of	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			young kids by bicycle... so we often take the car instead and drive around to find a sneaky park. Like Copenhagen, please remove this option!		future schemes. Schemes will be required to align with MSfP to help create more inclusive streets and spaces.		
Mr Martin Thompson [2615]	Support	Q3	A vision for the future of Central Cambridge is vital. Problems of vehicle traffic, bicycle route management, use of overlarge buses within narrow streets, lack of accessible public spaces with room for seating and public events, a market environment urgently in need of upgrading, lack of tourism management, streets cluttered with signage, more emphasis on protecting the unique historic heritage, poor air quality...all these need to be addressed if this world famous city is not to become an increasingly less desirable destination and place in which to live and work.	User hierarchy / heritage and conservation	<p>Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel.</p> <p>The aims and objectives also highlight the delivery of green, healthy, equitable, welcoming and well-curated spaces for those who live, work and visit Cambridge.</p>	No	
Mrs Tracey Cox [8180]	Comment	Q3	Chance of losing areas that make Cambridge, Cambridge Not enough time spent on traffic issues - public transport is currently NOT the answer, so what is?	User hierarchy / heritage and conservation	<p>Comments and concerns duly noted. Cambridge has a special and unique character and it is not the intention of MSfP to erode these qualities but rather to help support decision making processes that will safeguard and improve them. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all and that make healthy and active travel options viable. Such an approach aligns with an improved public transport offer and will make changing between sustainable options an easier choice.</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Rosemary Rodd [8176]	Comment	Q3	<p>Much more could be done by using technology to create a "smart city" (for example better control of traffic lights to improve traffic flow).</p> <p>More "evidence-based" approach to carbon reduction needed- e.g. creating wider tarmac cycle routes has large carbon footprint, especially if hedges or grassland is removed. Council should be monitoring whether there is increased use sufficient to create a net carbon saving.</p> <p>Expansion of the evening economy should not be done in a way that simply means traders have to work longer hours for the same income (or lose out to competitors)</p>	Smart City / Carbon reduction	Comments noted.	Yes	<p>A1 of aims and objectives to expand on Smart City / carbon reduction.</p> <p>Add to the space focused straggles by adding to existing point S9 to read: 'Create opportunities to reallocate space freed up by reductions in motor vehicles to create new and repurposed public spaces with improved air quality' OR create new strategy focused on creating a clean city with improved air quality.</p>
Mrs Anne Bailey [3998]	Support	Q3	I've commented in the other sections, but I didn't get a chance to comment on whether you've been bold enough. I know that change is hard, residents' priorities can be in	Vision & objectives	Comments and concerns duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			competition with each other and the risk of political retribution looms large, but I'm not sure you have been bold enough. We must consider the implications of global warming and as a world leading centre for education and innovation we should be world-leading in designing a smart, zero carbon, liveable city that works for all. I've just returned from Denmark where I enjoyed the car-free commercial centre.		green, healthy, equitable, welcoming and well-curated place to live, work and visit.		
Mrs Barbara Taylor [5907]	Support	Q3	I agree with your assessment of Part 1, the continued growth has severely impacted upon the beauty of central Cambridge. Like other long-term residents who have observed the changes, I question the growth before suitable infrastructure has been put in place.	Heritage and conservation	Comments and concerns noted. The aims and objectives highlight the equitable, welcoming and well-curated delivery of places that are accessible and engaging for all. This will also allow for the unique character of Cambridge to be maintained whilst accommodating pressures for growth and change.	No	
Mrs Tamsin Spelman [8290]	Support	Q3	Idea seems sounds.	Vision & objectives	Comments noted.	No	
Mr Robjn Santos [8300]	Comment	Q3	We feel that there is a move to make Mill road closed to cars pushed by the local councillor who is bias. The cycleway needs updating - St Barnabus is a dreadful street to cycle down	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Mr Alan Ackroyd [8148]	Comment	Q3	A number of interventions must be made to change the current City centre environment for pedestrians and cyclists. Define footpaths and cycleways more clearly, provide more cycle parking and do more to limit the need for vehicular access.	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel.		
Professor Michael Ellman [8260]	Comment	Q3	I agree generally with what is written. I think more stress could be placed on the benefits of the green spaces in and around the city and the need to maintain them. Midsummer Common, Stourbridge Common and the riverside path that leads from Central Cambridge via these two commons to Fen Ditton are very important amenities that need to be cared for.	Green space	Comments noted. The existing greenspace network is a significant part of the character of the City and links areas outside of the study area through to the heart of Cambridge.	Yes	S13 make reference to existing network of greenspaces in this strategy.
Mr Felix Sanchez Garcia [5806]	Support	Q3	I completely support this vision. I'm sick and tired of cities designed for motor vehicles. Cities are for human beings, not for cars.	Vision & objectives	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all. This will help to ensure that the correct priority is given to the preferred user during the design and management phases and as a result reduce conflict between different users and modes of travel.	No	
Rosemary Rodd [8176]	Support	Q3	Broadly support but there should be recognition that not all shops will be able to insist that deliveries or collections are done at specific times.	Retail	Comment duly noted.		
Mr Nicholas Flynn [7072]	Support	Q3	I support the strategies.	Vision & objectives	Comment duly noted.	No	
Mr Graeme Hodgson [8179]	Comment	Q3	Yes, I agree with all these elements of the vision, but it is indispensable that city planners actually walk the talk when it comes to the restriction of motor vehicle traffic flow which is the only way these objectives can be reached realistically.	Vision & objectives	Comment duly noted.	No	
Ben Stoll [8213]	Support	Q3	Answers yes to Question 3, suggests further consideration of centre-periphery connections under Question 4, suggests a special strategy for assessing whether Mill	Mill Road access	Comments noted. It is not purpose of MSfP to propose specific changes to streets in Cambridge but more to create a shared vision and approach that can be used to inform future decision making.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			Road could be made a car-free zone permanently.				
M Winchcomb [8336]	Comment	Q3	Question 3: I agree that 'Central Cambridge should be a healthy, vibrant and engaging place that is accessible, well run and welcoming to residents and visitors alike.' We are and need to remain a magnet for tourists from across the country and the world to continue to enhance our economy and community. Good cycle facilities and promotion of cycling, walking and use of public transport will enable people to move around the city centre much more freely, as the traffic could be reduced significantly with such measures. This would also help to decrease the air pollution too.	Vision & objectives	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit. The space focused strategies are being revised to reflect greater emphasis on reducing air and noise pollution.	No	
Ian Cray [248]	Object	Q3/Q4	The definition of Cambridge - historic core is not broad enough. The wider community of Cambridge should/need to be included in the SPD.	Heritage and conservation	Comments noted. The scope of the study area is identified in Figure 2. The document is to provide more specific and detailed guidance on how to interpret and implement Policy 10 in the Cambridge Local Plan (2018) which relate to Central Cambridge. Comments on the document are welcomed from all in the community.	No	
Sam Webster [8324]	Support	Q3/Q4	Qu 3 - I agree Qu 4 - I would raise the priority of transitioning to zero-carbon transport infrastructure. There is a climate emergency. Qu 5 - I strongly support the strategies that will make significant reductions in carbon emissions i.e. S4, S5 and S6	Vision & objectives	Comments duly noted.	Yes	Include a reference to transitioning to net zero carbon in the Aims and Objectives
Dr Roger Sewell [5506]	Comment	Q4	For Q4: We urgently need to improve air quality in the city centre by prohibiting diesel vehicles, most particularly buses. Electric buses would be absolutely fine. Obviously, they will cost more, but the alternative is the health cost of filthy air.	Air quality	Comments and concerns duly noted. The aims and objectives highlight the delivery of green and healthy places by providing the right environmental conditions including air quality. the requirements for low emission buses are beyond the scope of the MSfP document but are governed through agreements between the County Council and the bus operators. Low emission buses are already being trialled in Cambridge and it is likely that they will form an increasing part of	Yes	Add to the space focused strategies by adding to existing point S9 to read: 'Create opportunities to reallocate space freed

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
					the fleet in the coming years as older vehicles are phased out.		up by reductions in motor vehicles to create new and repurposed public spaces with improved air quality' OR create new strategy focused on creating a clean city with improved air quality.
Page 119 Mr Martin [135]	Comment	Q4	There is an immense amount of detail which ignores some critical points like the need to remove diesel buses from the centre of Cambridge and the need to encourage driving to maintain city centre businesses. One restaurant in Market Square is already leaving because of the hostile environment. The other issue is the school run. You need to focus on what can be done to move children onto bikes and buses. Do not remove any more city centre car parks. Preserve the existing number of spaces at Park Terrace - we don't need another hotel there.	Air quality	Comments and concerns noted. The aims and objectives highlight the delivery of green and healthy places by providing the right environmental conditions including improved air quality. Low emission vehicles are part of how this can be achieved. Travel planning and ensuring that the right facilities are in place to help support healthy and active travel also includes addressing 'the school run'. Strategies that seek to prioritise healthy and active travel choices will be informed by MSfP and align with the Vision, Aims & Objectives.	No	
Sergio Bacallado [8212]	Comment	Q4	Pavement parking in Romsey town is a blight on the neighbourhood that needs a long-term solution. The practice neglects our most vulnerable neighbours and causes persistent inequalities across the city. It should be made a thing of the past.	Parking	Comments noted. Pavement parking is linked into effective management of streets and spaces and the ability to enforce against it.	No.	
Miss Amanda Nilsson [8194]	Comment	Q4	I support what is listed in the introduction, purpose and context	Vision & objectives	Comments duly noted.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Dr Steven Pope [8229]	Support	Q4	I agree with all the main findings of this.	Vision & objectives	Comments duly noted.	No	
Mr Daniel Ashby [8226]	Object	Q4	<p>Closing Mill Road to vehicles will be a catastrophe for shops and residents. When Mill Road closed for vehicles when road works were conducted on the bridge, shops on mill road reported serious losses revenue and residents reported increased commuting times (meaning more traffic, pollution, and stress).</p> <p>Some better ideas to make the street safer could be:</p> <ul style="list-style-type: none"> - make a cycle lane more explicit on the road. - block trucks from using mill road. - have cycle areas on the pavements too. - have cyclists obey the one way systems on the Romsey streets. - Introduce Parking permits for residents. 	Mill Road access	Comments noted. It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Ms Elizabeth Walter [888]	Comment	Q4	Reduction of traffic on Mill Rd and need for robust data on potential impact on traders.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Mr Andrew Warren [8276]	Object	Q4	Don't ban traffic on Mill Road, it will diminish the area's prosperity	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Nigel Seaber [5559]	Support	Q4	I agree and applaud the overall objectives and the outlined strategies. I do think that the targets need to be bolder and more radical	Air quality	The traffic reduction target identified aligns with the GCP City Access work. Clearly an improvement over this target would be		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			<p>and visionary, e.g. a far greater reduction in traffic than 24%. Regarding the Mill Road ecosystem, which is unique in Cambridge, if the objectives and implementations are radical and wide ranging then a huge benefit to all stakeholders, including businesses, can be achieved. To succeed it must cease to be a through road, including the use by taxis for access for the train station, but with suitable access to businesses for all users.</p>		<p>welcome but 24% is still ambitious when aspects such as the exiting 33% modal share for cycles is factored into thinking. Regarding Mill Road, it is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.</p>		
Dr Sarah Burch [8287]	Comment	Q4	<p>I support the overall objectives of this document, including the user hierarchy. However, it is not bold enough, nor is there sufficient emphasis on the green objective throughout. As the council has acknowledged the climate emergency, every action should contribute to or be informed by the green objective. Making Cambridge liveable must include liveable for biodiversity and wildlife.</p>	Vision & objectives	<p>Comments and concerns duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.</p>	No	
FARAZ KHAN [8178]	Object	Q4	<p>- council present data that is disconnected - and analysed prejudicially. - the problem is Tory neoliberalism laws - find ways to work around</p>	Vision & objectives	<p>Comments and concerns noted. The data sources that have informed MSfP have been cited in the document to maintain an open and transparent approach.</p>	No	
Peter Tribble [6896]	Comment	Q4	<p>The scope of the consultation and the geographical area are poorly specified.</p>	Scope	<p>Comments and concerns noted.</p>	No	
Mr Craig Wisniewski [2573]	Support	Q4	<p>Cambridge should be at the forefront of sustainable development, considering that its main output is intellectually based (plus support businesses). Cambridge should look to other cities that have implemented successful solutions and the University can perhaps engage in practical research to progress the "future city." All residents should be considered, but I don't see mention of affordable housing and supporting vulnerable individuals - the number of people apparently living on the street and asking for money, seems to have</p>	Housing / Homelessness	<p>Comments noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.</p>	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			increased considerably and it seems to me that some consideration be made to address this in a positive, gentle and caring way.				
Dr Elizabeth Howell [8327]	Object	Q4	Any plans to close Mill Road bridge would be counterproductive with regards to traffic (as all other roads will get congested- I witnessed this on Hills Road when it was closed), and ruinous for the small businesses.	Mill Road access			
Ms Tina Bollerslev [8130]	Support	Q4	Absolutely support!!!! We need to change our city NOW so that people will choose to cycle and walk, not drive. We have plenty of bicycles in our family, but we always end up driving when we go to the city centre because it is NOT SAFE to cycle in the centre with kids, especially Regent's Street and Trumpington Road / Kings College.	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre.	No	
Mr Martin Tompson [2615]	Support	Q4	It will require much close working between the City Council and County Council to achieve these aims. The County Council having responsibility for the city streets makes no sense.	Scope	Comments noted. The City works closely with County and other stakeholders to achieve a co-ordinated approach. Part of the role of MSfP is to achieve alignment and buy in to an overall vision for the kind of City Centre that will meet future needs and to inform and align with GCP City Access work.		
Rachel Abbott [8150]	Comment	Q4	<p>Air Quality is impacted by the number of large lorries driving through the City. It would be a low cost, simple step to enforce street weight limits and time restrictions so blatantly ignored by lorry drivers.</p> <p>Encouraging/incentivising the use of electric or low emission vehicles would also help improve the air quality.</p> <p>There are a lot homeless, beggars and drunks in the city centre on a daily basis. Resources need to be put in place to help them improve their situation and transition to be clean and sober. Emmaus is a great example of how this can be done.</p>	Air quality	Comments noted. Effective management is a key part of achieving better streets and spaces within the study area. The Aims & Objectives identify the need for effective management at 'A5'.		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Ms. Meg Clarke [2541]	Support	Q4	I applaud the council for declaring a climate emergency, now we need action. Green infrastructure is a part of tackling effects of our heating climate. We need as much of this as possible.	Climate	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Ms. Meg Clarke [2541]	Support	Q4	I applaud the council for declaring a climate emergency, now we need action. Green infrastructure is a part of tackling effects of our heating climate. We need as much of this as possible.	Climate	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Co-op (Mr simony cross, Store Manager) [8237]	Comment	Q4	Linked to the proposal to Close Mill Rd to traffic. We clearly along with all other commercial business need transport links to either attend our place of work (Some people travel in from neighbouring areas) and also receive Deliveries to serve the local Residents. How does this work?	Mill Road access	The document does not propose to close Mill Road to traffic. It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Miss Cassie Lynch [1871]	Comment	Q4	Mill road should be closed permanently to private vehicle traffic, with the exception of residents.	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No	
Mrs Silvia Pizza [8266]	Comment	Q4	I have lived off Mill Road for almost 52 years, Yes there is a lot of traffic and yes we are fed up will the limited parking which we have in our street, this said I would not want any different IF IT MEANS THE SHOPS, RESTAURANTS AND CAFFE WILL LOOSE CUSTOMER, ITS NOT FAIR TO CHANGE THINGS AT THE EXPENCE OF PEOPLES LIVELY HOOD! I say STOP THE CHANGES!	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.	No.	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Mrs Anne Bailey [3998]	Support	Q4	I support these recommendations. Cambridge is a liveable city already, in comparison to many, but as the population grows, we must protect this. Walkability is one of the most important features. I think you've missing an opportunity to highlight the wellbeing aspects of a walkable city, not just for the health benefits but for the social benefits and creating feelings of connectedness. We have an epidemic of loneliness in the UK and many have experienced poor mental health; designing a city for wellbeing is the right thing to do.	Health and wellbeing	Comments noted. The aims and objectives highlight the delivery of green and healthy places that delivery the right environmental conditions including cleanliness, air quality and noise. This could be expanded on to also highlight the health benefits associated with walking and cycling.	Yes	Additional text to emphasise the health benefits of walking and cycling
Ms Cathy Parker [2549]	Comment	Q4	Yes, I agree with all your aims. Other benefits of making Cambridge a better and safer place for cycling is that this in itself would help realise the other aims you value: cleaner air, reducing traffic and so benefitting pedestrians and facilitating public transport, preserving the historic aspects of the city.	Aims and objectives	Comments duly noted. The vision and objectives reflect the findings of the Baseline Report helping to deliver a green, healthy, equitable, welcoming and well-curated place to live, work and visit.	No	
Dr Sunit Ghosh [3307]	Object	Q4	In section 2.3.1 it states, 'there is evidence for increase in footfall following improvements to public spaces and allocation of road space in favour of pedestrians and cycles.' However, no actual evidence is cited, probably because there is not any. Simply put: where is the increased footfall going to come from? Cambridge has one of Europe's highest net incoming commuter traffic to resident population ratios according to the 2011 census data and so relies on cars to bring people into the city to work and shop. Shops rely on the high volume of customers coming from outside the city.	Retail	Source: 'Public spaces, public life', 1996, Jan Gehl and Lars Gamze, The Danish Architectural Press and the Royal Danish Academy of Fine Arts School of Architecture Publishers. Source: 'New city spaces', 2001, Jan Gehl and Lars Gamze, The Danish Architectural Press.	No	
Mrs Charlotte de Blois [5247]	Comment	Q4	Mill Road requires careful traffic management. Traders need deliveries, so pedestrianization is unrealistic. Residents and shoppers alike need freedom from traffic mounting pavements. Pollution levels are unacceptably high particularly children. The ultimate destinations of through-traffic should be analysed in depth and alternative routes	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decision making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			north and south of the city should be provided. I suggest closing the bridge to non-public motorized traffic and removing double yellow lines. Traders should be allowed to receive deliveries at all times of the day, and systems devised to allow traffic to turn at the bridge on both the Petersfield stretch and the Romsey stretch.		these will need to be understood and worked through as specific schemes are developed.		
Dr Paul Gilliland [8321]	Support	Q4	Fine as a general approach, clearly will vary depending on location and context, e.g. cycling around Drummond Street bus station.	Vision & objectives	Comments duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians and cyclists (including EAPC) are higher priority users in order to create a place which is safe, accessible and engaging for all.	No	
The Theatres Trust (Mr Tom Clarke, National Planning Adviser) [5190]	Comment	Q4	We are supportive of the strategies set out, but we consider the plan would also benefit from a strategy of supporting Cambridge's varied and vibrant cultural facilities. As well as supporting the social and cultural well-being of local people these help bring people into Cambridge which increases footfall supports local businesses.	Cultural facilities	Comment and concern duly noted. The scope of the document is to provide more specific and detailed guidance on how to interpret and implement policies in the Cambridge Local Plan (2018) which relate to Central Cambridge to influence decision making. The document acknowledges the importance of creating space and opportunities for more cultural activities.	No	
Katy Cosh [8095]	Comment	Q4 / Q2	The objectives and priorities seem reasonable. Will we have an opportunity to contribute ideas/comments on proposed solutions? I would particularly like to see something done about the corner/road between Drummer Street Bus Station and John Lewis/Downing Street. We only live in Chesterton, but I am put off from bringing my children into town on bikes that way because of the heavy and intimidating bus traffic. I understand the need for public transport, but cyclists are essentially cut off from coming into town via Christ's pieces and this means we have no good cycle route through to museums/Newnham etc	Cycle infrastructure	Comments and concerns duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. It also ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre. The hierarchy also prioritises preferred users during the design and management phases, reducing conflict between different users and modes of travel. MSfP does not set out specific schemes	Yes	Increase emphasis on improving cycling and pedestrian safety through separated routes from vehicular and bus access - Add to S6 to read: ' Re-appraise bus and coach (public and tourist)

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Page 126					within the City Centre but provides a clear approach to inform future decision making. Future schemes that help to implement the Vision, Aim & Objectives & Strategies will be subject to public consultation.		routing and the location and function of stops and drop off points to minimise impacts on the enjoyment of the city centre, and increase safety of other users, whilst maintaining or where possible improving access into the city centre.
	Mr Joseph Adam [8145]	Support	Q5	I support the document. I'd like to see it include mention of reducing air and noise pollution in the centre of Cambridge as well.	Air quality	Comments duly noted. The aims and objectives highlight the delivery of green and healthy places that delivery the right environmental conditions including cleanliness, air quality and noise. The space focused strategies are being revised to reflect greater emphasis on reducing air and noise pollution.	Yes

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
							improved air quality' OR create new strategy focused on creating a clean city with improved air quality.
Cambridge Glenys self [8149]	Comment	Q5	Inclusion of the Market Project in any future SDP docs.for public consultation. People, the general public, need to be able to have their say on its future.	Market square	Comment duly noted.	No	
Liutaio (Ms Coco Li) [8340]	Object	Q5	Is Mill Road really part of Central Cambridge? If so, why is Mill Road not on any maps? Why is Mill Road not promoted and supported by the City Council? Does pedestrianisation actually help non-high streets positively? Where are the relevant data and research to support these claims? What will happen to the residential property owners if Mill Road becomes redundant? Are there other ways to make Cambridge "greener" without completely closing off traffic on all the roads proposed?	Mill Road access	It is not the intention of the MSfP document to set out specific approach for identified streets within the study area. The document will help to inform future decsison making to achieve a better balance to key streets and spaces but must also allow for businesses to operate. This may involve changes to current servicing and access regimes, but these will need to be understood and worked through as specific schemes are developed.		
Mr Tim Marchant [8122]	Object	Q5	Cambridge is THE Cycling City in the UK. Not including CYCLING as one of the key components of a liveable city is an unforgivable omission.	Cycle infrastructure / Vision & objectives	Comments and concerns noted. The user hierarchy ensures priority is given to pedestrian and cyclists. The Making Space for People document also highlights movement focused strategies to facilitate cycling through the city centre with faster, safer routes that avoid busy streets. Point S6 of this section strategies for the re-routing, location and function of bus stops to minimise impacts on other users of the hierarchy while improving access to the city centre.	No	
Miss Katie Hawks [8199]	Comment	Q5	The spaces for pedestrians, cyclists and motor vehicle users don't necessarily have to be separate - we do need more communication/ awareness. A lot of cyclists are dangerous; many cycles without lights at	User hierarchy	Comments noted. The user hierarchy is intended to provide a design basis for streets and spaces that are naturally self-policed.	No	

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
			night. There aren't police to catch them. Also, more importantly, how's this: as part of their licence, how about cab drivers HAVE to have a cycle proficiency certificate?				
Dr Roger Sewell [5506]	Object	Q5	For Q5: Strategy S3 is an oxymoron (self-contradictory). The fastest routes are the shortest ones, and by their very nature do not avoid the busiest streets.	cycle infrastructure	Comments duly noted. The user hierarchy ensures that the needs of each user is observed so that a balanced and sustainable approach is developed. Pedestrians are highest priority and cycle routes need to be considered in order to ensure that the correct priority is given to the preferred user to reduce conflict between users.	No	
Dr Roger Sewell [5506]	Support	Q5	For Q5: I strongly support S4; in particular there is nowhere near enough cycle parking in the city centre. However, there is no point providing it in ways such as the Cycle Point at the rail station, which both has a high cycle theft problem (with nobody willing to review the CCTV footage, according to the local paper), and in its multi-layered parts is cumbersome, time-consuming, and difficult to use. Cycle parking needs to be with Sheffield stands that cannot be unscrewed from the ground.	cycle infrastructure	Comment and concern regarding cycle parking design and location duly noted.	No	
Dr Roger Sewell [5506]	Comment	Q5	For Q5 S6: You cannot minimise impact on tourist convenience while achieving any benefit in terms of e.g. air quality and congestion. Instead tourist coaches should not be permitted anywhere inside the ring of Park and Ride sites, with payment to park their required for coaches, thus funding provision of electric buses to convey limited numbers of tourists that the city can actually cope with to drop-off sites near the city centre. These electric buses would then need no parking facilities inside the Park and Ride ring.	Bus infrastructure	Comments noted. Bus and coach access to the City Centre is a significant component of any access and movement strategy for Cambridge. We are working GCP to understand how this can be managed. The need for a strategy is highlighted in S6.	No	
Dr Roger Sewell [5506]	Object	Q5	For Q5 S15: We already have an over-thriving cafe culture in Cambridge, at the expense of many other uses for the city centre.	Mix of uses	Comments noted.		

Appendix B

Id & Name	Support / Object / Comment	Question No.	Representation Summary	Theme	Council's Response	Change to document	Proposed Change
Dr Roger Sewell [5506]	Support	Q5	For Q5 S18: I support anything that will reduce tourist numbers.	Cultural facilities	Comment and concern duly noted. The document does not seek to reduce tourist numbers but to create a tourist circuit to reduce congestion in hotspots in Central Cambridge	No	

Appendix 1: Consultees

The following organisations were directly notified of the consultation on the draft Making Space for People: Vision, Aims and Objectives and Strategies document in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or post where no email address was available. Individuals are not listed.

[To be updated]

Cambridge City Council Equality Impact Assessment (EqIA)

This tool helps the Council ensure that we fulfil legal obligations of the [Public Sector Equality Duty](#) to have due regard to the need to –

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Guidance on how to complete this tool can be found on the Cambridge City Council intranet. For specific questions on the tool email Helen Crowther, Equality and Anti-Poverty Officer at equalities@cambridge.gov.uk or phone 01223 457046.

Once you have drafted the EqIA please send this to equalities@cambridge.gov.uk for checking. For advice on consulting on equality impacts, please contact Graham Saint, Strategy Officer, (graham.saint@cambridge.gov.uk or 01223 457044).

1. Title of strategy, policy, plan, project, contract or major change to your service
Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies

2. Webpage link to full details of the strategy, policy, plan, project, contract or major change to your service (if available)
www.democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3791&Ver=4

3. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?
The document identifies a high-level vision for Central Cambridge as well as a series of strategies that set out the strategic approaches and thinking required to help deliver a more attractive and accessible city centre. The document is a co-ordination tool that will inform upcoming proposals and work programmes within Central Cambridge. It is anticipated that the vision within the document will be used by the various organisations/partners including Cambridge City Council, Greater Cambridge Partnership, The Cambridgeshire and Peterborough Combined Authority and Cambridgeshire County Council. The document seeks to improve streets and spaces in the City Centre by encouraging more sustainable transport options, protecting and enhancing the character of existing spaces, identifying opportunities for new uses and delivering a high-quality public realm.

4. Responsible service

Greater Cambridge Shared Planning Service

5. Who will be affected by this strategy, policy, plan, project, contract or major change to your service?**(Please tick all that apply)**

- Residents
 Visitors
 Staff

Please state any specific client group or groups (e.g. City Council tenants, tourists, people who work in the city but do not live here):

No specific client groups. The policy guidance will affect all individuals and groups that live, work, study in the City, as well as tourists and visitors to Central Cambridge.

6. What type of strategy, policy, plan, project, contract or major change to your service is this?

- New
 Major change
 Minor change

7. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service? (Please tick)

- Yes
 No

If 'Yes' please provide details below:

The Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies document has been prepared by Cambridge City Council working in partnership with the Greater Cambridge Partnership (GCP), Cambridgeshire County Council Highways Authority and other service areas within Cambridge City Council.

8. Has the report on your strategy, policy, plan, project, contract or major change to your service gone to Committee? If so, which one?

The document will be considered at Planning and Transport Scrutiny Committee on 12 January 2021.

9. What research methods/ evidence have you used in order to identify equality impacts of your strategy, policy, plan, project, contract or major change to your service?

Following a series of early public engagement events and stakeholder workshops held during Summer 2018, the 'Making Space for People: Vision, Principles and Strategies'

document was published for public consultation for a period of six weeks between 2 September 2019 and 14 October 2019. The consultation exercise included a public notice in the Cambridge News, information on the Council's website, posts on the Council's social media platforms and a series of staffed public exhibitions at a number of venues across the City. Statutory consultees, interest groups and local disability groups, including Disability Cambridgeshire, Cam Sight and COPE, were directly notified of the consultation.

A total of 344 representations were received from a range of local groups and businesses, statutory consultees and members of the public. Overall, there was significant support for the proposed vision, including for many of the key strategies identified and a User Hierarchy for streets and spaces within Central Cambridge. Following consideration of all representations, changes have been made which provide greater clarity in the following areas of the document:

- Placing greater emphasis on inclusive design and meeting the needs of all public space users
- Making the role of cycling within Central Cambridge more clearly understood, including the role of cycle based last mile delivery
- Further emphasis on the role of the green network
- Considering the extent and timing of the pedestrian priority areas in Central Cambridge
- Emphasising the role of bus stops as mini modal interchanges and linking into e-bikes and e-scooter infrastructure, and
- Making clearer the role of public spaces in terms of creating a more sociable city and supporting well-being.

10. Potential impacts

For each category below, please explain if the strategy, policy, plan, project, contract or major change to your service could have a positive/ negative impact or no impact. Where an impact has been identified, please explain what it is. Consider impacts on service users, visitors and staff members separately.

(a) Age - Please also consider any safeguarding issues for children and adults at risk

The guidance document seeks to assist with the delivery of a more attractive and accessible City centre, which, if applied to work programmes and development proposals within the study area, will have a **positive impact** on all people living, working, studying or visiting, regardless of age. For example, the guidance promotes a high-quality public realm that is inclusive to meet the needs of all users, including the creation of comfortable places for people to sit, relax and enjoy the City. The enhancement of existing and the creation of new public spaces for groups and individuals to use will benefit all age groups from families with

children, young adults, those of working age and elderly residents or visitors to the City centre.

By seeking to make public spaces more accessible the guidance is likely to have a disproportionately positive impact on older people who may be more likely to have disabilities and long-term health conditions.

Residents of Cambridge City have a younger age profile compared to other districts in the County and also nationally. As a consequence, the guidance will play an important role in ensuring proposals within Central Cambridge consider how different age groups use public spaces differently, supporting the aim of creating a more sociable and inclusive City.

(b) Disability

Data from the 2011 Census shows that 22.2% of households in Cambridge contained at least one person with a long-term illness, health problem or disability which limited their daily activities.

The 'Making Space for People: Vision, Principles and Strategies' document was available, on request, in alternative formats such as in large print or braille. All future iterations of the guidance will be made available in these formats.

The guidance document seeks to assist with the delivery of a more attractive and accessible City centre, which, if applied to work programmes and development proposals within the study area, will have a **positive impact** on all users, regardless of disability. For example, the guidance seeks to ensure that the streets and spaces in Central Cambridge are designed to be inclusive, positively 'designing in' facilities or reasonable adjustments for disabled people and for safeguarding vulnerable individuals. A key objective of the guidance is for the area to be effectively managed to ensure it is clean, well-maintained, and uncluttered potentially reducing accessibility issues and trip hazards for those with reduced mobility. The guidance provides a framework for other opportunities to improve access for less mobile users of public spaces including the provision of benches of people needing to rest, tactile pavements, improvements to the Shopmobility service and the provision of wide pavements to accommodate mobility scooters.

Long term health conditions, including mental health, can be caused or exacerbated by poor environmental conditions. The Making Space for People guidance seeks to support the health and well-being of all those who live in, work in, study in and visit Cambridge by reducing congestion, improving air quality, enhancing nature conservation, and supporting healthy, active and sustainable lifestyles. The guidance also seeks to create opportunities for a more sociable City which may reduce social isolation, leading to a positive impact on the well-being of local communities.

The guidance seeks to encourage proposals that reduce conflict between pedestrians in Central Cambridge and those using other modes of transport. The vision set out in the

document encourages the extension of pedestrian areas, in congested areas, which will have a positive impact on less mobile groups and individuals as they move around the City.

(c) Gender reassignment

No equality impacts have been identified that are specific to this equality group – **neutral impact**.

(d) Marriage and civil partnership

No equality impacts have been identified that are specific to this equality group – **neutral impact**.

(e) Pregnancy and maternity

The Making Space for People document seeks to ensure future proposals affecting streets and public spaces in Central Cambridge are more accessible for all users including those who are pregnant, parents and their children. The guidance will have a **positive impact** on this category through the provision of thoroughfares and spaces that are welcoming and accessible to pedestrians carrying babies or using prams or strollers to transport young children. The guidance also seeks to improve the cycling network in Central Cambridge, including for those cyclists using a range of child seats and trailers.

(f) Race – Note that the protected characteristic ‘race’ refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

The ‘Making Space for People: Vision, Principles and Strategies’ document was available, on request in different languages and groups and individuals were able to feed back their responses through the Councils’ translation/interpretation service providers. All future iterations of the guidance will be translated on request into languages other than English.

Data from the 2011 Census shows 17.5% of Cambridge residents identified themselves as belonging to an ethnic group other than White British. The City also attracts many overseas tourists and visitors. However, no specific equality impacts have been identified specific to this category – **neutral impact**.

(g) Religion or belief

No equality impacts have been identified that are specific to this equality group – **neutral impact.**

(h) Sex

No equality impacts have been identified that are specific to this equality group – **neutral impact.**

(i) Sexual orientation

No equality impacts have been identified that are specific to this equality group – **neutral impact.**

(j) Other factors that may lead to inequality – in particular, please consider the impact of any changes on low income groups or those experiencing the impacts of poverty

Currently Cambridge is the most unequal city in the UK for income and is in the lowest 20% of local authority areas for social mobility. There is a life expectancy gap of around 10 years for men and women between the most and least deprived areas of the City. The Making Space for People guidance will have a **positive impact** upon low income groups by seeking a significant shift to sustainable transport modes within the City, including improving public transport. Low income groups tend to rely heavily on public transport to access services and employment across Central Cambridge. A more reliable and attractive public transport system, along with improvements for walking and cycling, and the creation of spaces for people to congregate comfortably free of charge, will be particularly beneficial for this equality group.

11. Action plan – New equality impacts will be identified in different stages throughout the planning and implementation stages of changes to your strategy, policy, plan, project, contract or major change to your service. How will you monitor these going forward? Also, how will you ensure that any potential negative impacts of the changes will be mitigated? (Please include dates where possible for when you will update this EqlA accordingly.)

The Making Space for People: Central Cambridge Vision, Aims & Objectives and Strategies document will be agreed at Cambridge City Council Planning and Transport Scrutiny Committee. The third recommendation in the covering report is to also invite Cambridgeshire County Council and the Greater Cambridge Partnership to endorse the Making Space for People document and to use it to inform future scheme development within Central Cambridge.

The guidance will be made available to all prospective landowners and developers of sites within Central Cambridge when seeking pre-application advice from the Greater Cambridge Shared Planning Service. The Greater Cambridge Shared Planning Service will have regard to the guidance when determining planning applications that may impact upon the public realm of Central Cambridge.

Any revised or updated version of the Making Space for People guidance will be subject to a further EqlA to ensure all potential equality impacts are identified.

12. Do you have any additional comments?

N/A

13. Sign off

Name and job title of lead officer for this equality impact assessment: Paul Frainer, Assistant Director (Greater Cambridge Shared Planning Service)

Names and job titles of other assessment team members and people consulted: [Click here to enter text.](#)

Date of EqlA sign off: December 2020

Date of next review of the equalities impact assessment: N/A

Date to be published on Cambridge City Council website: January 2021

All EqIAs need to be sent to Helen Crowther, Equality and Anti-Poverty Officer. Ctrl + click on the button below to send this (you will need to attach the form to the email):

Send form



Item

CAMBRIDGE CITY COUNCIL AND SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL - AUTHORITY MONITORING REPORT FOR GREATER CAMBRIDGE 2019-2020

To:

Councillor Katie Thornburrow, Executive Councillor, Planning Policy and Open Spaces
Planning & Transport Scrutiny Committee [12/01/2021]

Report by:

Stephen Kelly, Joint Director, Greater Cambridge Shared Planning
Tel: 07711 918993
Email: Stephen.Kelly@greatercambridgeplanning.org

Wards affected:

All

Not a Key Decision

1. Executive Summary

- 1.1. All Local Authorities are obliged to publish an Authority Monitoring Report (AMR) each year. The AMR describes progress against the Local Development Scheme and monitors the impact of planning policies included in the development plan documents. Cambridge City Council and South Cambridgeshire District Council produce a joint AMR to monitor their development plans and policies collectively. Authority Monitoring Reports were formerly known as Annual Monitoring Reports.
- 1.2. The AMR 2019-2020 demonstrates that the authorities are making good progress in implementing their Local Development Scheme

and that planning policies continue to have a positive impact on the sustainable development of Greater Cambridge and the quality of life of its residents. The AMR includes a wide-ranging commentary supported by a detailed set of data tables.

2. Recommendations

- 2.1. The Executive Councillor is recommended to:
 - a) Agree the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2019-2020 (included as Appendix 1) for publication on the Councils' websites.
 - b) Delegate any further minor editing changes to the Cambridge City Council and South Cambridgeshire District Council - Authority Monitoring Report for Greater Cambridge 2019-2020 to the Joint Director for Greater Cambridge Shared Planning.
- 2.2. In January 2019, the Executive Councillor for Planning Policy and Transport agreed that a joint AMR would be produced which covers both Cambridge and South Cambridgeshire, and that these future AMRs for Greater Cambridge would be agreed for publication by the Executive Member for Planning Policy at Cambridge City Council together with the Cabinet Member for Planning at South Cambridgeshire District Council via a decision outside of a meeting. However, at the Planning and Transport Scrutiny Committee meeting in September 2020 a request was made for the next AMR for Greater Cambridge to be considered at a meeting rather than through a decision outside of a meeting.

3. Background

- 3.1. Local planning authorities are required to publish information monitoring progress of the implementation of their Local Development Scheme and planning policies included in their development plan documents at least on an annual basis. The AMR is also required to give details of what action the Council has taken relating to the duty to co-operate, details of any neighbourhood development orders or neighbourhood development plans made, and once the Council has an adopted Community Infrastructure Levy (CIL) Charging Schedule, information relating to the collection and spending of CIL monies.

- 3.2. The AMR for Greater Cambridge 2019-2020 covers the period from 1 April 2019 to 31 March 2020. The AMR includes indicators to measure the performance of the Councils' adopted planning policies as set out in the Cambridge Local Plan 2018, the South Cambridgeshire Local Plan 2018, and the four adopted Area Action Plans for Northstowe, Cambridge East, Cambridge Southern Fringe, and North West Cambridge. It also includes indicators to measure change in the area against the objectives set out in the Sustainability Appraisals that accompany each of the adopted plans and to look at the wider effects of its planning policies on the district. The AMR also includes details on the action the Councils have taken relating to the Duty to Co-operate and of any neighbourhood plans made.
- 3.3. Authority Monitoring Reports were formerly known as Annual Monitoring Reports. They were renamed by government.

4. Considerations

- 4.1. The AMR for Greater Cambridge 2019-2020 accompanying this report has three chapters. Chapter 1 provides some background and context. Chapter 2 includes sections on the progress against the Local Development Scheme, what actions the Councils have taken relating to the duty to co-operate and the current status of Neighbourhood Plans. Chapter 3 sets out a topic by topic analysis of the Greater Cambridge area including the impact of various policies.
- 4.2. Key findings from the AMR for Greater Cambridge 2019-2020 include:
- The Greater Cambridge Local Plan has made good progress including completion of the 'First Conversation' consultation which looked at issues and options in January and February 2020.
 - We have continued to meet our duty to co-operate requirements across governance (for example the Joint Local Plan Advisory Group), consultation (for example strategic cross-boundary matters) and evidence gathering (for example transport and environmental data) issues.
 - No new Neighbourhood Plans were formally made in 2019-2020. However, a number of plans – Cottenham, Histon & Impington, Foxton and Waterbeach – all progressed through various formal consultation stages. (It is worth noting that

progress post-March 2020 has been much more limited due to the impact of the coronavirus pandemic on consultation activity and referendums).

- There were 1,567 dwellings completed in Greater Cambridge in 2019-2020. This was lower than the annual delivery rate required (1,675) for the first time since 2015-2016.
- South Cambridgeshire achieved a similar level of completions (1,107) to last year (1,152). Cambridge achieved 460 completions which was significantly lower than last year (868). In Cambridge, the higher level of completions previously achieved was a result of high numbers of completions on the edge of Cambridge sites completing within Cambridge. The increase in housing completions in South Cambridgeshire and decrease in Cambridge therefore reflects the build out pattern of the edge of Cambridge sites and the move towards higher delivery from new settlements.
- Both Local Authorities achieved proportions of affordable housing above their plan period average. In South Cambridgeshire 37% of all housing completions were for affordable housing compared with an average of 27% over the period 2011-2020. In Cambridge 43% of all housing completions were for affordable housing compared with an average of 37% over the period 2011-2020.
- In 2019-2020 gross business completions totalled 19,943 sqm (4.01 ha) in Cambridge and 44,854 sqm (9.37 ha) in South Cambridgeshire.
- The 'Spaces and Movement Strategy' underwent significant consultation in September and October 2019 and is on track to be considered for approval by Cambridge City Council in early 2021.
- A total of 2.4169 megawatts of renewable energy was installed in Greater Cambridge in 2019-2020: 0.0126 megawatts in Cambridge and 2.4043 megawatts in South Cambridgeshire.
- No applications were permitted without suitable mitigation where the environment agency objected on flood or water quality grounds across Greater Cambridge.
- Levels of all measured pollutants are currently below their respective national air quality objectives levels across Greater Cambridge.
- There was no change in the area of designated SSSIs or in the condition of SSSIs in Greater Cambridge. The only change in area of sites of biodiversity importance in Greater Cambridge

was a minor adjustment to the Eversden and Wimpole Woods SAC boundary which resulted in a light reduction of approx. 0.9ha.

- There were no completions in the Green Belt where the development would be considered inappropriate based on the definition in the National Planning Policy Framework without 'very special circumstances' having been demonstrated.
- All completions in Flood Zones 2 and 3 which were considered to carry a flood risk were accompanied by a Flood Risk Assessment and flood risk was considered as part of the determination of the planning application, with conditions being applied to the planning permissions where necessary.
- There was a net decrease of 963 sqm in retail floorspace in Cambridge in 2019-2020. A number of small units/schemes were converted to alternative uses. However, there remains 12,524 sqm of retail floorspace committed through allocations and planning permissions. Commitments are even higher in South Cambridgeshire (50,160 sqm) due to allocations at Northstowe, and to a lesser extent, Waterbeach New Town, Cambourne West and the Wing/Marleigh development.
- In contrast, the amount of hotel space in Cambridge increased significantly (a net increase of 10,965 sqm). This was due to the completion of a 133 room aparthotel as part of a mixed use development on the former Milton Road primary school. There were further permissions granted in 2019-2020.
- The number of Buildings of Local Interest (Cambridge) and listed buildings (South Cambridgeshire) remain largely unchanged from last year. The number of listed buildings and other heritage assets at risk in South Cambridgeshire has fallen slightly.
- Quality of life indicators continue to be generally favourable for the Greater Cambridge area. For example, life expectancy rates are above the national average and are improving for men.

4.3. The report is supplemented by two appendices. Appendix 1 lists all of the indicators across the plans and provides data where it is available. A traffic light system is used for target based indicators to quickly illustrate whether the target is being met. Appendix 2 provides the detailed data behind the indicators.

4.4. It is worth noting that the monitoring period was only affected by the very early impacts of the Coronavirus pandemic. Next year's report is likely to capture much larger impacts.

5. Implications

a) Financial Implications

5.1. There are no direct financial implications.

b) Staffing Implications

5.2. There are no direct staffing implications.

c) Equality and Poverty Implications

5.3. There are no direct equality and poverty implications. However, the AMR does provide some data on the impacts on equality and poverty of our adopted planning policies.

d) Environmental Implications

5.1. There are no direct environmental implications. However, the AMR does provide some data on the impacts on the environment of our adopted planning policies.

e) Procurement Implications

5.2. There are no direct procurement implications.

f) Community Safety Implications

5.3. There are no direct community safety implications.

6. Consultation and communication considerations

6.1. Council officers and external organisations have provided information and data for the indicators included in the AMR.

7. Background papers

Background papers used in the preparation of this report:

The adopted Cambridge Local Plan 2018, the adopted South Cambridgeshire Local Plan 2018, and the four adopted Area Action Plans for Northstowe, Cambridge East, Cambridge Southern Fringe, and North West Cambridge,

and their accompanying Sustainability Appraisals are published on the Councils websites:

- www.cambridge.gov.uk/development-plan-for-cambridge
- www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/

8. Appendices

Appendix 1: Cambridge City Council and South Cambridgeshire District Council - Greater Cambridge Authority Monitoring Report (AMR) 2019-2020

9. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Mark Deas, Senior Policy Planner, telephone: 07857 665001, email: mark.deas@greatercambridgeplanning.org

Jenny Nuttycombe, Principal Planning Policy Officer, telephone: 07563 421032, email: jenny.nuttycombe@greatercambridgeplanning.org

This page is intentionally left blank



Cambridge City Council and South Cambridgeshire District Council

Authority Monitoring Report for Greater Cambridge

Covering the period 1 April 2019 – 31
March 2020

Published January 2021



Contents

1. Introduction and Context	1
A. Greater Cambridge Today	1
B. The Authority Monitoring Report (AMR)	1
C. Monitoring in Greater Cambridge	2
D. Structure of the document	3
2. Commentary	4
A. Progress against the Local Development Scheme	4
B. Action taken on Duty to Co-operate.....	5
C. Details of Neighbourhood Development Orders or Neighbourhood Development Plans Made	7
D. Information relating to the Collection and Spending of Community Infrastructure Levy Monies	9
E. Greater Cambridge Statement of Community Involvement	10
3. Topics	11
A. Housing Monitoring.....	11
B. Employment Monitoring.....	18
C. Allocations Monitoring	19
D. Supplementary Planning Documents (SPDs) and other policy documents Monitoring.....	30
E. Climate Change, Sustainability Measures and Pollution	32
F. Biodiversity Monitoring	34
G. Community, Leisure, Open Space and Green Belt Monitoring.....	35
(i) Recreational facilities, Open Space and Green Belt.....	35
(ii) Community and Leisure Facilities and Local Services.....	37
H. Retail	38
I. Design and Conservation Monitoring.....	39
J. Transport Monitoring	41
K. Health, Wellbeing, and inclusive communities Monitoring.....	43
L. S106/Infrastructure	44
Appendix 1: List of Indicators and findings	A1.1
Appendix 2: Tables and Charts	A2.1

1. Introduction and Context

A. Greater Cambridge Today

- 1.1 The Office for National Statistics estimate that the Greater Cambridge area had a population of 283,888 in 2019. This was divided between 124,798 people in Cambridge and 159,086 people in South Cambridgeshire. Cambridge has an area of approximately 4,070 hectares and is located around 60 miles north-east of London. Cambridge is encircled by South Cambridgeshire which covers an area of approximately 90,163 hectares. Cambridge is best known as the home of the University of Cambridge (which is made up of 31 colleges).

B. The Authority Monitoring Report (AMR)

- 1.2 Local Authorities have a statutory duty to publish an Authority Monitoring Report (AMR). It also provides an opportunity to monitor recent trends in land use and other issues (such as transport, socio-economic changes and biodiversity) and to consider the effectiveness and appropriateness of current planning policies and targets.
- 1.3 The Planning and Compulsory Purchase Act 2004 and subsequent regulations introduced the requirement for local planning authorities to produce an AMR. This sets out the Councils progress in producing new planning policy documents against the timetable included in the approved Local Development Scheme and in implementing planning policies included in their Local Development Framework (or Local Plans).
- 1.4 The Localism Act 2011 and Town and Country Planning (Local Planning) (England) Regulations 2012 set out revised requirements for monitoring. Local planning authorities are still required to publish information monitoring progress on the implementation of their Local Development Scheme and planning policies included in their development plan documents at least on an annual basis, although the requirement to submit the AMR to the Secretary of State by 31 December has been removed.
- 1.5 The Localism Act 2011 also created the duty to co-operate which places a legal duty on local planning authorities and other specified organisations to co-operate with each other to address strategic issues relevant to their areas. The Town and Country Planning (Local Planning) (England) Regulations 2012 require the AMR to give details of what action the Council has taken relating to the duty to co-operate.

- 1.6 The Town and Country Planning (Local Planning) (England) Regulations 2012 have also introduced the requirements that the AMR includes: (i) details of any neighbourhood development orders or neighbourhood development plans made; and (ii) if a Council has an adopted Community Infrastructure Levy (CIL) Charging Schedule, information relating to the collection and spending of CIL monies.
- 1.7 This AMR covers the period from 1 April 2019 to 31 March 2020. This is a joint AMR for Cambridge City Council and South Cambridgeshire District Council and therefore the adopted planning policies for the period covered by this AMR are those contained in the:
- Cambridge Local Plan (2018) - adopted 18 October 2018;
 - South Cambridgeshire Local Plan (2018) – adopted on 27 September 2018;
 - Cambridge East Area Action Plan (AAP) – adopted in February 2008;
 - Cambridge Southern Fringe AAP – adopted in February 2008;
 - North West Cambridge AAP – adopted October 2009; and
 - Northstowe AAP – adopted in July 2007.

C. Monitoring in Greater Cambridge

- 1.8 Monitoring in Cambridgeshire is currently carried out through a partnership between the Business Intelligence (Research) Team at Cambridgeshire County Council and the planning departments at the five district councils. Greater Cambridge consists of the two local planning authorities of Cambridge City Council and South Cambridgeshire District Council. The Business Intelligence (Research) Team maintains a database of planning permissions involving the creation or removal of residential, business, retail and leisure uses plus any planning permissions for renewable energy generators. A survey of all extant planning permissions included in the database takes place each year, involving officers from the County Council and district councils, to collect information on their status: built, under construction or not yet started.
- 1.9 The 2020 annual survey faced some delays due to the national lock down and social distancing measures in place in the spring as a result of the coronavirus pandemic. As a result, some of the survey fieldwork was not completed until summer 2020.
- 1.10 The Business Intelligence (Research) Team provides the district councils with the necessary results for their AMR indicators and a site-by-site list of planning permissions and their status. The Business Intelligence (Research) Team also publish summary tables and topic reports on housing, business,

retail and renewable energy completions and commitments on their [website](#). For some indicators the data for previous years has been revised from the data previously published; this is a result of the on-going assessment of data by the Business Intelligence (Research) Team to remove any inaccuracies.

- 1.11 Data required for other indicators is obtained from various teams at Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council (SCDC), and other external organisations such as Natural England and the Environment Agency. A number of data series published by the Office for National Statistics are used as contextual indicators. These are usually sourced from NOMIS (the National On-line Manpower Information System).

D. Structure of the document

- 1.12 Chapter 2 of the document provides a commentary on the progress against the Local Development Scheme, actions on duty to co-operate, and updates on neighbourhood planning, the Community Infrastructure Levy and on the Statement of Community Involvement. Chapter 3 is broken into several topics, such as Housing and Employment, and provides textual updates and the headline findings in relation to the monitored indicators (with the data set out in Appendix 2). Appendix 1 lists all of the indicators by document. A RAG (Red, Amber, Green) column is included in the table for each indicator and where the indicator includes a target a colour is assigned to indicate whether the target is on track. Appendix 2 contains tables and charts with data which relate to the indicators listed in Appendix 1.

2. Commentary

A. Progress against the Local Development Scheme

- 2.1 The Councils adopted their current Local Plans in autumn 2018. The South Cambridgeshire Local Plan was adopted on 27 September 2018 and the Cambridge Local Plan on 18 October 2018.
- 2.2 The Councils' current adopted Local Plans both include a policy which makes a commitment to an early review of those Plans. The policies are for a new Local Plan to be prepared jointly by Cambridge City and South Cambridgeshire District Councils for their combined districts (Greater Cambridge). A new Local Development Scheme (LDS) was adopted in October 2018 setting out a timetable for the preparation of a Greater Cambridge Local Plan. This was the LDS in place at the start of the monitoring year.
- 2.3 Work began on the preparation of the Greater Cambridge Local Plan in 2019 with a number of workstreams including eight Local Plan workshops with stakeholders to identify key issues facing Greater Cambridge over the next 20 years or so. The Issues and Options consultation 'the first conversation' took place in January and February 2020. This was slightly later than envisaged by the October 2018 LDS. A minor update was made to the LDS at that time to reflect this timetable change.
- 2.4 The latest [LDS](#) was approved in July 2020 (after the end of the monitoring year). This July 2020 LDS includes an additional Preferred Options stage in summer / autumn 2021 to enable public consultation on the emerging preferred approach to key strategic issues, and for those views to be considered before detailed policies are drafted. The future timetable for the Local Plan will be influenced by the decision on whether to progress ahead of or in parallel with the North East Cambridge Area Action Plan (NECAAP). Therefore, it is envisaged that the Local Plan will be submitted to the Secretary of State for independent Examination in either Autumn 2023 or Spring 2024.
- 2.5 The Councils have been developing the evidence base for the new plan, and testing possible growth levels and strategic spatial options for the plan. In November 2020 (after the end of the monitoring year), the Councils published a set of initial reports including a Sustainability Appraisal that include new baseline data about the area, insights into the amount of development that may be planned for in the future, and expert assessments about the pros and cons of different possible approaches. A series of six workshops with

stakeholders and a public webinar on the possible growth levels and strategic spatial options were held in December 2020.

- 2.6 The October 2018 LDS also set out the Councils' intention and timetable for preparing a North East Cambridge Area Action Plan (NECAAP). The AAP is being prepared jointly between both councils. North East Cambridge includes 182 hectares of brownfield land, just a 15-minute cycle ride from the city centre. The plan aims to deliver an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods.
- 2.7 An initial issues and options consultation was undertaken between December 2014 and February 2015. A further issues and options consultation was undertaken in Spring 2019, as anticipated in the October 2018 LDS. The latest [LDS](#) was approved in July 2020 (after the end of the monitoring year), and this July 2020 LDS set out an updated timetable for consultation on the draft NECAAP. Public consultation on the draft NECAAP ran from 27 July to 5 October 2020. The comments received are being considered.
- 2.8 Significant government Housing Infrastructure Funding has been secured to facilitate the relocation of the Milton Waste Treatment Plant which will enable the development of a major brownfield site and comprehensive planning of the North East Cambridge area. Anglian Water proposes that a Development Consent Order (DCO) process will be undertaken to enable the relocation. This is expected to be submitted in Summer 2022. The July 2020 LDS anticipates that the NECAAP will be submitted to Secretary of State for independent Examination in Spring 2024.

B. Action taken on Duty to Co-operate

- 2.9 During the preparation of the adopted Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018, South Cambridgeshire District Council and Cambridge City Council engaged constructively, actively and on an ongoing basis, both with each other and with the other Duty to Cooperate bodies to maximise the effectiveness of the Local Plan preparation in the context of strategic cross boundary matters. This was confirmed by the Inspectors in their reports on the Local Plans, which concluded that the duty to cooperate had been met.
- 2.10 For the new joint Greater Cambridge Local Plan currently being prepared, the two authorities are working together as one, and are engaging constructively, actively and on an ongoing basis with the other Duty to Cooperate bodies to address strategic cross-boundary matters. The authorities are seeking to

address the Duty to Cooperate in all relevant aspects of the plan, including governance, consultation, and evidence gathering.

- 2.11 In terms of governance that will support constructive and ongoing engagement, a non-statutory Joint Local Planning Advisory Group has been set up to provide efficient and effective coordination of spatial planning for the Cambridge City and South Cambridgeshire districts. The group includes members of Cambridge City Council, South Cambridgeshire District Council, and Cambridgeshire County Council (which is also under the duty to cooperate). The Terms of Reference for the Group also includes the statement that ‘there will be liaison with neighbouring authorities and other relevant bodies when appropriate’. Further to this, a joint high-level officer group comprising representatives of both councils, Greater Cambridge Partnership, Cambridgeshire County Council, and the Cambridgeshire and Peterborough Combined Authority meets on a regular basis to help steer the development of the Local Plan. This will support ongoing engagement between the two councils, the County Council, and the Combined Authority (which incorporates the Business Board that has the functions of the Local Enterprise Partnership – a prescribed duty to cooperate body).
- 2.12 In terms of consultation, the Greater Cambridge Local Plan: The First Conversation (Issues & Options 2020) held between January and February 2020, identified [an initial list of potential strategic cross-boundary matters](#), and sought responses on whether these were the right ones to address. At the end of the monitoring year (March 2020) scoping was being undertaken to confirm strategic cross-boundary matters, including analysing responses to the First Conversation, and mapping out the process for engagement to address the duty to cooperate right through to submission of the Plan. Since March 2020, Cambridge and South Cambridgeshire members approved a [Duty to Cooperate & Statement of Common Ground Proposed Approach – For Consultation](#) document, which set out Greater Cambridge’s proposed approach to engagement and provided an initial view on strategic cross-boundary matters relevant to Greater Cambridge. Using the Proposed Approach document, officers have engaged with a wide range of relevant bodies to start to explore substantive issues via a Duty to Cooperate roundtable and via bilateral meetings.
- 2.13 Further to the above, in terms of evidence, South Cambridgeshire District Council and Cambridge City Council continue to engage with neighbouring authorities and relevant prescribed Duty to Cooperate bodies on an ongoing basis across relevant functional geographies. Examples include working with the County Council and Combined Authority on the development of the Local Plan transport evidence base, as well as engaging with the relevant

prescribed bodies on the development of environmental evidence. Further to this, examples of where shared evidence bases are being developed include a Housing Needs for Specific Groups study and Gypsy and Traveller Accommodation Needs Assessment jointly procured on behalf of the Cambridgeshire authorities. The authorities will engage on an ongoing basis with relevant duty to cooperate bodies where evidence base findings have cross-boundary implications.

C. Details of Neighbourhood Development Orders or Neighbourhood Development Plans Made

2.14 Neighbourhood planning was introduced by the Localism Act in 2011. Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

2.15 Before a Neighbourhood Plan can be prepared a neighbourhood area must be designated. At November 2020 there are nineteen designated neighbourhood areas in South Cambridgeshire:

- Babraham;
- Bassingbourn-cum-Kneesworth;
- Cottenham;
- Foxton;
- Fulbourn;
- Gamlingay;
- Great Abington Former Land Settlement Association (LSA) Estate – this covers the former Land Settlement Association estate, which only forms part of the parish of Great Abington;
- Histon & Impington – this covers the area of the parish to the north of the A14;
- Horseheath;
- Linton and Hildersham – these two parishes have joined together to form a single neighbourhood area;
- Melbourn;
- Pampisford;
- Sawston;
- Stapleford and Great Shelford – these two parishes have joined together to form a single neighbourhood area;
- Swavesey;
- Thriplow;

- Waterbeach – South Cambridgeshire District Council and Waterbeach Parish Council have agreed a framework as to how they will work together;
- West Wickham; and
- Whittlesford.

2.16 There is one designated neighbourhood area in Cambridge City. The South Newnham Neighbourhood Area and the Neighbourhood Forum was designated on 22 March 2017.

2.17 Five of these Neighbourhood Plans have reached formal stages in the preparation of a Neighbourhood Plan:

- Cottenham: Cottenham parish was designated a neighbourhood area on 17 November 2015. Pre-submission public consultation on the Cottenham Neighbourhood Plan took place between June and August 2018. The Cottenham neighbourhood plan was submitted to SCDC on 15 January 2019. Public consultation on the submission version of the plan took place between February and March 2019. The Neighbourhood Plan was sent for examination on 18 April 2019. The examiner's report was received 10 December 2019. The referendum on the Cottenham Neighbourhood Plan was due to take place on 26 March 2020, however this referendum was suspended due to the coronavirus pandemic. The latest government guidance indicates that all referendums are postponed until at least 6 May 2021.
- Histon & Impington: The Histon and Impington neighbourhood area was designated on 9 September 2014. A Neighbourhood Plan was prepared and subject to two public consultations. Pre-submission consultation took place in October and November 2018. The Neighbourhood Plan was submitted to South Cambridgeshire District Council in summer 2019 and was subject to public consultation in June and July 2019. The neighbourhood plan was sent for examination on 2 August 2019. The Examiner's report on the Histon & Impington Neighbourhood Plan was received on 9 March 2020. The latest government guidance indicates that no referendums can take place until at least 6 May 2021.
- Foxton: Foxton parish was designated a neighbourhood area on 17 November 2015. Pre-submission public consultation on the Foxton Neighbourhood Plan took place in May and June 2019. Foxton Parish Council submitted its Neighbourhood Plan and supporting documentation to South Cambridgeshire District Council on 10 February 2020. South Cambridgeshire District Council started carrying out

consultation on the submission plan, however in April 2020 the consultation was suspended due to the coronavirus pandemic. South Cambridgeshire District Council is currently preparing to resume the public consultation on this submission plan.

- Waterbeach: Waterbeach parish was designated a neighbourhood area on 10 August 2015. Waterbeach Parish Council carried out consultation on their pre-submission Neighbourhood Plan in January and February 2019. The parish council is currently preparing to submit its neighbourhood plan to South Cambridgeshire District Council.
- Gamlingay: Gamlingay parish was designated a neighbourhood area on 3 February 2015. Gamlingay Parish Council carried out consultation on their pre-submission Neighbourhood Plan in September and October 2020.

2.18 The Great Abington Former LSA Estate Neighbourhood Plan was formally adopted at South Cambridgeshire District Council full council on 21 February 2019.

2.19 Initial discussions have taken place with a number of other Parish Councils about neighbourhood planning and whether a Neighbourhood Plan would be the right tool for them to achieve the aspirations they have for the future in their villages.

2.20 Further information can be found in relation to Neighbourhood Planning on both the [South Cambridgeshire District Council website](#) and [the Cambridge City Council website](#).

D. Information relating to the Collection and Spending of Community Infrastructure Levy Monies

2.21 The Community Infrastructure Levy (CIL) is a tax on new development, which helps fund a wide range of strategic infrastructure, such as public transport, parks and community facilities, needed to support growth. Both councils had previously sought to introduce a CIL and had submitted draft charging schedules for Examination in 2014. The intention was for these to be examined following the conclusion of the Examinations into the Local Plans. The councils each agreed to withdraw their CIL draft charging schedules in 2017 reflecting a number of changes in circumstances and to jointly reassess the position.

- 2.22 The position will be kept under review. The Councils will update the Local Development Scheme if they intend to commence preparation of a CIL scheme.
- 2.23 Both Councils are due to publish an Infrastructure Funding Statement shortly to comply with the 2019 CIL Regulation amendments.

E. Greater Cambridge Statement of Community Involvement

- 2.24 The Statement of Community Involvement sets out how and when the councils will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance to guide future development in Greater Cambridge. It also explains how the councils will involve the community in planning applications. Both councils have jointly prepared a Statement of Community Involvement. This was adopted by SCDC in July 2019 and by Cambridge City Council in June 2019.
- 2.25 In June 2020 both councils jointly issued an Addendum to the Statement of Community Involvement. This sets out which elements are impacted by current restrictions related to the coronavirus pandemic, and how the Councils will continue to enable full involvement of people in planning matters. The need for these temporary measures is being kept under review, and at time of writing a further Addendum to the Statement of Community Involvement is in the process of being agreed to enable consultation on any Neighbourhood Plans formally submitted to the Councils to be undertaken.

3. Topics

A. Housing Monitoring

- 3.1 The development strategy for Greater Cambridge supports the economic success of the Cambridge area through continued jobs growth, with housing provision at a level, and of a quality, to meet objectively assessed needs. The South Cambridgeshire Local Plan (2018) requires (in Policy S/5) that provision is made for 19,500 dwellings in the district during the period 2011 to 2031 to meet the objectively assessed need. The Cambridge Local Plan (2018) requires (in Policy 3) that provision is made for 14,000 dwellings in the city during the same plan period 2011-2031.
- 3.2 Therefore, together the Local Plans set a housing requirement of 33,500 homes between 2011 and 2031 for Greater Cambridge. This results in an average delivery rate of 1,675 dwellings a year for Greater Cambridge. The latest housing trajectory for Greater Cambridge is set out in the [Greater Cambridge Housing Trajectory and Five Year Housing Land Supply](#) report published in April 2020. This shows that 37,970 dwellings are expected to be delivered between 2011 and 2031 (14,468 in Cambridge and 23,502 in South Cambridgeshire), which is 13% (4,470 dwellings) more than the housing requirement and allows flexibility to respond to changing conditions as required in the National Planning Policy Framework (NPPF).
- 3.3 Both Local Plans set out that “the housing trajectories for Cambridge and South Cambridgeshire, as updated each year in the Annual Monitoring Report, will be considered together for the purposes of phasing of housing delivery, including for calculating 5-year housing land supply in development management decisions that concern housing development” (Policy S/12 of the South Cambridgeshire Local Plan and Policy 3 of the Cambridge Local Plan). Both Local Plans also establish that the “five year housing land supply will be calculated using the Liverpool Method and a buffer of 20%”.
- 3.4 Both Local Plan Inspectors’ Reports recognised that given the nature of the development strategy for Greater Cambridge as a whole, delivery would be higher in Cambridge in the early years of the plan period and higher in South Cambridgeshire later in the plan period, and therefore that housing supply and delivery should be considered jointly. The Greater Cambridge Housing Trajectory and Five Year Housing Land Supply report (April 2020) shows that the Councils jointly have 5.4 years of housing land supply for the 2020-2025 five year period. Collectively this means that for Greater Cambridge, the Councils can demonstrate a five year housing land supply. The most up to date housing trajectory and five year land supply calculations are published

on both the [South Cambridgeshire District Council website](#) and the [Cambridge City Council website](#).

- 3.5 **Housing completions:** Between 2011 and 2020 (the first nine years of the plan period for both adopted Local Plans), 14,362 net additional dwellings were completed (7,389 dwellings in Cambridge and 6,973 dwellings in South Cambridgeshire). The combined annual completions in 2019-2020 (1,567 dwellings) was slightly above the completions anticipated in the housing trajectory (1,528 dwellings) but under the average annual delivery rate required of 1,675 dwellings a year. This was the first time the actual delivery rate had fallen below the required rate since 2015-2016.
- 3.6 In the 2019-2020 monitoring year, the 1,567 net additional dwellings completed in Greater Cambridge were apportioned 1,107 in South Cambridgeshire and 460 in Cambridge.
- 3.7 South Cambridgeshire achieved a similar level of housing completions to the previous year (1,152 dwellings were completed in 2018-2019). In Cambridge there has been a decrease in the number of dwellings completed in comparison to the previous monitoring year (869 dwellings were completed in 2018-2019). In Cambridge, the higher level of completions previously achieved was a result of high numbers of completions on the edge of Cambridge sites completing within Cambridge. The increase in housing completions in South Cambridgeshire and decrease in Cambridge therefore reflects the build out pattern of the edge of Cambridge sites and the move towards higher delivery from new settlements.
- 3.8 The average annual delivery rate required for Cambridge to reach 14,000 dwellings over 20 years is 700 dwellings. This rate was exceeded considerably over the last six years but delivery is projected to fall below this rate for most of the remaining years of the plan period as growth shifts towards sites within South Cambridgeshire. The average annual delivery rate required for South Cambridgeshire to reach 19,500 over 20 years is 975 dwellings per year. Delivery was lower in the initial years of the plan but has exceeded this rate in both of the last two years and is expected to continue to do so for the remainder of the plan period. Development in the new settlements of Northstowe, Waterbeach new town, Bourn Airfield new village and Cambourne West will be a key driver.
- 3.9 The **Housing Delivery Test (HDT)** is an annual assessment of actual housing delivery over the previous three years against the housing requirement for the district for that same period which is required by the National Planning Policy Framework (NPPF). HDT results are published by

the Ministry of Housing, Communities and Local Government (MHCLG) each year.

- 3.10 The first HDT results were published in February 2019. The results were 388% for Cambridge and 78% for South Cambridgeshire. These results required South Cambridgeshire to prepare a Housing Delivery Test Action Plan, and the Council published that Action Plan in September 2019. The most recent results were published in February 2020 and are 280% for Cambridge and 95% for South Cambridgeshire. There are no consequences from the HDT results published in February 2020 for Cambridge or South Cambridgeshire.
- 3.11 A statement setting out the results and the implications for both Councils is published on both the [South Cambridgeshire District Council website](#) and the [Cambridge City Council website](#), and the Action Plan from September 2019 is also published. The results for the period 2017-2018 to 2019-2020 have yet to be published but will be added to both Councils websites when available.
- 3.12 **Previously Developed Land:** Making efficient use of land, including through the reuse of Previously Developed Land (PDL), is central to the approach to delivering sustainable development. South Cambridgeshire has an indicator to monitor completions on PDL. The proportion of housing completed on PDL has fallen in recent years. The proportion for 2019-2020 (19%) was the lowest proportion since 2012-2013. The fall appears to be due to the nature of sites currently being developed. The largest schemes developed in the last year were within new settlements, edge of Cambridge locations and 'five year supply' sites. These all tend to be predominantly on green field locations.
- 3.13 **Subdivision of existing dwelling plots:** Policy 52 of the Cambridge Local Plan (2018) sets out criteria by which new dwellings requiring the subdivision of existing dwelling plots should be considered. A review of all applications for subdivision of garden plots over the 2019-2020 monitoring year was carried out. This found that 100% of the 17 applications permitted for subdivision of existing residential plots were considered to be appropriate when assessed against policy 52.
- 3.14 **Housing density:** Over the plan monitoring period (2011-2020), the average net density of dwellings completed in South Cambridgeshire has fluctuated. In the last monitoring year, the average net density was 31.9 dwellings per hectare (DPH) on sites greater than nine dwellings. This was slightly lower than the average of 34.7 DPH over the plan period and can be attributed to the lack of any Cambridge fringe schemes (which have a relatively high density) completing within South Cambridgeshire during 2019-2020.

- 3.15 Density in the city has also fluctuated over the plan monitoring period. The average density achieved in 2019-2020 of 55.6 DPH was the lowest during the plan period to date. The highest density achieved was 194.4 DPH in 2012-2013. The relatively low density in 2019-2020 was due to the completion of a couple of parcels at Clay Farm that delivered densities of 52.0 and 55.2 respectively.
- 3.16 **Affordable Housing:** The availability of housing that is affordable and accessible to those in need in Greater Cambridge is a major and growing issue. In Cambridge, the median house price has risen from 8.7 times the median income in 2011 to 12.7 times the median income in 2019. In South Cambridgeshire, the median house price has risen from 7.6 times the median income in 2011 to 9.1 times the median income in 2019. Although house price to income ratios are very high by historical standards they have fallen slightly in both districts over the last couple of years.
- 3.17 The affordable housing policies in South Cambridgeshire Local Plan (2018) require the provision of 40% affordable housing on all developments of 11 dwellings or more, or on developments of 10 or less if the total floorspace exceeds 1,000 sqm (see Policy H/10 – although a lower threshold of 10 dwellings, in line with the NPPF was agreed by members at their November 2018 Planning Committee). Policy H/11 allows the provision of affordable housing on small sites adjoining villages as exception sites. Policy H/11 allows consideration to be given to exception sites providing a minimum amount of market housing if it can be demonstrated that a 100% affordable housing scheme is unviable.
- 3.18 Similarly, Policy 45 of the Cambridge Local Plan (2018) requires the provision of affordable housing on schemes for 11 units or more, or on developments of less than 11 units if the total floorspace exceeds 1,000 sqm. However, similar to South Cambridgeshire, a lower threshold of 10 dwellings in line with the NPPF was agreed by members at their November 2018 Planning Committee. The Cambridge Local Plan has two thresholds with 25% affordable housing required on developments of 11 (10) -14 units and 40% affordable housing required on sites of 15 or more units.
- 3.19 In total, South Cambridgeshire delivered 379 affordable dwellings in 2019-2020. At 37% of all completions this was above the plan period average for the district (27%). The scheme which accounted for the largest number of affordable homes in South Cambridgeshire was lots 10 & 11 of the Trumpington Meadows development (S/2646/16/RM). This scheme delivered 44 affordable homes in 2019-2020 and will ultimately deliver 40% affordable homes on a scheme of 392 homes. In total, Cambridge delivered 199 affordable dwellings in 2019-2020. This was 43% of all completions, above

the plan period average of 37% for the district. The scheme which accounted for the largest number of affordable homes in Cambridge was an all affordable development of 56 flats on land at Anstey Way, Trumpington (17/2214/FUL).

- 3.20 A total of 8,606 dwellings were permitted in South Cambridgeshire during the 2019-2020 monitoring year. This included 8,348 dwellings within schemes eligible to provide affordable dwellings (for example excluding schemes of less than 10 dwellings, student apartments, houses in multiple occupation, and prior notification approvals). Of these, 32% are to be affordable dwellings. This is below the policy requirement of 40% and is partly the result of the outline planning permission for the western part of Waterbeach new town securing 30% affordable dwellings, rather than 40% affordable dwellings. The lower level of affordable housing provision for the western part of Waterbeach new town is due to high infrastructure costs and viability considerations. However, there is a review mechanism for this development for uplifts in affordable dwellings up to 40%.
- 3.21 A total of 1,158 dwellings were permitted in Cambridge during the same period. This included 895 dwellings within schemes eligible to provide affordable dwellings. Of these, 37% are to be affordable dwellings. This is slightly below the policy requirement of 40% for schemes of 15 or more dwellings. However, some schemes can reduce their affordable element on viability grounds and there a number of schemes comprising 10-15 flats which have not included any affordable dwellings. Additionally, this data includes the reserved matters approval of Lot S3 in the North West Cambridge (Eddington) development for 186 market homes (18/1195/REM). No affordable dwellings are being provided within this lot as affordable dwellings have already been provided on other lots within the overall scheme. Excluding this scheme would increase the proportion of affordable homes secured to 42%.
- 3.22 **Housing development by settlement category:** Over the plan period so far (2011 to 2020), the majority of completions across the whole plan area have been in the Cambridge Urban Area and Edge of Cambridge (3,592 and 4,527 respectively). In the rural area of South Cambridgeshire, the majority of completions have been within Rural Centres and Minor Rural Centres (1,625 and 990 respectively). However, 'five year supply' sites have been of increasing significance in recent years and now account for 924 dwellings completed.
- 3.23 **Student Accommodation:** Policy 46 of the Cambridge Local Plan (2018) relates to student accommodation. This requires that new student accommodation developments demonstrate there is a proven need for student accommodation to serve a particular institution and a formal agreement must be entered in with the institution to confirm the

accommodation is suitable. Student accommodation is to serve students who are attending full-time courses of one academic year or more. The policy indicator requires a review of whether applications are built to meet the specific needs of a named institution or institutions.

- 3.24 Three schemes were permitted during 2019-2020 and all met the policy criteria. Anglia Ruskin University are supporting a scheme for 154 student rooms on Newmarket Road (19/0340/FUL). Cambridge University colleges were behind the other two schemes. A multi-purpose scheme including 64 student rooms on King Street was won on appeal (17/1497/FUL). Although the original application was determined against the previous Local Plan the principle of student housing had been accepted. The third scheme, on Barton Road, will include 60 study rooms and 24 family apartments (18/1993/FUL).
- 3.25 In the 2019-2020 monitoring year there was a net gain of 278 completed student rooms in Cambridge. The largest single scheme was Mount Pleasant House which delivered a gain of 273 student rooms. There has been a net increase of 4,376 student rooms over the first nine years of the plan period (2011-2020). The trigger of 3,104 rooms set by the indicator in the plan relates to the findings of the Assessment of Student Housing Demand and Supply study (January 2017) for Cambridge City Council. This is the demand for a 10 year period up to 2026. Since the 2016/2017 monitoring year an additional 1,898 (net) student rooms have been provided.
- 3.26 **Greater Cambridge Partnership (formerly City Deal) – 1,000 Additional New Homes on Rural Exception Sites:** The [Greater Cambridge City Deal](#) was signed with Government in June 2014 and brings up to £500 million of grant funding to help deliver infrastructure to support growth in the area with its highly successful economy. Through the City Deal, the partners have committed to preparing a joint Local Plan and to the delivery of 1,000 additional new homes on rural exception sites by 2031. The submission of the Local Plans for examination in March 2014 preceded the signing of the City Deal, and therefore the Local Plans did not include the partners commitment to the additional 1,000 homes on rural exception sites.
- 3.27 On 1 September 2016 the Greater Cambridge City Deal Board agreed how the 1,000 additional dwellings will be monitored. The Cambridge and South Cambridgeshire Local Plans set a requirement of 33,500 homes between 2011 and 2031 for Greater Cambridge, and only once delivery exceeds the level needed to meet the Local Plans requirements can any eligible homes be counted towards the 1,000 additional new homes. Eligible homes are “all affordable homes (as defined by the NPPF) constructed on rural exception sites, and on sites not allocated for development in the local plans and outside of a defined settlement boundary”.

- 3.28 The latest housing trajectory (published in April 2020) shows that 37,970 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,470 dwellings more than the housing requirement of 33,500 dwellings. With the adoption of the Local Plans and as the Councils can demonstrate a five year housing land supply, it is anticipated that rural exception sites will start to come forward again. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered and therefore the Councils are confident that the target will be achieved.
- 3.29 The delivery of rural exception sites and other eligible sites will not count towards the target of an additional 1,000 affordable homes until delivery of new homes shows a surplus against the annual requirement needed to meet the overall 33,500 homes required in the Local Plans. However, it is worth noting that in 2019-2020 there were three rural exception sites completed delivering 39 affordable homes and one market home.
- 3.30 **Gypsy & Traveller Sites:** Local planning authorities are required to make provision for Gypsy & Traveller pitches and Travelling Showpeople plots to meet identified needs. The [Cambridgeshire, King's Lynn & West Norfolk, Peterborough and West Suffolk Gypsy and Traveller Accommodation Assessment](#) (GTANA) was completed in October 2016 and was used to inform the pitch and plot requirements included in the adopted Local Plans. The GTANA (2016) concluded for South Cambridgeshire that the overall level of additional need for those households who meet the planning definition of a Gypsy or Traveller could be met through existing available sites and it identified a need for nine additional Travelling Showpeople plots in South Cambridgeshire over the period 2016-2021 and 12 plots over the period 2016-2036. Although no Travelling Showpeople plots were delivered in the 2019-2020 monitoring year, four plots were delivered in 2016-2017. The GTANA (2016) concluded for Cambridge that there was no need for permanent pitches for Gypsies and Travellers or plots for Travelling Showpeople between 2016 and 2031. A new GTANA is being developed as part of the evidence base for the new Greater Cambridge Local Plan.
- 3.31 **Accessible Homes:** An accessible home supports the changing needs of residents from raising children through to mobility issues faced in old age or through disability. Both Local Plans make provision for accessible dwellings. Policy 51 of the Cambridge Local Plan (2018) requires that a) all housing development should be of a size, configuration and internal layout to enable Building Regulations requirement M4(2) 'accessible and adaptable dwellings' to be met unless it has been demonstrated that it would be unviable to do so

and b) that 5% of affordable housing on sites capable of providing 20 or more self-contained affordable homes, meet M4(3) of Building Regulations. There is no indicator which monitors the use of Policy 51 in the Cambridge Local Plan but a review of part b) of the policy was undertaken. This found that there were three developments permitted including 20 or more self-contained affordable homes in 2019-2020. All had a requirement for 5% of homes to be built to M4(3) standard.

- 3.32 Policy H/9 of the South Cambridgeshire Local Plan (2018) requires that 5% of new dwellings meet M4(2) of Building Regulations. All developments of 20 or more houses are therefore required to provide an element of accessible dwellings. An evaluation of all of the developments of 20 or more dwellings approved in the 2019-2020 monitoring year was undertaken. The policy is beginning to have an impact. Many permissions in the monitoring year dealt with reserved matters applications on sites with outline planning applications permitted before the adoption of the Local Plan. However, two large outline planning permissions at Waterbeach new town (S/0559/17/OL) and the Ida Darwin hospital (S/0670/17/OL) do require compliance.

B. Employment Monitoring

- 3.33 Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries. It has a prosperous and dynamic economic base in high technology, research and development and related service sector industries. The success of the high technology industry in the area with the clustering of hi tech, biotech and research and development industries within the district due to its proximity to Cambridge University and Addenbrooke's Hospital is termed the "Cambridge Phenomenon". Both Local Plans identify targets for jobs to be provided over the period between 2011 and 2031. In South Cambridgeshire the target is 22,000 jobs and in Cambridge the target is 22,100 jobs. Over the plan period (2011-2018) there have been 38,000 jobs created across Greater Cambridge: 14,000 in South Cambridgeshire and 24,000 in Cambridge.
- 3.34 Employment sites within villages are a scarce resource that should be retained to provide local employment. Policies therefore resist the re-use of employment sites for non-employment uses, unless there is proven limited or no market demand for the site within its existing use; the community benefit of the new proposal outweighs the adverse effects of the loss of employment; or the existing use is generating environmental problems that will remain similar with any other alternative employment use (see Policy E/14 of the South Cambridgeshire Local Plan (2018)).

- 3.35 The Cambridge Local Plan supports a forecast growth of 8,800 jobs in the B use classes. Growth of this scale is expected to generate demand for around 70,200 sqm of additional B floorspace. Policy 40 of the Cambridge Local Plan (2018) supports new office and research facilities in the city centre, eastern gateway, around both train stations, in the Biomedical Campus and West Cambridge Site, and on suitable windfall sites around the city. The loss of B use floorspace (or sui generis research floorspace), both within and outside of Protected Industrial Sites, is protected by Policy 41 which only permits loss of this floorspace where it facilitates modernisation or redevelopment to allow continued employment use (within the B use class) or if the loss has been justified through a marketing exercise.
- 3.36 In the 2019-2020 monitoring year, business completions (net) were 5,738 sqm/2.28 hectares in Cambridge and 38,366 sqm/4.59 hectares in South Cambridgeshire. For 2011-2020, business completions (net) were 142,688sqm/-10.75 hectares in Cambridge and 215,684 sqm/75.12 hectares for South Cambridgeshire. In Cambridge 0.45 hectares of employment land was lost in 2019-2020 to other uses on unallocated sites. In South Cambridgeshire 2.61 hectares of employment land was lost to other uses in 2019-2020.
- 3.37 By the end of the monitoring year, March 2020, there were 1,425 people claiming unemployment related benefits in Cambridge (1.6% of residents aged 16-64). There were 1,035 people claiming unemployment related benefits in South Cambridgeshire (1.1% of residents aged 16-64). However, the economic impact of the coronavirus pandemic was only just starting. By October 2020 the number of claimants had risen to 3,560 and 3,050 respectively.

C. Allocations Monitoring

- 3.38 For the purposes of the AMR, the Councils monitor progress on the delivery of allocations within both Local Plans.
- 3.39 Indicator M34 of the South Cambridge Local Plan (2018) monitors progress on employment sites. The updates are as follows:
- **Cambridge Science Park (Policy E/1):** This site has played an important role in supporting the research and development and high tech sectors since the 1970's. Its accessibility has been significantly enhanced by the Guided Bus and Cambridge North Station. Early parts of the site were built at low densities and were built forty years ago. The South Cambridgeshire Local Plan identifies the opportunity for their redevelopment and densification, to make better use of the site. It should

be noted that the policy does not allocate a specific amount of floorspace. The Council's Local Development Scheme proposes that this area be included within the Area Action Plan being prepared for North East Cambridge, and this proposal was included in the draft AAP that was subject to public consultation in July-October 2020. Details of completions and commitments in the Science Park at March 2020 are included in tables 59 and 60 of Appendix 2. A planning application (20/03444/FUL) has been submitted for 4,600 sqm of commercial office floorspace at 127-136 Cambridge Science Park.

- **Land south of Cambridge Biomedical Campus (Edge of Cambridge) (Policy E/2):** an extension of 8.9 hectares to the Cambridge Biomedical Campus is identified for biomedical and biotechnology research and development uses and related higher education and sui-generis medical research institute uses. No planning application(s) has yet been received for the development of the site.
- **Fulbourn Road East (Fulbourn / Edge of Cambridge) (Policy E/3):** a site adjoining the Peterhouse Technology Park of 6.9 hectares is allocated for employment uses. A hybrid application covering the whole allocation is anticipated to be submitted early 2021.
- **Papworth Hospital:** The hospital closed in May 2019 and relocated to the Addenbrooke's Biomedical Campus. No planning application(s) has yet been received for the redevelopment of the existing Papworth Hospital site.
- **Histon and Impington Station Area: The Bishops Site, Cambridge Road, Impington:** the site has full planning permission for the demolition of the existing buildings and the erection of 35 dwellings, which was approved in June 2018. At December 2020 the site had been cleared. **Former station site including derelict Histon & Impington Railway Station, 94-96 Station Road, Impington:** the site has full planning permission for the restoration and redevelopment of the former station building with a ground floor commercial unit and two dwellings and the erection of 10 dwellings. At December 2020, the site was nearly complete with dwellings being advertised for sale. **Station Road Garage, Station Yard, Station Road, Histon:** the site has outline planning permission for 32 dwellings and amenity space, which was approved in September 2019.
- **Bayer CropScience Site (Hauxton):** The site is allocated for housing and B1 employment uses. Outline planning permission was granted for a

scheme including up to 380 dwellings, up to 4,000 sqm of B1a use and up to 250 sqm of retail use in February 2010 (which has now lapsed). Detailed masterplanning of the site resulted in the site being anticipated to provide 285 dwellings, rather than 380 dwellings as anticipated in the outline planning permission. At February 2020, all 285 dwellings had been completed. An application has not yet been submitted for the non-residential element of the allocation.

- **Papworth Everard West Central: Land south of Church Lane:** the site has outline planning permission for the erection of up to 58 dwellings and open space, and full planning permission for 8 units for either housing or business use, a brewhouse, a bakery, and community rooms. A detailed planning permission for 53 dwellings was granted in August 2017. At February 2020, the site was under construction. **Catholic Church site:** the site has planning permission for the demolition of the existing dilapidated church and erection of four new apartments. At March 2020, no construction had started on site.
- **Dales Manor Business Park, Sawston (Policy H/1a):** The site is allocated for residential development and B1 employment uses. The allocation envisages that an area of 1.5 hectares bound by East Way, Middle Way and Grove Road will be developed for B1 uses, and that the remainder of site, 9 hectares of B2/B8 uses and vacant land, will be lost to residential uses. However, the landowners of the north-western part of the site are implementing a detailed planning permission for 27 units for B1c, B2 and B8 uses and the erection of 14m high wind turbine, and therefore this part of the allocation is no longer available for residential development.
- **Green End Industrial Estate, Gamlingay (Policy H/1f):** the site is 4.09 hectares of mixed B1/B2/B8, which is proposed for residential led development. The South Cambridgeshire Local Plan requires redevelopment to provide 25% employment land, therefore resulting in a loss of around 3 hectares. Outline planning permission for the demolition of 5 dwellings and industrial and office units, and the erection of up to 90 dwellings was granted in December 2016 and reserved matters planning permission was approved in June 2020. The planning permission covers approximately 75% of the site.

3.40 Indicator M7 of the South Cambridgeshire Local Plan monitors progress on the delivery of new mixed-use developments or redevelopment at a number of sites. The updates are as follows:

- **Orchard Park** is a mixed-use development on the northern edge of Cambridge between Kings Hedges Road, Histon Road and the A14. Outline planning permission for the whole site was approved in June 2005, and has largely been implemented, but that planning permission has now lapsed.
 - **Parcel L2:** the site has full planning permission for a mixed use scheme of 63 dwellings, a gym and two commercial units, which was approved in September 2017. The site has been purchased by Cambridge Investment Partnership (CIP - Hill Investment Partnerships and Cambridge City Council) and the developer (Cambridge Investment Partnership) has advised that although the site has full planning permission for 63 dwellings this has not been implemented due to viability. A new planning application has been submitted for 75 dwellings (20/03802/FUL).
 - **Parcel Com4:** the site has outline planning permission for up to 42 apartments and an 82 unit apart/hotel with a restaurant and gym facilities, which was approved in April 2016. The developer has confirmed that they do not intend to implement this consent. A revised planning application for the erection of a new residential block comprising 80 apartments was approved in August 2020.
- **Land between Huntingdon Road and Histon Road / Progress towards housing provision as identified in Policy 20 and allocation R43 for up to 1,780 dwellings (Cambridge indicator):**
 - The NIAB frontage site has detailed planning permission for 187 dwellings. 153 of these dwellings have been completed and planning permission for a non-residential development on the site of the remaining 34 dwellings was approved in March 2018.
 - The NIAB main site has outline permission for up to 1,593 dwellings with a primary school, community facilities and retail units. Within this permission 2 parcels have detailed permission for 287 dwellings and works are under way with 115 dwellings completed at February 2020.
 - NIAB 2 & 3 (Darwin Green 2 & 3) is allocated for 1,000 dwellings and a secondary school. An Environmental Impact Assessment scoping opinion response was provided by the Council in September 2019.
- **Cambridge East / Delivery of allocation R47 as specified by the Cambridge East - Land North of Cherry Hinton SPD for approximately 780 residential units** (this is also monitored by the indicator associated with Policy 13 of the Cambridge Local Plan 2018): This land is allocated in the Cambridge Local Plan 2018 (Policy 13 / Site

R47) and in the South Cambridgeshire Local Plan 2018 (Policy SS/3) for 1,200 dwellings. It is anticipated that approximately 780 dwellings will be in Cambridge and approximately 420 dwellings will be in South Cambridgeshire. The Cambridge East – North of Cherry Hinton SPD was adopted by both Councils in November 2018. An outline planning application (18/0481/OUT & S/1231/18/OL) for a maximum of 1,200 homes, retirement living facility, a local centre, primary and secondary schools, community facilities, open spaces, and allotments was submitted in March 2018. At Joint Development Control Committee in May 2020, members were minded to approve the application. Work is underway on the S106 agreement.

- **Cambridge Northern Fringe East:** The Councils are preparing a new plan for development of the area west of the new Cambridge North Station, together with Cambridge Science Park. The North East Cambridge Area Action Plan: Issues and options document was consulted on in spring 2019 and consultation on the draft area action plan was undertaken in autumn 2020.
- **Northstowe:** Northstowe is a new settlement of up to 10,000 dwellings to the north west of Cambridge, adjacent to the villages of Longstanton and Oakington. The new town was originally planned in the Northstowe Area Action Plan (adopted in July 2007) with an area of reserve land to the west of the town. The reserve land is allocated in the South Cambridgeshire Local Plan 2018 (adopted in September 2018, Policy SS/5) to provide flexibility for the phasing and delivery of the new town. In July 2012, the Northstowe Joint Development Control Committee endorsed (with some revisions) the site wide masterplan (Development Framework Document) as a material consideration for all subsequent planning applications.
 - **Phase 1:** Outline planning permission for phase 1 (up to 1,500 dwellings, a primary school, a mixed-use local centre, leisure, community, health and employment uses, a household recycling centre, recreational space, infrastructure works and the demolition of existing buildings and structures) was granted in April 2014. Phase 1 is being delivered by five housebuilders. 677 houses had been completed by February 2020. All residential parcels have received reserved matters consent. The primary school is completed and occupied.
 - **Phase 2:** Outline planning permission for up to 3,500 dwellings, a secondary school, two primary schools, a town centre including employment uses, and sports hub was approved in January 2017. The first phase (2a) of residential development of 406 homes within

phase 2 of Northstowe will be delivered by Urban Splash and will be modular housing. Reserved matters planning permission for this phase including 406 dwellings, non-residential floorspace and open space was granted in February 2020. No planning permission has yet been submitted for the Employment Zone, sports pavilion or Community building. The education campus within Phase 2 has been completed. The Southern Access Road West that connects Phase 2 to the B1050 to the south is nearing completion. The bus link to Oakington and other strategic engineering approved as part of Phase 2 has also been approved and is under construction.

- **Phase 3:** The land is allocated in the Northstowe Area Action Plan (adopted in July 2007), and is anticipated to provide approximately 5,000 dwellings. Outline planning applications for phase 3a (4,000 dwellings) and phase 3b (1,000 dwellings) were submitted in early 2020 by Homes England. A further two planning applications within phase 3b were submitted by Endurance Estates and Digital Park (totalling around 210 dwellings) in mid-2020.

- **Waterbeach New Town (Policy SS/6):** The site is allocated for a sustainable new town of approximately 8,000 to 9,000 dwellings. The policy for the new town requires appropriate employment provision to meet the needs of the town, provision of access to local jobs, and support for continued development of the economy of the Cambridge area. The Waterbeach New Town SPD (adopted in 2019) states that the New Town will provide a significant amount of employment land, including an appropriate mix of offices, light industrial and research and development uses. These will be in an appropriate location focused upon the new town centre, the rail station district and other local centres. The development will be expected to provide serviced and safeguarded employment land at appropriate phased timescales during the life of the development. **Urban & Civic (the western part of the site):** Outline planning permission for up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports uses, a hotel, schools, and open spaces, was granted in September 2019. The first phase Design Code was approved at Planning Committee in June 2020 and the first reserved matters infrastructure application has also been approved. At December 2020, the developer was on site focusing on enabling works and phase 1 infrastructure. **RLW Estates (the eastern part of the site):** An outline planning application for up to 4,500 dwellings, business, retail, community, leisure and sports uses, new primary and secondary schools and sixth form centre, and public open spaces was submitted in May 2018, and is being considered by the Council.

- **Bourn Airfield New Village (Policy SS/7):** in addition to employment opportunities from the redevelopment of the 9 hectare former Thyssen Krupp site which adjoins the new village site, the new village will incorporate employment opportunities which are outlined in the Bourn Airfield New Village SPD (adopted in 2019). An outline planning application for approximately 3,500 dwellings, employment, retail, hotel and leisure uses, residential institutions, education and community facilities, and open space was submitted in September 2018. Following adoption of the SPD, Countryside Properties submitted amendments to the outline planning application to take account of the guidance provided in the SPD. Further amendments were submitted on 11 December 2020. An application (20/02568/FUL) for the redevelopment of the former Thyssen Krupp site is expected to be considered at planning committee in early 2021. The application is for up to 26,757 sqm floorspace of B1b, B1c and B8. It is a hybrid application – part full and part outline.
- **Cambourne West (Policy SS/8):** the policy for a fourth linked village at Cambourne seeks to relocate the amount of employment land currently remaining undeveloped on the southern side of the business park within the new Cambourne West site. Outline planning permission for Cambourne West was granted in December 2017. Subsequently three reserved matters applications (S/4537/19/RM, 20/01536/REM and 20/01640/REM) have been approved for 676 dwellings on phase 1 of the development. Strategic engineering works are now underway on site. Delivery of the first housing parcels is expected in 2021. A reserved matters application for 150 dwellings is currently under consideration (20/02543/REM).

3.41 Indicator M28 of the South Cambridgeshire Local Plan monitors progress on residential allocations. Many of these have been covered in the above updates on employment and mixed use allocations. The remaining updates are as follows:

- **Fulbourn and Ida Darwin Hospitals:** Prior approval permission for the demolition of 18 buildings including the water tower was given in December 2018, and the first phase of demolition has been completed. Outline planning permission for up to 203 dwellings, land for community provision, and open space following the demolition of existing buildings on site was approved in November 2019. The application proposes that the development is split into two phases to allow the immediate redevelopment of the majority of the site, with a small number of buildings retained for ongoing use by the NHS Trust until they are no

longer required or the accommodation has been relocated elsewhere. A reserved matters application for 203 dwellings is expected imminently.

- **Land North of Babraham Road (Sawston):** The site has full planning permission for 158 dwellings and landscaping. At February 2020, the access road has been constructed, 2 dwellings were under construction, and 156 dwellings had not been started.
- **Land South of Babraham Road (Sawston):** The agent for the site was contacted as part of preparing the Greater Cambridge Housing Trajectory and Five Year Land Supply (April 2020). At that time, they said that some investigative works had begun on site and that the intention was to submit an outline planning application in 2020, but this is still awaited.
- **Land North of Impington Road, Histon & Impington:** The site has full planning permission for 26 dwellings and open space. At December 2020, work was underway on site.
- **Land off New Road, Land rear of Victoria Way, Melbourn:** The allocation has two full planning permissions which are both under construction. One permission is for 67 dwellings and at February 2020, 62 dwellings had been completed and 5 dwellings were under construction. The other permission is for the demolition of an existing dwelling and the erection of 22 dwellings and open space. At February 2020, the existing dwelling had been demolished but none of the new dwellings had been started.
- **Land East of Rockmill End, Willingham:** The site has detailed planning permission for 72 dwellings, public open space, local equipped area of play and a pumping station. The planning permission covers a larger site than the allocation. At February 2020, 34 dwellings had been completed, 20 dwellings were under construction and 18 dwellings had not been started.
- **Land at Bennell Farm, Comberton:** The site has detailed planning permission for 90 dwellings and open space. At February 2020, the site was under construction.

3.42 The indicators associated with Policies 13, 16, 17, 19, 20, 21, 22, 25 and 27 of the Cambridge Local Plan (2018) monitor the progress of allocations within the plan. A number of these indicators crossover with those in the South

Cambridge Local Plan (2018) and are therefore reported above. The remaining updates are as follows:

- **Delivery of an urban country park and other appropriate development at land South of Coldhams Lane:** There has been engagement from the Anderson Group to enter into a Planning Performance Agreement to come forward with an employment led application and Urban Country Park in the first quarter of 2021. Proposals are currently at the pre-application discussions stage.
- Delivery of **allocation M15** as specified by the consented planning application (06/0796/OUT) and completion of the development.
Cambridge Biomedical Campus: An application by AstraZeneca (19/1070/REM - Phase 1b) for a R&D Enabling Building of 13,197 sqm, an Amenities Hub of 3,261 sqm, associated car, motorbike and cycle parking including a Multi Storey Car Park, a temporary Multi Use Games Area, hard and soft landscaping, and internal roads, supporting facilities and ancillary infrastructure was approved in January 2020
- Delivery of progress towards housing provision as identified in **Policy 18 (Southern Fringe Area of Major Change)** and allocations **R42 a, b, c and d** (which includes up to 2,250 dwellings at Clay Farm, up to 600 at Trumpington Meadows, 286 at Glebe Farm, and up to 347 at the Bell School Site):
 - The **R42a** allocation covers Clay Farm. The site has detailed planning permission for 2,188 dwellings and is being delivered by multiple housebuilders (Countryside Properties, Skanska, Bovis Homes, Hill Residential and Cambridge City Council, Crest Nicholson and CALA Homes). A total of 2,037 dwellings had been delivered at March 2020.
 - The Trumpington Meadows housing development makes up allocation **R42b**. Outline planning permission for approximately 1,200 dwellings, a primary school, recreation / leisure uses, and community and other local facilities was granted in October 2009, with the dwellings split equally between Cambridge and South Cambridgeshire. A total of 888 dwellings have been completed on site (across Cambridge and South Cambridgeshire) at March 2020.
 - The Glebe Farm housing development is built on allocation **R42c**. The site was completed in 2015-2016 monitoring year.
 - The Bell School housing development makes up site **R42d**. The residential development on this site was completed in the 2019-2020 monitoring year.

- Delivery of the **M13 allocation at West Cambridge**: An application (19/1763/FUL) for the extension of the Whittle Laboratory, including new National Centre for Propulsion and Power (4,251 sqm of Academic (D1) Floorspace), demolition of 1,149 sqm of D1 floorspace was considered at planning committee in June 2020 where members were minded to approve the application subject to conditions. A larger outline application for the site (16/1134/OUT) which seeks outline permission for 383,300sqm of development including B1, D1, D2 and A uses was submitted in June 2016. The application is still being considered by officers and remains pending whilst further discussions continue to take place between parties. Revised and additional plans and documents were received at the end of October 2020 and consultation is currently underway, ending on 11 December 2020. It is anticipated that the application will be considered by Planning Committee in Spring 2021.
- Delivery of progress on mixed use developments at **Station Area West (1) and (2) (allocations M14 and M44) and Clifton Road Area (allocation M2)**: At M14, an application (18/1678/FUL) for the erection of two new buildings comprising 5,351 sqm of Class B1(a)/Class B1(b) floorspace including ancillary accommodation, associated plant and cycle parking and an aparthotel (Class C1) comprising 125 suites, terrace, ancillary accommodation and facilities with multi-storey car park for Network Rail was refused by Planning Committee in October 2020. At M44, the landowners have submitted a planning application (20/0349/FUL) which is currently being considered by the Council. It proposes 26,674 sqm of commercial office floorspace as well as 1,566 sqm of flexible use on the ground floor for retail/restaurant/café use. At M2, as part of the Greater Cambridge Housing Trajectory and Five Year Land Supply published in April 2020, the agent was contacted and they informed the Councils that a planning application is expected to be submitted in 2020/2021.
- To deliver progress on allocation **R4** (48 dwellings) at **Mitchams Corner**: There is no update available on the progress of redevelopment of Henry Giles House. The site is not currently available as it is occupied by JobCentre Plus.
- To deliver progress on **R10** (167 dwellings), **R21** (128 dwellings and 1 hectare of employment land) and **R9** (49 dwellings) in the Mill Road opportunity area:
 - **R9 (Travis Perkins, Devonshire Road)**: The site is currently occupied by Travis Perkins and according to the information in the Greater Cambridge Housing Trajectory and Five Year Housing Land

Supply published in April 2020, the landowner was contacted and the site will not be available until 2025.

- **R10 (Mill Road Depot, Mill Road):** Following the grant of permissions (17/2245/FUL, 18/1947/S73 and 19/0175/FUL), development is underway on site. It is estimated that by the end of 2020 there will be 234 completions.
- **R21 (315-349 Mill Road and Brookfields):** Part of the site has been developed for a scheme of 270 student rooms (14/1496/FUL) which was approved at appeal. There is no update on delivery of the remainder of the site.

- To deliver progress on **M5** (20 dwellings and 0.5 hectares of employment land) and **E5** (1.4 hectares of employment land) at **Cambridge Station, Hills Road Corridor and City Centre opportunity area:** No update available.

- To deliver **Old Press/Mill Lane** as defined in the masterplan/outline planning permission and SPD: at June 2019 planning committee members resolved to approve an application for the redevelopment of part of the allocation (the southern part of the site) to form an expansion of Pembroke College comprising repurposing of existing buildings, demolition and erection of new buildings for a mix of uses comprising 94 student residential units, 1,478 sqm B1 College office floorspace, 1,773 sqm D1 teaching space, 1,004 sqm D2 College leisure and community floorspace, 363 sqm commercial A1, A2, A3, A4 retail, food and drink floorspace, and ancillary uses comprising landscaping and hard surfacing, formation of new courtesy crossing at Trumpington Street, highways, vehicular and cycle parking, and associated works and infrastructure. The application has not yet been formally determined as S106 matters remain outstanding.

- To deliver progress on **GB3 & 4** (25,193 sqm employment land): Full planning permission was granted in 2015 for new buildings in B1 use with associated works and a multi-storey car park, and the new buildings have been completed. Two applications for screening opinions for different options for the development of part of the site were submitted in July 2019. Option S proposes to provide 9,863 sqm of office space in a single building in the South-East corner of the Peterhouse Technology Park. The Council issued an opinion that no Environmental Impact Assessment screening is required in September 2019. Option T, which proposes to provide 7,186 sqm of office space in three buildings, was also submitted in July 2019. The Council issued an opinion on 23 March 2020 that no Environmental Impact Assessment screening is required.

- Progress of allocations **GB1 & GB2**: These allocations are land north and south of Wort's Causeway.
 - **GB1 (north of Wort's Causeway)**: Pre-application discussions have been undertaken, and an outline planning application for up to 200 residential dwellings, with associated infrastructure works, including access (vehicular, pedestrian and cycle), drainage, public open space and landscape was submitted to the council in March 2020.
 - **GB2 (south of Wort's Causeway)**: Pre-application discussions have been undertaken, and an outline planning application for up to 230 dwellings, community facilities, other infrastructure, and the demolition of all existing buildings was submitted in August 2019. This received a resolution to grant planning permission by Planning Committee in September 2020. S106 completion is anticipated in early 2021.

3.43 Indicator M29 of the South Cambridge Local Plan and the indicator associated with **Policy 54** of the Cambridge Local Plan monitor the delivery of residential moorings on the allocation associated with **Policy H/7** (SCDC) and allocation RM1 (Cambridge): No update is currently available.

D. Supplementary Planning Documents (SPDs) and other policy documents Monitoring

3.44 For the purposes of the AMR, the Councils monitor progress on the delivery of Supplementary Planning Documents (SPDs) and other policy documents. The indicators associated with Policies 10, 12, 13, 15, 16, 22, 24, 26 and 28 of the Cambridge Local Plan (2018) monitor the progress on the production of SPDs, AAPs, masterplans associated with allocations within the plan, and other policy documents. The updates are as follows:

- Production of **Spaces and Movement Strategy**: The Making Space for People: Vision and Principles consultation took place in September and October 2019. This document set out a high level vision for Central Cambridge and identified a number of key aims, objectives and strategies that would help deliver the vision. The document is anticipated to be agreed by the Council in early 2021, having been updated to take into account the representations received from the consultation as well as coronavirus pandemic measures that have since been introduced across the City.
- Production of the Grafton Area Supplementary Planning Document: **The Grafton Area Masterplan and Guidance SPD** covers the area referred to in Policy 12 of the Cambridge Local Plan 2018 (Fitzroy Street/

Burleigh Street/ Grafton Area of Major Change). The SPD was adopted in October 2018.

- Adoption of Cambridge East – Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019: Cambridge City Council and South Cambridgeshire District Council produced the **Land North of Cherry Hinton SPD** in partnership with local stakeholders. The Land North of Cherry Hinton SPD was adopted by South Cambridgeshire District Council in November 2018 and by Cambridge City Council in December 2018.
- Adoption of Mitcham’s Corner Development Framework SPD before a planning application is submitted: **The Mitcham's Corner Development Framework** was adopted in January 2017.
- Adoption of Mill Road Depot Planning and Development Brief SPD before a planning application is submitted. The **Mill Road Depot Development Framework SPD** was adopted by the council in December 2018. The first planning application on the site was submitted in December 2017 and determined on 11 June 2018.
- Approval of Old Press/Mill Lane masterplan/outline planning permission by 31 March 2021: An initial application for the redevelopment of the Mill Lane area was submitted in January 2019. This was considered by planning committee on 11 June 2019 where members resolved to approve the application in accordance with the officer recommendation. The application remains undetermined due to the need to resolve the S106 agreement prior to issuing a decision.
- The adoption of a Flooding and Water SPD: The **Cambridgeshire Flood and Water SPD** was adopted by both councils following the adoption of the two new Local Plans. The SPD was re-adopted by South Cambridgeshire District Council in November 2018 and adopted by Cambridge City Council in December 2018.
- Production of Sustainable Design and Construction SPD including water efficiency guidance: The **Greater Cambridge Sustainable Design and Construction SPD** was adopted by both councils in January 2020.

E. Climate Change, Sustainability Measures and Pollution

- 3.45 In 2019 both Councils declared a Climate Change Emergency. The Councils are committed to encouraging and enabling a reduction in the use of fossil fuels and increasing the proportion of energy used that is generated from renewable sources.
- 3.46 In recent years, household consumption of gas and electricity in South Cambridgeshire has fallen, while the generating potential of renewable energy sources in the district has increased. The South Cambridgeshire Local Plan (2018) requires all developments to embed the principles of climate change adaptation and mitigation measures within their design (Policy CC/1). The South Cambridgeshire Local Plan (2018) also includes Policy CC/2 that sets out guidance for proposals to generate energy from renewable sources and Policy CC/3 that requires all development proposals for new dwellings or 1,000 sqm of floorspace to include renewable or low carbon energy technologies that will reduce carbon emissions by a minimum of 10% compared to Building Regulations. Policy CC/4 requires that all residential developments achieve a minimum water efficiency of 110 litres per person per day and that non-residential schemes be accompanied by a water conservation strategy to demonstrate a minimum water efficiency equivalent to 2 credits in the BREEAM standard.
- 3.47 The Cambridge Local Plan (2018) includes Policy 28 which states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. All new developments are required to achieve a 44% reduction in carbon emissions relative to Part L of 2006 Building Regulations and water efficiency rate of 110 litres per person per day. Non-residential developments are expected to meet with BREEAM 'Excellent'. Similar to the South Cambridgeshire Local Plan, the Cambridge Local Plan (2018) includes Policy 29 which sets out guidance for proposals to generate energy from renewable sources. Policy 30 requires that applications for extensions to existing dwellings and/or the conversion of ancillary residential floorspace to living accommodation should be accompanied by cost-effective improvements to the energy efficiency of the existing dwelling.
- 3.48 A review of all relevant permissions granted in the monitoring year was undertaken to understand whether water efficiency measures were being conditioned in line with the requirements of Policies 28 and CC/4 of the adopted Local Plans 2018 and the Greater Cambridge Sustainable Design and Construction SPD (adopted in January 2020). This involved reviewing whether a condition relating to water efficiency measures had been included on the decision notice of the eligible permissions as required by the policies in

each plan. The review found that in South Cambridgeshire 80% of eligible residential permissions included a condition relating to water efficiency and in Cambridge 29% of eligible residential permissions included a condition relating to water efficiency. Although the number of permissions including a condition is lower than anticipated by the adopted policies, 7,166 dwellings out of 7,224 dwellings permitted in South Cambridgeshire and 479 dwellings out of 596 dwellings permitted in Cambridge are conditioned to deliver the water efficiency measures required by the adopted Local Plans. Officers are reviewing the way these policies are monitored as the current methodology is imperfect as some of the schemes may have dealt with water efficiency as part of the application process but this may not have been conditioned. Officers are also reviewing the application process to ensure that the policy requirements are considered on all eligible applications. The data from the review of non-residential permissions is not yet available.

- 3.49 A review of all of relevant permissions granted in the monitoring year was undertaken to understand whether renewable or low carbon energy technologies that will reduce carbon emissions by a minimum of 10% compared to Building Regulations were included or conditioned in line with the requirements of Policy CC/3. 100% of eligible permissions included a condition requiring carbon reduction measures.
- 3.50 **Flood risk:** The NPPF requires a risk based sequential approach to flood risk that avoids development being permitted in high risk areas and steers development to areas with a lower risk from flooding. Policy CC/9 of the South Cambridgeshire Local Plan (2018) and Policy 32 of the Cambridge Local Plan (2018) state that development will only be permitted where: the sequential and exception tests established by the NPPF demonstrate that the development is acceptable; suitable flood protection, mitigation and discharge measures are included into the proposal; and there would be no increase in flood risk elsewhere. Policy 31 of the Cambridge Local Plan (2018) requires an integrated approach to Water Management including a requirement for all flat roofs to be green or brown and all surfaces to be permeable. In 2019-2020 there were 25 developments completed in Flood Zone 2 and 3 in Greater Cambridge: 19 in South Cambridgeshire and six in Cambridge. In total, 17 were residential developments and eight were business or mixed use schemes. For all of these developments, Flood Risk Assessments were submitted and flood risk was considered as part of the determination of the planning application, with conditions being applied to the planning permissions where necessary.
- 3.51 **Carbon dioxide emissions and air quality:** A key factor affecting climate change is carbon dioxide emissions and the aim nationally, and indeed

internationally, is to reduce levels of emissions of this greenhouse gas. The rate of carbon dioxide emissions per person from domestic sources, for example through the use of gas and electricity, has shown a reduction over the last eight years.

- 3.52 Air quality is an issue alongside the A14 and South Cambridgeshire District Council has designated an Air Quality Management Area (AQMA) with the objective of improving conditions in terms of levels of nitrogen dioxide and the particulate PM₁₀. The A14 improvements should significantly alleviate impacts on local air quality in the AQMA and possibly allow the revocation of it or, certainly, the remodelling of it. In 2019-2020, the objectives for nitrogen dioxide and the particulate PM₁₀ were met at all the monitoring locations, with good data capture, and the data indicates a general improvement of air quality since 2016.
- 3.53 Air quality varies within Cambridge and tends to be better in the suburbs away from busy roads. The centre of Cambridge has been in an AQMA since 2004. The main source of air pollution in Cambridge is nitrogen dioxide from vehicles. In Cambridge, the recorded nitrogen dioxide levels in 2019-2020 were overall slightly lower than the previous year. The levels of PM₁₀ in Cambridge remain the same as the previous monitoring year but are below the legal limits.

F. Biodiversity Monitoring

- 3.54 In 2019 both Councils declared biodiversity emergencies. Both Councils are committed to the protection and enhancement of biodiversity in the district and any new development should aim to maintain, enhance, restore or add to biodiversity. Policy NH/4 of the South Cambridgeshire Local Plan (2018) states that planning permission for development which would adversely impact on the population or conservation status of protected species, priority species or habitat, unless the impact could be adequately mitigated or compensated for should be refused. Policy 70 of the Cambridge Local plan (2018) seeks to protect and enhance priority species and habitat and states that development which will cause significant harm to a protected species, priority species or priority habitat, without adequate mitigation, should be refused.
- 3.55 The protection and enhancement of sites of internationally and nationally important nature conservation areas must be balanced with the need for development and in some instances the Council may allow sensitively located and carefully designed developments (see South Cambridgeshire Local Plan (2018) Policy NH/5 and Cambridge Local Plan (2018) Policy 69. European

Directives and national planning policy also provide tiered protection for sites of biodiversity or geological importance.

- 3.56 **Development in locations of environmental importance:** Between 2004 and 2019 no new development was completed within, or is considered to adversely affect, nationally or internationally important nature conservation sites in South Cambridgeshire. During 2019-2020 in Cambridge City, preparatory works continued on a new cycle themed café and associated car park associated with the Chisholm Trail at the north end of Barnwell Pit City Wildlife Site (CiWS) and works to the Chisholm Trail cycle route have also continued. The Barnwell Junction Pastures, Barnwell Junction Disused Railway and Ditton Meadows City Wildlife Sites have been affected by the Chisholm Trail works with significant tree and scrub works along the length of the route. This has had both positive and negative impacts on the features of interest in different areas, and on and off-site mitigation has been secured.

G. Community, Leisure, Open Space and Green Belt Monitoring

(i) Recreational facilities, Open Space and Green Belt

- 3.57 Recreational facilities, including outdoor play space, informal open space and supporting built recreation facilities are important to local communities for their recreational amenity but also for their impact on the quality of the environment. In high density new housing developments where gardens are smaller, open space and recreation facilities are particularly important. Both Councils therefore require developers to contribute towards providing new open space within their development or contributions towards enhancing existing facilities for the benefit of the new occupants. Policy SC/7 of the South Cambridgeshire Local Plan (2018) and Policy 68 of the Cambridge Local Plan (2018) set requirements for open space in new developments
- 3.58 The Recreation and Open Space Study was published by South Cambridgeshire District Council in July 2013. It investigates the current quantity and quality of recreation and open space provision in the district, how this is meeting local need, and reviews the standards for open space necessary to ensure that new spaces are provided to meet the needs generated by new development. The South Cambridgeshire Local Plan (2018) carries forward the majority of the open space allocations from the superseded Site Specific Policies DPD and identifies two new sites at Histon and Great Shelford (Policy SC/1). The Open Space and Recreation Strategy was published by Cambridge City Council in October 2011. The strategy covers most open spaces in the city including both public and private land. The strategy sets out to ensure that there is adequate open space to meet the

needs of those who live, work, visit and study in Cambridge. A joint updated open space strategy will be prepared by both Councils in the future.

- 3.59 The Greater Cambridge Playing Pitch Strategy 2015-2031 and Cambridge and South Cambridgeshire Indoor Sports facility Strategy 2015-2031 were both published in 2016. The Playing Pitch Strategy assesses the provision of existing facilities and considers the need and location for both the provision of grass and artificial pitches in future, and includes action plans for each sport to ensure sufficient provision is available to 2031. The Indoor Sports Facility Strategy assesses the need for future provision of facilities to serve existing and new communities, and includes an action list of where new provision should be provided onsite and how offsite contributions should be used to support new and improved provision.
- 3.60 The main purpose of the Cambridge Green Belt is to preserve the unique character of Cambridge as a compact dynamic city, and to prevent surrounding communities from merging with each other and with Cambridge. There is therefore a presumption against inappropriate development (as defined in the NPPF) in the Cambridge Green Belt (see South Cambridgeshire Local Plan (2018) Policy S/4 and Cambridge Local Plan (2018) Policy 4). In Cambridge there were three inappropriate developments in the Green Belt granted permission in 2019-2020. All were considered to demonstrate very special circumstances which outweighed the harm to the Green Belt. In South Cambridgeshire there were two inappropriate developments granted permission. One demonstrated very special circumstances while the other was considered acceptable due to “the existing and permitted development on site being of similar size, style and design as the proposed development ensuring no further impact on the openness of the Green Belt.”
- 3.61 Alongside this, South Cambridgeshire District Council is also committed to protecting Important Countryside Frontages, Protected Village Amenity Areas and Local Green Spaces. Policy NH/13 of the South Cambridgeshire Local Plan (2018) states that planning permission for development will be refused if it would compromise the purpose of an Important Countryside Frontage, which is to enhance the setting, character and appearance of the village by retaining a sense of connection between the village and its rural surroundings. In 2019-2020 there were two permissions granted where the impact on an Important Countryside Frontage was considered. On both occasions it was considered that there would be no significant harm.
- 3.62 Policy NH/11 of the South Cambridgeshire Local Plan (2018) states that planning permission for development will not be permitted in or adjacent to a PVAA if it would have an adverse impact on the character, amenity,

tranquillity or function of the village. There were five developments completed either within or adjacent to a PVAA in 2019-2020. Three developments were adjacent to a PVAA and the principle of development on the site had previously been agreed either through an allocation or a previous permission. For residential development on the Plumbs Dairy site in Balsham which falls within the PVAA, it was concluded there would not be a detrimental impact on the PVAA. For the conversion of the Coach House in Great Abington, the development was for the change of use of a listed building within a Conservation Area with only minimal external alterations.

- 3.63 Policy NH/12 of the South Cambridgeshire Local Plan (2018) states that Local Green Spaces will be protected from development that would adversely impact on their character and particular local significance. In 2019-2020 there was only one completion in a Local Green Space. This was a replacement village hall (in Cottenham) which was considered would not adversely impact on the character and particular local significance of the Local Green Space.
- 3.64 Policy SC/8 of the South Cambridgeshire Local Plan (2018) seeks to protect recreation areas, allotments and community orchards from being lost through new developments. There were no developments completed in 2019-2020 that resulted in the loss of recreation areas, allotments, or community orchards.

(ii) Community and Leisure Facilities and Local Services

- 3.65 The Cambridge Local Plan (2018) supports proposals for new or enhanced community and leisure facilities (see Policy 73) where there is a local need and the range, quality and accessibility of the facilities are improved. New City-wide or sub-regional facilities are also supported subject to there being a need for the facilities and them being in a suitable location, in accordance with the sequential test as set out in the NPPF. The loss of community and leisure facilities will be resisted unless the facilities can be replaced within a new development or relocated at least at their existing scale, range, quality and accessibility or if the facility is no longer needed (demonstrated by appropriate marketing). There has been a net increase of 3,502 sqm of D1 (community use) floorspace and a net increase of 872 sqm of D2 (recreation and leisure use) floorspace in Cambridge in the 2019-2020 monitoring year.
- 3.66 **Public Houses:** The Cambridge Local Plan (2018) (see Policy 76) seeks to protect the loss of Safeguarded Public Houses unless they have been demonstrated to be no longer needed within the community and that all reasonable efforts have been made to preserve the facility. Appendix C of the Cambridge local Plan (2018) includes a list of Safeguarded Public Houses in Cambridge; there are a total of 106 public houses on the list. The current data

held by the councils on Public Houses needs to be updated and the intention is to carry out a survey of the public houses in spring 2021.

H. Retail

- 3.67 South Cambridgeshire District Council seeks to encourage the provision and retention of village services and facilities within villages. The South Cambridgeshire Local Plan (2018) seeks to protect the loss of village services and facilities (see Policy SC/3) and through Policies E/21 and E/22 requires proposals for retail development to be considered against a hierarchy of preferred locations and be in scale with the proposed location's position in the hierarchy. An additional 903 sqm (net) of retail floorspace was completed in South Cambridgeshire in 2019-2020, with a further 50,160 sqm (net) committed at March 2020 through allocations and planning permissions, including provision within the new settlements.
- 3.68 Due to the rural nature of South Cambridgeshire and its relationship with the City of Cambridge, the district does not currently have any town centres, and the new town of Northstowe will be the district's first town centre. Locally provided services and facilities are focussed into local centres at the district's more sustainable locations, particularly sites on the edge of Cambridge and larger villages. The district's local centres include a variety of retail and commercial uses, restaurants, cafes and pubs, and other key local services (e.g. doctor's surgeries, libraries).
- 3.69 Policy 6 of the Cambridge Local Plan (2018) sets a hierarchy of retail centres starting with the City Centre, working its way down to District Centre, Local Centre and Neighbourhood Centres. In accordance with the sequential approach set out in the NPPF, retail and other town centre uses are directed to these centres. Retail developments proposed outside of these centres must be subject to a Retail Impact Assessment where the proposed gross floorspace is greater than 2,500 sqm or at a lower threshold where the proposal could have a cumulative impact.
- 3.70 The Cambridge Local Plan (2018) identifies capacity to support 14,141 sqm net of comparison retail floorspace in Cambridge between 2011 and 2022. This will be through the redevelopment of the Grafton area and other appropriate redevelopment/infill development in the historic core. 23,593 sqm of retail floorspace has been completed in the city since 2011. However, due to loss of retail floorspace, overall there has been a decrease of 4,926 sqm of retail in the city. There was an overall decrease of 963 sqm of retail in Cambridge in 2019-2020. This was due to the change of use of a number of small retail schemes or units up to 300 sqm. However, there is still a further

12,524 sqm (net) retail floorspace committed at March 2020 through allocations and planning permissions.

- 3.71 District Centres are important in providing for the day-to-day needs close to where people live and work. A survey of ground floor uses in District Centres in Cambridge was undertaken in 2019. The indicator associated with Policy 72 of the Cambridge Local Plan (2018) monitors the percentage of A1 uses in District Centres with a target of retaining at least 55% of units in A1 use. The survey found that half of the District Centres had less than 55% of their units in A1 use. This data is compared with the findings of the survey carried out as part of the Cambridge Retail and Leisure study update (2013). In 2013 only one of the 6 District Centres surveyed met the target of at least 55% of units in A1 use; this has increased to 3 of the 6 centres in 2019.
- 3.72 **Visitor Accommodation:** Policy 77 of the Cambridge Local Plan (2018) states that new hotels and expansions of existing hotels will be supported in a number of identified areas, in other city centre areas and on the frontage of main roads or in close proximity to mixed use areas or within walking distance of good public transport links.
- 3.73 There were two significant hotel related completions in 2019-2020. A mixed use scheme on the former Milton Road primary school included an aparthotel with 133 rooms. Also, alterations to the Double Tree by Hilton resulted in an additional 10 rooms.
- 3.74 There remain substantial commitments including new permissions in the current monitoring year. In total, there are commitments for 45,991 sqm of hotel floorspace. This includes the following applications permitted in 2019-2020: an aparthotel at the Park Street multistorey car park (19/1159/FUL); a hotel and aparthotel in North West Cambridge (19/0156/FUL); Lion House/St George House (18/0829/FUL); and Hobson House (18/1876/FUL).

I. Design and Conservation Monitoring

- 3.75 Cambridge's historic and natural environment defines the character and setting of the city and contributes significantly to quality of life. Policy 61 of the Cambridge Local Plan (2018) outlines the standards by which proposals which impact on the historic environment will be assessed. Policy 62 actively seeks the retention of local heritage assets (such as Buildings of Local Interest – BLIs). The Council aims to ensure a balanced approach between protecting the heritage assets of Cambridge and ensuring that they contribute to tackling climate change and reducing the carbon emissions of the city. Policy 63 specifies how proposals to address climate change which impact on heritage assets will be considered.

- 3.76 Cambridge has six Scheduled Monuments and 12 Historic Parks and Gardens. There are now 17 Conservation Areas designated in the city. This represents 23.71% of the city's area. The total area has not changed in this monitoring year, and it totals 964.95 hectares.
- 3.77 The indicator associated with Policy 62 monitors the number of BLIs in Cambridge. 465 buildings are designated as being BLIs in Cambridge; this is a decrease of two on the previous year's figures as two former BLIs, 3 St Mary's Passage and 186 Gwydir Street (The David Parr House) are now designated as listed buildings. This figure of 465 buildings, like the number of entries on the National Heritage List for England, in some cases uses a single entry to cover more than one building.
- 3.78 Cambridge has 829 entries on the National Heritage List for England, commonly only referred to as Listed Buildings. There are 67 which are listed as Grade I. The number of II* has increased to 53 with the addition of The David Parr House (186 Gwydir Street), and there are 709 Grade II due to the listing of the 3 St Mary's Passage. For the size of the city, Cambridge has a greater than average number of higher-grade buildings. Some of the entries, such as those for Colleges or terraced houses include more than one building or property; therefore the overall number of buildings is considerably higher. Cambridge has two entries on the Historic England Buildings at Risk register: the Old Cheddars Lane Pumping Station, and the Church of St Andrew the Less on Newmarket Road. The Church of St Andrew in Cherry Hinton has been removed from the buildings at risk register following repairs.
- 3.79 South Cambridgeshire has over one hundred villages with many featuring beautiful buildings set within a wide range of landscapes. Land use and the underlying geology have combined to produce a very diverse landscape including the distinctive Chalklands, rolling Clay Hills and the wide expanses of the Fens to the north. South Cambridgeshire has extensive areas of high quality agricultural land with medium to large-scale arable farmland dominating. Policy NH/3 seeks to protect this agricultural land. Many of South Cambridgeshire's villages have a quiet, rural character which belies their proximity to Cambridge or towns outside the district. Within villages are green spaces of particular importance to local communities or views into open countryside which all help to create what is special about the villages in South Cambridgeshire. These special features need to be protected (see Policy NH/2). The Cambridgeshire Green Infrastructure Strategy highlights opportunities for improving landscapes, enhancing biodiversity, enjoying heritage and getting out into the countryside. Policy NH/14 of the South Cambridgeshire Local Plan (2018) supports development proposals when

they sustain and enhance the significance of heritage assets. There are 2,693 Listed Buildings in South Cambridgeshire as shown on Historic England's website; only nine of these are on the Historic England Buildings at Risk register which is a reduction on the number reported in previous years.

J. Transport Monitoring

- 3.80 Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council worked together closely on transport issues as they prepared their adopted Local Plans and a transport strategy for the Greater Cambridge area. The [Cambridge City and South Cambridgeshire Transport Strategy](#) was adopted in March 2014. It is recognised that there is a close link between planning for growth and development and for transport and accessibility to ensure that growth can be accommodated in the most sustainable way and that people can access the services and facilities they need in an efficient and affordable way.
- 3.81 The Cambridgeshire and Peterborough Combined Authority are now the Local Transport Authority for the area, and they adopted a [new Local Transport Plan](#) in 2020.
- 3.82 The vision for the OxCam Arc was laid out in a new [Economic Prospectus](#) for the region which was published in October 2020.
- 3.83 Both Councils have also worked closely with Highways England (formerly the Highways Agency) as the **A14 Cambridge to Huntingdon Scheme** has progressed by formally responding to consultations in February and May 2014 and participating in the Development Consent Order application examination which was held between May and November 2015. Work started on the construction of the scheme in late 2016, part of the new road was opened in December 2019 and the remainder opened in May 2020.
- 3.84 Both Councils are partners of the [Greater Cambridge Partnership](#) (formerly known as the City Deal), which is a delivery body for the Greater Cambridge City Deal. The [Greater Cambridge City Deal](#) was signed with Government in June 2014 and is one of the largest of several city deal programmes taking place across the country. It brings together key partners to work with communities, businesses and industry leaders and up to £500 million of grant funding to help deliver infrastructure to support growth in one of the world's leading tourism and business destinations. As part of this, the Greater Cambridge Partnership is considering a range of transport projects to deliver a sustainable transport network for Cambridge and the surrounding network of towns and villages.

- 3.85 A public consultation was held in autumn 2019 on the **Cambridge South East transport** project, which aims to create a dedicated off-road public transport route for better journeys into the city and to the Cambridge Biomedical Campus.
- 3.86 Public consultation on a **Foxton Travel Hub** was completed in late 2019. This looked to provide 750 car parking spaces to encourage people to take the train into Cambridge. Other improvements including high quality cycle parking and better pedestrian and cycle access to the station are also proposed.
- 3.87 Consultation on plans to improve the **Downing Street/St Andrew Street junction** for pedestrians and cyclists were consulted on in January and February 2020. The plans include the removal of the island between traffic and the contra-flow cycle lane.
- 3.88 Plans to improve cycleways along **Madingley Road** were consulted on between January and March 2020.
- 3.89 Construction began on the project to implement improvements to bus, walking and cycle facilities on **Histon Road** in February 2020.
- 3.90 The Greater Cambridge Partnership are progressing a proposal for an off-road busway route between **Cambourne and Cambridge**.
- 3.91 **Network Rail** undertook a 6 week consultation on **Cambridge South Station** between January and March 2020. A second consultation on the preferred option took place in October and November 2020. The proposed new station would serve Cambridge Biomedical Campus which is expected to house the largest concentration of biomedical expertise in Europe including an international conference centre and high capacity hotel. Network Rail intends to submit an application for a Transport and Works Act Order to the Secretary of State for Transport in 2021. Subject to gaining consent, work could start on the station in 2023 with a target of the station opening in 2025.
- 3.92 **East West Rail** is a proposed scheme to re-establish a rail link between Cambridge and Oxford. A non-statutory consultation was held on the proposal in early 2019. In January 2020 the Preferred Route Option for the Cambridge to Bedford section was announced. This proposes a route from the south of Cambridge to a new station in Cambourne and then north to Bedford through St Neots/Sandy area with a new station proposed there. A number of community events which were scheduled to happen in spring 2020 had to be cancelled due to the coronavirus pandemic. In October 2020 East West Rail Co launched a [Community Hub](#) to inform, discuss and consult with residents.

3.93 In the [Road Investment Strategy](#) the Government announced funding for upgrading the **A428 between the Caxton Gibbet and A1 (Black Cat junction)** as part of an expressway standard link between Cambridge and Oxford. Both Councils are working closely with Highways England and the Department for Transport to develop the scheme. An eight week consultation was held by Highways England between June and July 2019. A further eight week consultation was held In June and July 2020 on changes proposed to the scheme following a review of the 2019 consultation responses. Highways England are currently working towards submission of a Development Consent Order application to the Secretary of State in 2020. Subject to approval, construction is expected to start in 2022-2023.

3.94 England's Economic Heartland (EEH) are the sub-national transport body for the region covering an area from Swindon to Cambridgeshire and from Northamptonshire to Hertfordshire. EEH consulted on their [Draft Transport Strategy](#) over the summer of 2020.

K. Health, Wellbeing, and inclusive communities Monitoring

3.95 Good health both for individuals and communities is related to a wide range of planning issues including good quality housing and developments, well designed street scenes, well laid out neighbourhoods, quality and efficiency in transport systems, access to appropriate employment, and opportunities to experience leisure and cultural services and activities and green and open space. The Sustainability Appraisal which accompanies the South Cambridgeshire Local Plan (2018) includes a number of general wellbeing indicators.

3.96 The latest Public Health data reveals that life expectancy rates for females have been broadly stable in recent years whilst there has been some improvement for males. However, life expectancy for females still exceeds life expectancy for males by over two years in South Cambridgeshire and by over three years in Cambridge. In South Cambridgeshire the life expectancy of a female born during the period 2017-2019 was 85.8 compared with 83.5 for a male. In Cambridge the life expectancy of a female born during the same period was 84.3 compared with 80.9 for a male.

3.97 The percentage of adults who are physically active in Cambridge and South Cambridgeshire is higher than in the East of England. For 2018-2019 the respective figures were 75.2% in Cambridge, 73.0% in South Cambridgeshire and 66.9% in East of England.

- 3.98 Crime rates have stabilised after experiencing some significant increases in recent years. Rates in Cambridge remain well above rates in South Cambridgeshire. In 2019-2020 there were 123.1 recorded crimes per 1,000 people in Cambridge and 47.5 recorded crimes per 1,000 people in South Cambridgeshire.
- 3.99 Further details of these indicators are provided in appendix 2.

L. S106/Infrastructure

- 3.100 **Developer Contributions:** New developments can create additional demands for physical infrastructure and social facilities and can have an adverse impact on the environment. Both Councils, in accordance with government guidance, therefore require developers to make schemes acceptable in planning terms by making a contribution towards any necessary improvements or new facilities, and also by providing mitigation for any loss or damage created by the proposed development (see South Cambridgeshire Local Plan (2018) Policy TI/8 and Cambridge Local Plan (2018) Policy 85).
- 3.101 Where infrastructure and community facilities cannot reasonably be provided on the development itself, it may be appropriate to secure a financial contribution for off-site provision. Developer contributions are secured through section 106 agreements, a legal agreement between the developer, the appropriate local authority, and other relevant parties, as a result of negotiations on a planning application.
- 3.102 For simplicity and clarity, the format in which S106 data is presented has been revised from the previous AMR. Due to the new way of presenting data there are some gaps in the historic data included in Appendix 2 which we will aim to rectify in future years. In 2019-2020, for developments in Cambridge, a total of £5,379,416 was secured and £13,848,716 was received by both Cambridge City Council and Cambridgeshire County Council. Total figures for South Cambridgeshire are unavailable but in 2019-2020, £482,348 was secured for Open Space, £669,717 for Community Facilities and £11,716,367 for Transport (Cambridgeshire County Council). Money received from s106 agreements in 2019-2020 by South Cambridgeshire included £433,998 for Open Space and £947,981 for Community Facilities. The County Council received £1,347,509 for Transport from South Cambridgeshire S106 schemes.

Appendix 1

List of indicators

<p><u>RAG Rating key</u> Green – on track Amber – running below target Red – missed target/Trigger met</p>

Cambridge Local Plan 2018

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
2	Amount and type of completed employment floorspace	To deliver an increase of at least 12 hectares of employment land	Net 5,738sqm / 2.28ha	Net 142,688sqm / -10.75ha	Amber (net growth for each of last 5 years)
2	Number of new jobs created	To deliver a net increase of 22,100 jobs in the Cambridge Local Authority Area between 2011 and 2031.	4,000 (2018)	24,000 (2011-2018)	Green (2019 data yet to be published)

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
3	<p>Greater Cambridge Housing Trajectory showing:</p> <ul style="list-style-type: none"> • net additional dwellings completed in previous years and the current year; • predicted completions in future years; • progress against the housing target for the plan period; and • rolling five year supply plus relevant buffer (jointly with Cambridge City Council). 	<p>To deliver a net increase of 14,000 residential units in Cambridge between 2011 and 2031. Housing trajectory to demonstrate that this can be achieved</p>	<p>460 dwellings completed in 2019/20</p> <p>Information about the housing trajectory, predicted future completions and the five year supply is provided in the Housing Monitoring chapter.</p>	<p>7,389 dwellings completed 2011-2020</p> <p>A year by year breakdown is provided in Table 1 in Appendix 2.</p>	Green

3	Total dwellings completed annually and cumulatively in Greater Cambridge by development sequence	To focus development within Cambridge, on the edge of Cambridge, at new settlements and within the more sustainable villages in South Cambridgeshire categorised as Rural Centres and Minor Rural Centres.	1,567 dwellings completions in Greater Cambridge in 2019/20.	<p>14,362 dwellings completions in Greater Cambridge between 2011-2020.</p> <ul style="list-style-type: none"> • 3,592 in the Cambridge Urban Area • 4,527 on the Edge of Cambridge • 677 in New Settlements • 1,625 in Rural centres • 990 in Minor Rural Centres • 686 in Group Villages • 167 in Infill Villages • 2,098 in the countryside <p>Completions in the countryside include rural exception sites for affordable housing (335 dwellings), sites allocated in the Local Plan such as</p>	Contextual indicator
---	--	--	--	--	----------------------

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
				the former Bayer CropScience site, 'five year supply' sites (924 dwellings), and dwellings permitted in accordance with countryside policies such as barn conversions, and agricultural workers dwellings.	
4	Amount of inappropriate development on the green belt	To restrict inappropriate development in the Green Belt unless very special circumstances have been accepted that outweigh any harm caused.	In the 2019/20 monitoring year there were no applications for inappropriate development permitted in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.	In the 2018/19 monitoring year there were no applications for inappropriate development permitted in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
5	Proportion of journeys made by car, public transport, taxi, delivery vehicles and cycles	To increase the proportion of journeys made by car, public transport, taxi, delivery vehicles and cycles.	Transport updates are provided in Transport Monitoring section.	Transport updates are provided in Transport Monitoring section.	Transport updates are provided in Transport Monitoring section.
5	Delivery of schemes in the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), the Local Transport Plan (LTP) (or successor documents) and City Deal Projects	Contextual indicator, to provide information on the implementation of the development strategy against the development sequence, to inform the local plan review.	Transport updates are provided in Transport Monitoring section.	Transport updates are provided in Transport Monitoring section.	Transport updates are provided in Transport Monitoring section.
6	Amount of additional retail floor space	To increase retail floorspace in the city from 2011 to 2022 by 14,141 sqm (net).	Net decrease of 963sqm.	Gross increase of 23,593sqm. Net decrease of 4,926sqm.	Amber
10	Production of Spaces and Movement Supplementary Planning Document.	Production of Spaces and Movement Supplementary Planning Document	The Making Space for People: Vision and Principles consultation took place in September and October 2019 and the document is expected to be agreed early 2021.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
11	Percentage of A1 uses on primary shopping frontages	Retention of 70% A1 uses on primary shopping frontage unless adequate justification can be evidenced.	N/A – data not collected. See Retail Monitoring section.	N/A – data not collected. See Retail Monitoring section.	N/A – data not collected. See Retail Monitoring section.
11	Percentage of A1 uses on secondary shopping frontages	Retention of 50% A1 uses on secondary shopping frontage unless adequate justification can be evidenced.	N/A – Data not collected. See Retail Monitoring section.	N/A – data not collected. See Retail Monitoring section.	N/A – data not collected. See Retail Monitoring section.
12	Amount of additional retail floorspace within Grafton AOMC	Delivery of up to 12,000 sqm of retail floorspace.	0	0 – further explanation in the text of the Retail Monitoring section	Amber
12	To produce the Grafton Area Supplementary Planning Document	To produce the Grafton Area Supplementary Planning Document.	The Grafton Area Masterplan and Guidance SPD was adopted with the Cambridge Local Plan (2018) in October 2018.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
13	Adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document	Adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019.	Following the adoption of both the Cambridge Local Plan in October 2018 and the South Cambridgeshire District Council Local Plan in September 2018, the Land North of Cherry Hinton SPD was adopted by South Cambridgeshire District Council in November 2018 and by Cambridge City Council in December 2018.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
13	Delivery of allocation R47 as specified by the Cambridge East - Land North of Cherry Hinton SPD for approximately 780 residential units	Delivery of allocation R47 as specified by the Cambridge East - Land North of Cherry Hinton SPD for approximately 780 residential units.	Members resolved to approve outline planning application (18/0481/OUT and S/1231/18/OL) for a maximum of 1,200 homes, retirement living facility, a local centre, primary and secondary schools, community facilities, open spaces, and allotments at Joint Development Control Committee in May 2020. S106 being progressed. Allocation R47 forms part of this development.	N/A	Green
15	Adoption of Cambridge Northern Fringe East Area Action Plan	Adoption of Cambridge Northern Fringe East Area Action Plan.	Public consultation on the draft NECAAP ran from 27 July to 5 October 2020. The comments received are being considered.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
16	Adoption of South of Coldham's Lane masterplan before a planning application is submitted	Adoption of South of Coldham's Lane masterplan before a planning application is submitted.	See the row below	N/A	Green
16	Delivery of urban country park and appropriate development as defined in the masterplan	Delivery of urban country park and appropriate development as defined in the masterplan.	An application for employment and Urban Country Park is anticipated in early 2021	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
17	Delivery of allocation M15 as specified by the consented planning application (06/0796/OUT) and completion of the development	Delivery of allocation M15 as specified by the consented planning application (06/0796/OUT) and completion of the development. Target of up to 60,000 sqm of clinical research and treatment (D1) 130,000 sqm of biomedical and biotech research and development (B1(b)) 25,000 sqm of either clinical research and treatment (D1) or higher education or sui generis medical research institute uses.	An application by AstraZeneca (reference 19/1070/REM - Phase 1b) for a R&D Enabling Building of 13,197 sqm, an Amenities Hub of 3,261 sqm, associated car, motorbike and cycle parking including a Multi Storey Car Park, a temporary Multi Use Games Area, hard and soft landscaping, and internal roads, supporting facilities and ancillary infrastructure was approved in January 2020. A revised reserved matters application is imminent.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
18	Progress towards development of allocation R42	Progress towards housing provision as identified in Policy 18 and allocations R42 a, b, c and d, which includes up to 2,250 dwellings at Clay Farm; up to 600 at Trumpington Meadows; 286 at Glebe Farm and up to 347 at the Bell School Site.	Updates on allocated sites are provided in the Allocations Monitoring section	R42a (Clay Farm) - A total of 2,037 dwellings had been completed by March 2020. R42b (Trumpington Meadows) - 888 dwellings had been completed by March 2020. R42c (Glebe Farm) - all 287 dwellings were completed by March 2016. R42d (Bell School) – 270 dwellings had been completed by March 2020.	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
19	Completion of West Cambridge Masterplan	Approval of West Cambridge masterplan/outline planning permission by 31 March 2019.	Revised and additional plans and documents were received at the end of October 2020 for the larger outline application for the site (16/1134/OUT) and consultation is currently underway. An application (19/1763/FUL) for the extension of the Whittle Laboratory was considered at planning committee in June 2020 where members were minded to approve the application subject to conditions	The larger outline application for the site (16/1134/OUT) which seeks outline permission for 383,300sqm of development including B1, D1, D2 and A uses was submitted in June 2016. The application is still being considered by officers and remains pending whilst further discussions continue to take place between parties (see 2019-2020 commentary).	Amber
19	Delivery of allocation M13 as defined in the masterplan/outline planning permission.	Delivery of allocation M13 as defined in the masterplan/outline planning permission.	This indicator cannot be monitored until planning permission has been approved	N/A	This indicator cannot be monitored until planning permission has been approved

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
20	Progress towards housing provision as identified in Policy 20 and allocation R43 for up to 1,780 dwellings	Progress towards housing provision as identified in Policy 20 and allocation R43 for up to 1,780 dwellings	Full details of permissions on the NIAB frontage site and main site are provided in the allocations section.	N/A	Green

21	Progress towards mixed use development and principal land uses as identified in Policy 21 for allocations Station Area West (1) and (2) (allocations M14 and M44) and Clifton Road Area (allocation M2).	Progress towards mixed use development and principal land uses as identified in Policy 21 for allocations Station Area West (1) and (2) (allocations M14 and M44) and Clifton Road Area (allocation M2).	<p>At M14: an application (18/1678/FUL) for erection of two new buildings comprising 5,351sqm of B1(a)/B1(b) floorspace, an apart-hotel and multi-storey car park for Network Rail was refused in October 2020.</p> <p>At M44, the landowners have submitted a planning application (20/0349/FUL) which is currently being considered by the Council. It proposes 26,674sqm of commercial office floorspace as well as 1,566sqm of flexible use on the ground floor for retail/restaurant/café use.</p>	N/A	Amber
----	--	--	---	-----	-------

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
22	Adoption of Mitcham's Corner Development Framework SPD before a planning application is submitted.	Adoption of Mitcham's Corner Development Framework SPD before a planning application is submitted.	The Mitcham's Corner Development Framework was adopted in January 2017.	N/A	Green
22	Progress towards housing provision as identified in Policy 22 and allocation R4 for approximately 48 dwellings	Progress towards housing provision as identified in Policy 22 and allocation R4 for approximately 48 dwellings	The site is not expected to come available until 2029-2030.	N/A	Amber
24	Adoption of Mill Road Depot Planning and Development Brief SPD before a planning application is submitted.	Adoption of Mill Road Depot Planning and Development Brief SPD before a planning application is submitted.	R10 - Mill Road Depot Development Framework was adopted with the Cambridge Local Plan (2018) in October 2018.	N/A	Green

<p>24</p>	<p>Progress towards housing provision as identified in Policy 24 and allocations R10 (for approximately 167 dwellings), R21 (for approximately 128 dwellings and up to 1 hectare employment floorspace) and R9 (for up to 49 dwellings).</p>	<p>Progress towards housing provision as identified in Policy 24 and allocations R10 (for approximately 167 dwellings), R21 (for approximately 128 dwellings and up to 1 hectare employment floorspace) and R9 (for up to 49 dwellings).</p>	<p>R9: The site is currently occupied by Travis Perkins and according to the information in the Greater Cambridge Housing Trajectory and Five Year Housing Land Supply published in April 2020, the site will not be available until 2025. R10: Following the grant of permissions (17/2245/FUL, 18/1947/S73 and 19/0175/FUL), development is underway on site. It is estimated that by the end of 2020 there will be 234 completions. R21: Part of the site has been developed for a scheme of 270 student rooms (14/1496/FUL) which was</p>	<p>N/A</p>	<p>Amber</p>
-----------	--	--	--	------------	--------------

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
			approved at appeal. There is no update on delivery of the remainder of the site.		
25	Progress towards development of sites M5 (20 residential units over 0.5 ha of employment) and E5 (1.4ha of employment uses) as identified in Policy 25.	Progress towards development of sites M5 (20 residential units over 0.5 ha of employment) and E5 (1.4ha of employment uses) as identified in Policy 25.	No update available	N/A	No update available

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
26	Approval of Old Press/Mill Lane masterplan/outline planning permission by 31 March 2021.	Approval of Old Press/Mill Lane masterplan/outline planning permission by 31 March 2021.	An initial application for the redevelopment for the southern part of the site was submitted in January 2019. At June 2019 planning committee members resolved to approve the application for the redevelopment of part of the allocation (the southern part of the site) to form an expansion of Pembroke College. The application has not yet been formally determined as S106 matters remain outstanding.	The application with the resolution of approval from June 2019 forms only part of the allocation.	Amber

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
26	Delivery of Old Press/Mill Lane as defined in the masterplan/outline planning permission and SPD.	Delivery of Old Press/Mill Lane as defined in the masterplan/outline planning permission and SPD.	An initial application for the redevelopment for the southern part of the site was submitted in January 2019. At June 2019 planning committee members resolved to approve the application for the redevelopment of part of the allocation (the southern part of the site) to form an expansion of Pembroke College. The application has not yet been formally determined as S106 matters remain outstanding.	The application with resolution of approval from June 2019 forms only part of the allocation.	Amber

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
27	Progress of GB1 & 2 towards the housing targets of 200 and 230 residential units.	Progress of GB1 & 2 towards the housing targets of 200 and 230 residential units.	In March 2020 an outline application was submitted for up to 200 dwellings at GB1. There is a target to reach a decision on this application (20/01972/OUT) in February 2021. In August 2019 an application for 230 dwellings and associated facilities at GB2 was submitted. This received a resolution to grant planning permission by Planning Committee in September 2020. S106 completion is expected in early 2021.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
27	Progress of GB3 & 4 towards the identified employment floorspace target of 25,193 sqm by the end of the plan period.	Progress of GB3 & 4 towards the identified employment floorspace target of 25,193 sqm by the end of the plan period.	An application for redevelopment of part of the site was approved in 2015 and works are underway. Two applications for screening opinions for different options for the development of part of the site have been considered by the Council.	N/A	Green
28	Number of non-residential completions delivered at BREEAM 'very good/excellent and maximum credits for water consumption	An increase in the number of non-residential completions (where applicable) delivered at BREEAM 'very good'/'excellent' and maximum credits for water consumption.	New policies so no completions yet. Data from the review of non-residential permissions is not yet available.	New policies so no completions yet. Data from the review of non-residential permissions is not yet available.	-
28	Percentage of new dwellings which achieve 110L water per person per day	That all new dwellings permitted will be designed to achieve water consumption levels of 110 litres per person per day or less	A review of all eligible residential permissions granted in 2019-2020 was undertaken to understand whether	This is a new policy and therefore data for 2011-2019 is not available.	Amber

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
			<p>water efficiency measures were being conditioned in line with the requirements of the adopted Local Plan and the Greater Cambridge Sustainable Design and Construction SPD. 29% of eligible residential permissions included a condition relating to water efficiency. Although the number of permissions including a condition is lower than anticipated by the adopted policies, 479 dwellings out of 596 dwellings permitted are conditioned to deliver the water efficiency measures required by the adopted Local Plan.</p>		

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
			Officers are reviewing the way this policy is monitored as the current methodology is imperfect as some of the schemes may have dealt with water efficiency as part of the application process but this may not have been conditioned. Officers are also reviewing the application process to ensure that the policy requirements are considered on all eligible applications.		
28	Production of Sustainable Design and Construction SPD including water efficiency guidance	Production of Sustainable Design and Construction SPD including water efficiency guidance.	The Greater Cambridge Sustainable Design and Construction SPD was adopted by both councils in January 2020.	N/A	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
28	Number of schemes connected to strategic district heating	Connection of all schemes located within the strategic district heating area to district heating where available.	0	There have been no connections to the site wide strategic district heating network. The area was based on some work undertaken by Cambridge City Council and the University of Cambridge on a city centre district heating project. However, while technically feasible, the project did not come to fruition because the costs were just too great to make it a viable investment. A number of smaller heat networks are being planned for parts of the city, including a heat network serving the University's New Museums Site.	N/A

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
31	The adoption of a Flooding and Water SPD	The adoption of a Flooding and Water SPD which will enforce the requirement for developers to submit a drainage strategy by 31 March 2019	The Cambridgeshire Flood and Water SPD was adopted by both Councils following the adoption of the two new Local Plans in autumn 2018.	N/A	Green
31	Number of planning permissions granted where the Environment Agency initially objected on water quality grounds	No planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.	0	0	Green
32	Number of planning permissions granted where the Environment Agency initially objected on flooding grounds	No planning permissions granted where the Environment Agency initially objected on flooding grounds without appropriate conditions and / or submission of a satisfactory flood risk assessment	0	0	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
36	Air quality	To improve air quality especially within Air Quality Management Areas	In Cambridge, the recorded nitrogen dioxide levels in 2019-2020 were overall slightly lower than the previous year. The levels of PM ₁₀ in Cambridge are below the legal limits.	The average nitrogen dioxide concentration and PM ₁₀ levels have been below legal limits since monitoring records started in 2014 up the current monitoring year (2019-2020).	Green
40	Amount of additional business floorspace	Increase in business floorspace by 70,000 sqm	Net increase of 5,738sqm	Net increase of 142,688sqm	Green
41	Amount of employment land lost to other non-employment uses	To limit the amount of employment land lost to non-employment uses.	0.45ha (This excludes employment land lost on land allocated for alternative uses)	16.75ha (This excludes employment land lost on land allocated for alternative uses)	N/A – no target

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
43	Progress development of specific sites for university development	To progress development of specific sites mentioned in the policy including New Museums, Mill Lane/Old Press, Eastern Gateway or near East Road, West Cambridge and Cambridge Biomedical Campus against the relevant SPDs or planning permissions.	Updates on allocated sites are provided in the Allocations Monitoring section	N/A	N/A
43	Amount of available land for university growth	To ensure there is sufficient land to support the growth of the Universities.	N/A	N/A	N/A

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
45	Amount of and mixture of tenure of affordable housing completion	To deliver affordable housing on developments as set out in Policy 45. To deliver a mix of housing to meet the needs of different groups in the community. To increase the delivery of affordable housing to respond to the high level of need identified	199 affordable units completed in the 2019-2020 monitoring year. This accounts for 43% of all completions in Cambridge in the 2019-2020 monitoring year.	2,704 completions over the period 2011 to 2020. This accounts for 37% of all completions over the same period.	Contextual indicator – no target
46	Amount of student accommodation delivered which is specific to an educational institutions and speculative	Target: To ensure student accommodation built meets the specific needs of a named institution or institutions.	Three planning applications approved for student rooms in 2019-2020. All linked to named institutions.	New policy introduced in 2018.	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
46	Amount of student accommodation delivered which is specific to an educational institutions and speculative	Trigger: Amount completed of student accommodation exceeds recognised need of 3,104 to 2026 as guided by the Assessment of Student Housing Demand and Supply for Cambridge City Council or successor document.	278 completed student rooms (net) in 2019-2020.	Between 1 April 2016 and 31 March 2020 a total of 1,898 student rooms have been completed.	Green
49	Number of caravans on unauthorised Gypsy and Traveller sites	To monitor the number of caravans on unauthorised Gypsy & Travellers sites. Sufficient sites coming forward to meet identified needs of those that meet the planning definition of Gypsies and Travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.	0	Numbers have varied each year. Data available in Table 17 of Appendix 2.	No identified need in Cambridge

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
52	Number of new residential developments on existing residential plots	To ensure no subdivision of existing dwelling plots in order to provide further residential accommodation.	17 dwellings were completed on garden land in Cambridge in the 2019/20 monitoring year	197 dwellings were completed on garden land in Cambridge in the period between 2011 and 2020	Analysis of the use of policy 52 is presented in the text of the Housing Monitoring Chapter
54	Delivery of RM1	Delivery of allocation RM1 as specified in Appendix B of the Cambridge Local Plan 2014.	No update.	No update.	N/A
62	Amount of local heritage assets lost	To retain local heritage assets	In the 2019/20 monitoring year there were 465 Buildings of Local Interest; a loss of 2 on the 2018/19 monitoring year.	Trend data from 2011 is unavailable due to a change in counting methods.	Green – Small increase over last 5 years
67	Amount of Protected Open Space available	Retention of protected open space within the Local Authority area unless appropriate mitigation can be implemented or justified.	Some provisional open space data is provided in table 94. This has been calculated using aerial photography and has not been subject to a site visit so may need to be revised in future.	Trend data is unavailable.	Unable to compare with previous years

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
68	Amount of new protected open space secured through new development	Net gain of protected open spaces through new development.	Data unavailable this year.	Trend data unavailable.	Unable to compare to previous data.
69	Change in the areas of local nature conservation importance	No loss in the areas of local nature conservation importance as a result of new development where no mitigation has been provided.	No change in the 2019/20 monitoring year.	No change in the period 2011-2020.	Green
70	Amount of land within SSSI and quality of SSSI	No loss of land within SSSI as a result of new development where no mitigation has been provided. No deterioration of SSSI as a result of new development.	No change in the 2019/20 monitoring year.	15.03ha 93.5% of which is in 'favourable' or 'unfavourable recovering' condition since beginning of monitoring period (2011)	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
72	Percentage of A1 uses within district centres	To ensure that the proportion of retail (A1) uses in the district centres does not fall below 55%. Retention of an appropriate balance and mix of uses within Local and Neighbourhood Centres.	In 2019, 3 of 6 District Centres report 55% or more in A1 use.	Previous survey in 2013 found only 1 of 6 District centres with 55% or more A1 uses.	Red
73	Amount of community and leisure floorspace gained/lost	To deliver new types of community and/ or leisure facilities.	There has been a net increase of 3,502sqm of D1 floorspace and 872sqm of D2 floorspace in the 2019/20 monitoring year.	There has been a net increase of 18,702sqm of D1 floorspace and 32,277sqm of D2 floorspace over the period 2011-2020	N/A contextual indicator
76	Number of public houses (as identified with appendix c) lost?	To retain public houses identified within Appendix C of the Cambridge Local Plan.	An updated survey of public houses is required and will be available in future years. The updated survey is expected in Spring 2021.	No data available from 2011 to 2019.	N/A no data available

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
77	Number of hotel bed spaces approved	Development of up to 1,500 additional bedspaces, as identified in the Cambridge Hotel Futures Study or successor document.	In the 2019/20 monitoring year there were two hotel developments completed totalling 143 bed spaces.	Data from previous years unavailable.	Data from previous years unavailable
77	Location of new hotels	Monitor the location of new hotels in line with the identified locations set out in Policy 77 and the requirements of National Town Centre Policy (NPPF 2012, paragraph 24).	New aparthotel on former Milton Road primary school. Second scheme an extension to existing hotel.	Data from previous years unavailable.	N/A contextual indicator
78	Number of hotel bed spaces lost	To protect the loss of hotel accommodation	No hotel bedrooms were lost in the 2019/20 monitoring year.	Data not collected in previous years.	Green

Policy no	Indicator description	Target	2019-2020: Meeting target?	2011-2020: Meeting target?	RAG rating: Meeting target?
85	Amount of S106 money secured for infrastructure through development	To secure sufficient infrastructure capacity to support and meet all the requirements arising from the new development.	In the 2019/20 monitoring year £5,379,416 was secured through S106 agreements (Cambridge City Council and Cambridgeshire County Council). £13,848,716 in S106 money was received by Cambridge City Council and Cambridgeshire County Council from S106 agreements in the 2019/20 monitoring year.	Data on s106 money secured and received from 2014 – 2019 is provided in table 122.	N/A

South Cambridgeshire Local Plan (2018)

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M1	<p>Greater Cambridge Housing Trajectory showing:</p> <ul style="list-style-type: none"> • net additional dwellings completed in previous years and the current year; • predicted completions in future years; • progress against the housing target for the plan period; • rolling five year supply plus relevant buffer (jointly with Cambridge City Council). 	S/5	<p>To deliver a net increase of 19,500 homes in the district between 2011 and 2031. Housing trajectory to demonstrate that this can be achieved. To demonstrate a five year supply of housing land (plus relevant buffer) jointly with Cambridge City Council. Housing trajectory and accompanying five year supply calculations to show whether this can be demonstrated.</p>	<p>1,107 dwellings completed in 2019/20.</p> <p>Information about the housing trajectory, predicted future completions and the five year supply is provided in the Housing Monitoring section.</p>	<p>6,973 dwellings completed 2011-2020.</p> <p>A year by year breakdown is provided in table 1 of appendix 2.</p>	Green

M2	Total dwellings completed annually and cumulatively in Greater Cambridge by development sequence, including by settlement category within the rural area	S/6, S/7, S/8, S/9, S/10, S/11	Contextual indicator, to provide information on the implementation of the development strategy against the development sequence, to inform the Local Plan review.	1,567 dwellings completions in Greater Cambridge in 2019/20.	<p>14,362 dwellings completions in Greater Cambridge between 2011-2020.</p> <ul style="list-style-type: none"> • 3,592 in the Cambridge Urban Area • 4,527 on the Edge of Cambridge • 677 in New Settlements • 1,625 in Rural centres • 990 in Minor Rural Centres • 686 in Group Villages • 167 in Infill Villages • 2,098 in the countryside <p>Completions in the countryside include rural exception sites for affordable housing (335 dwellings), sites allocated in the Local Plan such as</p>	Contextual indicator Breakdown of completions by settlement category in table 2 of appendix 2
----	--	--------------------------------	---	--	--	--

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
					the former Bayer CropScience site, 'five year supply' sites (924 dwellings), and dwellings permitted in accordance with countryside policies such as barn conversions, and agricultural workers dwellings.	
M3	Affordable housing completions	S/5	Contextual indicator, to provide information on delivery of affordable housing.	379 affordable dwelling completions in 2019/20.	1,861 affordable dwelling completions between 2011 and 2020.	N/A contextual indicator
M4	Amount and type of completed employment floorspace on previously developed land		Contextual indicator, to provide information on the implementation of the development strategy and the use of previously developed land.	4.39ha of employment completions (of a total of 9.37ha) were on previously developed land in the 2019/20 monitoring year.	103.16ha of employment completions (out of a total of 152.99ha) were on brownfield land between 2011 and 2020.	N/A contextual indicator

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M5	Percentage of new and converted dwellings completed on previously developed land		Contextual indicator, to provide information on the implementation of the development strategy and the use of previously developed land.	19% of new and converted dwellings were on previously developed land in the 2019/20 monitoring year.	The percentage of dwellings on previously developed land has fluctuated within a range of 15% (2012/13) and 44% (2013/14).	N/A contextual indicator
M6	Number of new jobs created Amount and type of completed and committed employment floorspace and land	S/5	Delivery of additional 22,000 jobs in the district between 2011 and 2031. Maintain employment land supply to enable delivery of forecast jobs in 'B' use classes.	In 2018 there was a reduction of 3,000 in the number of jobs in South Cambridgeshire. (2019 data has yet to be published). Net 38,366sqm / 4.59ha of employment land completed in the 2019/20 monitoring year.	Over the period of 2011-2018 14,000 jobs have been created (2019 data has yet to be published) Net 215,684sqm / 75.12ha of employment land completed over the plan period (2011-2020).	Green
M7	Progress and development on strategic site allocations	SS/1 – SS/8, TI/1	To deliver new mixed use development or redevelopment at Orchard Park, land between Huntingdon Road and Histon Road (NIAB / Darwin Green), Cambridge East, Waterbeach	Orchard Park – outline permission for the whole site was granted in 2005 and has largely been implemented. NIAB/Darwin Green 2&3 – An Environmental Impact Assessment scoping		Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
			New Town, Bourn Airfield New Village, and Cambourne West.	<p>opinion response was provided by the Council in September 2019.</p> <p>Cambridge East - Members resolved to approve outline planning application (18/0481/OUT and S/1231/18/OL) for a maximum of 1,200 homes, retirement living facility, a local centre, primary and secondary schools, community facilities, open spaces, and allotments at Joint Development Control Committee in May 2020. S106 being progressed and outline permissions expected to be issued imminently.</p> <p>Waterbeach new town – Outline permission for up to 6,500 dwellings at the western end of the site with retail, community, leisure and sports facilities and a hotel was approved in September 2019. The first</p>		

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
				<p>phase Design Code was approved at Planning Committee in June 2020 and the first reserved matters infrastructure application has also been approved. At December 2020, the developer was on site focusing on enabling works and phase 1 infrastructure. At the eastern end of the site, outline permission for up to 4,500 dwellings with business, retails, community, leisure and sports uses, open space and schools was submitted in May 2018. The scheme is still awaiting a Planning Committee date but S106 discussions are nearing completion.</p> <p>Bourn Airfield New Village – Outline permission for 3,400 dwellings, employment, retail, leisure and a hotel was submitted in September 2018 and is</p>		

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
				<p>under consideration. Amendments were submitted on 11 December 2020 and are currently subject to consultation.</p> <p>Cambourne West – outline permission was granted in December 2017 and three subsequent reserved matters applications have been approved for phase 1. Strategic engineering works are now underway on site. Delivery of the first housing parcels is expected in 2021.</p>		
M8	Renewable energy capacity installed and with planning permission by type	CC/2, CC/3	To increase the generation of renewable energy within the district.	<p>A total of 2.40MW of renewable energy capacity was installed in the 2019/20 monitoring year. This was made up of 2.00MW from Biomass and 0.40 MW from photovoltaic.</p> <p>A total of 11.42MW of renewable energy capacity had planning permission at 31 March 2020.</p>	A total of 297.60MW of renewable energy capacity was installed between 2011/12 and the 2019/20 monitoring year.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M9	Proportion of development proposals permitted, for all new dwellings and new non-residential buildings of 1,000m ² or more, reducing carbon emissions by a minimum of 10% using on site renewable and low carbon energy technologies	CC/3	That all development proposals for all new dwellings and new non-residential buildings of 1,000m ² or more will reduce carbon emissions by a minimum of 10% using on site renewable and low carbon energy technologies.	100% of eligible applications included a condition requiring carbon reduction measures.	There has been an uptake in the use of conditions requiring carbon reduction measures in comparison with 2018/19 monitoring year.	Green
M10	Number of planning permissions granted where the Environment Agency initially objected on water quality grounds	CC/7	No planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.	0 in the 2019/20 monitoring year.	2 in 2011/12 and 1 in 2012/13, all of which were subject to amendments or conditions to overcome the Environment Agency's objection.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M11	Number of planning permissions granted where the Environment Agency initially objected on flooding grounds	CC/9	No planning permissions granted where the Environment Agency initially objected on flooding grounds without appropriate conditions and / or submission of a satisfactory flood risk assessment.	0 in the 2019/20 monitoring year.	A total of 40 over the period of 2011-2020, all of which were subject to amendments or conditions to overcome the Environment Agency's objection.	Green
M12	Proportion of new homes permitted achieving water consumption levels equivalent to 110 litres per person per day or less	CC/4	That all new dwellings permitted will be designed to achieve water consumption levels of 110 litres per person per day or less.	A review of all eligible residential permissions granted in 2019-2020 was undertaken to understand whether water efficiency measures were being conditioned in line with the requirements of the adopted Local Plan and the Greater Cambridge Sustainable Design and Construction SPD. 80% of eligible residential permissions included a condition relating to water efficiency. Although the number of permissions including a condition is	This is a new policy and therefore data for 2011-2019 is not available.	Amber

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
				lower than anticipated by the adopted policies, 7,166 dwellings out of 7,224 dwellings permitted are conditioned to deliver the water efficiency measures required by the adopted Local Plan. Officers are reviewing the way this policy is monitored as the current methodology is imperfect as some of the schemes may have dealt with water efficiency as part of the application process but this may not have been conditioned. Officers are also reviewing the application process to ensure that the policy requirements are considered on all eligible applications.		
M13	Proportion of non-residential developments permitted demonstrating a minimum water efficiency standard	CC/4	That all suitable non-residential developments permitted will be designed to achieve a minimum water efficiency standard	Data from the review of non-residential permissions is not yet available.	Data from the review of non-residential permissions is not yet available.	-

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
	equivalent to the BREEAM non-residential standard for 2 credits for water use levels		equivalent to the BREEAM non-residential standard for 2 credits for water use levels.			
M14	Amount of new development completed within, or likely to adversely affect, internationally or nationally important nature conservation areas	NH/4, NH/5	That there is no new development completed within or that will adversely affect internationally or nationally important nature conservation area(s).	In the 2019/20 monitoring year no new development was completed within, or is considered to adversely affect, nationally or internationally important nature conservation sites in South Cambridgeshire.	Between 2004 and 2020 no new development was completed within, or is considered to adversely affect, nationally or internationally important nature conservation sites in South Cambridgeshire.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M15	Amount of inappropriate development permitted in the Green Belt	S/4, NH/8, NH/9, NH/10	To restrict inappropriate development in the green belt, unless very special circumstances have been accepted that outweigh any harm caused.	In the 2019/20 monitoring year there were no applications for inappropriate development permitted in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.	In the 2018/19 monitoring year there were no applications for inappropriate development permitted in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M16	Amount of development completed within or adjacent to a Protected Village Amenity Area (PVAA) that would have an adverse impact on its character, amenity, tranquillity or function	NH/11	That land within or adjacent to a Protected Village Amenity Area (PVAA) is protected from development that would have an adverse impact on the character, amenity, tranquillity or function.	There were five developments completed either within or adjacent to a PVAA in 2019-2020. Three developments were adjacent to a PVAA and the principle of development on the site had previously been agreed either through an allocation or a previous permission. For residential development on the Plumbs Dairy site in Balsham which falls within the PVAA, it was concluded there would not be a detrimental impact on the PVAA. For the conversion of the Coach House in Great Abington, the development was for the change of use of a listed building within a Conservation Area with only minimal external alterations.	No data available for 2011-2019.	Amber

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M17	Amount of development completed within a Local Green Space that would adversely impact on its character and particular local significance	NH/12	That land designated as a Local Green Space is protected from development that would adversely impact on its character and particular local significance, and that where inappropriate development is completed very special circumstances have been demonstrated and discussions have been undertaken with the local community.	There were no developments that had an adverse impact on the character or local significance of Local Green Spaces in 2019/20.	Data from previous years is unavailable, as this is a revised indicator for the 2018 Local Plan.	Green
M18	Amount of land adjacent to an Important Countryside Frontage that has been lost to development	NH/13	That land adjacent to an Important Countryside Frontage is protected from development that would compromise its purposes.	There were no developments that had an adverse impact on the Important Countryside Frontages in 2019/20.	Data from previous years is unavailable, as this is a revised indicator for the 2018 Local Plan.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M19	Change in areas of biodiversity importance (international, national and local designations)	NH/4, NH/5	That there is no loss in the areas of biodiversity importance as a result of new development where no mitigation has been provided.	Eversden and Wimpole Woods SAC has had a minor adjustment to its boundary during 2019/20 resulting in a slight reduction in area by approximately 0.9ha.	Only partial data available for the 2011-2020 period – full data is available from 2018/19 monitoring year onward. Other than a minor change to the SAC area due to a boundary adjustment there has been no change in areas of biodiversity importance in the available data.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M20	Average net density of all completed new housing developments on sites of 9 or more dwellings at urban extensions, new settlements, Rural Centres, Minor Rural Centres, and Group Villages	H/8	To deliver an average net density of 30 dwellings per hectare (dph) on developments completed in Rural Centres, Minor Rural Centres and Group Villages. To deliver an average net density of 40 dph on developments completed in urban extensions to Cambridge and in new settlements.	In 2019/20 the average density was as follows: <ul style="list-style-type: none"> • N/A dph in the Urban extensions to Cambridge • 43.0 dph in new settlements • 32.9 dph in Rural Centres • 26.8 dph in Minor Rural Centres • 32.9 dph in Group Villages 	Over the period of 2011-2020 the average density was as follows: <ul style="list-style-type: none"> • 48.7 dph in the Urban extensions to Cambridge • 38.9 dph in new settlements • 33.4 dph in Rural Centres • 35.9 dph in Minor Rural Centres • 27.6 dph in Group Villages 	Green
M21	Housing completions by number of bedrooms	H/9	Contextual indicator, to provide information on delivery of a mix of housing to meet the needs of different groups in the community across all housing developments.	In the 2019/20 monitoring year 40% of housing completions were 1 or 2 bedrooms, 31% were 3 bedrooms and 28% were 4 bedrooms. The bedrooms information for 1% of dwellings was unknown.	Details for the full period are available in table 26 of appendix 2.	N/A contextual indicator

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M22	Market housing permitted on developments of over 10 dwellings by number of bedrooms	H/9	All development proposals of over 10 dwellings permitted will consist of at least 30% 1 or 2 bedroom homes; at least 30% 3 bedroom homes; and at least 30% 4 or more bedroom homes.	In the 2018/19 monitoring year on developments of over 10 dwellings: <ul style="list-style-type: none"> • 24% of completions were 1 or 2 bedrooms, • 36% were 3 bedrooms, and • 40% were 4 bedrooms. 	Figures have varied over the monitoring period. 1 and 2 bed dwellings have reached their target in 4 out of 9 years. 3 bed dwellings have reached their target in 7 out of 9 years. 4 bed dwellings have reached their target every year.	Amber in 2019/20
M23	Affordable housing completions on rural exception sites	H/11	Contextual indicator, to provide information on the delivery of affordable housing on rural exception sites.	39 completions on Rural Exception sites in 2019/20 monitoring year.	332 completions on Rural Exception Sites over the period 2011-2020.	N/A contextual indicator
M24	Progress towards City Deal commitment to deliver an additional 1,000 new homes on rural exception sites		To contribute to the delivery of an additional 1,000 new homes on rural exception sites between 2011 and 2031, as set out in the City Deal agreement (see paras 3.27-3.29).	Cannot monitor this indicator yet - as set out in the Housing Monitoring Chapter.	Cannot monitor this indicator yet - as set out in the Housing Monitoring Chapter.	N/A

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M25	Gypsy & Traveller pitches and Travelling Showpeople plots completed	H/20, H/21, H/22	To deliver permanent Gypsy & Traveller pitches, as set out in Policy H/20, which identifies that no pitches are required under the evidence base supporting the Local Plan (Gypsy & Traveller Accommodation Assessment 2016). To deliver at least 11 Travelling Showpeople plots between 2011 and 2031, as set out in Policy H/20.	There were no private permanent Gypsy & Traveller pitches or Travelling Showpeople plots completed in the 2019/20 monitoring year.	113 permanent Gypsy and Traveller pitches have been completed between 2011 and 2020. 10 Travelling Showpeople Plots have been completed between 2011 and 2020.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M26	Meeting the needs of those that meet the planning definition of Gypsies and Travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation	H/20, H/21, H/22	Sufficient sites coming forward to meet identified needs of those that meet the planning definition of Gypsies and Travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.	N/A	-	-
M27	Number of caravans on unauthorised Gypsy & Traveller sites	H/20, H/21, H/22	Contextual indicator, to provide information for the on-going review of Gypsy and Traveller accommodation needs.	0 in the 2019/20 monitoring year.	Table 18 provides data from previous years.	N/A contextual indicator
M28	Progress and development on residential allocations at villages (Policy H/1), and at Bayer CropScience Site (Hauxton), Papworth Everard West Central, Fen Drayton	H/1 – H/5, E/8	Various targets for particular residential allocations	Bayer CropScience – 215 dwellings and 70 extra care apartments have been completed. The employment part of the allocation has not yet had an application. Papworth Everard West – the development on land	N/A	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
	Former LSA Estate, Fulbourn and Ida Darwin Hospitals, and Histon & Impington Station area			<p>south of Church Lane was under construction in February 2020. The Catholic Church site has full planning permission.</p> <p>Fulbourn and Ida Darwin Hospitals – outline planning permission for 203 dwellings granted in November 2019. A reserved matters application for 203 dwellings is imminent.</p> <p>Histon & Impington Station area – three areas of this site are being brought forward for mixed use developments, as set out in the allocations monitoring section.</p>		
M29	Development of Residential Moorings at Chesterton Fen Road, Milton	H/7	To deliver residential boat moorings at Chesterton Fen Road, Milton as allocated through Policy H/7.	No update	No update	N/A

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M30	Number of homes completed to the accessible and adaptable dwellings M4(2) standard	H/9	That 5% of homes completed on developments of 20 or more dwellings are built to the accessible and adaptable dwellings M4(2) standard.	The policy is beginning to have an impact. Many permissions in the monitoring year dealt with reserved matters applications on sites with outline planning applications permitted before the adoption of the Local Plan. However, two large outline planning permissions at Waterbeach new town (S/0559/OL) and the Ida Darwin hospital (S/0670/17/OL) do require compliance.	Trend data unavailable as the requirement relates to a policy in the 2018 Local Plan.	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M31	Affordable dwellings permitted as a percentage of all dwellings permitted on sites where the policy requiring affordable dwellings applies	H/10	That all developments of 11 dwellings or more, or on development sites of less than 11 dwellings if the total floorspace exceeds 1,000m ² , permitted will provide 40% of the dwellings on site as affordable dwellings, unless the exceptions listed in Policy H/10 can be demonstrated.	On schemes which were eligible to provide affordable housing in South Cambridgeshire in the 2019/20 monitoring year, 32% of dwellings permitted were affordable. This includes a 30% requirement on the western part of Waterbeach new town (with a review mechanism for uplifts to 40%) Further details in paragraph 3.21.	Historic data available in tables 15 and 16 of Appendix 2.	Green
M32	Amount of employment land lost to non-employment uses: <ul style="list-style-type: none"> Total within development frameworks to residential development 	E/14	To limit the amount of employment land lost to non-employment uses.	In the 2019/20 monitoring year: <ul style="list-style-type: none"> 2.61ha of employment land was lost to other uses, 2.29 ha was lost within the development frameworks, and 0.48ha was lost to residential development. 	In total over the period 2011-2020: <ul style="list-style-type: none"> 31.39ha of employment land has been lost to non-employment uses, 17.62 ha was lost within the development frameworks, and 15.06ha has been lost to residential uses. 	N/A contextual indicator

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M33	Amount of completed and committed floorspace for retail	E/21 – E/23	Contextual indicator, to provide information on delivery of retail developments.	There was a net increase of 903sqm of retail floorspace in the 2019/20 monitoring year: 145sqm of convenience, 16sqm of durable and 742sqm of unspecified. In March 2020 there was 50,162sqm (net) of committed retail floorspace.	Over the period of 2011/12 to 2019/20 there was a net increase of 7,510sqm of retail floorspace completed.	N/A contextual indicator
M34	Progress and development on allocations at Cambridge Science Park, land south of Cambridge Biomedical Campus, Fulbourn Road East, for employment uses (Policies E/4 and E/5), Papworth Hospital, Histon & Impington Station area, Dales Manor Business Park (Sawston), Green End Industrial Estate (Gamlingay), Bayer CropScience Site (Hauxton), and	E/1 – E/6, E/8, H/1:a, H/1:f, H/2, H/4	Various targets for employment allocations.	Cambridge Science Park - details of completions and commitments in the Science Park at March 2020 are included in table 59 and 60. A planning application (20/03444/FUL) has been submitted for 4,600sqm of commercial office floorspace at 127-136 Cambridge Science Park. Land south of Cambridge Biomedical Campus – an application has not yet been submitted. Fulbourn Road East – A hybrid application covering	N/A	Green

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
	Papworth Everard West Central CropScience Site (Hauxton), and Papworth Everard West Central			<p>the whole allocation is anticipated to be submitted early 2021.</p> <p>Papworth Hospital – an application has not yet been submitted.</p> <p>Green End Industrial Estate, Gamlingay – Outline planning permission for the demolition of 5 dwellings and industrial and office units, and the erection of up to 90 dwellings was granted in December 2016 and reserved matters planning permission was approved in June 2020. The planning permission covers approximately 75% of the site.</p>		
M35	Progress of open space allocations	SC/1	To deliver the extensions to existing recreation grounds and new sites for open space allocated through Policy SC/1.	Data unavailable this year	Data unavailable this year	-

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M36	Loss of recreation areas, allotments and community orchards resulting from new developments	SC/8	To restrict the loss of recreation areas, allotments and community orchards to other uses.	No recreation areas, allotments or community orchards were lost as a result of developments completed in the 2019/20 monitoring year without recreational areas being re-provided as part of the new development.	Also no losses in 2018/19.	Green
M37	Provision of open space, outdoor recreation and children's play space resulting from new developments	SC/7	Contextual indicator, to provide information on the provision of allotments, community orchards, sports pitches, other outdoor sports facilities, and children's play space in new residential developments.	Data unavailable this year	Data unavailable this year	-

Indicator Number	Indicator Description	Policy	Target	Meeting target? 2019/20	Meeting target? 2011/2020	Meeting target? RAG
M38	Investment secured for infrastructure and community facilities through developer contributions	Tl/8	Contextual indicator, to provide information regarding securing of necessary facilities and / or contributions to support all new development.	In 2019/20 investment was secured for: Open Space £482,348, Community Facilities £669,717 and Transport £11,716,367. Money was received for Open Space £433,998, Community Facilities £ 947,981 and Transport £ £1,347,509.	Details of S106 money secured and received are available in table 123 and 124.	N/A Contextual indicator

South Cambridgeshire Local Plan (2018) Sustainability Appraisal

Issue	Indicator	Target	Meeting target?
Land	Percentage of new and Converted Dwellings on Previously Developed Land	The Core Strategy included a target that between 1999 and 2016 at least 37% of new dwellings should either be located on previously developed land or utilise existing buildings.	In the 2019/20 monitoring year 19% of new and converted dwellings were on previously developed land.
Land	Amount and Type of Completed Employment on Previously Developed Land	-	In the 2019/20 monitoring year 4.39ha of employment land was completed on Previously Developed Land. See Table 54 in Appendix 2 for further details of types of employment land.
Land	Average Density of New Residential Development Completed	-	In the 2019/20 monitoring year the average density was 31.9 DPH.
Pollution (air quality)	Annual average concentration of Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$) (at monitoring points)	Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m ³ by 2015 in these areas. Throughout their territory Member States will need to respect the PM2.5 limit value set at 25.	16 at Bar Hill, 15 at Orchard Park School and 17 at Girton Road.

Issue	Indicator	Target	Meeting target?
Pollution (air quality)	Annual mean number of days when PM10 levels exceeded a daily mean of 50ug/m	-	2 days at Impington, 1 day at Orchard Park School and 3 days at Girton Road.
Pollution (air quality)	No of declared Air Quality Management Areas and locations within 10% of threshold	-	0
Pollution (Water quality)	% of surface waters meet the Water Framework Directive 'good' status or better for water quality	'Good' status or better for water quality in all river basins by 2015.	High 0%, Good 0%, Moderate 89%, Poor 11%, Bad 0%.
Waste reduction and recycling	Amount of municipal waste arising, and managed by management type and the percentage each management type represents of the waste managed	The Joint Municipal Waste Management Strategy for Cambridgeshire and Peterborough 2008-2022 sets targets for the reduction of household waste sent to landfill of: x 55 to 60% of household waste by 2020.	408 tonnes of household waste was collected in 2019/20. 28% of waste collected in 2019/20 was composted. 24% of waste collected in 2019/20 was recycled.
Construction waste	Tonnage of construction and demolition waste produced and proportion that is recycled / reused.	N/A	There was an issue with licensing of data this year which we will seek to resolve ahead of the next AMR.
Biodiversity loss from development	Number of development schemes completing relevant biodiversity avoidance or mitigation measures.	N/A	It is not possible to monitor this indicator as a significant proportion of applications determined employ biodiversity avoidance and mitigation measure.

Issue	Indicator	Target	Meeting target?
Biodiversity loss from development	Amount of new development within, or likely to adversely affect internationally or nationally important nature conservation areas.	N/A	Between 2011 and 2020 no new development was completed within, or is considered to adversely affect, nationally or internationally important nature conservation sites in South Cambridgeshire.
Biodiversity - Protected sites	Change in area of sites of biodiversity importance (SPA, SAC, RAMSAR, SSSI, NNR, LNR, CWS)	Better wildlife habitats with 90% of priority habitats in favourable or recovering condition and at least 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition.	Eversden and Wimpole Woods SAC has had a minor adjustment to its boundary during 2019/20 resulting in a slight reduction in area by approximately 0.9ha.
Biodiversity - Protected sites	% SSSIs in favourable or unfavourable recovering condition	Better wildlife habitats with 90% of priority habitats in favourable or recovering condition and at least 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition.	92% in favourable or unfavourable recovering condition.
Landscape	% planning permission granted which are inconsistent with local landscape character	N/A	Data not available
Landscape	Areas inconsistent with landscape character	N/A	Data not available.
Townscape	% of total built-up areas falling within Conservation Areas	N/A	23.2% of development frameworks covered by Conservation Areas

Issue	Indicator	Target	Meeting target?
Heritage assets	Number of Listed Buildings and number that are at risk	N/A	9 at risk.
Heritage assets	Number of other historic assets, and historic assets at risk	N/A	5 Conservation areas, 1 other building structure, 8 places of worship and 14 scheduled monuments.
Places	Satisfaction rating for Quality of the built environment	N/A	Data no longer collected.
Places	Buildings for Life Assessments – Number of Developments achieving each standard	N/A	Data no longer collected.
Climate Change	Carbon Dioxide emissions by sector and per capita	N/A	The most recent data available is from 2017 and is reported in table 79 of Appendix 2.
Climate Change	Renewable energy capacity installed by type (in MegaWatts)	N/A	A total of 1.5319 MW of renewable energy capacity was installed in the 2018/19 monitoring year. This was made up of 0.5319 MW from photovoltaic, 0.9950 MW from biomass and 0.0050MW from wind.
Climate Change	Kilowatt hours of gas consumed per household per year, Kilowatt hours of electricity consumed per household per year	N/A	Data for 2019-20 monitoring year was unavailable at time of publication.

Issue	Indicator	Target	Meeting target?
Climate Change	Water consumption per head per day (Cambridge Water Company area)	N/A	In the 2019/20 monitoring year the average water consumption per head per day was 131 litres.
Climate Change	Amount of new development completed on previously undeveloped functional floodplain land, and in flood risk areas, without agreed flood defence measures	N/A	No development was completed on floodplain 2 or 3 without mitigation measures.
Health	Life expectancy at birth % of residents with a long-term illness (Census data)	N/A	The most up to date information from 2017-2019 shows life expectancy at birth to be 83.5 for males and 85.8 for females. Long term limiting illness is only measured every 10 years.
Crime	Number of recorded crimes per 1000 people	Annual targets in community safety plan.	In 2018/19 there were 47.5 crimes per 1,000 people.
Crime	Percentage of people feeling safe after dark	Annual targets in community safety plan.	This data is no longer collected.
Housing	Total and percentage of Dwellings completed that are affordable	40% of dwellings permitted on sites of three or more dwellings.	379 affordable completions on all sites in the 2019/20 monitoring year. This accounts for 34% of all completions.
Housing	House price to earnings ratio	N/A	9.06 in 2019
Housing	Delivery of Extracare Housing	N/A	Data not available.

Issue	Indicator	Target	Meeting target?
Housing	Number of new Gypsies and Travellers pitches and Travelling Showpeople plots	85 new Traveller pitches by 2031 and 4 new Travelling Showpeople plots by 2016.	There were no Gypsy & Traveller pitches completed in the 2019/20 monitoring year.
Inclusive communities	% of residents who feel their local area is harmonious	N/A	This data is no longer collected.
Inclusive communities	% of residents that definitely agree or tend to agree that their local area is a place where people from different backgrounds get on well together	N/A	This data is no longer collected.
Inclusive communities	Index of multiple deprivation	N/A	In 2019 South Cambridgeshire has an average deprivation score 8.49.
Inclusive communities	Amount of new residential development within 30 minutes public transport journey time of key services	N/A	Data unavailable.
Inclusive communities	% of adults who feel they can influence decisions affecting their local area	N/A	This data is no longer collected.
Inclusive communities	% of residents that 'definitely agree' and 'tend to agree' that they can influence decisions affecting their local area	N/A	This data is no longer collected.
Economic Activity	Number of People in Employment	Local Plan seeks to meet objectively assessed needs of 22,000 jobs, 2011 to 2031.	The employment rate for 16-64 year olds in South Cambridgeshire was 81.5% in 2019/20.
Economic Activity	Annual net change in VAT registered firms	N/A	In 2018 the net change was +245.

Issue	Indicator	Target	Meeting target?
Economic Activity	Industrial composition of employee jobs	N/A	2019 data can be found in Table 58 of Appendix 2.
Work Opportunities	Percentage of people claiming Job Seekers Allowance	N/A	In March 2020 1,035 people were claiming Job Seekers Allowance or Universal Credit who are required to seek work and be available for work. This is 1.1% of all residents aged 16-64.
Work Opportunities	% of Residents aged 16-64 in employment and working within 5km of home or at home (Census data)	N/A	The most recent data is from 2011 when 35% of South Cambridgeshire residents worked within 5km of home
Work Opportunities	Economic Activity Rate	N/A	The economic activity rate for 16-64 year olds in South Cambridgeshire was 82.0% in 2019/20.
Work Opportunities	Median Gross Household income	N/A	Median gross household income is not available. The median gross annual full-time earnings for employees was £38,726 in 2020.

Issue	Indicator	Target	Meeting target?
Investments	Investment Secured for Infrastructure and Community Facilities through developer contributions	N/A	Investment secured: Open space £482,348, Community facilities £669,717 and Transport £11,716,367. Money received: Open Space £ 433,998, Community facilities £947,981 and Transport £1,347,509.
Investments	Percentage of 15/16 year olds achieving 5 or more GCSE/GNVQ passes at A* to C grade	N/A	This standard has changed since the indicator was written. Data is not available for 2019/20 as student did not sit exams due to the Coronavirus pandemic.
Transport	Vehicle flows across the South Cambridgeshire – Cambridge City boundary over 12 hour period	N/A	The total number of vehicles on the day of monitoring in 2019 was 218,680 (all modes).
Transport	Cycling trips index	N/A	Data unavailable
Transport	Congestion – average journey time per mile during the am peak environment	N/A	In the most recent monitored period (Sept 2016-August 2017) the average journey time per mile during the AM peak was 4.75 minutes.
Transport	Investment secured for transport infrastructure through developer contributions	N/A	Investment secured: £11,716,367. Money received: £1,347,509.

Issue	Indicator	Target	Meeting target?
Transport	People killed or seriously injured in road traffic accidents	N/A	There were 3 fatal and 58 serious road traffic accidents in 2018.
Travel - Sustainable transport Car Parking Standards (to ensure standards are helping to meet the objectives of the Local Plan with regards to generating a modal shift towards more sustainable modes of transport)	Number of development schemes implementing minimum or greater provision of cycle parking	100%	Data unavailable
Travel - Reducing journeys made by car	Amount of development within 15 minutes walking distance (1000 meters) and 10 minutes cycling distance (2km) of rural centres	N/A	Data unavailable.

North West Cambridge AAP

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC01	number of student accommodations completed	CORE	To provide an adequate supply of land for housing for development (1) for 2,000 University students, and (2) for 3,000 open market and affordable dwellings. The total housing completions and annual rate of completions for North West Cambridge will be monitored against the North West Cambridge AAP housing trajectory in each Council's Annual Monitoring Report.	<p>0 student bedrooms completed in 2019/20.</p> <p>0 student bedrooms completed in 2017/18.</p> <p>325 student bedrooms completed in 2016/17 on Lot 5.</p> <p>Overall 325 student bedrooms completed.</p>

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC01	number of housing completions	CORE	N/A	<p>22 units completed in 2019/20 at M1 & M2</p> <p>373 units completed in the 2018/19 at M1 & M2 (109 units) and Lot 2 (264 units).</p> <p>352 units completed in the 2017/18 monitoring year at M1 & M2 (3 units), Lot 1 (117 units) and Lot 3 (232 units).</p> <p>73 units completed in the 2016/17 monitoring year at Lot 8.</p> <p>Overall 820 units completed.</p>

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC02	housing density	CORE	At least 50 dwellings per hectare average net density.	<p>No parcels completed in 2019/20.</p> <p>Density of 194 dph achieved in 2018-2019, on Lot 2.</p> <p>Density of 160 dph achieved in 2017-2018, on Lots 1 & 3.</p> <p>Density of 152 dph achieved in 2016-2017, on Lot 8.</p> <p>Overall density of 171 dph achieved so far.</p>

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC03	% affordable housing	CORE	At least 50% affordable housing must be provided to meet the needs of Cambridge University and College Key Workers	<p>No affordable units completed in 2019/20.</p> <p>264 affordable units completed in the 2018/19 monitoring at Lot 2.</p> <p>349 affordable units completed in the 2017/18 monitoring year at Lot 1 (117 units) and Lot 3 (232 units).</p> <p>73 units completed in the 2016/17 monitoring year at Lot 8.</p> <p>Overall 686 affordable units completed.</p>
NWC04	employment land supply by type	CORE	(1) 100,000m2 of employment and academic development; (2) Approximately 60,000m2 of higher education uses, including academic faculty development and a University Conference Centre, within Use Class D1.	No completions from these uses at 31 March 2020.

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC05	employment uses in local centre	CORE	100% of completed development for B1 uses in the local Centre in units not exceeding 300 m2.	No completions in 2019/20. 200 sqm of B1a completed at Lot 1 in 2017/18.
NWC06	distance to public transport	LOCAL	Majority of development within 400m of a bus stop.	It is not possible to monitor this indicator until the development has completed.
NWC07	amount of completed non-residential development which complies with parking standards	CORE	Car parking standards are set out in Appendices 1 and 2.	Data unavailable.
NWC08	public open space and recreation facilities	LOCAL	Standards for provision of public open space and recreation facilities are set out in Appendix 3. Protection of Traveller's Rest Pit SSSI and surrounding geodiversity.	It is not possible to monitor this indicator until the development has completed.

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC09	amount of development in line with the code for sustainable homes	LOCAL	Amount of residential development designed in line with the Code for Sustainable Homes: (1) Percentage approved on or before 31 March 2013 designed to meet Code level 4 or higher, up to a maximum of 50 dwellings; (2) Percentage approved after 1 April 2013, designed to Code level 5 or higher. Amount of non-residential development designed in line with BREEAM: (1) Percentage approved designed to "Excellent" standards.	Data unavailable – The code for sustainable homes has now been superseded.
NWC09	Percentage approved on or before 31 March 2013 designed to meet Code level 4 or higher, up to a maximum of 50 dwellings	LOCAL	N/A	Data unavailable.
NWC09	Percentage approved after 1 April 2013, designed to Code level 5 or higher	LOCAL	N/A	Data unavailable.

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC09	Amount of non-residential development designed in line with BREEAM:	LOCAL	N/A	Data unavailable.
NWC10	Percentage approved designed to "Excellent" standards.	CORE	(1) Percentage of the non-residential development and student accommodation energy requirements provided by renewable energy (at least 20% required if renewable CHP is not viable); (2) Percentage of the development served by a CHP plant or a District Heating Scheme fuelled by renewable energy sources.	Data unavailable.
NWC10	Distance to public transport	CORE	N/A	Data unavailable.
NWC10	Percentage of the development served by a CHP plant or a District Heating Scheme fuelled by renewable energy sources.	CORE	N/A	Data unavailable.

Indicator no.	Indicator	Type of indicator	Targets	Meeting target?
NWC11	Percentage of residential development approved on or before 31 March 2013 which reduces water consumption by 30%, based on 2006 per capita levels; and	LOCAL	1) Percentage of residential development approved on or before 31 March 2013 which reduces water consumption by 30%, based on 2006 per capita levels; and (2) Percentage of residential development approved after 1 April 2013, which reduces water consumption by 47% based on 2006 per capita levels.	Data unavailable.
NWC11	Percentage of residential development approved after 1 April 2013, which reduces water consumption by 47% based on 2006 per capita levels.	LOCAL	N/A	Data unavailable.
NWC12	S106 moneys secured for infrastructure and community facilities	CORE	Trigger points set out in S106 agreements or planning obligations.	In 2019-2020, £2,104.62 was secured and £82,267 was received.

North West Cambridge AAP Sustainability Appraisal

Indicator description	Indicator type	Meeting target
Total deliverable amount of affordable housing Occupancy rates of affordable housing (key worker)	Significant effects indicators	See Indicator NWC03. Occupancy rate data unavailable but may be possible to monitor once the development is complete.
Occupancy rates	Significant effects indicators	Data unavailable.
Average house prices	Significant effects indicators	In September 2019 the average house price for Cambridge was £437,500 and for South Cambridgeshire was £362,998.
No of journeys by (i) type and (ii) mode	Significant effects indicators	Data unavailable.
No of jobs on site	Significant effects indicators	Data unavailable.
type of jobs on site	Significant effects indicators	Data unavailable.
Nox levels	Significant effects indicators	Below annual objective in all measuring points in South Cambridgeshire.
PM levels	Significant effects indicators	Below 50µg/m ³ in all measuring points in South Cambridgeshire.
Incidents of flooding	Significant effects indicators	Data unavailable.
no of buildings achieving the required levels of building sustainability	Significant effects indicators	Data unavailable.

Indicator description	Indicator type	Meeting target
Per capita water consumption	Significant effects indicators	Development at North West Cambridge was conditioned to achieve 80L per person per day.

Cambridge Southern Fringe AAP

Indicator no	Indicator	Type of indicator	Targets	Meeting target?
CSF01	Total Housing Completions / Annual Rate	core	At least 600 dwellings in South Cambridgeshire.	<p>394 dwellings completed at Trumpington Meadows in South Cambridgeshire are as follows:</p> <ul style="list-style-type: none"> • Lots 1-5: 29 dwellings • Lot 8: 25 dwellings • Lot 9: 122 dwellings • Local Centre: 40 dwellings • Riverside: 57 dwellings • Lots 10 & 11: 121 dwellings <p>In 2019/20, 72 dwellings were completed at Riverside and Lots 10 & 11.</p>
CSF02	Housing Density	core	At least 50 dwellings per hectare.	No parcels completed in 2019/20. Average density in Trumpington Meadows of 51.9 in 2018/19. The overall density over the plan period so far (2011-2020) is below the target at 48.5.
CSF03	Housing Mix	core	<p>1) At least 50% of homes with 1 or 2 bedrooms</p> <p>2) Approximately 25% of homes with 3 bedrooms</p> <p>3) Approximately 25% of homes with 4 or more bedrooms.</p>	<p>In 2019/20:</p> <ul style="list-style-type: none"> • 72% of units were 1 & 2 bedrooms • 18% were 3 bedrooms • 10% were 4 bedrooms <p>For the whole plan period (2011-2020):</p> <ul style="list-style-type: none"> • 59% were 1 & 2 bedrooms • 18% were 3 bedrooms • 23% were 4 bedrooms

Indicator no	Indicator	Type of indicator	Targets	Meeting target?
CSF04	Employment Land supply by type	core	Cambridge Southern Fringe will need to provide small scale local employment, as part of a development with an appropriate mix of uses.	The Local Centre was completed in 2017/18 providing D1, A2, A3 and retail uses.
CSF05	Distance to public transport	Local	All development within 600m of a stop on dedicated local Busway or 400m of other local bus stops.	It is not possible to monitor this indicator until the development has completed.
CSF06	Distance to public open space	Local	Formal sports pitches within 1000m; No home more than 100m from a LAP; No home more than 240m from a LEAP; No home more than 600m from a NEAP or SIP.	It is not possible to monitor this indicator until the development has completed.

Cambridge Southern Fringe AAP Sustainability Appraisal

Indicator	Type	Threshold	Meeting target
Brownfield land stock	Important local context indicator	Dynamic, depends on consumption of existing stock and future needs.	Data unavailable.
Housing completed on brownfield land in last year	Important local output indicator	37% (Structure Plan target). Also 42% - suggests brownfield stock is being used to quickly.	No dwellings were built on brown field sites in Trumpington Meadows in 2019/20.
Hectarage of employment land completed on brownfield land in last year	important local output indicator	Dynamic, depends on consumption of existing stock and future needs.	No B1-B8 employment land completed at Trumpington Meadows.
Gas consumption (KwH) per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale).	Data for 2019 was not yet available at the time of publication.
Electricity consumption (KwH) per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale)	Data for 2019 was not yet available at the .time of publication
% of new homes achieving the EcoHomes 'good' standard	important local output indicator	75%?	Data unavailable.
Water consumption per household per year	Significant (adverse) impact indicator	75%?	Average water consumption for South Cambs is 131L per person per day.
% of SSSIs in favourable or unfavourable recovering condition	Local context indicator	Any reversal in improvement rate shown in recent years (review once achievement is over 90%?).	92% in favourable or unfavourable recovering condition.

Indicator	Type	Threshold	Meeting target
Achievement of BAP targets for habitats & species	Local output indicator	To be determined.	Data unavailable.
% of rights of way open and in good condition	Local output indicator	Initially at least 65%, but should be increased over time.	Data unavailable.
Levels of usage of rights of way and other sites	Local output indicator	To be determined.	Data unavailable.
% of listed buildings at risk	Local context indicator (proxy for development pressure)	To be determined.	0.3% in South Cambridgeshire in 2019/20.
% of developments in or within 400m of a conservation area, SMR or similar	Local context indicator (proxy for development pressure)	To be determined.	Data unavailable.
Satisfaction with quality of the built environment	Local output indicator	75% satisfaction 20% concern with deterioration.	Data unavailable.
CO2 emissions per dwelling / year	Significant (adverse) impact indicator	To be determined.	Carbon dioxide emissions from domestic sources in South Cambridgeshire in 2018 was 7.8 tonnes per capita per year.
Background NO2/NOx levels	Significant (adverse) impact indicator	40g/m3.	Impington 16 µg/m ³ , Orchard Park School 15 µg/m ³ and Girton Road 17 µg/m ³ .

Indicator	Type	Threshold	Meeting target
Background PM levels	Significant (adverse) impact indicator	40g/m ³ to end 2005 then 20g/m ³ .	Impington 16 µg/m ³ , Orchard Park School 14 µg/m ³ and Girton Road 17 µg/m ³ .
% of main water courses in good or fair quality	local context indicator	–	High 0%, Good 0%, Moderate 89%, Poor 11% and Bad 0%.
Number of substantiated public complaints about odours, noise, light and other problems	local context indicator	–	Data unavailable and indicator not monitored.
Household waste collected per household / year	Local output indicator	To be determined (based on BVPI target).	In South Cambridgeshire in 2019/20 408kg per household per year.
% household waste from which value is recovered	Local output indicator	40% (2005).	In the 2019/20 monitoring year 52% of waste was recycled.
Number of properties at risk from flooding	Significant (adverse) impact indicator	to be determined.	Data unavailable.
Life expectancy at birth	local context indicator	Any reduction.	See Table 113 of Appendix 2.
Exercise levels	local context indicator	to be determined.	See Table 114 of Appendix 2.
Number of people commuting on foot or cycle	local context indicator	To be determined, though should be at least 30% for travel plans.	Data unavailable.
Recorded crimes per 1000 people	local context indicator	any increase?	See Table 115 of Appendix 2.

Indicator	Type	Threshold	Meeting target
% of residents feeling safe or fairly safe after dark	local context indicator	Any reduction.	Data unavailable.
Hectarage of strategic open space	Local output indicator	To be determined (not clear what national targets exist at present).	Data unavailable.
% of population in categories 1-3 for access to a range of basic amenities	Local output indicator	Any reduction, and any failure to meet spatial targets in AAPs (for example, policies NS/6 & NS/8 in Northstowe AAP).	Data unavailable.
Available capacity in local primary and secondary schools	Significant (adverse) impact indicator	To be determined based on discussions with Education Authority.	Data unavailable.
% of residents who feel their local neighbourhood is harmonious	Local output indicator	Any reduction.	Data unavailable.
House price / earnings ratio	significant (adverse) impact indicator	To be determined, but initially set at 5 as indicative of wider national conditions.	See Table 12 of Appendix 2.
% of homes judged unfit to inhabit or of sub-standard quality	significant (adverse) impact indicator	To be determined.	Data unavailable.

Indicator	Type	Threshold	Meeting target
House completions available under 'affordable' funding / tenancy	Significant (adverse) impact indicator	50% (or target in Development Control Policies if this changes).	Between 2011/12 and 2019/20 there have been a total of 1,861 affordable completions in South Cambridgeshire and 2,704 in Cambridge.
% of adults who feel they can influence decisions	local context indicator	to be determined.	Data unavailable.
Usage levels for community facilities in new development	Local output indicator	to be determined.	Data unavailable.
Unemployment level	Local output indicator	0.5% increase in any 12-month period.	See Tables 59 and 60 of Appendix 2.
% of economically active residents working within 5kms of home	Significant (adverse) impact indicator	Reduction below 35%.	The 2011 census data shows that 35% of South Cambridgeshire residents work within 5km of home or at home.
% of pupils achieving 5 or more A* to C GCSE grades	local context indicator	To be determined (through discussion with Education Authority).	See Tables 118a-118c in Appendix 2. However, no data available for 2019/20 due to Coronavirus pandemic impact on exams.
Level or value of developer contributions in the current year	Local output indicator	to be determined.	Data unavailable for 2019-2020 but historic data available in Table 126 of Appendix 2.
Net annual growth in VAT registered firms	local context indicator	Shrinkage of >0.1% in the year.	See Table 63 in Appendix 2.

Indicator	Type	Threshold	Meeting target
Economic activity rate	local context indicator	Change of -2% or more.	See Table 62 in Appendix 2.
Sectoral split of employment	Local output indicator	To be determined (threshold needs to reflect shifts in sectoral balances).	See Table 57 in Appendix 2.

Northstowe AAP

Indicator number	Indicator	Type of Indicator	Targets	Meeting target?
NS01	Total Housing Completions / Annual Rate	Core	4,800 by 2016 / 650 per year	246 houses completed in the 2019/20 monitoring year.
NS02	Housing Density	Core	–	Parcel H4 was completed in 2019/20 and has a density of 43 dph. The overall density for completed parcels is 38.9 dph.
NS03	Housing Mix	Core	1) 25% to 30% of homes with 1 or 2 bedrooms 2) In the range of 35% to 40% of home with 3 bedrooms 3) In the range of 30% to 35% of homes with 4 or more bedrooms.	In 2019/20 1&2 bedrooms = 27% 3 bedrooms = 41% 4 bedrooms = 31% In 2011/20 1&2 bedrooms = 27% 3 bedrooms = 44% 4 bedrooms = 29%.
NS04	Employment Land Supply by type	Core	Provide for approximately 20 hectares of employment land over the AAP period.	No employment land delivered yet at Northstowe.
NS05	Distance to Public Transport	Local	All development within 600m of a stop on dedicated local busway or 400m of other local bus stops.	It is not possible to monitor this indicator until the development has completed.

Indicator number	Indicator	Type of Indicator	Targets	Meeting target?
NS06	Distance to public Open Space	Local	Formal sports pitches within 1,000m; No home more than a 1 minute walk (i.e. 100m actual walking distance) from a Local Area for Play (LAP); No home more than a 5 minute walk (i.e. 400m actual walking distance) from a Local quipped Area for Play (LEAP); No home more than a 15 minute walk (i.e. 1,000m actual walking distance) from a Neighbourhood Equipped Area for Play (NEAP) or Space for Imaginative Play (SIP).	It is not possible to monitor this indicator until the development has completed.

Northstowe AAP Sustainability Appraisal

Indicator	Type	Threshold	Meeting target?
Brownfield land stock	Important local context indicator	Dynamic, depends on consumption of existing stock and future needs	Data unavailable
Housing completed on brownfield land in last year	Important local output indicator	37% (Structure Plan target). Also 42% - suggests brownfield stock is being used to quickly.	All homes completed at Northstowe so far have been on greenfield land.
Hectarage of employment land completed on brownfield land in last year	Local output indicator	Dynamic, depends on existing stock and future needs (see above).	No employment land delivered yet at Northstowe.
Gas consumption (KwH) per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale).	Data for 2019-20 monitoring year was unavailable at time of publication.
Electricity Consumption (KwH) per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale).	Data for 2019-20 monitoring year was unavailable at time of publication.
% of new homes achieving the EcoHomes 'good' standard	Important local output indicator	75%?	Data unavailable.
Water consumption per household per year	Significant (adverse) impact indicator	As above.	Water consumption for Greater Cambridge is 149L per person per day.

Indicator	Type	Threshold	Meeting target?
% of SSSIs in favourable or unfavourable recovering condition	Local context indicator	% of SSSIs in favourable or unfavourable condition in recent years (review once achievement is over 90%?).	92% in favourable or unfavourable recovering condition.
Achievement of BAP targets for habitats & species	Local output indicator	To be determined.	Data unavailable.
% of rights of way open and in good condition	Local output indicator	Initially at least 65%, but should be increased over time.	Data unavailable.
Levels of usage of rights of way and other sites	Local output indicator	To be determined.	Data unavailable.
% of listed buildings at risk	Local context indicator (proxy for development pressure)	To be determined.	0.3% in South Cambridgeshire.
% of developments in or within 400m of a conservation area, SMR or similar	Local context indicator (proxy for development pressure)	To be determined.	Data unavailable.e
Satisfaction with quality of the built environment	Local output indicator	75% satisfaction.	Data unavailable.
CO2 emissions per dwelling / year	Significant (adverse) impact indicator	To be determined.	Carbon dioxide emissions from domestic sources in South Cambridgeshire in 2018 was 7.8 tonnes per capita per year.
Background NO ₂ /NO _x levels	Significant (adverse) impact indicator	40< g/m ³ .	Impington 16 µg/m ³ , Orchard Park School 15 µg/m ³ and Girton Road 17 µg/m ³ .

Indicator	Type	Threshold	Meeting target?
Background PM ₁₀ levels	Significant (adverse) impact indicator	40< g/m ³ to end 2005 then 20< g/m ³ .	Impington 16 µg/m ³ , Orchard Park School 14 µg/m ³ and Girton Road 17 µg/m ³ .
Number of substantiated public complaints about odours, noise, light and other problems	Local context indicator	To be determined.	Data unavailable.
Household waste collected per household per year	Local output indicator	To be determined (based on BVPI target).	480kg of household waste per household was collected in 2019/20.
% household waste from which value is recovered	Local output indicator	40% (2005)	28% of waste collected in 2019/20 was composted. 24% of waste collected in 2019/20 was recycled.
Number of properties at risk from flooding	Significant (adverse) impact indicator	To be determined.	Data unavailable.
Life expectancy at birth	Local context indicator	Any reduction.	See Table 113 in Appendix 2.
Exercise levels	Local output indicator	To be determined.	See Table 114 in Appendix 2.
Number of people commuting on foot or cycle	Local output indicator	To be determined, though should be at least 30% for new development.	Data unavailable.
Recorded crimes per 1000 people	Local context indicator	Any increase (?).	See Table 115 in Appendix 2.
% of residents feeling safe or fairly safe after dark	Local context indicator	Any reduction.	Data unavailable.
Hectarage of strategic open space	Local output indicator	To be determined (not clear what national targets exist at present).	Data unavailable.

Indicator	Type	Threshold	Meeting target?
% of population in categories 1-3 for access to a range of basic amenities	Local output indicator	Any reduction, and any failure to meet spatial targets in AAPs (e.g. policies NS/6 & NS/8 in Northstowe AAP).	Data unavailable.
Available capacity in local primary and secondary schools	Significant (adverse) impact indicator	To be determined based on discussions with ed. authority	Data unavailable.
% of residents who feel their local neighbourhood is harmonious	Local output indicator	Any reduction.	Data unavailable.
House price / earnings ratio	Significant (adverse) impact indicator	To be determined, but initially set at 5 as indicative of wider national conditions.	See Table 12 in Appendix 2.
% of homes judged unfit to inhabit or of sub-standard quality	Significant (adverse) impact indicator	To be determined.	Data unavailable.
House completions available under 'affordable' funding / tenancy	Significant (adverse) impact indicator	50% (or target in Core Strategy if this changes).	Between 2011/12 and 2019/20 there 134 affordable completions in Northstowe. This was 20% of total completions.
% of adults who feel they can influence decisions	Local context indicator	To be determined.	Data unavailable.
Usage levels for community facilities in new development	Local output indicator	To be determined.	Data unavailable.

Indicator	Type	Threshold	Meeting target?
Unemployment level	Local output indicator	+0.5% increase in any 12-month period.	See Table 60 in Appendix 2.
% of economically active residents working within 5kms of home	Significant (adverse) impact indicator	Reduction below 35%.	The most recent data is from 2011 when 35% of South Cambridgeshire residents worked within 5km of home.
% of pupils achieving 5 or more A* to C GCSE grades	Local context indicator	To be determined (through discussion with education authority).	See Tables 118a-118c in Appendix 2. However, no data available for 2019/20 due to Coronavirus pandemic impact on exams.
Level or value of developer contributions in the current year	Local output indicator	To be determined.	A total of £23,232,558 received between South Cambridgeshire District Council and Cambridgeshire County Council in 2019/20.
Net annual growth in VAT registered firms	Local context indicator	Shrinkage of >0.1% in the year.	See Table 63 in Appendix 2.
Economic activity rate	Local context indicator	Change of – 2% or more.	See Table 62 in Appendix 2.
Sectoral split of employment	Local output indicator	To be determined (threshold needs to reflect shifts in sectoral balances).	See Table 57 of Appendix 2.

Cambridge East AAP

Indicator No.	Indicator	Targets	Targets	Meeting Targets
CE01	total housing completions	CE/7	CE03	N/A

Indicator No.	Indicator	Targets	Targets	Meeting Targets
CE02	density	CE/7	At least 50 dwellings per hectare.	N/A
CE03	housing mix	CE/7	No specific target - Cambridge East should provide a mix of housing sizes that address the level of need for smaller 1 and 2 bedroom homes in the Cambridge area whilst at the same time creating a balanced community for the long term.	N/A
CE04	amount of/type of employment land completions	CE/8	Equivalent of 20-25 hectares of employment.	N/A
CE05	Distance to public transport	CE/11	All development within 600m of a stop on dedicated local busway or 400m of other local bus stops. The Total housing completions and annual rate of completions for Cambridge East will be monitored through the Cambridge East housing trajectory.	N/A

Indicator No.	Indicator	Targets	Targets	Meeting Targets
CE06	Distance to protected open space	CE/20	Formal sports pitches within 15 minutes walk; No home more than one minute's walk (i.e. 100m actual walk distance) from a LAP; no home more than five minutes walk (i.e. 400m actual walk distance) from a LEAP; no home more than 15 minutes walk (i.e. 1,000m actual walk distance) from a NEAP or SIP.	N/A
CE07	renewable energy installed by type	CE/24	Renewable energy to provide at least 10% of predicted energy requirements	N/A
CE08	infrastructure secured through S106	CE/9	Targets to be detailed through s.106 agreement or planning obligations.	N/A

Outline permission for 1,300 dwellings was granted in November 2016 on Land North of Newmarket Road (WING). Detailed planning permission for 239 dwellings and non-residential floorspace was granted in September 2019.

Members resolved to approve outline permission for 1,200 dwellings at Land North of Cherry Hinton in May 2020.

As the allocation has not progressed sufficiently to monitor, no data is currently provided. We will provide data in future once development on site begins to progress.

Cambridge East AAP Sustainability Appraisal

Indicator	Type	Threshold	Meeting Target?
Brownfield Land stock	important local context indicator	Dynamic, depends on consumption of existing stock and future needs.	N/A
housing completed on brownfield land in last year	important local output indicator	SCDC 37% (Structure Plan target). Also 42% - suggests brownfield stock is being used to quickly CCC 60% target by 2004/5.	N/A
hectarage of employment land competed on brownfield land in last year	Local output indicator	Dynamic, depends on existing stock and future needs.	N/A
Gas consumption per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale).	N/A
electricity consumption (KwH) per home per year	Significant (adverse) impact indicator	Any increase (since this suggests adverse trend on a wide scale).	N/A
% of new homes achieving the EcoHomes 'Good' standard	important local output indicator	75%?	N/A

Indicator	Type	Threshold	Meeting Target?
Water consumption per household per year	Significant (adverse) impact indicator	75%?	N/A
of SSSIs in favourable or unfavourable recovering condition	Local context indicator	Any reversal in improvement rate shown in recent years (review once achievement rate is over 90%).	N/A
Achievement of BAP targets for habitats & species	Local output indicator	To be determined.	N/A
% of rights of way open and in good condition	Local output indicator	Initially at least 65% but should be increased over time.	N/A
Levels of usage of rights of way and other sites	Local output indicator	To be determined.	N/A
% of Listed Buildings at risk	Local context indicator (proxy for development pressure)	To be determined.	N/A
% of Developments in or within 400m of a conservation area, SMR or similar	Local context indicator (proxy for development pressure)	To be determined.	N/A
Satisfaction with the quality of the build environment	Local output indicator	SCDC 75% satisfaction 20% concern deterioration CCC not known.	N/A
CO2 emissions per dwelling per year	Significant (adverse) impact indicator	To be determined.	N/A
Background No2 / Nox levels	Significant (adverse) impact indicator	SCDC 40 g/m3 CCC not known.	N/A

Indicator	Type	Threshold	Meeting Target?
Background PM10 levels	Significant (adverse) impact indicator	SCDC 40A/m ³ to end of 2005 then 20g/m ³ CCC Not known.	N/A
% of main water courses in good or fair quality	local context indicator	SCDC 94% CCC Not known.	N/A
No. substantiated public complaints about odours, noise, light and other problems	Local context indicator	To be determined.	N/A
Household waste collected per household per year	Local output indicator	SCDC To be determined (based on BVPI target) CCC 460 kg by 2006/7.	N/A
% household waste from which value is recovered	Local output indicator	SCDC 40% (2005) CCC Not known.	N/A
No. of properties at risk from flooding	Significant (adverse) impact indicator	To be determined.	N/A
Life expectancy at birth	Local context indicator	Any reduction.	N/A
Exercise levels	Local output indicator	To be determined.	N/A
No of people commuting on foot or cycle	Local output indicator	To be determined, though should be at least 30% for new development.	N/A
Recorded crimes per 100 people	Local context indicator	Any increase?	N/A
% of residents feeling safe or fairly safe after dark	Local context indicator	Any reduction.	N/A

Indicator	Type	Threshold	Meeting Target?
Hectarage of strategic open space	Local output indicator	To be determined (not clear what national targets exist at present).	N/A
% of population in categories 1-3 for access to a range of basic amenities	Local output indicator	Any reduction and any failure to meet spatial targets in aps.	N/A
Available capacity in local primary and secondary schools	Significant (adverse) impact indicator	to be determined based on discussions with the education authority.	N/A
% of residents who feel their local neighbourhood is harmonious	Local output indicator	any reduction.	N/A
House price / earnings ratio	Significant (adverse) impact indicator	To be determined, but initially set at 5 as indicative of wider national conditions.	N/A
% of homes judged unfit to inhabit or of sub-standard quality	Significant (adverse) impact indicator	to be determined.	N/A
House completions available under 'affordable' funding / tenancy	Significant (adverse) impact indicator	SCDC 50% (or target in Development Control Policies) CCC 40%.	N/A
% of adults who feel they can influence decisions	Local context indicator	to be determined.	N/A
Usage levels for community facilities in new development	Local output indicator	to be determined.	N/A

Indicator	Type	Threshold	Meeting Target?
unemployment level	Local output indicator	0.5% increase in any 12-month period.	N/A
% of economically active residents working within 5km of home	Significant (adverse) impact indicator	SCDC Reduction below 35% CCC Not known.	N/A
% of pupils achieving 5 or more A* to C GCSE grades	Local context indicator	to be determined (early discussions with education authority).	N/A
Level or value of developer contributions in the current year	Local output indicator	to be determined.	N/A
Net annual growth in VAT registered firms	Local context indicator	SCDC Shrinkage of >0.1% in the year CCC Not known.	N/A
Economic activity rate	Local context indicator	Change of -2% or more.	N/A
Sectoral split of employment	Local output indicator	To be determined.	N/A

Outline permission for 1,300 dwellings was granted in November 2016 on Land North of Newmarket Road (WING). Detailed planning permission for 239 dwellings and non-residential floorspace was granted in September 2019.

Members resolved to approve outline permission for 1,200 dwellings at Land North of Cherry Hinton in May 2020.

As the allocation has not progressed sufficiently to monitor, no data is currently provided. We will provide data in future once development on site begins to progress.

Appendix 2: Tables and Charts

Housing data

Total housing completions annually and for the plan period in Greater Cambridge

Area/Tenure	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Grand Total
Cambridge – Total	355	473	1322	720	896	1183	1112	868	460	7389
Market	295	417	900	523	596	725	445	523	261	4685
Affordable	60	56	422	197	300	458	667	345	199	2704
South Cambridgeshire - Total	693	555	631	868	679	551	737	1152	1107	6973
Market	525	486	481	539	550	435	557	811	728	5112
Affordable	168	69	150	329	129	116	180	341	379	1861
Grand Total	1048	1028	1953	1588	1575	1734	1849	2020	1567	14362
Market Total	820	903	1381	1062	1146	1160	1002	1334	989	9797
Affordable Total	228	125	572	526	429	574	847	686	578	4565

Table 1– Total (net) housing completions in Cambridge and South Cambridge over the plan period so far (2011-2020)

Source: Research & Monitoring - Cambridgeshire County Council

Total housing completions by settlement hierarchy

Area	Cambridge	South Cambridgeshire	Grand Total
Cambridge Urban Area	3300	292	3592
Edge of Cambridge	4080	447	4527
New Settlement	N/A	677	677
Rural Centre	N/A	1625	1625
Minor Rural Centre	N/A	990	990
Group Village	N/A	686	686
Infill Village	N/A	167	167
countryside - Local Plan allocation	N/A	326	326
countryside - rural exception site	N/A	335	335
countryside	9	504	513
countryside - five year supply site ¹	N/A	924	924
Grand Total	7389	6973	14362

Table 2 – Total (net) housing completions by settlement hierarchy for the plan period 2011-2020

Source: Research & Monitoring - Cambridgeshire County Council

Total housing completions

Northstowe

Area	2016-2017	2017-2018	2018-2019	2019-2020
Northstowe	13	140	278	246

Table 3 – Total housing completions at Northstowe

Source: Research & Monitoring - Cambridgeshire County Council

¹ 'Five Year Supply' sites: these were planning applications that were permitted as a departure to the development plan while South Cambridgeshire District Council was unable to demonstrate a five year housing land supply. This does not include planning applications that would have normally been permitted as a departure to the development plan.

North West Cambridge

Site	2016-2017	2017-2018	2018-2019	2019-2020	Total
Lots M1 and M2	0	3	109	22	134
Lot 1	0	117	0		117
Lot 2	0	0	264		264
Lot 3	0	232	0		232
Lot 8	73	0	0		73
Total	73	352	373	22	820

Table 4 – Total housing completions at North West Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Cambridge Southern Fringe

Site	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Clay Farm	0	16	271	393	149	467	539	109	93
Trumpington Meadows	2	141	141	67	105	89	123	148	72
Bell School	0	0	0	0	21	122	45	50	32

Table 5 – Total housing completions at Cambridge Southern Fringe

Source: Research & Monitoring - Cambridgeshire County Council

Total student housing in Cambridge

Completions by bedroom

Net/ gross	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2016- 2017	2017- 2018	2018- 2019	2019- 2020	Total
Gross	32	868	245	710	790	1085	78	552	349	4,709
Net	26	860	233	675	784	1085	-17	552	278	4,376

Table 6 – Number of student housing completions (by bedroom) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Committed student rooms at 31 March 2020

Area	Gross	Net
Cambridge	1,052	1,039

Table 7 – Committed Student Rooms at 31 March 2020

Note: Commitments include two allocations which together include 470 student rooms

Source: Research & Monitoring - Cambridgeshire County Council

Affordable housing completions:

Total affordable housing completions

Area	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	Total
Cambridge	60	56	422	197	300	458	667	345	199	2505
South Cambridgeshire	168	69	150	329	129	116	180	341	379	1482
Total	228	125	572	526	429	574	847	686	578	3987

Table 8 – Total Affordable housing completions

Source: Research & Monitoring - Cambridgeshire County Council

Total affordable housing completions as a percentage of all completions

Area	2011/ 2012	2012/ 2013	2013 /2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2018/ 2019	2019/ 2020	Total
Cambridge	16%	12%	32%	27%	33%	39%	60%	40%	43%	37%
South Cambridgeshire	24%	12%	24%	40%	19%	21%	24%	30%	34%	27%
Greater Cambridge	22%	12%	29%	33%	27%	33%	46%	34%	37%	32%

Table 9 – Affordable housing completions as a percentage of all completions

Source: Research & Monitoring - Cambridgeshire County Council

Total affordable housing completions on rural exception sites

Area	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2016- 2017	2017- 2018	2018- 2019	2019- 2020	Total
South Cambridgeshire	88	13	72	23	28	35	0	34	39	332

Table 10 – Affordable housing completions on Rural Exception Sites

Source: Research & Monitoring - Cambridgeshire County Council

Total affordable housing completions by type - Cambridge City

Year	Intermediate	Key worker	Local Authority	Social rented	Other	Total
2019-2020	55	0	7	137	0	199
2018-2019	28	264	0	53	0	345
2017-2018	165	369	2	152	-10	667
2016-2017	125	74	0	259	0	458
2015-2016	129	0	0	169	2	300
2014-2015	113	0	-10	94	0	197
2013-2014	216	0	0	206	0	422
2012-2013	87	0	-29	-2	0	56
2011-2012	20	0	6	34	0	60

Table 11 – Affordable housing completions by type - Cambridge City

Source: Research & Monitoring - Cambridgeshire County Council

House prices and earnings

House price to earnings ratio

Area	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cambridge	8.68	9.33	9.64	10.82	12.28	13.38	13.33	13.04	12.66
South Cambridgeshire	7.58	7.42	7.14	7.76	9.66	9.48	10.30	9.73	9.06

Table 12 – Ratio of median house price (existing dwellings) to median gross annual (where available) residence-based earnings by local authority district, England and Wales, 2002 to 2019

Source: ONS, release date 19 March 2020

Median gross annual residence based earnings (£)

Area	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Cambridge	29434	29490	31109	31430	31345	31014	32247	32980	34565	34287
South Cambridgeshire	31353	32770	34307	33508	31567	35425	35432	37414	40050	38726

Table 13 – Median gross annual (where available) residence-based earnings by local authority district, England and Wales, 2002 to 2020 (£)

Source: ONS, release date 19 March 2020 (Earnings data are taken from the Annual Survey of Hours and Earnings release)

Median house prices (£)

Area	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cambridge	255,500	275,000	300,000	340,000	385,000	415,000	430,000	430,000	437,500
South Cambridge- shire	237,500	243,000	245,000	260,000	304,995	335,995	365,000	363,998	362,998

Table 14 – Median house price by local authority district, England and Wales, year ending September 2002 to year ending September 2019 (£)

Source: ONS, Release date 19 March 2020 (House price data are part of the House Price Statistics for Small Areas (HPSSAs) release)

Affordable housing policy

Affordable Housing permissions in South Cambridgeshire as a percentage of all eligible permissions

(A)	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
Affordable dwellings permitted as a % of all dwellings completed on sites where policy HG/3 is applicable	40%	39%	37%	23%	38%	41%

Table 15 – Affordable Housing permissions in South Cambridgeshire as a percentage of all eligible permissions where Policy HG/3 of the Development Control Policies DPD (2007) was applicable

Source: Research & Monitoring - Cambridgeshire County Council

(B)	2017-2018	2018-2019	2019-2020
Affordable dwellings permitted as a % of all dwellings permitted on sites where the affordable housing policy of Local Plan is applicable (Policy H/10)	33%	33%	32%

Table 16 – Affordable housing permissions in South Cambridgeshire as a percentage of all eligible permissions in accordance with the South Cambridgeshire Local Plan (2018) Policy H/10

Source: Research & Monitoring - Cambridgeshire County Council

NOTES:

For (A) the data includes planning permissions where Policy HG/3 of the Development Control Policies DPD (2007) applied and where the target was to achieve a 40% affordable housing contribution either onsite or offsite through a commuted sum contribution.

For (B) the data includes planning permissions where Policy H/9 of the submission version and H/10 of the adopted version (post 28 September 2018) of the South Cambridgeshire Local Plan applies and where the target is to achieve a 40% affordable housing contribution either onsite or offsite through a commuted sum contribution.

In September 2018 Policy H/10 was adopted as part of the South Cambridge Local Plan (2018). In November 2018 Members agreed to require affordable housing on sites of 10 or more dwellings, in line with the National Planning Policy Framework (NPPF) rather than 11 or more dwellings as set out in the submission version of Policy H/9 and adopted version of Policy H/10. The data included for 2018/19 therefore uses two different thresholds: 11+ dwelling permitted between 1 April 2018 and 13 November 2018, and 10+ from 14 November 2018-31 March 2019

Gypsy & Traveller community

Caravan Count – Cambridge

Year	Month	Social rented	Permanent Planning Permission	All Private Caravans	No. of Caravans on Sites on Gypsies own land: 'Tolerated'	No. of Caravans on Sites on Gypsies own land: 'Not tolerated'	No. of Caravans on Sites on land not owned by Gypsies: 'Tolerated'	No. of Caravans on Sites on land not owned by Gypsies: 'Not tolerated'	Total	Travelling Showpeople Caravans
2011	Jan	0	5	5	0	0	0	0	5	-
2011	July	0	5	5	0	0	0	0	5	-
2012	Jan	0	5	5	0	0	0	0	5	-
2013	Jan	0	2	2	0	0	0	2	4	-
2013	July	0	5	5	0	0	0	0	5	-
2014	Jan	0	2	2	0	0	0	2	4	-
2014	July	0	5	5	0	0	0	0	5	-
2015	Jan	0	2	2	0	0	0	2	4	0
2016	Jan	0	2	2	0	0	0	0	0	0
2016	July	0	0	0	0	0	0	0	2	-
2017	Jan	0	0	0	0	0	0	0	0	0
2017	July	0	0	0	0	0	0	0	0	-
2018	Jan	0	0	0	0	0	0	0	0	0
2018	July	0	0	0	0	0	0	0	0	-
2019	Jan	0	0	0	0	0	0	0	0	0
2019	July	0	0	0	0	0	0	0	0	-
2020	Jan	0	0	0	0	0	0	0	0	0

Table 17 – Traveller Caravan Count for Cambridge

Source: Traveller caravan count, ONS

Caravan Count - South Cambridgeshire

Year	Month	Social rented	Temporary Planning permission	Permanent planning permission	All private caravans	No. of caravans on sites on Gypsy owned land 'Tolerated'	No. of caravans on sites on Gypsy owned land 'Not tolerated'	No of caravans on land not owned by Gypsies 'Tolerated'	No of caravans on land not owned by Gypsies 'Not tolerated'	Total	Travelling Showpeople caravans
2011	Jan	58	126	324	450	0	11	0	0	519	-
2011	July	59	108	286	394	0	4	0	0	457	-
2012	Jan	53	102	351	453	0	16	0	0	522	-
2013	Jan	44	77	357	434	0	5	0	0	483	-
2013	July	41	56	340	396	0	4	4	0	445	-
2014	Jan	44	48	412	460	0	5	0	0	509	-
2014	July	36	9	436	445	0	6	0	0	487	-
2015	Jan	32	10	410	420	0	27	0	0	479	69
2016	Jan	39	0	394	394	0	0	0	0	433	32
2016	July	43	29	340	369	0	0	0	0	412	-
2017	Jan	41	0	483	483	32	0	0	0	556	32
2017	July	46	1	504	505	37	0	0	0	588	-
2018	Jan	52	2	499	501	8	0	0	0	561	51
2018	July	43	0	583	583	0	1	0	0	627	-
2019	Jan	54	1	543	544	0	0	0	0	598	32
2019	July	47	1	573	574	0	0	0	0	621	-
2020	Jan	47	1	534	535	0	0	0	0	582	32

Table 18 – Traveller Caravan Count for South Cambridgeshire

Source: Traveller caravan count, ONS

*The twice-yearly Traveller Caravan Count takes place in January and July, recording the number of caravans on both authorised and unauthorised sites across England. Each January count now includes a count of caravans occupied by travelling showpeople in each local authority in England. ONS publish these results as 'experimental statistics'. There was no Traveller Caravan Count in July 2020 due to Coronavirus restrictions.

Gypsy & Traveller pitches completed in South Cambridgeshire

Permanent G&T Pitches

Year	Private	Public
2011-2012	10	1
2012-2013	29	0
2013-2014	54	0
2014-2015	4	0
2015-2016	5	1
2016-2017	8	0
2017-2018	0	0
2018-2019	1	0
2019-2020	0	0
Total	111	2

Table 19 – Gypsy & Traveller pitches completed

Source: Research & Monitoring - Cambridgeshire County Council

G&T Pitches for Emergency Stopping

Year	Private	Public
2011-2012	0	0
2012-2013	0	0
2013-2014	0	0
2014-2015	0	0
2015-2016	0	0
2016-2017	0	0
2017-2018	0	0
2018-2019	0	0
2019-2020	0	0
Total	0	0

Table 20 – Gypsy & Traveller pitches completed

Source: Research & Monitoring - Cambridgeshire County Council

Permanent Travelling Showpeople Plots

Year	Private	Public
2011-2012	0	0
2012-2013	0	0
2013-2014	0	0
2014-2015	6	0
2015-2016	0	0
2016-2017	0	0
2017-2018	4	0
2018-2019	0	0
2019-2020	0	0
Total	10	0

Table 21 – Gypsy & Traveller pitches completed

Source: Research & Monitoring - Cambridgeshire County Council

Brownfield development

Percentage of new and converted dwellings on previously developed land in South Cambridgeshire

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
South Cambridgeshire	27.6	14.6	44.1	31.8	35.8	27.8	25.0	22.1	19.1

Table 22 – % of new and converted dwellings completed on previously developed land in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions on garden land in Cambridge

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Total
Cambridge	13	13	19	23	34	21	39	18	17	197

Table 23 – Housing completions on garden land in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Housing densities

Average density in South Cambridgeshire

Year	Density
2011-2012	35.8
2012-2013	29.1
2013-2014	29.9
2014-2015	40.3
2015-2016	30.1
2016-2017	32.2
2017-2018	45.1
2018-2019	42.5
2019-2020	31.9
2011/12-2019/20	34.7

Table 24 – Average Density in South Cambridgeshire, 2011/12-2019/20 (Dwellings per hectare on completed sites of more than nine dwellings)

Source: Research & Monitoring - Cambridgeshire County Council

Average density in Cambridge

Year	Density
2011-2012	94.1
2012-2013	194.4
2013-2014	91.7
2014-2015	81.5
2015-2016	67.0
2016-2017	78.8
2017-2018	74.3
2018-2019	90.8
2019-2020	55.6
2011/12-2019/20	73.8

Table 25 – Average Density in Cambridge, 2011/12-2019/20 (Dwellings per hectare on completed sites of more than nine dwellings)

Source: Research & Monitoring - Cambridgeshire County Council

Average densities by settlement category in South Cambridgeshire

Year	Urban Extension (within SC)	New Settlement	Rural Centre	Minor Rural Centre	Group Village	Infill Village	Countryside
2011/12	62.9	N/A	28.9	42.6	32.5	28.1	N/A
2012/13	27.6	N/A	35.9	35.9	19.8	N/A	N/A
2013/14	20.9	N/A	39.8	22.1	30.2	18.3	33.5
2014/15	76.0	N/A	41.1	41.2	22.1	N/A	N/A
2015/16	N/A	N/A	28.0	33.8	N/A	N/A	N/A
2016/17	50.7	N/A	29.2	28.1	31.8	25	N/A
2017/18	59.1	N/A	98.3	37.0	23.9	N/A	12.8
2018/19	90.3	35.8	40.3	41.2	29.2	N/A	116.7
2019/20	N/A	43.0	32.9	26.8	32.9	N/A	31.4
2011/12-2019/20	48.7	38.9	33.4	35.9	27.6	22.3	33.3

Table 26 – Average density by settlement category in South Cambridgeshire, 2011/12-2019/20 (Dwellings per hectare on completed sites greater than nine dwellings)

Source: Research & Monitoring - Cambridgeshire County Council

Average densities in Trumpington Meadows and Eddington

Year	Trumpington Meadows (C & SC)	Eddington (C & SC)
2011/12	N/A	N/A
2012/13	N/A	N/A
2013/14	N/A	N/A
2014/15	50	N/A
2015/16	30.5	N/A
2016/17	43.4	152.1
2017/18	59.1	160.1
2018/19	51.9	194.1
2019/20	N/A	N/A
2011/12- 2019/20	48.5	170.6

Table 27 – Average densities in Trumpington Meadows and Eddington, 2011/12-2019/20 (Dwellings per hectare on completed sites greater than nine dwellings)

Note: There were no built out sites in 2019/20

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions by number of bedrooms

Housing completions (GROSS) by number of bedrooms (%) in South Cambridgeshire

Bedrooms	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
1 or 2 bedrooms	45%	32%	39%	43%	28%	34%	40%	43%	40%
3 bedrooms	23%	34%	27%	34%	33%	35%	33%	28%	31%
4 or more bedrooms	31%	29%	28%	22%	37%	30%	26%	29%	28%
unknown	1%	4%	6%	1%	1%	2%	1%	0%	1%

Table 28 – Housing completions (GROSS) by number of bedrooms (%) in South Cambridgeshire 2011/12-2019/20

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions (GROSS) by number of bedrooms in Trumpington Meadows (South Cambridgeshire only)

Bedrooms	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Grand Total
1 bedroom	8	0	0	33	2	14	57
2 bedrooms	15	0	5	58	62	38	178
3 bedrooms	6	0	16	21	13	13	69
4 or more bedrooms	0	2	41	11	29	7	90

Table 29 – Housing completions (GROSS) by number of bedrooms in Trumpington Meadows (South Cambridgeshire only)

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions (GROSS) by number of bedrooms (%) in Trumpington Meadows (South Cambridgeshire only)

Bedrooms	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Grand Total
1 bedroom	27%	0%	0%	27%	2%	19%	14%
2 bedrooms	52%	0%	8%	47%	59%	53%	45%
3 bedrooms	21%	0%	26%	17%	12%	18%	18%
4 or more bedrooms	0%	100%	66%	9%	27%	10%	23%

Table 30 – Housing completions (GROSS) by number of bedrooms (%) in Trumpington Meadows (South Cambridgeshire only)

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions (GROSS) by number of bedrooms in Northstowe

Bedrooms	2016/17	2017/18	2018/19	2019/20	Grand total
1 bedroom	0	0	9	8	17
2 bedrooms	6	17	81	60	164
3 bedrooms	3	81	114	101	299
4 or more bedrooms	4	42	74	77	197

Table 31 – Housing completions (GROSS) by number of bedrooms in Northstowe

Source: Research & Monitoring - Cambridgeshire County Council

Housing completions (GROSS) by number of bedrooms (%) in Northstowe

Bedrooms	2016/17	2017/18	2018/19	2019/20	Grand total
1 bedroom	0%	0%	3%	3%	3%
2 bedrooms	46%	12%	29%	24%	24%
3 bedrooms	23%	58%	41%	41%	44%
4 or more bedrooms	31%	30%	27%	31%	29%

Table 32 – Housing completions (GROSS) by number of bedrooms (%) in Northstowe

Source: Research & Monitoring - Cambridgeshire County Council

Market housing completions (GROSS) on developments of more than 10 dwellings by number of bedrooms – South Cambridgeshire

Bedrooms	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
1 or 2 bedrooms	33%	40%	35%	26%	24%	21%	28%	30%	24%
3 bedrooms	31%	24%	21%	33%	33%	35%	31%	33%	36%
4 or more bedrooms	36%	35%	44%	40%	41%	42%	41%	37%	40%
unknown	0%	0%	0%	1%	1%	2%	0%	0%	0%

Table 33 – Market housing completions (GROSS) on developments of more than 10 dwellings by number of bedrooms – South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Ranges of housing densities

Housing on completed sites of more than nine dwellings by range of density (%) in South Cambridgeshire

Year	<30 DPH	30-50 DPH	>50 DPH	Total completed
2011-2012	31%	37%	32%	887
2012-2013	39%	52%	10%	450
2013-2014	48%	45%	7%	488
2014-2015	4%	80%	16%	947
2015-2016	26%	74%	0%	496
2016-2017	53%	24%	24%	685
2017-2018	14%	4%	82%	266
2018-2019	3%	81%	16%	713
2019-2020	19%	81%	0%	741
2011-2020	25%	57%	18%	5,673

Table 34 – Housing on completed sites of more than nine dwellings by range of density (%) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Housing on completed sites of more than nine dwellings by range of density (%) in Cambridge

Year	<30 DPH	30-50 DPH	>50 DPH	Total completed
2011-2012	3.5%	4.9%	91.5%	283
2012-2013	0%	0%	100%	119
2013-2014	4.1%	12%	84%	443
2014-2015	0%	19.6%	80.4%	735
2015-2016	1%	32.9%	66.2%	1,238
2016-2017	0%	41.1%	58.9%	739
2017-2018	0%	19.3%	80.7%	1,058
2018-2019	0%	4%	96%	656
2019-2020	0.0%	26.1%	73.9%	1,034
2011-2020	0.5%	20.3%	79.2%	6,302

Table 35 – Housing on completed sites of more than nine dwellings by range of density (%) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Employment data

Number of jobs created

South Cambridgeshire

Jobs	2011	2012	2013	2014	2015	2016	2017	2018
Total jobs	80,000	74,000	75,000	84,000	87,000	91,000	97,000	94,000
Jobs created	-	-6,000	1,000	9,000	3,000	4,000	6,000	-3,000
Cumulative net additional jobs	-	-6,000	-5,000	4,000	7,000	11,000	17,000	14,000

Table 36 – Number of Jobs created in South Cambridgeshire

Note: The total number of jobs is a workplace-based measure and comprises employee jobs, self-employed, government-supported trainees and HM Forces.

Source: Job density data series, ONS (via Nomis)

Cambridge

Jobs	2011	2012	2013	2014	2015	2016	2017	2018
Total jobs	98,000	100,000	108,000	113,000	114,000	115,000	118,000	122,000
Jobs created	-	2,000	8,000	5,000	1,000	1,000	3,000	4,000
Cumulative net additional jobs	-	2,000	10,000	15,000	16,000	17,000	20,000	24,000

Table 37 – Number of Jobs created in Cambridge

Note: The total number of jobs is a workplace-based measure and comprises employee jobs, self-employed, government-supported trainees and HM Forces.

Source: Job density data series, ONS (via Nomis)

Amount and type of completed and committed employment floorspace and land

Gross Amount and Type of Completed Employment Floorspace (sqm)

Cambridge

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0	6,193	11,845	0	348	965	19,351
2012-2013	0	11,164	0	0	69	1	11,234
2013-2014	0	5,730	0	539	2,361	1,296	9,926
2014-2015	106	1,366	2,210	123	0	2,328	6,133
2015-2016	487	17,330	6,688	3,064	261	4,511	32,341
2016-2017	0	15,490	603	1	2,343	0	18,437
2017-2018	0	75,149	24,539	0	2,869	2,787	105,344
2018-2019	0	428	79,843	0	0	886	81,157
2019-2020	16,810	539	2,554	40	0	0	19,943
Total	17,403	133,389	128,282	3,767	8,251	12,774	303,865

Table 38 – Gross Amount and Type of Completed Employment Floorspace (sqm) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

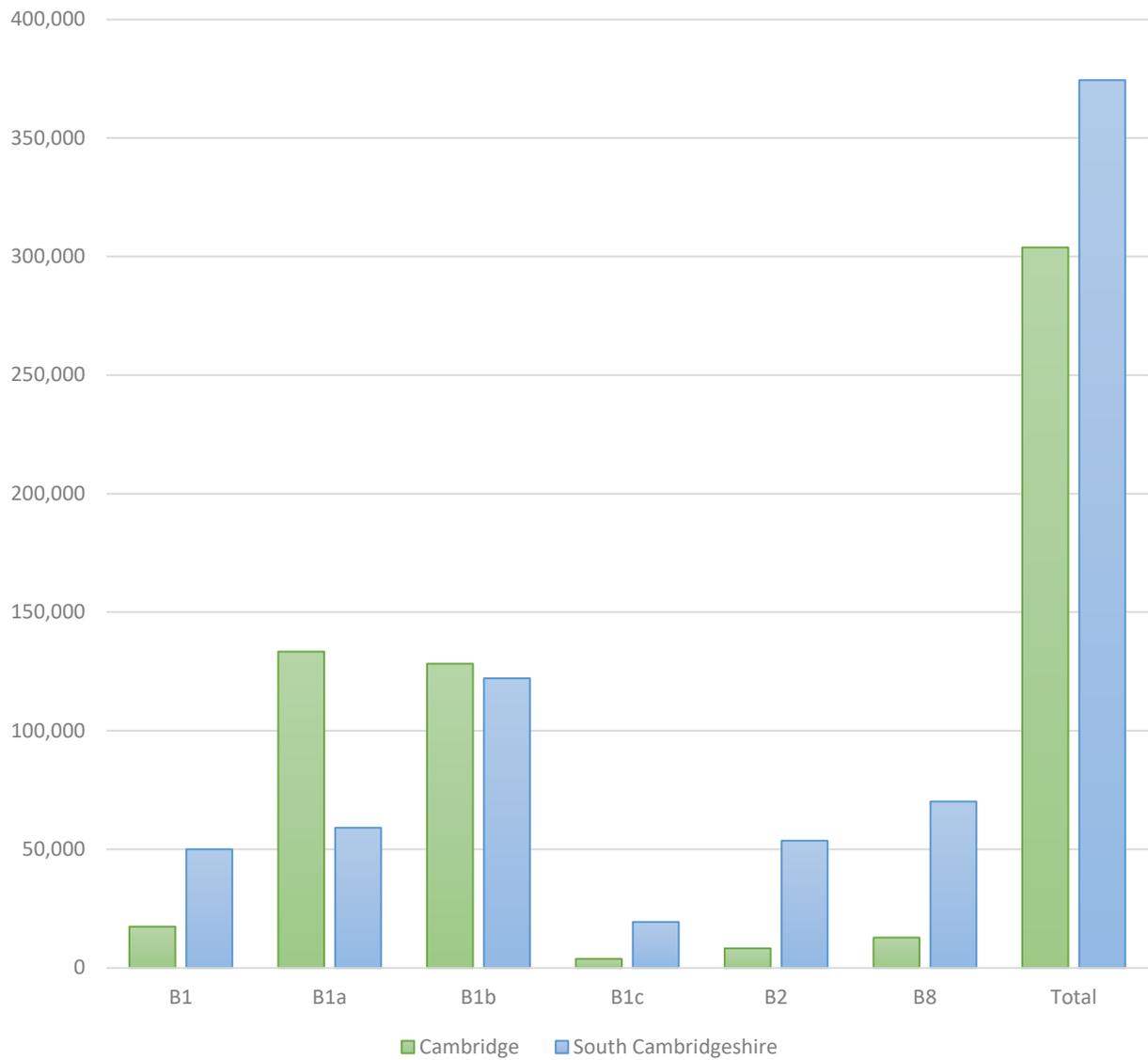
South Cambridgeshire

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0	564	5,461	172	5,767	4,947	16,911
2012-2013	4,821	1,112	1,428	870	8,359	6,561	23,151
2013-2014	128	1,775	4,154	853	2,261	7,420	16,591
2014-2015	330	3,727	33,613	1,754	4,845	7,696	51,965
2015-2016	5,529	9,972	17,372	2,668	14,104	3,354	52,999
2016-2017	1,043	10,619	8,673	990	2,635	8,979	32,939
2017-2018	8,305	11,955	9,703	7,516	10,587	14,836	62,902
2018-2019	11,736	6,394	38,583	3,755	4,890	6,751	72,109
2019-2020	18,123	12,981	3,165	790	180	9,615	44,854
Total	50,015	59,099	122,152	19,368	53,628	70,159	374,421

Table 39 – Gross amount and type of completed employment floorspace (sqm) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Gross amount and type of completed employment floorspace (sqm) over plan period (2011-2020)



Net amount and type of completed employment floorspace (sqm)

Cambridge

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	-224	-2,250	7,632	-4,695	-425	912	950
2012-2013	0	2,397	0	-1,574	-1,170	-161	-508
2013-2014	-81	-4,328	-1,300	-465	-1,255	-5,429	-12,858
2014-2015	106	-12,401	1,590	-262	-561	-9,433	-20,961
2015-2016	425	1,313	6,607	1,748	261	-66	10,288
2016-2017	0	12,936	603	-469	2,055	-1,856	13,269
2017-2018	-6,526	66,199	23,562	0	-2,307	-1,028	79,900
2018-2019	0	-9,198	78,709	-1,425	-1,817	602	66,870
2019-2020	16,810	-11,260	350	40	0	-202	5,738
Total	10,510	65,927	117,753	-7,102	-5,219	-16,661	142,688

Table 40 – Net amount and type of completed employment floorspace (sqm) in Cambridge

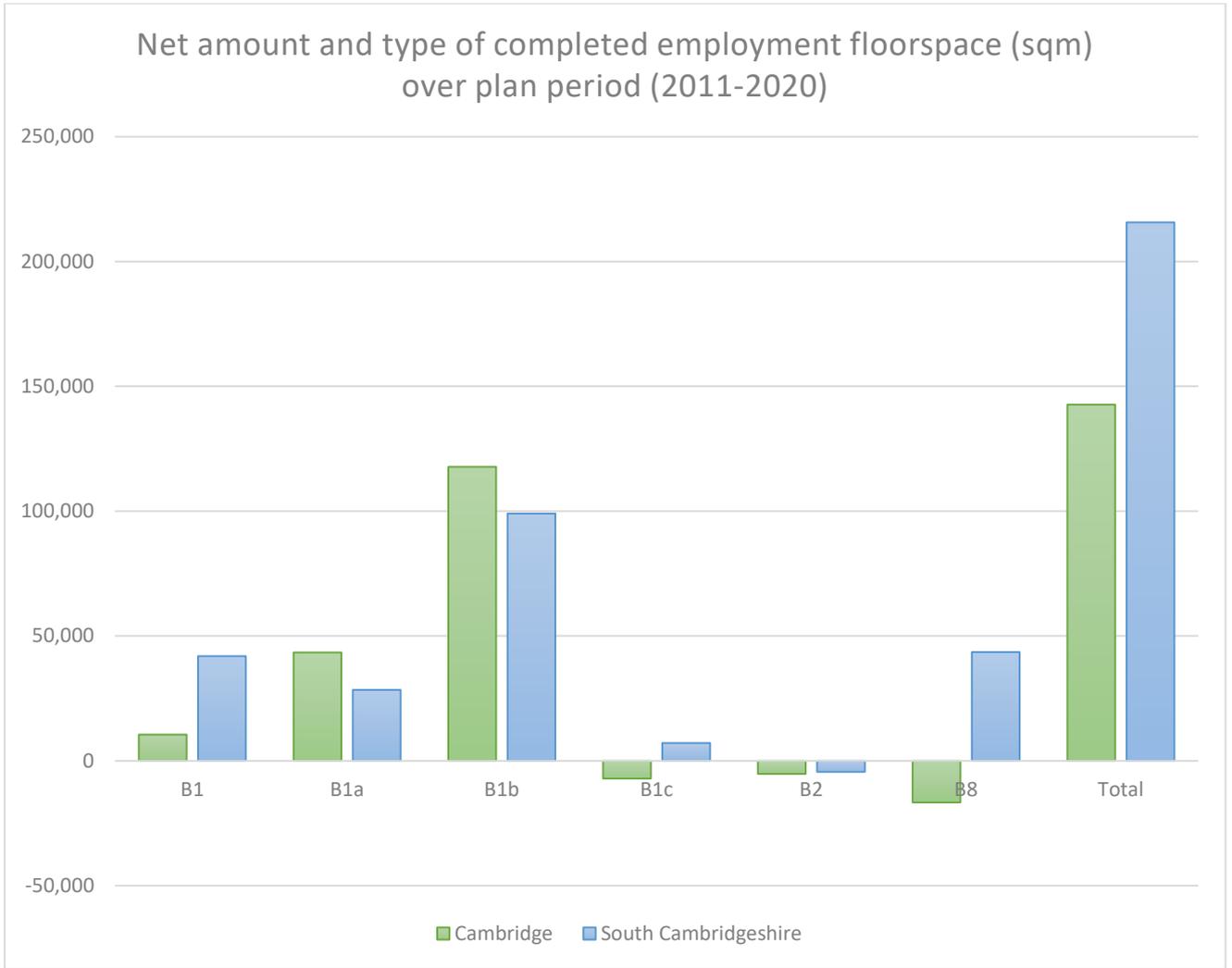
Source: Research & Monitoring - Cambridgeshire County Council

South Cambridgeshire

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0	-5,057	5,461	-104	-6,178	3,000	-2,878
2012-2013	4,467	-1,725	1,317	-3,717	-668	2,623	2,297
2013-2014	128	449	-13,495	-456	-22,668	6,819	-29,223
2014-2015	-432	1,268	33,569	458	-1,835	6,330	39,358
2015-2016	5,529	6,920	17,372	1,877	13,114	-5,757	39,055
2016-2017	1,043	2,055	5,243	439	2,245	6,429	17,454
2017-2018	8,305	6,636	9,703	7,005	9,106	10,881	51,636
2018-2019	4,954	5,877	36,716	2,283	4,890	4,900	59,620
2019-2020	17,935	11,986	3,165	-646	-2,411	8,337	38,366
Total	41,929	28,408	99,051	7,136	-4,405	43,561	215,684

Table 41 – Net amount and type of completed employment floorspace (sqm) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council



Gross Amount and Type of Completed Employment Land (Ha)

Cambridge

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0.00	0.50	2.07	0.00	0.16	0.20	2.93
2012-2013	0.00	0.44	0.00	0.00	0.01	0.05	0.50
2013-2014	0.00	0.68	0.00	0.31	0.43	0.22	1.65
2014-2015	0.01	0.62	0.22	0.07	0.00	0.31	1.23
2015-2016	0.29	1.09	0.75	0.98	0.08	0.83	4.02
2016-2017	0.00	0.76	0.00	0.10	0.66	0.00	1.52
2017-2018	0.00	10.37	1.83	0.00	0.45	0.45	13.09
2018-2019	0.00	0.01	11.88	0.00	0.00	0.84	12.74
2019-2020	2.32	0.25	1.43	0.01	0.00	0.00	4.01
Total	2.62	14.72	18.18	1.47	1.79	2.91	41.68

Table 42 – Gross amount and type of completed employment land (ha) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

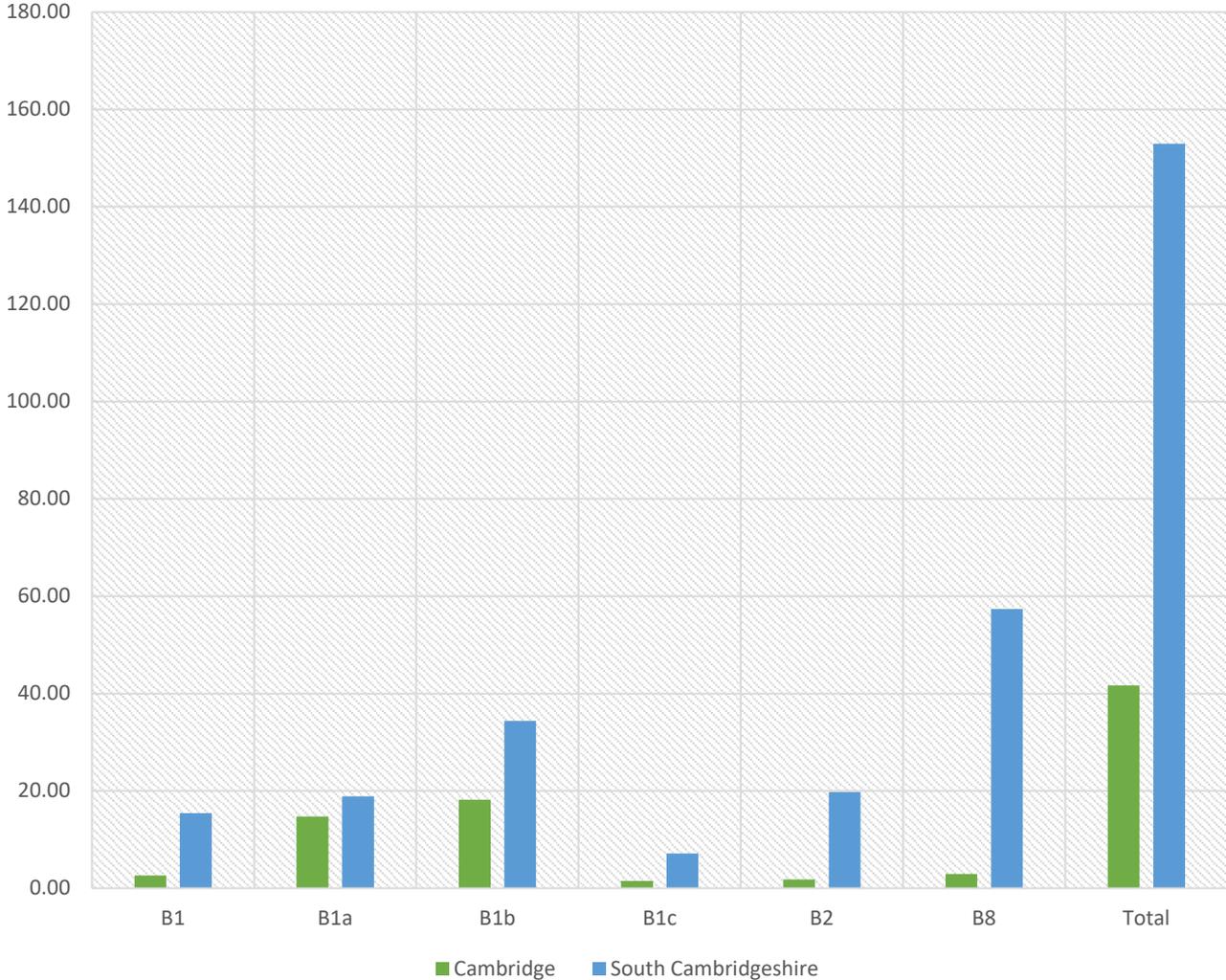
South Cambridgeshire

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0.00	0.88	2.83	0.02	2.50	25.98	32.21
2012-2013	1.66	0.53	0.08	0.84	1.65	2.02	6.78
2013-2014	0.03	0.77	1.41	0.63	0.10	2.03	4.96
2014-2015	0.02	1.06	8.23	0.79	2.78	4.02	16.91
2015-2016	7.94	3.96	4.90	0.93	4.16	7.04	28.92
2016-2017	0.56	2.11	1.67	0.45	4.44	3.17	12.41
2017-2018	0.75	6.38	2.23	2.26	2.16	5.46	19.24
2018-2019	1.38	0.78	12.75	1.15	1.96	4.16	22.18
2019-2020	3.11	2.40	0.29	0.08	0.00	3.48	9.37
Total	15.45	18.87	34.39	7.16	19.75	57.36	152.99

Table 43 – Gross amount and type of completed employment land (ha) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Total Gross amount and type of completed employment land (ha) over plan period 2011-2020



Net Amount and Type of Completed Employment Land (Ha)

Cambridge

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	-0.09	-4.13	-1.50	-3.68	0.01	0.04	-9.35
2012-2013	0.00	-1.53	0.00	-0.27	-0.58	0.04	-2.34
2013-2014	-0.02	-3.75	-0.26	-0.13	0.26	-0.94	-4.85
2014-2015	0.01	-1.54	-0.01	-0.04	-0.18	-2.16	-3.92
2015-2016	0.29	-7.77	0.75	0.81	0.08	-0.81	-6.66
2016-2017	0.00	0.41	0.00	0.06	0.63	-1.01	0.09
2017-2018	-0.59	9.31	0.54	0.00	-0.46	-1.16	7.65
2018-2019	0.00	-3.72	11.23	-0.81	-1.13	0.77	6.35
2019-2020	2.32	-0.90	0.86	0.01	0.00	-0.01	2.28
Total	1.92	-13.62	11.61	-4.05	-1.38	-5.24	-10.75

Table 44 – Net amount and type of completed employment land (ha) in Cambridge
Source: Research & Monitoring - Cambridgeshire County Council

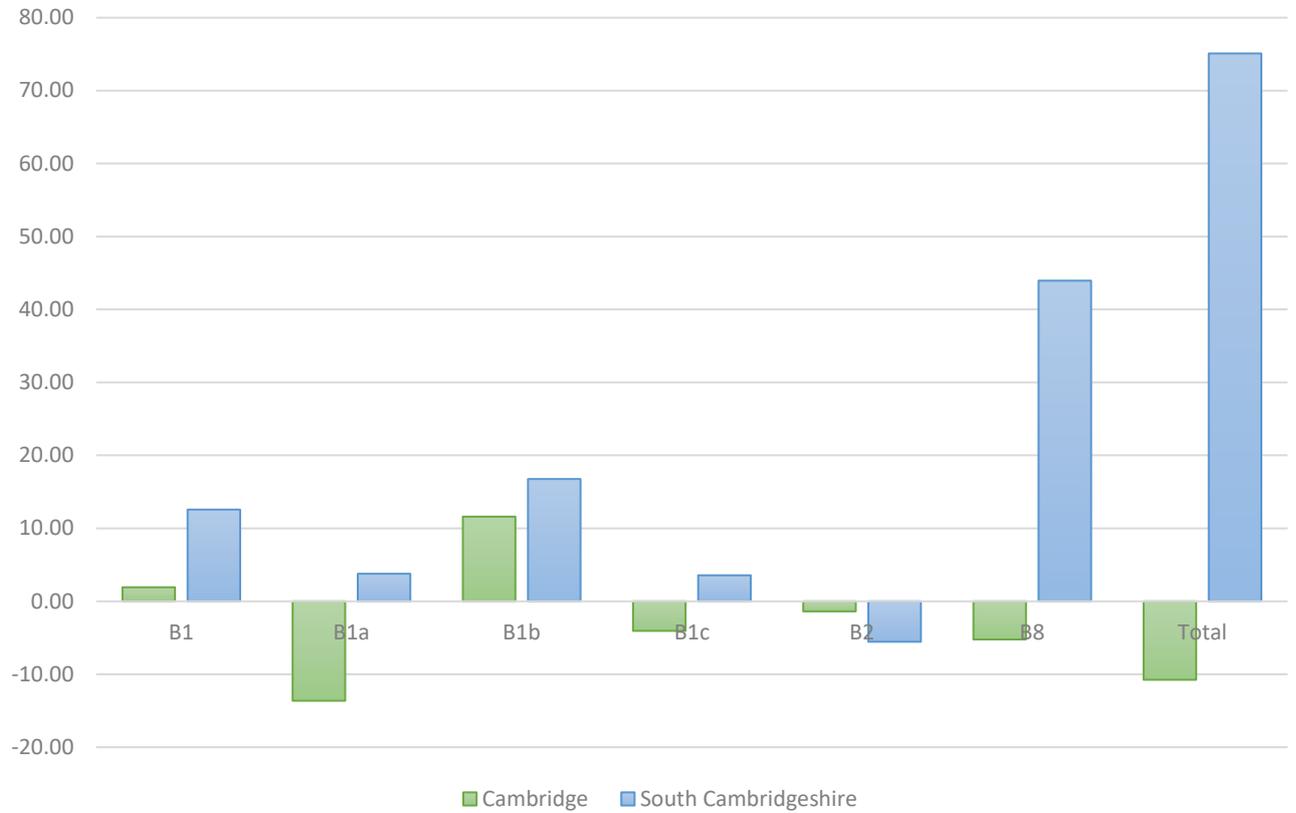
South Cambridgeshire

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0.00	-3.62	2.83	-0.12	0.05	25.04	24.18
2012-2013	1.60	-1.28	0.07	-0.01	-1.41	0.05	-0.98
2013-2014	0.03	0.48	-14.79	-0.17	-12.97	1.20	-26.23
2014-2015	-0.10	0.03	7.85	0.10	0.38	2.27	10.54
2015-2016	7.94	3.12	4.90	0.64	3.95	3.76	24.31
2016-2017	0.56	-0.60	0.65	0.32	3.41	2.15	6.50
2017-2018	0.75	3.39	2.23	2.14	1.20	4.73	14.45
2018-2019	-1.04	0.48	12.75	0.89	1.96	2.72	17.76
2019-2020	2.84	1.76	0.29	-0.22	-2.13	2.04	4.59
Total	12.55	3.76	16.77	3.57	-5.54	43.96	75.12

Table 45 – Net amount and type of completed employment land (ha) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Net amount and type of completed employment floorspace (ha)
over plan period (2011-2020)



Gross Amount and Type of Committed Employment Floorspace by status

Cambridge

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	0	0	140,253	0	0	0	140,253
Detailed planning permission - not started	17,245	12,757	1,115	831	0	0	31,948
Detailed planning permission - under construction	1,215	18,170	14,636	1,755	197	151	36,124
Allocated, with no planning permission	3,405	23,159	11,084	0	2,432	0	40,080

Table 46 – Gross amount and type of committed employment floorspace (sqm) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

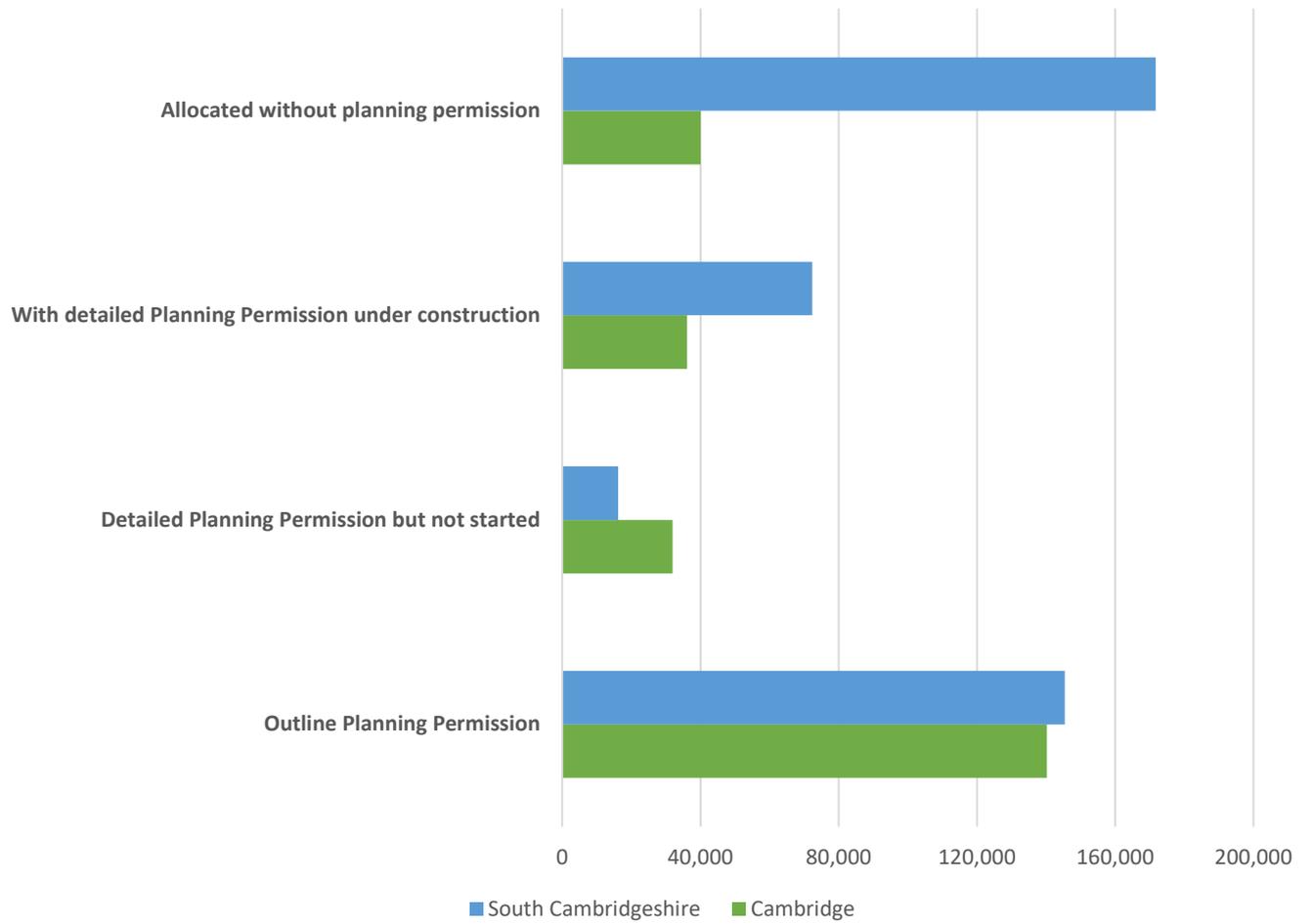
South Cambridgeshire

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	58,570	29,147	46,290	5,000	5,096	1,274	145,377
Detailed planning permission - not started	1,156	7,053	17,136	3,062	3,003	222	16,232
Detailed planning permission - under construction	3,934	19,854	5,903	5,610	24,190	12,835	72,326
Allocated, with no planning permission	70,808	22,900	43,685	2,323	14,092	17,914	171,722

Table 47 – Gross amount and type of committed employment floorspace (sqm) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Gross amount and type of completed employment floorspace (sqm) at March 2020



Net Amount and Type of Committed Employment Floorspace

Cambridge

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	0	0	140,253	0	0	0	140,253
Detailed planning permission - not started	1,215	-5,073	14,636	1,755	50	-1,789	10,794
Detailed planning permission - under construction	17,245	12,172	1,115	831	-32	-32	31,299
Allocated, with no planning permission	-597	13,047	11,084	-425	-28,786	-4,491	-10,168

Table 48 – Net amount and type of committed employment floorspace (sqm) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

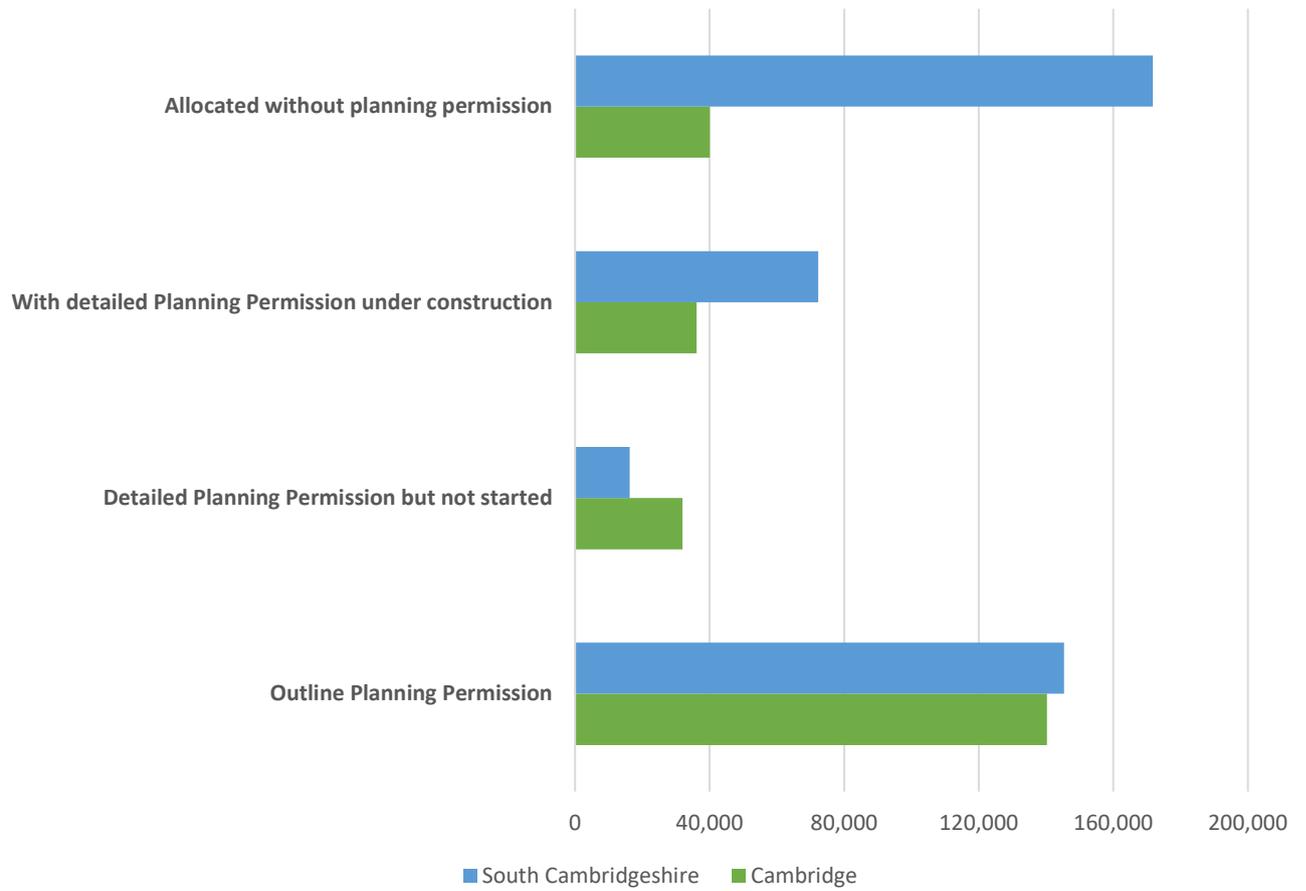
South Cambridgeshire

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	56,873	27,956	46,290	4,735	-46,439	1,232	90,647
Detailed planning permission - not started	3,285	18,291	5,903	3,713	19,655	7,927	58,774
Detailed planning permission - under construction	1,156	6,979	17,136	3,062	-782	222	28,133
Allocated, with no planning permission	56,481	22,900	43,685	2,323	10,722	14,544	150,655

Table 49 – Net amount and type of committed employment floorspace (sqm) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Gross amount and type of completed employment floorspace (sqm) at March 2020



Gross Amount and Type of Committed Employment Land (Ha)

Cambridge

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	0.00	0.00	16.03	0.00	0.00	0.00	16.03
Detailed planning permission - not started	0.44	0.81	0.06	0.09	0.00	0.00	1.40
Detailed planning permission - under construction	0.22	1.56	5.60	0.55	0.02	0.00	7.95
Allocated, with no planning permission	0.50	2.88	1.63	0.00	0.00	0.00	5.01

Table 50 – Gross amount and type of committed employment land (ha) in Cambridge
Source: Research & Monitoring - Cambridgeshire County Council

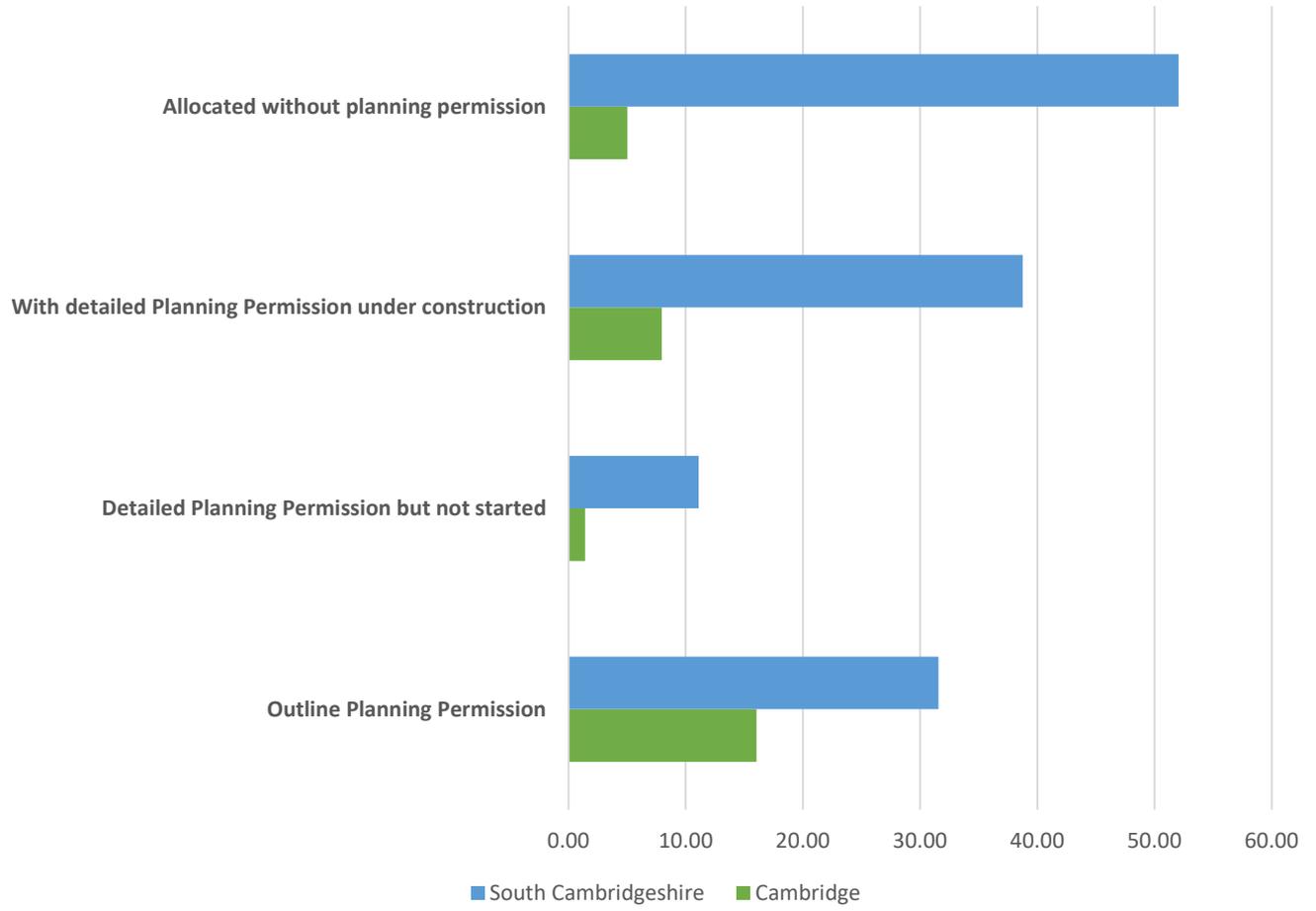
South Cambridgeshire

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	10.65	2.59	16.50	0.00	1.46	0.36	35.12
Detailed planning permission - not started	0.91	1.73	6.72	0.59	0.84	0.31	11.10
Detailed planning permission - under construction	2.13	13.31	1.69	4.71	12.73	4.20	38.77
Allocated, with no planning permission	18.10	8.79	15.97	0.94	3.63	4.63	52.05

Table 51 – Gross amount and type of committed employment land (ha) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Gross Amount and Type of Committed Employment Land (Ha)



Net Amount and Type of Committed Employment Land

Cambridge

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	0.0	0.00	16.03	0.00	0.00	0.00	16.03
Detailed planning permission - not started	0.44	0.85	0.06	0.09	0.04	0.04	1.52
Detailed planning permission - under construction	0.22	4.99	5.60	0.55	0.05	0.46	11.87
Allocated, with no planning permission	1.38	3.92	1.63	0.85	7.16	0.92	15.86

Table 52 – Net amount and type of committed employment land (ha) in Cambridge
Source: Research & Monitoring - Cambridgeshire County Council

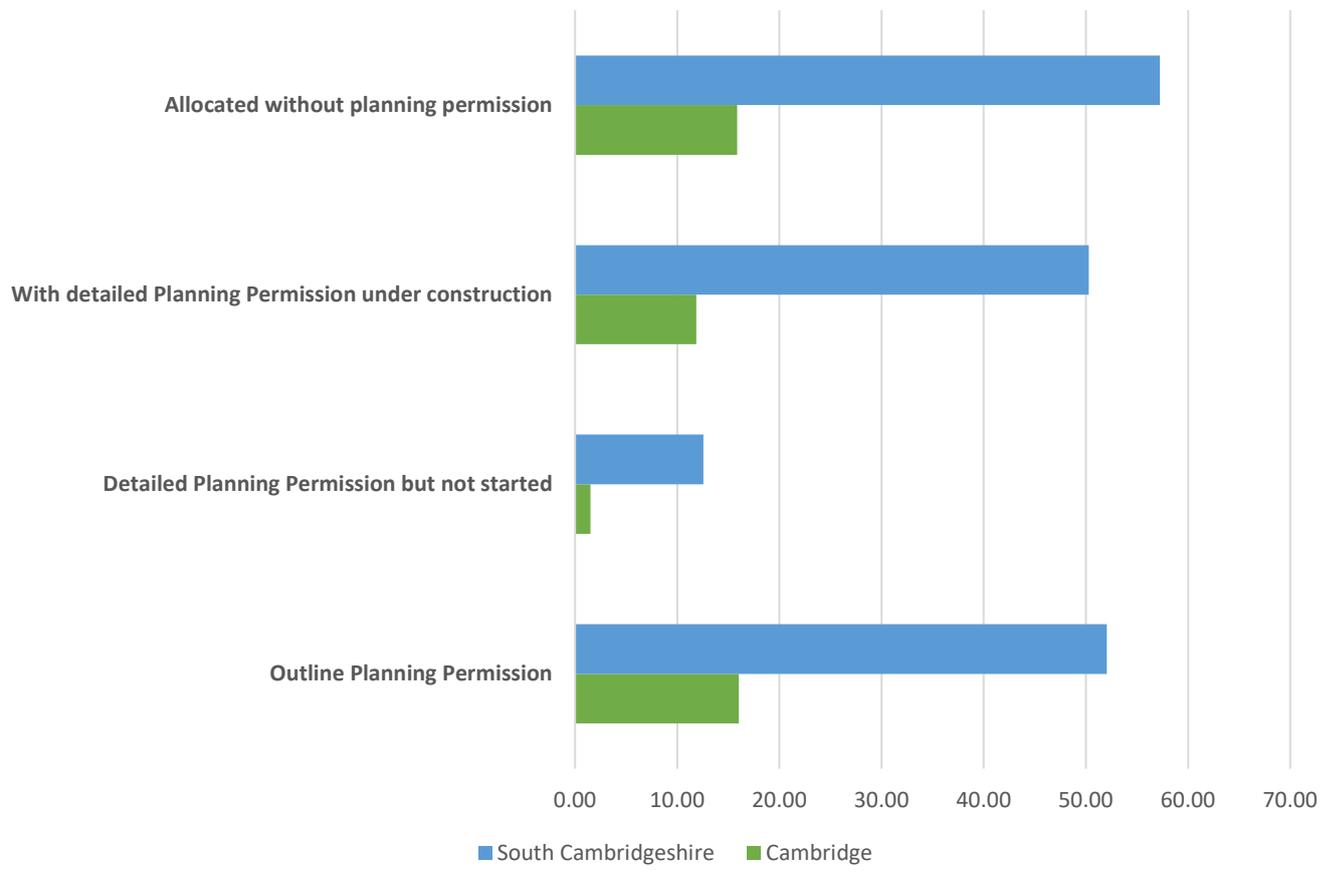
South Cambridgeshire

Permission type	B1	B1a	B1b	B1c	B2	B8	Total
Outline planning permission	11.89	6.21	15.20	2.02	16.35	0.37	52.04
Detailed planning permission - not started	0.91	1.78	6.72	0.59	2.26	0.31	12.57
Detailed planning permission - under construction	2.91	16.54	1.69	5.51	15.93	7.69	50.27
Allocated, with no planning permission	21.60	8.79	15.97	0.94	4.48	5.48	57.25

Table 53 – Net amount and type of committed employment land (ha) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Net Amount and Type of Committed Employment Land (Ha)



Amount of employment land (B uses - see data source) north to other non-employment uses

Amount of employment land (ha) lost to non-employment uses*

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Total
within Cambridge	-0.80	-1.46	-5.06	-1.07	-5.37	-0.80	-1.46	-0.28	-0.45	-16.75
within South Cambs	-7.65	-4.38	-5.10	-1.12	-2.66	-2.59	-4.40	-0.88	-2.61	-31.39
within development frameworks in South Cambs	-3.54	-1.28	-3.92	-0.96	-1.97	-1.26	-1.57	-0.83	-2.29	-17.62

Table 54 – Amount of employment land (ha) lost to non-employment uses*

Source: Research & Monitoring - Cambridgeshire County Council

* Cambridge figures exclude business land lost on land allocated for alternative uses as this has been accounted for, see final section of Policy 41

2013-2014 in Cambridge includes: change of use of Compass House to educational use (3.48ha, C/00992/13) which was in accordance with policy at the time of consideration of planning application

2015-2016 in Cambridge includes: conversion of Castle Court to student accommodation via prior approval (0.582 ha, C/01703/15), and change of use of Elizabeth House to education use and student rooms (1.908ha, C/01305/13, principle of change of use established through earlier permission approved in December 2012)

2011-2012 in South Cambs includes: demolition of SCA Packaging (2.4ha, S/02530/11) which was vacant and marketing had deemed the use of the site for other purposes acceptable (proposal for residential development on the site completed), and prior notification for demolition of Syngenta building (1.5ha, S/1867/11) as office building no longer economically viable

2013-2014 in South Cambs includes: demolition of Monsanto buildings to enable Trumpington Meadows (0.76 ha) and prior notification of demolition of former concrete products factory in Sawston (2.65 ha, S/02646/13) which was redundant

2019-2020 in South Cambs includes: Prior Notification for Demolition of Printworks, Garages, Houses and Remediation of Soils on land between Church Lane and Ermine Street South, Papworth Everard (2.13ha) (S/02417/16)

Amount of employment land (ha) lost to residential development

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Total
within South Cambs	-1.62	-2.69	-1.79	-0.87	-2.36	-2.23	-2.17	-0.85	-0.48	-15.06

Table 55 – Amount of employment land (ha) lost to residential development

Source: Research & Monitoring - Cambridgeshire County Council

Amount and type of completed employment floorspace on previously developed land

Gross amount and type of completed employment land (ha) on brownfield sites in Cambridge

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	0	0.50	2.07	0	0.16	0.20	2.93
2012-2013	0	0.44	0	0	0.01	0.05	0.50
2013-2014	0	0.43	0	0.31	0.43	0.22	1.40
2014-2015	0.01	0.62	0	0.07	0	0.31	1.01
2015-2016	0.29	1.09	0.75	0.98	0.08	0.83	4.02
2016-2017	0	0.76	0.00	0.10	0.66	0	1.52
2017-2018	0	8.83	0.58	0	0.45	0.45	10.31
2018-2019	0	0.01	0	0	0	0.69	0.70
2019-2020	2.32	0.25	1.43	0.01	0	0	4.01
Total	2.62	12.93	4.83	1.47	1.79	2.75	26.40

Table 56 – Gross amount and type of completed employment land (ha) on brownfield sites in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Gross amount and type of completed employment land (ha) on brownfield sites in South Cambridgeshire

Year	B1	B1a	B1b	B1c	B2	B8	Total
2011-2012	-	0.76	2.83	0.02	0.57	25.98	30.17
2012-2013	1.66	0.15	0.08	0	1.65	2.02	5.56
2013-2014	0.03	0.25	0.27	0.48	0.10	0.79	1.92
2014-2015	0.02	1.06	5.54	0.52	1.89	0.91	9.94
2015-2016	7.74	1.54	2.63	0.05	4.16	5.98	22.10
2016-2017	0	0.15	1.67	0.00	4.14	1.47	7.44
2017-2018	0.75	6.38	0	0.65	0.55	2.39	10.73
2018-2019	1.29	0.66	4.32	0.62	1.07	2.95	10.91
2019-2020	2.65	1.30	0.29	0.08	0	0.07	4.39
Total	14.14	12.26	17.64	2.42	14.13	42.56	103.16

Table 57 – Gross amount and type of completed employment land (ha) on brownfield sites in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Completions and Commitments at Cambridge Science Park

Commitments for Cambridge Science Park (SQM) at March 2020 (South Cambridgeshire only)

Site	B1	B1a	B1b	B2	B8	Retail
Cambridge Science Park	3,521	9,270	415	2,560	2,675	911

Table 58 – Commitments for Cambridge Science Park at March 2020 (South Cambridgeshire only)

Source: Research & Monitoring - Cambridgeshire County Council

Gross completions at Cambridge Science Park (SQM) (South Cambridgeshire only)

Use	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	Total
B1a	0	0	0	0	0	260	3,587	0	3,847
B1b	504	0	4,184	4,177	4,991	0	0	1,584	15,440
B1 (unknown)	0	0	0	0	0	0	11,237	16,810	28,047
Total	504	0	4,184	4,177	4,991	260	14,824	18,394	47,334

Table 59 – Gross completions at Cambridge Science Park (SQM) (South Cambridgeshire only)

Source: Research & Monitoring - Cambridgeshire County Council

The labour market

Employment by industry (%) in South Cambridgeshire

-	2011	2013	2015	2017	2019
1: Agriculture, forestry & fishing (A)	2.8	2.9	2.5	2.3	1.9
2: Mining, quarrying & utilities (B,D and E)	1.0	0.9	0.8	0.6	0.8
3: Manufacturing (C)	14.1	14.5	12.5	12.5	12.1
4: Construction (F)	5.6	5.8	5.6	5.7	6.6
5: Motor trades (Part G)	2.1	1.8	2.5	2.0	2.2
6: Wholesale (Part G)	5.6	5.1	4.4	3.4	3.3
7: Retail (Part G)	6.3	5.8	5.6	4.5	4.4
8: Transport & storage (inc postal) (H)	4.2	2.2	1.9	1.7	1.9
9: Accommodation & food services (I)	4.2	5.1	5.0	4.5	4.9
10: Information & communication (J)	6.3	7.2	6.2	8.0	8.8
11: Financial & insurance (K)	1.8	0.7	1.1	1.0	1.1
12: Property (L)	1.4	1.8	1.2	1.4	1.4
13: Professional, scientific & technical (M)	16.9	18.8	22.5	22.7	25.3
14: Business administration & support services (N)	4.9	5.8	5.6	5.7	6.6
15: Public administration & defence (O)	2.1	1.4	1.2	1.1	1.4
16: Education (P)	8.5	7.2	6.2	8.0	7.7
17: Health (Q)	9.9	10.1	12.5	11.4	7.7
18: Arts, entertainment, recreation & other services (R,S,T and U)	3.5	3.6	3.8	3.4	3.3
All industries	100.0	100.0	100.0	100.0	100.0

Table 60 – Employment by industry (%) in South Cambridgeshire

Source: Business Register and Employment Survey, ONS (via NOMIS)

The claimant count in Cambridge

-	Claimant count	Claimants as a % of residents aged 16-64
March 2010	1,905	2.2
March 2011	1,725	1.9
March 2012	1,830	2.1
March 2013	1,660	1.9
March 2014	1,150	1.3
March 2015	780	0.9
March 2016	755	0.9
March 2017	750	0.8
March 2018	765	0.9
March 2019	1,000	1.2
March 2020	1,425	1.6
October 2020	3,560	4.1

Table 61 – (See Table 60 for note)

The claimant count in South Cambridgeshire

-	Claimant count	Claimants as a % of residents aged 16-64
March 2010	1,515	1.6
March 2011	1,300	1.4
March 2012	1,380	1.5
March 2013	1,290	1.4
March 2014	780	0.8
March 2015	545	0.6
March 2016	485	0.5
March 2017	465	0.5
March 2018	495	0.5
March 2019	655	0.7
March 2020	1,035	1.1
October 2020	3,050	3.2

Table 62 – The claimant count in Cambridge and South Cambridgeshire

Note: the claimant count includes the number of people claiming Jobseeker's Allowance plus those who claim Universal Credit and are required to seek work and be available for work and replaces the number of people claiming Jobseeker's Allowance as the headline indicator of the number of people claiming benefits principally for the reason of being unemployed.

Although beyond the timeframe of this AMR, data has been included for October 2020 to demonstrate the impact of Coronavirus post March 2020.

Source: The claimant count, ONS (via NOMIS)

Residents aged 16-64 in employment and working within 5km of home or at home (%)

Area	2011
South Cambridgeshire	35%
East of England	43%

Table 63 – Residents aged 16-64 in employment and working within 5km of home or at home (%)

Source: 2011 Census of Population (via NOMIS)

Economic activity rates for population aged 16-64

-	Cambridge	South Cambridgeshire	Cambridgeshire
2011-2012	74.8	85.0	79.6
2012-2013	80.6	84.1	81.2
2013-2014	81.0	80.6	81.9
2014-2015	80.7	84.7	83.3
2015-2016	80.9	83.6	82.4
2016-2017	74.2	84.1	80.8
2017-2018	82.4	84.8	82.3
2018-2019	79.1	86.7	83.4
2019-2020	82.7	82.0	80.4

Table 64 – Economic activity rates for population aged 16-64

Source: Annual Population Survey, ONS (via NOMIS)

Business demography

Births, deaths and net change in business population in South Cambridgeshire

-	Enterprise births	Enterprise deaths	Active enterprises	Net change
2011	675	655	7,310	-25
2012	755	685	7,390	80
2013	945	640	7,635	245
2014	910	645	7,915	280
2015	935	805	8,220	305
2016	920	855	8,385	165
2017	920	840	8,518	298
2018	1,080	875	8,805	287
2019	1,060	895	9,050	245

Table 65 – Births, deaths and net change in business population in South Cambridgeshire

Source: Business Demography, UK (ONS)

Climate change data

Water consumption per household per year

Water consumption per head per day (litres) in South Cambridgeshire

Measured/ unmeasured	2010- 2011	2011- 2012	2012- 2013	2013- 2014	2014- 2015	2015- 2016	2016- 2017	2017- 2018	2018- 2019	2019- 2020
Un-measured	154	150	141	146	143	163	175	179	134	162
Measured	131	129	123	125	122	117	120	128	165	118
Average	141	138	130	133	131	133	137	145	149	131

Table 66 – Water consumption per head per day (litres)

Source: South Staffs Water

Renewable energy installed by type

Installed capacity (megawatts) – Cambridge

Type	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Wind	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Biomass	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landfill gas	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Sewage gas	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Photovoltaic	1.6712	0.4506	0.5585	0.6196	0.8422	0.1938	0.1159	0.1765	0.0126	4.6409
Hydro-power	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0030	0.0000	0.0030
Total	1.6712	0.4506	0.5585	0.6196	0.8422	0.1938	0.1159	0.1795	0.0126	4.6439

Table 67 – Installed capacity (megawatts) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Installed capacity (megawatts) – South Cambridgeshire

Type	2011-12	2012-13	2013- 14	2014- 15	2015-16	2016-17	2017-18	2018-19	2019-20	Total
Wind	0.0702	30.2300	0.0250	0.0000	0.0000	0.0000	0.0000	0.0050	0.0000	30.3302
Biomass	0.0000	0.0000	0.0000	0.0000	0.3010	0.2000	0.1980	0.9950	2.0000	3.6940
Landfill gas	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Sewage gas	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Photo voltaic	5.8390	26.4904	5.8755	89.0382	70.0513	42.4516	22.8943	0.5319	0.4043	263.5765
Hydro-power	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.9092	56.7204	5.9005	89.0382	70.3523	42.6516	23.0923	1.5319	2.4043	297.6006

Table 68 – Installed capacity (megawatts) in South Cambridgeshire

Source: Research & Monitoring - Cambridgeshire County Council

Renewable energy commitments

Potential Installed Capacity (Mw) As At 31/03/2020 – Cambridge

Type	Outline	Under Construction	Unimplemented	Allocated
Wind	0.0000	0.0000	0.0000	0.0000
Biomass	0.0000	0.0000	0.0000	0.0000
Landfill gas	0.0000	0.0000	0.0000	0.0000
Sewage gas	0.0000	0.0000	0.0000	0.0000
Photovoltaic	0.0000	0.0052	0.1295	0.0000
Hydro-power	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0052	0.1295	0.0000

Table 69 – Renewable energy commitments in Cambridge at 31/03/2020.

Source: Research & Monitoring - Cambridgeshire County Council

Potential Installed Capacity (Mw) As At 31/03/2020 – South Cambridgeshire

Type	Outline	Under Construction	Unimplemented	Allocated
Wind	0.0000	0.0000	0.0100	0.0000
Biomass	0.0000	0.5970	0.0000	0.0000
Landfill gas	0.0000	0.0000	0.0000	0.0000
Sewage gas	0.0000	0.0000	0.0000	0.0000
Photovoltaic	0.0000	0.2025	10.6112	0.0000
Hydro-power	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.7995	10.6212	0.0000

Table 70 – Renewable energy commitments in South Cambridgeshire at 31/03/2020. Source: Research & Monitoring - Cambridgeshire County Council

Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds

Area	Defence type	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018 - 2019	2019-2020
South Cambridgeshire	Flood Defence	8	8	4	7	2	9	2	0	0
South Cambridgeshire	Water Quality	2	1	0	0	0	0	0	0	0
Cambridge City	Flood Defence	0	0	0	0	0	0	0	0	0
Cambridge City	Water Quality	0	0	0	0	0	0	0	0	0

Table 71 – Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence or water quality grounds

Source: Environment Agency

Air Quality

Annual average concentration of Nitrogen Dioxide ($\mu\text{g}/\text{m}^3$) (at monitoring points)

South Cambridgeshire

Site	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Objective
Bar Hill	43	39	N/A	<40.0						
Impington	31	31	27	23	22	23	23	19	16	<40.0
Orchard Park School	25	21	22	19	18	18	18	14	15	<40.0
Girton Road	N/A	27	26	25	24	23	23	18	17	<40.0

Table 72 – Annual average concentration of nitrogen dioxide ($\mu\text{g}/\text{m}^3$) in South Cambridgeshire

Source: South Cambridgeshire District Council 2020 Air Quality Annual Status Report

Cambridge

Site	2014	2015	2016	2017	2018	2019	Annual objective
Gonville Place	37	35	36	31	30	28	<40.0
Montague Road	24	23	27	24	25	22	<40.0
Newmarket Road	26	25	24	26	25	22	<40.0
Parker Street	40	39	39	32	33	33	<40.0
Regent Street	39	34	32	29	26	27	<40.0

Table 73 – Annual average concentration of nitrogen dioxide ($\mu\text{g}/\text{m}^3$) in Cambridge

Source: Cambridge City Council 2020 Air Quality Annual Status Report

Annual number of Days when PM10 levels exceeded a daily mean of 50 ug/m3

South Cambridgeshire

Site	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Objective
Bar Hill	26 days	0 days	N/A	N/A	N/A	N/A	N/A	N/A	N/A	No more than 35 days
Impington	119 days	180 days	21 days	4 days	2 days	1 day	2 days	1 day	2 days	No more than 35 days
Orchard Park School	10 days	4 days	7 days	7 days	1 day	1 day	1 day	1 day	1 day	No more than 35 days
Girton Road	N/A	16 days	23 days	2 days	1 day	1 day	1 day	1 day	3 days	No more than 35 days

Table 74 – Annual number of days when PM10 levels exceeded a daily mean of 50 ug/m3*-South Cambridgeshire

Source: South Cambridgeshire District Council 2020 Air Quality Annual Status Report

Cambridge

Site	2014	2015	2016	2017	2018	2019	Annual objective
Gonville Place	5 days	2 days	1 day	3 days	1 day	2 days	No more than 35 days
Montague Road	4 days	4 days	2 days	3 days	1 day	6 days	No more than 35 days
Parker Street	5 days	4 days	4 days	4 days	1 day	5 days	No more than 35 days

Table 75 – Annual number of days when PM10 levels exceeded a daily mean of 50 ug/m3*- Cambridge

Source: Cambridge City Council 2020 Air Quality Annual Status Report

Annual average concentration PM10 levels

Annual average concentration of PM10 levels (µg/m³) – South Cambridgeshire

Site	2015	2016	2017	2018	2019
Impington	18	17	16	17	16
Orchard Park School	16	16	14	14	14
Girton Road	11	17	17	17	17

Table 76 – Annual average concentration of PM10 levels (µg/m³)

Source: South Cambridgeshire District Council 2020 Air Quality Annual Status Report

Annual average concentration of PM10 levels (µg/m³) –Cambridge

Site	2014	2015	2016	2017	2018	2019	Annual objective
Gonville Place	19	21	20	18	19	19	<50µg/m ³
Montague Road	20	22	22	20	21	22	<50µg/m ³
Parker Street	22	23	22	21	23	21	<50µg/m ³

Table 77 – Annual average concentration of PM10 levels (µg/m³)

Source: Cambridge City Council 2020 Air Quality Annual Status Report

Gas consumption (KwH) per home per year

KwH of gas consumed per consumer per year

Area	2011	2012	2013	2014	2015	2016	2017	2018
South Cambridgeshire	15,047	15,060	14,576	13,953	13,909	14,005	12,772	12,315
Cambridgeshire	14,246	14,223	13,790	13,173	13,301	13,279	N/A	N/A

Table 78 – KWh of gas consumed per consumer per year

Source: Department for Business, Energy & Industrial Strategy (December 2019)

*Data for 2019 unavailable at time of publication

Electricity consumption (KwH) per home per year

KwH of electricity consumed per consumer per year

Area	2011	2012	2013	2014	2015	2016	2017	2018
South Cambridgeshire	4805	4761	4627	4580	4580	4627	4622	4496

Table 79 – KWh of electricity consumed per consumer per year

Source: Department for Business, Energy & Industrial Strategy (December 2019)

*Data for 2019 unavailable at time of publication

Carbon Dioxide emissions per dwelling per year

Carbon Dioxide emissions from domestic sources (kilo tonnes)

Area	2011	2012	2013	2014	2015	2016	2017	2018
South Cambridgeshire	315	339	330	271	260	257	244.6	240.6

Table 80 – Carbon Dioxide emissions from domestic sources (kilo tonnes)

Source: Department for Business, Energy & Industrial Strategy (June 2020)

Carbon Dioxide emissions per capita from domestic sources (tonnes)

Area	2011	2012	2013	2014	2015	2016	2017	2018
South Cambridgeshire	9.1	9.6	9.4	8.7	8.5	8.2	8.0	7.8

Table 81- Carbon Dioxide emissions per capita from domestic sources (tonnes)

Source: Department for Business, Energy & Industrial Strategy (June 2020)

% of surface waters meet the Water Framework Directive ‘good’ status or better for water quality

Ecological Status % length of main rivers

Standard	2009	2010	2011	2012	2013	2014	2015	2016*	2019**
High	0%	0%	0%	0%	0%	0%	0%	0%	0%
Good	7%	7%	10%	3%	6%	2%	2%	7%	0%
Moderate	72%	55%	50%	54%	50%	62%	84%	84%	89%
Poor	20%	36%	37%	41%	43%	34%	14%	10%	11%
Bad	0%	2%	3%	2%	2%	2%	0%	0%	0%

Table 82 – Ecological Status % length of main rivers Source: Environment Agency *

**Some numbers previously rounded up/down incorrectly so figures have been amended

** There has however been a change in the way the EA monitor PBDEs (Polybrominated diphenyl ethers). This Chemical status failure means that overall waterbody statuses are now limited to Moderate. This explains the reason why the 3 waterbodies previously at Good status have seemingly deteriorated.

Household waste collected per household per year

Household waste collected per household per year (KG)

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
South Cambridgeshire	419.9	435	401.2	397	398	449	449	420	408

Table 83 – Household waste collected per household per year (KG)

Source: Greater Cambridge Shared Waste Service

% of household waste collected which is recycled in South Cambridgeshire

Type	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Composted	31%	30%	32%	33%	33%	28%	29%	28%	28%
Recycled	27%	26%	26%	25%	23%	18%	22%	23%	24%

Table 84 – % of household waste collected which is recycled

Source: Greater Cambridge Shared Waste Service

Carbon Dioxide emissions by sector and per capita

Carbon Dioxide emissions by sector and per capita in South Cambridgeshire

Sector	2011	2012	2013	2014	2015	2016	2017	2018
Industry and Commercial Electricity	206.0	261.6	240.3	207.0	177.0	131.7	127.7	122.9
Industry and Commercial Gas	81.6	89.3	88.8	53.6	94.2	93.9	81.5	88.9
Large Industrial Installations	-	-	-	-	-	-	-	0.1
Industrial and Commercial Other Fuels	142.2	148.7	150.6	143.2	121.8	108.1	99.0	100.0
Agriculture	10.1	10.2	10.1	10.2	10.6	10.6	10.7	18.3
Industry and Commercial Total	439.9	509.8	489.8	414.1	403.6	354.3	318.9	330.2
Transport Total	481.5	478.1	475.3	480.9	500.8	519.0	530.9	666.1
Grand Total	1236.6	1325.8	1294.7	1172.2	1172.2	134.7	1094.5	1230.5
Per Capita Emissions	8.3	8.8	8.6	7.7	7.6	7.3	7.0	7.8

Table 85 – Carbon Dioxide emissions by sector and per capita Source: Department for Business, Energy & Industrial Strategy (June 2020)

Biodiversity data

Total area designated as SSSIs (hectares)

Area	2011	2012	2013	2014	2015	2016	2017	2018	2019
South Cambridgeshire	952	952	952	952	952	952	948	1163.9	1163
Cambridge	15.03	15.03	15.03	15.03	15.03	15.03	15.03	15.03	15.03

Table 86 – Total area designated as SSSIs (hectares) Source: CPERC

% of SSSIs in favourable or unfavourable recovering condition

Area	2011	2012	2013	2014	2015	2016	2017	2018	2019
South Cambridgeshire	83	88	88	89	86	96	96	92	92
Cambridge	93.5	93.5	93.5	93.5	93.5	93.5	93.5	93.5	93.5
Cambridgeshire	72	79	78	76	80	80	81	80	78

Table 87 – % of SSSIs in 'favourable' or 'unfavourable recovering' condition Source: CPERC

Change in area of sites of biodiversity importance (SPA, SAC, RAMSAR, SSSI, NNR, LNR, CWS)

Special Areas of Conservation (SAC) within South Cambridgeshire

Category	2018-19	2019-20
SAC area in South Cambridgeshire (ha)	67.1	66.2

Table 88 – SAC within South Cambridgeshire Source: CPERC * There are no SACs within Cambridge City

Local Nature Reserves within Greater Cambridge

Category	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
LNR area in Cambridge City (ha)	77.1	77.1	77.1	77.1	77.06	77.06	77.06	77.06	77.06
LNR area in South Cambridgeshire (ha)	N/A	36.88	36.88						

Table 89 – Local Nature Reserves within Greater Cambridge Source: CPERC County Wildlife

Sites (CWS) within Greater Cambridge

Category	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Total area of CWS in Cambridge (ha)	N/A	95.31	95.31	95.31	95.31	96.91	96.91	96.91	96.91
Total area of CWS in South Cambridgeshire (ha)	N/A	1702.8	1702.8						

Table 90 – County Wildlife Sites (CWS) within Greater Cambridge Source: CPERC

City Wildlife Sites (CiWS) within Cambridge

Category	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Number of CiWS	51	51	51	50	50	49	49	49	49
Total Area of CiWSs (ha)	168.6	168.6	168.6	164.74	164.74	163.14	163.14	163.14	163.14

Table 91 – City Wildlife Sites (CiWS) within Cambridge Source: CPERC * there are no CiWS in South Cambridgeshire

Local Geological Sites (LGS) in Cambridge

Category	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Total Area of LGSs in Cambridge (ha)	-	-	-	-	8.08	9.26	9.26	9.26	9.26

Table 92 – Local Geological Sites (LGS) in Cambridge Source: CPERC * there are no Local Geological Sites in South Cambridgeshire

Community and Leisure Facilities and Local Service

Delivery of community and leisure facilities (Gross completed floorspace) in Cambridge

Year	D1*	D2*
2011-2012	12,049	351
2012-2013	29,342	2,054
2013-2014	-3,292	11,426
2014-2015	3,431	4,712
2015-2016	94,808	1,595
2016-2017	8,579	4,696
2017-2018	21,855	1,202
2018-2019	45,949	1,379
2019-2020	4,626	872
Total	217,347	28,287

Table 93 – Delivery of community and leisure facilities (Gross completed floorspace) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Definitions from [The Planning Portal](#)

*D1 uses (Non-residential institutions) include Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres

*D2 uses (Assembly and leisure) include Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Note: Changes to the Use Classes Order came into effect on 1 September 2020. □ Class D has been revoked:

- ⌚ D1 is split out and replaced by the new Classes E(e-f) and F1
- ⌚ D2 is split out and replaced by the new Classes E(d) and F2(c-d) as well as several newly defined 'Sui Generis' uses.

These changes will have implications for monitoring in 2020/21.

Delivery of community and leisure facilities (Net completed floorspace) in Cambridge

Year	D1*	D2*
2011-2012	6,314	2,468
2012-2013	5,055	737
2013-2014	1,852	2,018
2014-2015	-1,136	325
2015-2016	1,234	15,710
2016-2017	1,080	1,805
2017-2018	243	4,768
2018-2019	559	3,574
2019-2020	3,502	872
Total	18,702	32,277

Table 94 – Delivery of community and leisure facilities (Net completed floorspace) in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

Definitions from [The Planning Portal](#)

*D1 uses (Non-residential institutions) include Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres

*D2 uses (Assembly and leisure) include Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

Note: Changes to the Use Classes Order came into effect on 1 September 2020. □ Class D has been revoked:

- ⌚ D1 is split out and replaced by the new Classes E(e-f) and F1
- ⌚ D2 is split out and replaced by the new Classes E(d) and F2(c-d) as well as several newly defined 'Sui Generis' uses.

These changes will have implications for monitoring in 2020/21.

Open space in Cambridge City at May 2020

Area	Total Area (Ha) *	Semi-Natural Woodland (Ha)	No. of Play Areas
Clay Farm	10.37	3.54	2
Glebe Farm	2.61	0	4
Orchard Park	2.49	0	1
Trumpington Meadows	3.99	0	1
Total	19.45	3.54	8

Table 95 – Open Space in Cambridge City at May 2020

Source: this information is collected using aerial photography alone and has not been subject to a site visit so may be revised in future. The data provided will be used to provide a baseline to compare against future years and we will work to improve the data available in future years.

NOTES:

* new areas identified since 2011 Open Space and Recreation Strategy. Some of these are existing sites that haven't previously been assessed. Some of these are new sites that have been provided as part of new development. Areas include amenity areas either side of pathways.

Aerial Photography for Eddington is too limited to identify the majority of new areas therefore no summary is provided. Similarly, there are parts of Clay Farm & Trumpington Meadows that can't be identified by the latest Aerial Photography.

Retail data

Completed (gross) retail floorspace

Cambridge

Year	Retail - convenience	Retail - durable	Retail - unknown	Total Retail
2011-2012	265	1,695	0	1,960
2012-2013	346	1,673	636	2,655
2013-2014	73	2,987	350	3,410
2014-2015	332	1,499	457	2,288
2015-2016	1,985	871	474	3,330
2016-2017	4,362	0	730	5,092
2017-2018	2,936	209	268	3,413
2018-2019	661	441	0	1,102
2019-2020	40	228	75	343
Total	11,000	9,603	2,990	23,593

Table 96 – Completed (gross) retail floorspace in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

South Cambridgeshire

Year	Retail - convenience	Retail - durable	Retail - unknown	Total Retail
2011-2012	118	387	75	580
2012-2013	537	674	0	1,211
2013-2014	658	1,038	97	1,793
2014-2015	2,248	1,309	499	4,056
2015-2016	223	2,472	90	2,785
2016-2017	881	1,068	0	1,949
2017-2018	166	604	498	1,268
2018-2019	395	456	45	896
2019-2020	291	444	742	1,477
Total	5,517	8,453	2,046	16,016

Table 97 – Completed (gross) retail floorspace in South Cambridgeshire
 Source: Research & Monitoring - Cambridgeshire County Council

Completed (net) retail floorspace

Cambridge

Year	Retail - convenience	Retail - durable	Retail - unknown	Total Retail
2011-2012	165	68		233
2012-2013	-412	-2,856	636	-2,632
2013-2014	-629	-613	209	-1,034
2014-2015	-3,681	462	457	-2,762
2015-2016	-85	-320	235	-170
2016-2017	3,683	-185	702	4,200
2017-2018	1,387	-112	-29	1,246
2018-2019	-1,684	-643	-717	-3,044
2019-2020	-230	36	-769	-963
Total	-1,486	-4,163	724	-4,926

Table 98 – Completed (net) retail floorspace in Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

South Cambridgeshire

Year	Retail - convenience	Retail - durable	Retail - unknown	Total Retail
2011-2012	-61	-938	75	-924
2012-2013	147	534	0	681
2013-2014	559	595	66	1,220
2014-2015	1,756	1,159	499	3,414
2015-2016	-247	2,472	81	2,306
2016-2017	-126	-21	0	-147
2017-2018	71	-582	235	-276
2018-2019	187	129	16	333
2019-2020	145	16	742	903
Total	2,431	3,365	1,714	7,510

Table 99 – Completed (net) retail floorspace in South Cambridgeshire
 Source: Research & Monitoring - Cambridgeshire County Council

Gross committed retail floorspace in March 2020

Cambridge

Permission type	Convenience	Durable	Unknown	Total
Outline	506	0	14,291	14,797
Not started	808	204	1,628	2,640
Under construction	931	0	272	1,203
Allocated floorspace	0	0	0	0
Total	2,245	204	16,191	18,640

Table 100 – Gross committed retail floorspace in March 2020 – Cambridge
Source: Research & Monitoring - Cambridgeshire County Council

South Cambridgeshire

Permission type	Convenience	Durable	Unknown	Total
Outline	10,978	25,000	6,867	42,845
Not started	1,719	833	1,240	3,792
Under construction	221	360	160	741
Allocated floorspace	390	0	2,850	3,240
Total	13,308	26,193	11,117	50,618

Table 101 – Gross committed retail floorspace in March 2020 - South Cambridgeshire
Source: Research & Monitoring - Cambridgeshire County Council

Net committed retail floorspace in March 2020

Cambridge

Permission type	Convenience	Durable	Unknown	Total
Outline	506	0	14,291	14,797
Not started	379	-917	-2,168	-2,706
Under construction	901		-468	433
Allocated floorspace	0	0	0	0
Total	1,786	-917	11,655	12,524

Table 102 – Net committed retail floorspace in March 2020 – Cambridge

Source: Research & Monitoring - Cambridgeshire County Council

South Cambridgeshire

Permission type	Convenience	Durable	Unknown	Total
Outline	10,931	25,000	6,867	42,798
Not started	1,571	833	1,137	3,541
Under construction	221	360	0	581
Allocated floorspace	390	0	2,850	3,240
Total	13,113	26,193	10,854	50,160

Table 103 – Net committed retail floorspace in March 2020 - South Cambridgeshire.

Source: Research & Monitoring - Cambridgeshire County Council

Completed hotel floorspace (net) in Cambridge

Year	Gross	Net
2011-2012	557	-175
2012-2013	1,134	-37
2013-2014	7,951	7,863
2014-2015	1,364	316
2015-2016	0	-4,328
2016-2017	6,621	6,621
2017-2018	2,982	2,816
2018-2019	2,244	1,041
2019-2020	10,965	10,965
Total	33,818	25,082

Table 104 – Increase in completed hotel floorspace in Cambridge
Source: Research & Monitoring - Cambridgeshire County Council

Proportion of A1 uses within district centres in Cambridge

District Centre	2013	2019	Target
Arbury Court	50	66.66%	55%
Cherry Hinton High Street	38.71	51.72%	55%
Histon Road	70	60%	55%
Mill Road East	41.79	56.97%	55%
Mill Road West	36.91	49.36%	55%
Mitchams Corner	36.21	48.38%	55%

Table 105 – % of units in A1 uses in District Centres in Cambridge
Source: Greater Cambridge Shared Planning team survey and Cambridge Retail and Leisure Study Update (2013)

Design and Conservation data

Number of Buildings of Local Interest (BLIs) in Cambridge

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2016	2016-2017	2017-2018	2018-2019	2019-2020
Cambridge	1,032	1,032	1,032	1,043	455	452	460	467	465

Table 106 – Number of Buildings of Local Interest (BLIs) in Cambridge

Note: in some cases a single entry is used to cover more than one building. The significant reduction in the number of BLIs between 2014/15 and 2015/16 was as a result of consolidating entries meaning that a single entry is sometimes used to cover more than one building

Source: Conservation Team- Greater Cambridge Shared Planning Service

Number of listed buildings and number that are at risk in South Cambridgeshire

Listed Buildings	2011-2012	2012-2013	2013-2014	2014-2015	2015 - 2016	2016-2017	2017-2018	2018-2019	2019-2020
Number of listed buildings	2,672	2,672	2,660	2,675	N/A	N/A	2,687	2,692	2,693
Number at risk	46	69	52	52	N/A	N/A	N/A	15*	9
% of listed buildings at risk	1.7%	2.6%	2%	1.9%	N/A	N/A	N/A	0.6%	0.3%

Table 107 – Number of listed buildings and number that are at risk in South Cambridgeshire

Note: * There is significant reduction in the number of Listed Buildings at risk reported in 2018-2019 in comparison to when last previously reported in 2014-2015 as a result of an internal review of the register which found a large number of listings were no longer 'at risk'.

Source: Conservation Team – Greater Cambridge Shared Planning Service

Other heritage assets at risk in South Cambridgeshire

Heritage assets	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Buildings and Structure	2	2	2	3	2	2	2	2	1	1
Place of Worship	1	1	1	4	5	5	5	3	6	8
Archaeology / Scheduled Monuments	24	25	24	24	22	21	20	20	18	14
Registered Parks and Garden	0	0	0	0	0	0	0	0	0	0
Registered Battlefield	0	0	0	0	0	0	0	0	0	0
Wreck Site	0	0	0	0	0	0	0	0	0	0
Conservation Area	11	10	11	5	5	5	6	5	5	5

Table 108 – Other heritage assets at risk in South Cambridgeshire

The building/ structure at risk in 2020 has permission to be demolished.

Source: Historic England

Transport data

Vehicles crossing the Cam - April 2018*

Vehicle type	12 Hr flow	Modal split
Motorcycles	1,337	1%
Cars & Taxis	46,321	37%
Light goods	6,564	5%
Heavy goods	1179	1%
Bus & coach	1,559	1%
All motor vehicles	56,920	46%
Pedal cycles	35,522	29%
Pedestrians	31,102	25%
Total (all modes)	1,213,573	100%

Table 109 – Vehicles crossing the Cam - April 2019 Source: Cambridgeshire County Council Traffic Monitoring Report 2019

* Survey by Cambridgeshire County Council of all vehicle crossing the River Cam (all bridges into the city centre) in April 2018

Traffic growth on urban River Cam screenline*

Vehicle type	2014	2015	2016	2017	2018	Change 2017 to 2018
Motorcycle	120	106	115	80	118	48%
Car & taxi	93	91	90	93	89	-4%
Light goods	99	97	97	97	94	-3%
Heavy goods	71	71	77	82	58	-29%
Bus & Coach	86	94	83	84	77	-8%
All motor vehicles	93	92	91	93	89	-4%
Pedal cycles	185	165	171	177	164	-7%

Table 110 – Traffic growth on urban River Cam screenline Source: Cambridgeshire County Council Traffic Monitoring Report 2018

*Traffic is monitored comprehensively in Cambridge by Cambridgeshire County Council along 2 screenlines. The Urban River screenline runs along the river Cam. Vehicles, pedestrians and cyclists crossing all bridges in the city centre are counted every Spring.

** Index (2007 = 100)

% of residents aged 16-74 in employment and working within 5km of home or at home

Area	2011
South Cambridgeshire	35%
East of England	43%

Table 111 – % of residents aged 16-74 in employment and working within 5km of home or at home Source: Census data – will be updated when more up to date information becomes available

Vehicle flows across the South Cambridgeshire – Cambridge City boundary over 12-hour period

Vehicle type	12 hours	modal split
motorcycles	1,691	1%
cars	169,713	78%
light goods vehicles	24,035	11%
heavy goods vehicles	4,874	2%
bus & coach	1,842	1%
All motor vehicles	All motor vehicles	All motor vehicles
pedal cycles	11,996	5%
Pedestrians	4,529	2%
Total (all modes)	218,680	100%

Table 112 – Traffic Growth on the Cambridge Radial Cordon Source: Cambridgeshire County Council Traffic Monitoring Report 2018

Traffic growth on the Cambridge Radial Cordon*

Vehicle type	2014	2015	2016	2017	2018	Change 2017 to 2018
Motorcycle	92	96	103	82	90	-3%
Car & taxi	108	111	111	109	108	-1%
Light goods	99	102	101	111	111	0.2%
Heavy goods	99	139	142	102	116	
Bus & Coach	77	104	103	85	79	14%
All motor vehicles	107	110	110	109	108	-7%
Pedal cycles	152	161	180	150	166	10%

Table 113 – Traffic growth on urban River Cam screenline Source: Cambridgeshire County Council Traffic Monitoring Report 2018

* Traffic is monitored comprehensively in Cambridge by Cambridgeshire County Council along 2 screenlines. The Cambridge Radial Cordon monitors vehicles, pedestrians and cyclists on every entry and exit route to Cambridge. Seven sites are also monitored to count cyclists and pedestrians on paths between the radial routes This is counted in the Autumn.

Index (2008 = 100)

Congestion – average journey time per mile during the am peak environment

Sept 2011 - August 2012	Sept 2012 - August 2013	Sept 2013 - August 2014	Sept 2014 - August 2015	Sept 2015 - August 2016	Sept 2016 - August 2017
3.84 minutes	3.78 minutes	4.45 minutes	4.87 minutes	4.87 minutes	4.75 minutes

Table 114 – Congestion - average journey time per mile during the am peak environment Source: Cambridgeshire County Council Traffic Monitoring Report 2018

People killed or seriously injured in road traffic accidents

South Cambridgeshire Casualty Trends

Year	Fatal	Serious	Slight	Total
2011	7	81	486	574
2012	9	61	463	533
2013	5	70	428	503
2014	5	78	438	521
2015	9	63	426	498
2016	11	84	477	572
2017	11	94	381	486
2018	7	81	249	337
2019	3	58	179	240
Total	67	670	3,527	4,264

Table 115 – People killed or seriously injured in road traffic accidents Source: ONS

Health and Wellbeing data

Life expectancy at birth

Gender	Area	2010-2012	2011-2013	2012-2014	2013-2015	2014-2016	2015-2017	2016-2018	2017-2019
Males	South Cambridgeshire	82.8	83.0	82.7	82.1	82.3	82.3	82.8	83.5
Males	Cambridge	79.8	79.9	79.8	80.2	80.5	80.9	81.0	80.9
Males	England	79.2	79.4	79.3	79.5	79.5	79.6	79.6	79.8
Females	South Cambridgeshire	85.9	85.9	85.6	85.2	85.2	85.5	85.7	85.8
Females	Cambridge	84.4	84.3	84.0	84.0	84.0	83.6	83.6	84.3
Females	England	83.0	83.1	83.0	83.1	83.1	83.1	83.2	83.4

Table 116 – Life expectancy at birth

Source: Public Health England

Exercise levels

Area	2017/18	2018/19
South Cambridgeshire	68.3	73.0
Cambridge	80.1	75.2
East of England	65.4	66.9

Table 117 – Percentage of physical active adults in Cambridge and South Cambridgeshire.

Source: Public Health England

Recorded Crimes per 1,000 people

Area	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
South Cambridgeshire	32.9	31.2	30.8	31.1	31.6	36.8	48.7	47.2	47.5
Cambridge	55.3	48.9	46.4	47.8	49.0	69.5	66.4	122.0	123.1

Table 118 – Recorded crimes per 1000 people

Source: Cambridgeshire Constabulary data from Cambridgeshire Insite

Percentage of residents with a long-term limiting illness

Area	2011
South Cambridgeshire	14%
Cambridge	14%

Table 119 – Percentage of residents with a long-term limiting illness

Source: Census of Population, 2011

Index of multiple deprivation

South Cambridgeshire

Indicator	2000	2004	2007	2010	2013	2019
Income Deprivation Rank	298th	294th	275th	254th	249th	246th
Employment Deprivation Rank	275th	286th	276th	260th	250th	244th
Overall Deprivation Rank	342nd	345th	350th	322th	316th	300th
Average Deprivation Score	7.33	6.39	6.55	7.11	8.05	8.49

Table 120 – Indices of multiple deprivation – South Cambridgeshire

Note: The most deprived Local Authority is ranked 1

Source: English Indices of Deprivation from the Ministry of Housing, Communities & Local Government (MHCLG)

Key Stage 4 attainment results

South Cambridgeshire

Standard	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
% pupils achieving the standard pass (a grade 4 or above) in English and mathematics	76.4	77.6	75.9	76.1	80.1
% pupils achieving the strong pass (a grade 5 or above) in English and mathematics	-	59.9	57.8	58.2	63.3
Ebacc Average Points Score	-	-	4.94	5.05	5.19
Attainment 8	56.6	54.4	53.8	55.0	56.9
Progress 8	0.40	0.41	0.43	0.42	N/A

Table 121a – Key Stage 4 attainment results

Source: Department for Education (via Cambridgeshire County Council)

Cambridgeshire

Standard	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
% pupils achieving the standard pass (a grade 4 or above) in English and mathematics	67.7	67.0	66.2	67.9	72.8
% pupils achieving the strong pass (a grade 5 or above) in English and mathematics	-	46.7	46.1	47.7	51.2
Ebacc Average Points Score	-	-	4.26	4.36	4.54
Attainment 8	51.5	47.7	48	49.2	51.3
Progress 8	0.11	0.10	0.13	0.17	N/A

Table 121b – Key Stage 4 attainment results

Source: Department for Education (via Cambridgeshire County Council)

England

Standard	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
% pupils achieving the standard pass (a grade 4 or above) in English and mathematics	63.3	63.9	64.2	64.6	71.8
% pupils achieving the strong pass (a grade 5 or above) in English and mathematics	-	42.6	43.3	43.2	50.1
Ebacc Average Points Score	-	-	4.04	4.07	4.41
Attainment 8	50.1	46.3	46.5	46.7	50.3
Progress 8	-0.03	-0.03	-0.02	-0.03	N/A

Table 121c – Key Stage 4 attainment results

Source: Department for Education (via Cambridgeshire County Council)

Note: Coronavirus pandemic caveats related to Key Stage 4 attainment data 2019/20 data should not be directly compared to attainment data from previous years for the purposes of measuring changes in student performance.

Due to the coronavirus pandemic, the summer exam series was cancelled in 2020. Pupils scheduled to sit GCSE and A/AS level exams in 2020 were awarded either a centre assessment grade (based on what the school or college believed the student would most likely have achieved had exams gone ahead) or their calculated grade using a model developed by Ofqual - whichever was the higher of the two. The GCSE grades awarded to pupils in 2020 will remain with them as they stay on in further and higher education or enter employment after leaving school. However, the cancellation of summer 2020 GCSE exams and the new method of awarding grades has led to a set of pupil attainment statistics that are unlike previous years. Each of the pupil level attainment statistics have increased - more than would be expected in a typical year - between the 2018/19 and 2019/20 academic years. This reflects the change to the way GCSE grades were awarded rather than improvements in pupil performance.

School level information will not be published in 2020.

However, for consistency and transparency, the following headline measures will be reported in this publication at local authority and national level:

- percentage of pupils entering the English Baccalaureate (EBacc entry)
- percentage of pupils achieving a grade 5 or above in English and maths (Attainment in English and maths)

- attainment across the same 8 qualifications (Attainment 8)
- English Baccalaureate Average Point Score (EBacc APS)

Additionally, the department decided it is not appropriate to publish progress 8 measures.

All data released as part of the DfE's KS4 Performance 2020 Publication is publicly available for all on the DfE website. For further information, see the DfE's full publication, including a methodology paper.

S106 data

Investment secured for infrastructure and community facilities through developer contributions

S106 contributions secured and received in Cambridge

Year	Amount secured by Cambridge City Council	Amount secured by Cambridgeshire County Council	Amount received by Cambridge City Council	Amount received by Cambridgeshire County Council
2014/2015	N/A	£4,850,668	£5,568,982	£20,823,607
2015/2016	£389,561	£232,122	£3,748,873	£19,853,789
2016/2017	£609,946	£1,169,524	£1,606,471	£6,753,430
2017/2018	£984,813	£1,663,813	£2,782,309	£13,296,026
2018/2019	£1,014,817	£1,990,544	£1,614,664	£5,350,950
2019/2020	£3,169,190	£2,210,226	£2,029,300	£11,819,417

Table 122 – S106 contributions secured and received in Cambridge Source: Development Contributions Monitoring Officer at Greater Cambridge Shared Planning Service and Capital and Funding Manager at Cambridgeshire County Council

Investment secured for South Cambridgeshire District Council

Investment secured for:	Open Space	Community Facilities	Transport	Total
2011-2012	£377,113	£1,520,138	unknown	3,452,036
2012-2013	£1,441,847	£210,259	unknown	2,695,859
2013-2014	£848,844	£146,243	unknown	2,064,069
2014-2015	£859,107	£181,977	unknown	6,884,121
2015-2016	£704,358	£143,966	unknown	1,500,653
2016-2017	£1,942,517	£1,925,691	unknown	5,622,068
2017-2018	£2,166,352	£1,681,496	unknown	6,169,122
2018-2019	£611,349	£785,761	unknown	2,142,866
2019/2020	482,348	£669,717	£11,716,367	Unknown

Table 123 – S106 contributions secured in South Cambridgeshire for open space, community facilities and transport. Source: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

Money Received by South Cambridgeshire District Council

Money received for:	Open Space	Community Facilities	Transport	Total
2011-2012	£386,147	£26,809	unknown	505,461
2012-2013	£370,382	£62,819	unknown	2,628,228
2013-2014	£621,567	£226,888	unknown	3,179,086
2014-2015	£647,149	£701,328	£540,511	2,411,967
2015-2016	£1,142,966	£167,338	£531,201	2,980,441
2016-2017	£456,076	£62,977	£628,433	2,895,392
2017-2018	£638,237	£187,753	£2,435,653	1,287,849
2018-2019	£726,964.15	£231,820.62	£447,692	1,778,734
2019/2020	£433,998	£947,981	£1,347,509	Unknown

Table 124 – S106 Money received by South Cambridgeshire District Council for open space, community facilities and transport. Source: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

Cambridge Southern Fringe

Investment secured from Cambridge Southern Fringe

Investment secured for:	Cambridge Southern Fringe (South Cambridgeshire District Council)	Cambridge Southern Fringe (Cambridgeshire County Council)
2011-2012	Unknown	N/A
2012-2013	Unknown	N/A
2013-2014	Unknown	N/A
2014-2015	Unknown	N/A
2015-2016	Unknown	N/A
2016-2017	Unknown	N/A
2017-2018	Unknown	N/A
2018-2019	Unknown	N/A
2019/2020	Unknown	N/A

Table 125 – Investment secured by Cambridgeshire County Council and South Cambridgeshire District Council from Cambridge Southern Fringe Source: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

Money received from Cambridge Southern Fringe

Money received for:	Cambridge Southern Fringe (South Cambridgeshire District Council)	Cambridge Southern Fringe (Cambridgeshire County Council)
2011-2012	Unknown	£2,374,503
2012-2013	Unknown	£5,817,617
2013-2014	Unknown	£1,461,362
2014-2015	Unknown	£3,489,230
2015-2016	Unknown	£838,691
2016-2017	Unknown	£27,584
2017-2018	Unknown	£4,779,465
2018-2019	Unknown	£1,308,261
2019/2020	Unknown	Unknown

Table 126 – Money received by Cambridgeshire County Council and South Cambridgeshire District Council from Cambridge Southern Fringe Source: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

Northstowe

Investment secured from Northstowe

Money received for:	Northstowe (South Cambridgeshire District Council)	Northstowe (Cambridgeshire County Council)
2011-2012	Unknown	N/A
2012-2013	Unknown	N/A
2013-2014	Unknown	N/A
2014-2015	Unknown	£30,000,000
2015-2016	Unknown	N/A
2016-2017	Unknown	£70,000,000
2017-2018	Unknown	N/A
2018-2019	Unknown	N/A
2019/2020	£16,642,114	N/A

Table 127 – Investment secured by Cambridgeshire County Council and South Cambridgeshire District Council from Northstowe: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

Money received from Northstowe

Money received for:	Northstowe (South Cambridgeshire District Council)	Northstowe (Cambridgeshire County Council)
2011-2012	N/A	N/A
2012-2013	N/A	N/A
2013-2014	N/A	N/A
2014-2015	N/A	N/A
2015-2016	£386,766	£123,149
2016-2017	£0	£0
2017-2018	£559,263*	£16,672,466**
2018-2019	£127,433	£10,270,621
2019/2020	£0	£6,590,444

Table 128 – Money received by Cambridgeshire County Council and South Cambridgeshire District Council from Northstowe: S106 Officer South Cambridgeshire District Council and Capital and Funding Manager at Cambridgeshire County Council

* £172,497 for phase 1 and £386,766 for phase 2

** £925,599 for phase 1 and £15,746,867 for phase 2

North West Cambridge

Investment secured from North West Cambridge

Money received for:	North West Cambridge (South Cambridgeshire District Council & Cambridge City Council)	North West Cambridge (Cambridgeshire County Council)
2011-2012	N/A	N/A
2012-2013	£192,580*	£18,735,409
2013-2014	N/A	N/A
2014-2015	N/A	N/A
2015-2016	N/A	N/A
2016-2017	N/A	N/A
2017-2018	N/A	N/A
2018-2019	N/A	N/A
2019/2020	£2,104.62	N/A

Table 129 – Investment secured by Cambridgeshire County Council and South Cambridgeshire District Council/Cambridge City Council from North West Cambridge. S106 Officer South Cambridgeshire District Council, Development Contributions Monitoring Officer at Greater Cambridge Shared Planning Service and Capital and Funding Manager at Cambridgeshire County Council

* Not including £75 per house and £150 per flat for waste receptacles and £2,115 per bus stop

Money received from North West Cambridge

Money received for:	North West Cambridge (South Cambridgeshire District Council & Cambridge City Council)	North West Cambridge (Cambridgeshire County Council)
2011-2012	N/A	N/A
2012-2013	N/A	N/A
2013-2014	£17,236	N/A
2014-2015	£6,866	N/A
2015-2016	N/A	£318,416
2016-2017	£10,743	£209,093
2017-2018	£66,715	£543,081
2018-2019	£2,009	£0
2019/2020	£82,267	£0

Table 130 – Money received by Cambridgeshire County Council and South Cambridgeshire District Council/Cambridge City Council from North West Cambridge. S106 Officer South Cambridgeshire District Council, Development Contributions Monitoring Officer at Greater Cambridge Shared Planning Service and Capital and Funding Manager at Cambridgeshire County Council

Cambridge East

Investment secured from Cambridge East

Investment secured for:	Cambridge East (South Cambridgeshire District Council & Cambridge City Council)	Cambridge East (Cambridgeshire County Council)
2011-2012	N/A	N/A
2012-2013	N/A	N/A
2013-2014	N/A	N/A
2014-2015	N/A	N/A
2015-2016	N/A	N/A
2016-2017	£746,300	£17,644,837
2017-2018	N/A	N/A
2018-2019	N/A	N/A
2019/2020	£0	Unknown

Table 131 – Investment secured by Cambridgeshire County Council and South Cambridgeshire District Council/Cambridge City Council from Cambridge East. S106 Officer South Cambridgeshire District Council, Development Contributions

Monitoring Officer at Greater Cambridge Shared Planning Service and Capital and Funding Manager at Cambridgeshire County Council

Money received from Cambridge East

Money received for:	Cambridge East (South Cambridgeshire District Council & Cambridge City Council)	Cambridge East (Cambridgeshire County Council)
2011-2012	N/A	N/A
2012-2013	N/A	N/A
2013-2014	N/A	N/A
2014-2015	N/A	N/A
2015-2016	N/A	N/A
2016-2017	N/A	N/A
2017-2018	£269,918.68	£0
2018-2019	£0	£0
2019/2020	£0	Unknown

Table 132 – Money received by Cambridgeshire County Council and South Cambridgeshire District Council/Cambridge City Council from North West Cambridge. S106 Officer South Cambridgeshire District Council, Development Contributions Monitoring Officer at Greater Cambridge Shared Planning Service and Capital and Funding Manager at Cambridgeshire County Council

This page is intentionally left blank

Cambridge City Council

Officer Urgent Decision Record

Decision(s) taken:	To take action to address the implications for businesses and the city centre and to provide support for them in the context of the Coronavirus restrictions
Decision of:	Strategic Director 1
Date of decision:	12 November 2020
Matter for Decision:	<p>The four-week national lockdown from 5 November 2020 requires the council to determine any additional measures necessary to support the city over and above the support already in place and/or simplifying timescales or parameters for that support. The Council is addressing this by:</p> <ul style="list-style-type: none">• implementing national business grant support schemes, both mandatory, and those where the council has some discretion to address local economic needs;• confirming support that it provides within its own authority (e.g., to market and street traders in Cambridge); and• confirming support it provides within its own authority through city centre car-parking arrangements.
Any alternative options considered and rejected:	The decisions are taken based on the latest guidance and information at 12 November 2020 and will be kept under review.
Reason(s) for the decision including any background papers considered:	<p>An urgent decision under paragraph 2 of section 9, Council Procedure Rules was necessary to enable business support grants, support for market and street traders and city centre car-parking arrangements to be finalised and implemented in the context of the four-week national lockdown from 5 November 2020.</p> <p>The Government's announcement of the national lockdown on 31 October 2020 followed by the start of the lockdown on 5 November 2020 requires decisions outside of the normal cycle with additional delegated authority to oversee detailed implementation where appropriate.</p>
Conflicts of interest and dispensations	None.

granted by the Chief Executive:

Other Comments: The Executive Councillors for (i) Finance and Resources (ii) Climate Change, Environment and City Centre, and (iii) Transport and Community Safety were consulted and approved the Strategic Director's decision.

Reference: 2020/OfficerUrgency/SR+EC+PT/16

Contact for further information: Fiona Bryant, 01223 457325 fiona.bryant@cambridge.gov.uk

ADDRESSING THE IMPLICATIONS FOR BUSINESSES AND THE CITY CENTRE IN THE CONTEXT OF THE CORONAVIRUS RESTRICTIONS

1. INTRODUCTION AND CONTEXT

- 1.1 Cambridge City Council has introduced a number of initiatives to support the city through the Coronavirus pandemic.
- 1.2 On 31 October 2020, the Government announced a four-week national lockdown from 5 November to 2 December 2020 to help address a second wave of the pandemic. This has required following types of businesses and venues to close or restrict how they provide goods and services for the duration of the national lockdown:
- non-essential retail
 - hospitality venues
 - accommodation
 - leisure and sports facilities
 - entertainment venues
 - personal care facilities

Guidance on what this period requires can be found at www.gov.uk/guidance/new-national-restrictions-from-5-november#businesses-and-venues.

- 1.3 The announcement of the lockdown, and its subsequent start, have brought forward the need to review support arrangements and confirm those arrangements remaining in place, any small changes required to those, for example in terms of timescale for the support, as well as any new initiatives.
- 1.4 This report outlines the above, and requests approval on any new or amended support to be put in place. The report also asks for approval for delegated authority

2 DECISIONS

- 2.1 The Strategic Director, following consultation and agreement with the **Executive Councillor for Finance and Resources**:
- a. confirms the intention to introduce the Local Restrictions Support Grant scheme, a mandatory scheme, in line with the Section 31 grant determination and Government support and the information in paragraphs 3.3-3.7
 - b. approves the initial proposals in paragraphs 3.8-3.15 for support to be provided via the Additional Restrictions Grant (ARG) Scheme in line with Section 31 grant determination, with the Government Guidance for the ARG, and with local economic need over the current national lockdown period from 5 November 2020;

- c. will finalise the local policy and process for the Additional Restrictions Grant scheme, approve updates (where required by government guidance and updates) and oversee application assessment and grant distribution relating to the Covid-19 national lockdown from 5 November 2020;
- d. will, in consultation with the Executive Councillor, Chair and Spokes, develop and agree amended proposals for support under the Additional Restrictions Grant scheme in line with further Government guidance and local economic need. Further development of the scheme is required to support businesses through further restrictions where ARG support is appropriate, up to and including 31st March 2021 for grants approval, and where appropriate for grant use in 2021/22 in line with Government decision over timescales for the funding, and as outlined in section 3.14. Support will be in line with the provisions of the Local Economic Recovery Strategy and the Greater Cambridge local economic needs and opportunities will underpin this further development;
- e. will finalise local policy in line with any amendments arising from 2.1 (d) above, and oversee application assessment and grant distribution of the amended policy.

2.2 The Strategic Director, following consultation and agreement with the **Executive Councillor for Climate Change, Environment and City Centre**:

- a. approves the introduction of a rental holiday for all market and street traders during the initial periods of national lockdown from 5 November 2020 and, with agreement by Exec Councillor, for subsequent periods of national lockdown required on or before 31 March 2021;
- b. approves the extension of a 25% discounted pitch fee for all market traders from the end of the national lockdown period until 31 March 2021;
- c. approves the arrangement that, up until 31 March 2021, any market trader who chooses to surrender their pitch may do so without giving notice and will also have the right to return to take up a pitch again (after that date, they will need to make a new application in order to return); and
- d. approves the waiver of normal notice periods until 31 March 2021 for any market trader wishing to terminate lease permanently

2.3 The Strategic Director, in consultation and agreement with the **Executive Councillor for Transport & Community Safety**:

- a. approves proposals set out in section 5 for the introduction of free city centre worker permits for city centre car parks (as agreed by the Council's car parking team), primarily aimed at helping lower paid essential business workers during period(s) of national lockdown up until March 2021; and
- b. delegates authority to the Head of Commercial Services to implement this approval in line with best practice, and compliance requirements.

3. BUSINESS SUPPORT GRANTS

Background

- 3.1 Earlier this year, the Council implemented a number of government-funded Covid-19-related, which have now closed and are no longer available. These include:
- a. £13.9 million for businesses in the Retail, Hospitality and Leisure sectors (based on 507 properties with a rateable value between £15,000 and £51,000 which received £25,000 single grant payments each and 121 properties with a rateable value below £15,000, which received £10,000 single grant payments each)
 - b. £8.31 million in Small Business Grant payments to 831 business-rated companies (£10,000 single grant payments each);
 - c. £1.19 million to small businesses through additional funding for which the Council could apply some discretion in meeting local economic circumstances. The Council scheme focussed on businesses in flexible officer space, market and street traders and charities and not-for-profit organisations, which were not eligible for the previous two Covid-19 grant payments (3.1 a and b).
- 3.2 Although those earlier government-funded schemes were based on different applicant categories and grant-funding levels (not directly comparable with the new grant schemes introduced by the government for the national lockdown from 5 November), it is worth noting that the Council is able to draw on this previous experience and the practical arrangements put in place at that time. Now, the Government has asked the City Council to implement two new Covid-19 grant schemes for business support in relation to the national lockdown.

Local Restrictions Support Grant (LRSG)

- 3.3 This is a mandatory, national scheme applying across local government in England and covers businesses in properties with a rateable value. There are different versions of the scheme which apply to different Covid alert levels (and whether or not businesses are forced to close), but the current focus is on the scheme that applies in periods of national lockdown¹.
- 3.4 Under the LRSG scheme during a national lockdown, a single grant to cover the four-week period will be paid to each eligible business. Businesses with more than one qualifying property will receive more than one grant. The rate of payment for eligible businesses will be:

1. This is an addendum to the Local Restrictions Support Grant (Closed) scheme.

- a. For properties with a rateable value of £15,000 or under, grants will be £1,334 for the four weeks
- b. For properties with a rateable value of over £15,000 and below £51,000, grants will be £2,000 for the four weeks
- c. For properties with a rateable value of £51,000 or over, grants will be £3,000 for the four weeks.

This '£51,000 or over' rateable value category is worth noting because the previous Covid-19 grant schemes earlier this year were limited to businesses with a rateable value below £51,000.

- 3.5 The Government has allocated the City Council £2.727 million to distribute to eligible businesses relating to the current four-week national lockdown period (5 November to 2 December). This allocation currently represents 90% of the of the estimated grant funding requirement, that was calculated using Valuation Office Agency (VOA) data, based on the categories of business relevant to the closures imposed by Government. If the allocation proves insufficient for all eligible businesses, top-up funding will be provided. Government have also indicated that the grant allocation will be extended if the national lockdown restrictions are extended. Should restrictions on leaving national lockdown be phased via a Government decision to move through other Covid alert levels², the grant provisions may be amended by Government in line with their guidance on mandatory grants for businesses within specific tiers.
- 3.6 The Grant payments to the Council are made under section 31 of the Local Government Act 2003 and in line with the section 31 grant determination approved by the Treasury. The grant will be managed in accordance the relevant official guidance (see background papers in Section 8, below).
- 3.7 The LRSG is a mandatory grant. It therefore does not require an urgent decision but is included in this paper for information and completeness only. The LRSG scheme for the period of the national lockdown is being launched in the week ending Friday 13 November.

2. That is 'Very High' (when the Government requires business to close during local lockdowns) or 'High' (when businesses are not forced to close but some may experience a severe impact due to other restrictions in place) and 'Medium'.

Additional Restrictions Grant (ARG)

- 3.8 Support under this scheme will be in line with Additional Restrictions Grants: guidance for Local Authorities. On the basis of £20 per head of population³, the Government has allocated Cambridge £2.495 million for this scheme. It has indicated that this is a one-off payment under such a scheme, and may need to meet needs up to end of March 2021 and even into 2021/22. Therefore, the Council needs to consider the immediate needs for support during the current national four-week lockdown, but also those beyond that period, for which, at the moment, we do not have specific guidance.
- 3.9 The Government guidance suggests three ways in which local authorities may wish to use their Additional Restrictions Grant via direct grants to businesses:
- a. to help those businesses which – while not legally forced to close – are nonetheless severely impacted by the restrictions put in place to control the spread of Covid-19.(e.g., businesses which supply the retail, hospitality, and leisure sectors, or businesses in the events sector);
 - b. to help businesses outside the business rates system, which are effectively forced to close – for example market traders; and
 - c. to provide additional support to larger local businesses which are important to the local economy, on top of the funding provided to those businesses via the LRSG (Closed) scheme, with due reference to State Aid.
- 3.10 Councils may allocate funding to meet local economic needs. Once the Council has finalised its local policy approach, it will be important to apply this approach consistently and without exceptions.
- 3.11 Council Officers have considered the guidance and the provisions within the grant allocations letter and the remaining gaps in clarity in detailed spend period for the funding allocation which remain to be resolved. They have considered the key themes provided by Government and how these might be best applied within the city, gaps where businesses may have received no funds up to date, and also the potential for consistency across local authorities in the Cambridge and Peterborough area. We are also working to ensure a simple framework which can be applied to get funding out to those who need it as soon as practically possible within the relevant compliance parameters.

3. Based on Office for National Statistics 2019 mid-year population statistics.

The Additional Restrictions Grant proposal

- 3.12 Using previous work to identify gaps in other support and to meet local economic need, the proposal is to initially provide the following support in the form of a single payment under the ARG during, initially, for the four-week lockdown period. Table 1 (see next page) sets out the proposed applicant categories and grant levels.
- a. For those businesses forced to close, but nonetheless not eligible for the Local Restrictions Support Grant, the payments are in line with the mandatory grant provided under the LRSG.
 - b. For those not forced to close, but where the national lockdown restrictions have severely impacted business, lower grant figures will apply as these businesses are allowed to trade.
- 3.13 The proposals cover groups lying outside of those eligible for the LRSG and where we have identified potential gaps in support for businesses impacted by the national lockdown period, even where they haven't been required to close.
- a. Businesses in Cambridge not paying business rates themselves but located in properties for which business rates are paid
 - b. Supply chain businesses in Cambridge supporting the retail, hospitality and leisure (whether or not paying business rates themselves).
 - c. Market and street traders operating in Cambridge.
 - d. Hardship fund for self-employed people in Cambridge excluded from the Self-Employed Income Support Scheme: (eg, those who started businesses after the qualifying date for SEISS hair-dressers, beauty therapy, children's entertainers operating in others' homes or other community venues)⁴.
- 3.14 The rationale for the two payment levels are that we believe that, although many businesses will be significantly impacted by the national lockdown, those required to close will be more heavily impacted than those who are able to remain open.
- 3.15 As the longevity of the grant extends beyond the immediate lockdown period, the Council will monitor the initial scheme and develop any further grant offers and or wider business support proposals, working closely with partners. The provisions of the Local Economic Recovery Strategy and the Greater Cambridge local economic needs and opportunities will underpin this further development.

4. Please note that this group is still subject to further advice from the Department of Business, Energy and Industrial Strategy.

Table 1: Additional Restrictions Grant: proposed applicant categories and grant levels

Applicant type	Banding	Grant level	
		Forced to close	Not forced to close but faces severe impact:
Businesses not paying business rates themselves but located in properties for which business rates are paid	Annual rent up and including £15,000	£1,334	£934
	Annual rent of more than £15,000 but below £51,000	£2,000	£1,400
	Annual rent of £51,000 or more	£3,000	£2,100
Supply chain businesses supporting the retail, hospitality and leisure (whether or not paying business rates themselves).	Rateable value or annual rent up and including £15,000	£1,334	£934
	Rateable value or annual rent more than £15,000 but below £51,000	£2,000	£1,400
	Rateable value or annual rent of £51,000 or more	£3,000	£2,100
Market and street traders	Flat rate	£500	£350
* Hardship Fund for Self-employed business owners falling outside of the Self-Employed Income Support Scheme *Please note that this group is still subject to further advice from BEIS	Flat Rate	£500	£350

4. ADDITIONAL SUPPORT FOR MARKET AND STREET TRADERS.

- 4.1 The seven-day market in Cambridge continues to play an important part in the City's offer to residents and visitors alike.
- 4.2 The Council has provided continued support to traders since the early lockdown in March via Urgent Decisions taken in March and September and subsequently reported to Environment & Community Scrutiny Committee on 2 July and 1 October respectively.
- 4.3 Prior to the pandemic, the market had around 170 traders, which has dropped to around 130 active traders. Monthly income has dropped by £30,000. Street traders normally provide an income of around £5,000-£6,000 per month
- 4.4 It is anticipated that only about 30 market traders and 26 street traders (out of 36 street traders) could trade as essential traders, during the national lockdown.
- 4.5 To help sustain General and Sunday market occupancy figures in the future and a viable city centre market during this lockdown period, and to address uncertainties arising on further restrictions applied, the following measures are proposed:
 - a. to provide market and street traders with a rent-free period for a four-week period over the proposed national lockdown, and where required, to apply similar support to further periods of national lockdown, where agreed by executive Councillor, up until 31 March 2021;
 - b. To apply a 25% discount to all General and Sunday Market traders pitch fees for any periods outside national lockdown periods up until 31 March 2021;
 - c. To extend the 'relinquishing of licence' measure for market traders (i.e., removal of the four-week notice period condition) from the 30 November 2020 (proposed in the urgent decision taken in June and reported to Committee in October 2020) to 31 March 2021.
 - d. Market traders who choose to surrender pitch may do so without usual notice and have right to return up until 31 March 2021
 - e. Further support is available to eligible market traders through the proposed Additional Resources Grant in section 3 above (see Table 1).
- 4.6 Based on a recent average four-week income from trading, the proposal for a four-week rental holiday is estimated to cost c£50k in income for the council, but the support is based on underpinning longer term viability for the marketplace.

5. CAR PARKING

- 5.1 The requirement for social distancing measures to help prevent transmission of the pandemic in the last six months has led to Government guidance prioritising car travel when appropriate.
- 5.2 The Council has continued to help delivery of services to residents during 2020 through the provision of parking concessions including free parking permits in the city centre for public and voluntary sector workers requiring access to support the most vulnerable residents in their homes. The Council has also supported essential businesses to remain open during lockdown and provided a period of reduced-price parking through to the late summer to help encourage customer confidence to return to the centre in a Covid-safe way after the initial lockdown period.
- 5.3 In applying any support through changes to parking, the Council needs to balance the public health and economic recovery requirements with its commitment to addressing climate change and transport related emissions.
- 5.4 In October 2020, an urgent decision by Executive Councillor agreed that the support for free parking permits for approved public and voluntary sector workers supporting residents in relation to the pandemic restrictions would be extended until 31 March 2021.
- 5.5 The announcement and subsequent start to a national lockdown has led to a further review of support, and a proposal to provide further support to essential businesses within the city centre. The proposal is to:
- a. Introduce a new “city centre worker” permit providing free access for parking across all multi-storey car parks except for the Grand Arcade. The permit provides support primarily aimed at helping lower paid essential business workers to access their workplace in compliance with the current HMG guidance.
 - b. The permit will apply during the current four-week period of national lockdown, and, by agreement with Executive Cllr, for any subsequent periods of lockdown occurring up until 31 March 2021.
- 5.6 In order to manage the support effectively the following process will apply.
- a. Applications will need to be supported by headed email or application direct from employers
 - b. Ticket will be 24/7 to allow for shift and weekend workers
- 5.7 Owing to the national lockdown, and the reduction in visitors to the city centre, the estimated income impact for the Council is around £1 million during this period.

Physically, the car parks will all have significant empty space provision. Cost of city centre worker permits for the 4 weeks, based on the earlier lockdown, is estimated to be at a cost of £100,000.

5.8 Social distance measures in car parks: Socially distanced car parking is considered unenforceable: bollards would simply be moved. More substantial and enforceable measures would be costly, time consuming and likely to be superseded as the guidance changes. The current model of supermarket car parking is being replicated during lockdown; there are no restrictions and the public actively self-police.

5.9 Control Measures in flow:

There are appropriate signs to:

- a. encourage the use of contactless payment at exit, reducing the risk presented by use of a keypad and possible infringement of social distancing at pay machines;
- b. restrict the occupancy car park lifts by using the Addenbrookes model of footprints sticker in the lift designating where to stand and changing behaviour
- c. Stairwells to have keep left signs to maintain social distancing
- d. Signs to encourage the able bodied to use the stairs
- e. Provision of hand sanitiser to be provided in line with the wider city centre recovery plan when that is published

6. RISKS

	Key risks	Mitigations in place
6.1	The local business grant support scheme for the national lockdown from 5 November does not apply government guidance properly. The Government refuses to pay for some grant payments.	The Council's emerging policy will reflect the latest government guidance as it becomes available and is updated.
6.2	The Council has to return to the government some of the business support grant funding allocated to Cambridge because insufficient eligible applications are received.	The Council will publicise the availability of the business support grants to business likely to be eligible for a grant and will encourage them to apply. Grant payment levels will be monitored regularly, and follow-up action taken to maximise take-up of the scheme by eligible businesses.

	Key risks	Mitigations in place
6.3	Too many eligible applications. Cannot pay all these applicants from the government funding available.	<p>Businesses within the business rate system that are required to close as a result of the four-week national lockdown from 5 November will receive the business grant support to which they are entitled.</p> <p>For the Additional Business Support Scheme, used to support businesses required to close that are outside the business rates system or not required to close but impacted by the lockdown period will be devised carefully to focus on those types of business with particular needs: a 'first come, first served' approach will be applied to applicants within the Additional Business Support Grant scheme – and this will be made clear to applicants.</p>
6.4	The Council pays grants to ineligible applicants in error or to fraudulent applicants.	The policy for the business support grant scheme for the national lockdown from 5 November will feature clear eligibility criteria and anti-fraud measures. Regular checks will be put in place to ensure accuracy and consistency and to detect and prevent potential fraud.
6.5	Risk of access issues for public and voluntary sector workers to city to support vulnerable residents leading and risk of essential business employees not accessing work during lockdown in line with government travel guidance of use of cars where appropriate, resulting in reduced service on essential items to customers and residents	Provision of appropriate support during lockdown period or periods to underpin essential services
6.6	Risk of market trader termination of leases resulting in city centre market degradation, void stalls and reduced income	Review and provision of appropriate support to help traders manage through the pandemic period and support recovery post lockdown

7. IMPLICATIONS

7.1 Financial implications:

- a. The Council has received notification of expected allocations under the LRSG and ARG. Any grant-funding not distributed by the termination of grant date will need to be returned to the Government.
- b. The impact of the national lockdown period of 4 weeks is expected to have an overall impact on car park income of circa £1 million.
- c. The support for parking permits for essential city centre business workers for the national lockdown period is estimated to cost in the region of £100k for the 4-week period, based on the numbers of permits applied for during the earlier lockdown period. The forecast would be updated in line with any future national lockdown requirements up until end of March 2021.
- d. The rent holiday for market and street traders for the initial national lockdown period is estimated to cost around £50k for the 4-week period. This forecast would be updated in line with any future national lockdown requirements up until the end of March 2021

- 7.2 **Staffing implications:** A dedicated officer team will oversee the development of local business support grants policy, its implementation and the assessment of grant applications, in addition to existing workloads. This includes managers experienced in co-ordinating a range of large-scale funding programmes and grants schemes, assessing claims, making payments, managing online applications and preventing fraud. Many of them were also involved in managing the Covid-19 grants schemes earlier this year.

The car park arrangements will be managed by the car parks team, in line with earlier and current permit management.

- 7.3 **Equality and poverty implications:** The Government's Local Restrictions Support Grant and Additional Restrictions Grant funding is intended, primarily and predominantly, to meet the needs of business. That said, officers are mindful of the possible implications relating to ethnicity, disability and mental health.

- a. The officers co-ordinating the Council's Covid-19 business support grants will liaise with colleagues involved in community engagement, inclusion & cohesion and with the Cambridge Ethnic Community Forum in order to raise awareness amongst black and minority ethnic communities of the availability of the grant schemes.
- b. Although the business support grants will be accessed primarily via an online form, paper-based forms and support will be made available to applicants who do not find it easy to apply online.

- c. General enquiries made to the business.grants@cambridge.gov.uk generic email address are closely monitored so that if wider concerns are raised (e.g., in relation to hardship or mental health) the responses provided sign-post other support that may be available, such as links to relevant Council web pages and other useful website (e.g. for Cambridge Citizen’s Advice Bureau).

7.4 **Environmental implications:** None for this report.

7.5 **Procurement implications:** None for this report.

7.6 **Consultation:** There has been no formal consultation, but discussions have taken place with the other authorities and business network partners within the Economic Recovery Sub-Group.

7.7 **Legal implications:**

- a. The Local Restrictions Support Grant and Additional Restrictions Grant payments to the Council are made under section 31 of the Local Government Act 2003. The Council will be responsible for delivering the funding to eligible recipients and for ensuring that recipients agree to comply with the conditions and requirements relating to the payment of grant including the circumstances in which grant can be clawed back and must be repaid.
- b. The Council is aligning its assessment and management procedures for the Local Restrictions Support Grant to the relevant official guidance provided by the Department for Business, Energy and Industrial Strategy. Similarly, the policy and procedures for the Council’s Additional Business Support Grant will reflect the official guidance for the Additional Restrictions Grant. As that official guidance makes clear, the Council’s decisions on eligibility and grant payments are final.
- c. In making grant payments, the Council will observe official guidance that local authorities “must be satisfied that all State aid requirements have been fully met and complied with when making grant payments, including, where required, compliance with all relevant conditions of the EU State aid De-Minimis Regulation, the EU Commission Temporary Framework for State aid measures to support the economy in the current COVID-19 outbreak, the approved Covid-19 Temporary Framework for UK Authorities, and any relevant reporting requirements to the EU Commission.”

8. BACKGROUND PAPERS

Relating to Business Support Grants

- Local Restrictions Support Grants: Guidance for Local Authorities, November 2020⁵, Department of Business, Energy and Industrial Strategy;
- Additional Restrictions Grant: Guidance for Local Authorities, November 2020, Department of Business, Energy and Industrial Strategy;

Relating to Market and Street Traders

- Report on General and Sunday Market Covid Impact to Environment and Community Scrutiny Committee on 1 October 2020, Cambridge City Council.

Relating to car-parking

- Record of urgent decision on Key Public Sector and Voluntary Sector workers free parking permits, made by the Executive Councillor for Transport and Community Safety on 28 October 2020, Cambridge City Council;

9. CONTACT OFFICER:

Name/Job Title: Fiona Bryant, Strategic Director
Tel. no: 07768 238708
Email: fiona.bryant@cambridge.gov.uk

-
5. The set of official guidance on the Local Restrictions Support Grant is divided into separate documents relating to the Open, Sector and Closed schemes. There is also an addendum to the Closed scheme which applies during periods of national lockdown. At such times, the Open and Sector schemes do not apply.

Record of Executive Decision

PLANNING WHITE PAPER CONSULTATION RESPONSE

Decision of:	Councillor Thornburrow , Executive Councillor for Planning Policy and Open Spaces		
Reference:	20/URGENCY/P&T/21		
Date of decision:	28/10/20	Published:	29/10/20
Decision Type:	Non Key		
Matter for Decision:	This decision relates to specific delegations to the Executive Member for Planning Policy & Open Spaces endorsed by Planning & Transport Scrutiny Committee on 29 September 2020.		

The recommendations were as follows:

- a) To note the initial response to the Government's White Paper (Planning for the future) consultation as set out in appendix 1.
- b) To note the initial response to the Government's Changes to the Current Planning System consultation as set out in appendix 2.
- c) Agree, for each consultation the wording of a final joint response and/or any individual response through an out of cycle decision, in consultation with Chair and Spokes

The purpose of this decision is to approve the final response to the Government's White Paper consultation.

A copy of the report considered by the Planning and Transport Committee on 29 September and all associated documents can be viewed at the link below:

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3790&Ver=4>

This decision seeks to finalise the response for submission to government. The response considered by scrutiny has been refined from bullet points into formatted responses. The key concerns raised by members have been drawn out more clearly in the responses:

- Positive opportunities for Greater Cambridge to be a pathfinder in aspects like digital approaches to planning, where the Councils have already taken significant steps.
- Concern reading the impact on community involvement and engagement in the planning process, including the impact on the democratic process.
- Proposals have been developed by a small group with a relatively narrow focus. Before such significant changes to the planning system are made, they should be informed by a commission, with input from a wider range of experts and stakeholders across a wider variety of fields.

- Lack of detail regarding the proposed Levy and how it would work. Concerns how the Levy paid at the end of the development process would enable upfront delivery of infrastructure.
- Concerns regarding capacity of Local Authorities to implement and resource the proposals in the short time scales proposed.
- The focus of these proposals being on the upfront permissions process, rather than identifying measures that would actually speed up delivery.

The response has also been considered by South Cambridgeshire Cabinet, and the [Joint response](#) is attached.

Why the decision had to be made (and any alternative options):

The consultation raises important issues that the council wishes to respond to. The decision seeks to formalise the response, following debate at the Planning & Transport Scrutiny committee.

The Executive Councillor's decision(s):

To approve the proposed [Joint response](#) the Planning White Paper consultation, as set out in the documents appended to this decision

Reasons for the decision:

Outlined in the report why the decision had been made.

Scrutiny consideration:

The Vice Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised on 29 October 2020.

Report:

[Joint response](#)

Conflicts of interest:

None known.

Comments:

No adverse comments were made.

Record of Executive Decision

CHANGES TO THE CURRENT PLANNING SYSTEM CONSULTATION RESPONSE

Decision of: Councillor Thornburrow, Executive Councillor for Planning Policy and Open Spaces

Reference: 20/URGENCY/P&T/18

Date of decision: 30/09/20 **Published:** 09/10/20

Decision Type: Non Key

Matter for Decision: This decision relates to specific delegations to the Executive Member for Planning Policy & Open Spaces endorsed by Planning & Transport Scrutiny Committee on 29 September 2020.

The recommendations were as follows:

- a) To note the initial response to the Government's White Paper (Planning for the future) consultation as set out in appendix 1.
- b) To note the initial response to the Government's Changes to the Current Planning System consultation as set out in appendix 2.
- c) Agree, for each consultation the wording of a final joint response and/or any individual response through an out of cycle decision, in consultation with Chair and Spokes

The purpose of this decision is to approve the final response to the Government's Changes to the Current Planning System consultation.

A copy of the report considered by the Planning and Transport Committee on 29 September and all associated documents can be viewed at the link below:

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CIId=475&MIId=3790&Ver=4>

Why the decision had to be made (and any alternative options): The consultation raises important issues that the council wishes to respond to. The decision seeks to formalize the response, following debate at the Planning & Transport Scrutiny committee.

The Executive Councillor's decision(s): To approve the proposed response the Changes to the Current Planning System consultation, as set out in the documents appended to this decision which can be viewed at the following link: (Insert link)

Reasons for the decision: Outlined in why the decision had been to made.

Scrutiny consideration: The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised on 1 October 2020.

Report: A copy of the report considered by the Planning and Transport Committee on 29 September and all associated documents can be viewed at the link below:
<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3790&Ver=4>

Conflicts of interest: None known.

Comments: No adverse comments were made.

Agenda Item 9c

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

RESPONSE TO WEST SUFFOLK LOCAL PLAN (REGULATION 18) ISSUES AND OPTIONS

Decision of:	Councillor Katie Thornburrow , Executive Councillor for Planning Policy and Open Spaces
Reference:	20/URGENCY/P&T/23
Date of decision:	21 December 2020 Recorded on: 21.12.2020
Decision Type:	Non Key Decision
Matter for Decision:	Response to West Suffolk Local Plan (Regulation 18) Issues and Options
Why the decision had to be made (and any alternative options):	<p>To agree the joint response to West Suffolk Local Plan (Regulation 18) Issues and Options.</p> <p>The West Suffolk Local Plan (WSLP) will provide strategic and local policies that will enable and guide the delivery of sustainable growth to 2040.</p> <p>The Issues and Option stage is the very beginning of the process of producing a Local Plan. Its scope is to identify the key strategic issues. The consultation addresses and sets out options and initial ideas for the strategic policies in areas such as housing and economic growth and where the growth might take place (distribution), and the provision of strategic infrastructure. This report focuses on matters of interest to Greater Cambridge.</p> <p>The consultation materials are available online: https://westsuffolk.inconsult.uk/consult.ti/WSLP_Issues_and_Options/consultationHome</p> <p>The deadline for comments is 22 December 2020.</p>
The Executive Councillor's decision(s):	Agreed the joint response to West Suffolk Local Plan (Regulation 18) Issues and Options.
Reasons for the decision:	As detailed in Appendix 1 .
Scrutiny consideration:	The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.
Report:	Please see Appendix 1 .
Conflicts of interest:	None
Comments:	

This page is intentionally left blank

Addendum to Greater Cambridge Statement of Community Involvement in light of Covid-19 Restrictions

Decision of: Councillor Thornburrow, Executive Councillor for Planning Policy and Open Spaces

Reference: 20/URGENCY/P&T/24

Date of decision: 16 December 2020 **Published on:** 24 December 2020

Decision Type: Non Key

Matter for Decision: To update the Addendum to the Greater Cambridge Statement of Community Involvement 2019 which was agreed in May 2020 to set out which elements were impacted by the restrictions imposed by the Covid19 pandemic.

Why the decision had to be made (and any alternative options): To respond to restrictions related to Covid-19 and to enable the planning process to continue whilst continue to enable full involvement of people in planning matters.

The Executive Councillor's decision(s): That the Executive Councillor for Planning Policy and Open Spaces agreed to adopt the Addendum to the Greater Cambridge Statement of Community Involvement 2019 (Appendix 1 to this decision).

Reasons for the decision: Cambridge City Council adopted the Greater Cambridge Statement of Community Involvement (SCI) on 1 July 2019, jointly with South Cambridgeshire District Council.

The SCI for planning sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance to guide future development. It also explains how we will involve the community in planning applications.

The Councils are committed to keeping essential services running during the Coronavirus outbreak. Planning has an important role to play in supporting our economy and our communities. It is important that we find a way to keep the planning process moving forward. There are a number of ways in which the Councils are having to adapt the approach to planning applications and plan making while movement restrictions are in place.

An Addendum to the SCI was agreed in May 2020 which, set out which elements were impacted by the restrictions imposed by the Coronavirus outbreak at that time, and how the Councils were going to continue to enable full involvement of people in planning

matters. Updating the SCI reflected government advice and advice from the Planning Advisory Service.

As the impact of the Coronavirus pandemic has continued into the autumn it is considered appropriate to agree a further update to the Addendum to the SCI to show how we have adapted our processes during lockdown to involve the local community in planning matters.

The update sets out how the public is involved at the planning application stage:

- Site notices are being displayed
- Measures are in place to allow officers to make site visits relating to planning applications and to planning enforcement
- Copies of documents are available to view on our website
- Planning Committees are being held virtually

As the lockdown restrictions upon movement continue into the autumn and the City Council's offices remain closed to the general public it has been necessary to consider how we can carry out public consultations relating to neighbourhood planning as the government is keen that the progress of such plans continues during the current Covid-19 pandemic.

Each of the changes proposed is explained in the Addendum, included as Appendix 1 to this note.

When the SCI was adopted it was subject to Equalities Impact Assessment (EQIA). An update of this assessment has been undertaken (Appendix 2 to this note) to consider the impacts of the Addendum. No changes to the impact of the policy were identified each of the protected characteristics identified.

A decision is needed through the out of cycle decision process in order that the SCI amendment can be published, to provide greater clarity on the planning process during the Coronavirus outbreak.

Scrutiny consideration:

The Vice- Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

The revised Addendum attached as Appendix 1 and revised Equalities Impact Assessment can be viewed at the link below.
<https://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=Appendix%201%20%202&ID=1565&RPID=67740817>

Conflicts of interest:

None known.

Comments:

None.

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

RESPONSE TO THE ENGLAND’S ECONOMIC HEARTLANDS DRAFT TRANSPORT STRATEGY CONSULTATION

Decision of: Councillor Massey, Executive Councillor for Transport and Community Safety

Reference: 20/URGENCY/P&T/17

Date of decision: 25 September 2020 **Published on:** 9 October 2020

Decision Type: Non Key

Matter for Decision: To agree the joint Consultation response for England’s Economic Heartland’s Draft Transport Strategy

Why the decision had to be made (and any alternative options): To provide the views of Cambridge City Council on the consultation.

Option 1: To not agree the proposed response to the proposed response

Option 2: To not seek a joint response with South Cambridgeshire District Council

Reason for rejection: the consultation offers an opportunity to feedback on proposals which could have significant impacts on planning and transport in the Greater Cambridge area.

The Executive Councillor’s decision(s): That the Executive Councillor for Transport and Community Safety agrees to confirm that the response set out in Appendix 1 of this decision should be made to England’s Economic Heartland’s consultation on it’s Draft Transport Strategy.

Reasons for the decision: To provide the views of Cambridge City Council on the consultation.

England’s Economic Heartland is consulting on a Draft Transport Strategy which runs until 6 October 2020. England’s Economic Heartland is a Sub-national Transport Body – an organisation which seeks to provide strategic transport governance at a larger scale than existing local transport authorities, by grouping councils together. It represents a region which covers Swindon, Oxfordshire, Buckinghamshire, Northamptonshire, Milton Keynes, Bedford, Central Bedfordshire, Luton, Herefordshire, Peterborough and Cambridgeshire. England’s Economic Heartland represents 5.1m population and 280,000 businesses and works in collaboration with government and partners in the heartland focusing on strategic infrastructure and identify investment priorities in the region. Cambridgeshire and Peterborough Combined Authority is not a member of EEH but has Associate Member status. Cambridgeshire County Council is a member of EEH.

- Achieving net-zero carbon emissions from transport no later than 2050
- Improving quality of life and wellbeing through an inclusive transport system accessible to all which emphasises sustainable and active travel
- Supporting the regional economy by connecting people and businesses to markets and opportunities
- Ensuring the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways.

Scrutiny consideration:

The decision is being made out of the committee cycle as it was not practicable alongside other work priorities to produce a draft in time for the committee deadline. The response will be sent to Chair and Spokespersons of Planning and Transport Scrutiny Committee once a decision has been made giving them 5 days to comment.

Report:

Consultation response for England's Economic Heartland's Draft Transport Strategy which can be viewed at the link below:

<https://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=Response%20to%20the%20Englands%20Economic%20Heartlands%20Draft&ID=1548&RPID=67101755>

Conflicts of interest:

None known.

Comments:

No adverse comments were made.

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

RECORD OF URGENT DECISION ON KEY PUBLIC AND VOLUNTARY SECTOR WORKERS FREE PARKING PERMITS OCTOBER 2020

Decision of: **Councillor Nicky Massey:** Executive Councillor for Transport and Community Safety

Reference: 20/URGENCY/P&T/19

Date of decision: 28/10/20
Published on: 28/10/20

Decision Type: Key

Matter for Decision: Executive Councillor for Transport and Community Safety is recommended to:

- Retain the provision of free parking permits for public and voluntary sector key workers to be reviewed in March 2021

Why the decision had to be made (and any alternative options):

The decision needs to be made urgently to continue to provide key public and voluntary sector workers with a free alternative option to public transport to maintain social distancing to and from their workplace, and helps them to meet workplace needs during the critical period. The previous ROD supported the decision on free permits until the end of October 2020, but the next scrutiny committee is not until January 2021

If the decision is not made now the ability for key public and voluntary sector workers centre may not be able to continue to deliver the current level of service to the community.

The Executive Councillor's decision(s):

Retained the provision of free parking permits for public and voluntary sector key workers to be reviewed in March 2021

Reasons for the decision:

As detailed [Link to Officers report](#)

Scrutiny consideration:

The Vice Chair and Opposition Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

[Link to Officers report](#)

Conflicts of interest:

None

Comments:

The decision will be reported back to the Planning and Transport Scrutiny Committee.

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

Response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme

Decision of: **Councillor Nicky Massey:** Executive Councillor for Transport and Community Safety

Reference: 20/URGENCY/P&T/20

Date of decision: 30/10/20
Published on: 2/11/2020

Decision Type: Non-Key

Matter for Decision: Executive Councillor for Transport and Community Safety is recommended to:

- i. Agree the joint response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme.

Why the decision had to be made (and any alternative options):

Network Rail are currently consulting over plans to increase rail capacity in the Ely area. The scheme is known as Ely Area Capacity Enhancement (EACE).

Network Rail stated the aims of the first-round public consultation as being:

- An opportunity for people to learn more about the EACE programme and provide an opportunity for local communities to understand:
 - The aspirations are to increase capacity
 - The challenges that will have to be addressed to increase capacity
 - How the public will be consulted as options are progressed
 - The current funding position

The consultation materials are available online: <https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/ely-area-capacity-enhancement-scheme>

The deadline for comments is 1 November 2020.

The Executive Councillor's decision(s):

Agreed the joint response to Network Rail's consultation on the Ely Area Capacity Enhancement Scheme.

Reasons for the decision:

As detailed in [Appendix 1](#).

Scrutiny consideration:

The Vice Chair and Opposition Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

Please see [Appendix 1](#)

Conflicts of interest: None

Comments: The decision will be reported back to the Planning and Transport Scrutiny Committee in January 2021

This page is intentionally left blank

CAMBRIDGE CITY COUNCIL

Record of Executive Decision

CAMBRIDGE SOUTH STATION CONSULTATION RESPONSE

Decision of:	Councillor Massey Executive Councillor, Transport and Community safety
Reference:	20/URGENCY/P&T/22
Date of decision:	04/12/20 Published: 04/12/20
Decision Type:	Non Key
Matter for Decision:	<p>The purpose of this decision is to ensure that a timely consultation response is issued to Network Rail in respect of the Cambridge South Station Scheme.</p> <p>This is the second round of consultation on the proposed Cambridge South Station, a project being brought forward by Network Rail in order to increase rail connectivity to the Cambridge Biomedical Campus and the Addenbrookes Hospital Campus.</p> <p>https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/cambridge-south-station/</p>
Why the decision had to be made (and any alternative options):	The consultation response sets out the key issues with the scheme which are considered to merit further consideration and it encourages Network Rail to continue to engage with the Council through pre-application planning discussions.
The Executive Councillor's decision(s):	To approve the proposed response the Cambridge South Station consultation, as set out in the documents appended to this decision which can be viewed at the following link: Cambridge South Station Consultation Response
Reasons for the decision:	See consultation response letter.
Scrutiny consideration:	The Chair and Spokesperson of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised on 04/12/20.
Report:	Attached is the consultation response
Conflicts of interest:	None known.
Comments:	No adverse comments were made.

This page is intentionally left blank