

Making Space for People: Central Cambridge Vision, Principles and Strategies

Interim consultation working towards a Supplementary Planning Document

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Introduction

Cambridge has an enviable collection of historic buildings, streets and spaces that combine to form its unique and enduring character. Every year the City welcomes 5 million visitors and over 30,000 students attend the two universities and world leading companies choose to locate here to have the 'Cambridge' address. Residents enjoy living in and near to Cambridge with easy access to a wide range of facilities, open spaces and the surrounding countryside.

In February 2019, Cambridge City Council declared a climate emergency. Changing the way in which people move into and around Central Cambridge, along with making our open spaces more resilient to a changing climate and being proactive in helping to mitigate and adapt to climate change¹ is a crucial aspect of Making Space for People and ensuring that the City continues to offer the best possible environment for residents and visitors alike.

The growth of knowledge-based industries, new homes and businesses have placed Cambridge and its City Centre under significant pressure. Despite being a compact City and what is, to all intents and purposes, effectively an expanded Market Town, it has experienced continued traffic growth and increased numbers of people living, studying and working. These factors have impacted on the quality of Cambridge in terms of the physical appearance of streets and other spaces and experientially in terms how enjoyable the City is to be in and move around.

The impact of motor vehicles on historic places is not unique to Cambridge and cities across the world have similarly experienced an erosion of character and domination by the needs of vehicles. Such places have pushed pedestrians and cyclists to the bottom of the hierarchy and made urban places hostile and confusing for residents and visitors alike.

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 Core by reallocating space and removing or rationalising motor vehicle routes.

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 hierarchy and making a positive character and sense of place a priority in decision making.

An opportunity to fundamentally change the way in which the Central Cambridge including the Historic Core² operate. Members have committed to achieving a 10-15% reduction against 2011 baseline in private motor vehicle traffic by 2031³. Other GCP work streams will be addressing demand management, air quality and to achieving a modal shift to more sustainable forms of transport. The City already enjoys a 33% modal share for cycles and along with falling car ownership in the City means that it is well placed to move towards lower car dependency and increased walking, cycling and public transport modes.

The result will create a step change in the way in which we can think about the public realm in Cambridge, how we use and enjoy streets and other spaces to improve the quality of the City Centre.

¹ National Planning Policy Framework (NPPF) Planning for Climate Change paragraph 149.

² The Historic Core is identified here: <https://www.cambridge.gov.uk/media/2859/historic-core-appraisal-2016-area-map.pdf>

³ The 11% reduction in motor vehicles in against the 2011 baseline with subsequent growth equates to a 24% reduction based on 2018 flows

Purpose

The Making Space for People project will ultimately produce a Supplementary Planning Document (SPD) which will provide planning guidance for the streets and public spaces that form the public realm in Central Cambridge. The SPD will align with relevant public realm and movement planning policies in the Cambridge Local Plan (2018) providing specific guidance on interpreting and implementing these policies within Central Cambridge. It will also support the aims of local transport authorities who have made a commitment to a substantial reduction in traffic and a significant shift to sustainable transport modes, and who are currently developing policies and plans to achieve this.

This document forms part of an interim step in the production of the SPD. It forms the basis of public engagement on an emerging vision for Central Cambridge, and the principles and strategies which will underpin the future SPD.

The key issues and opportunities identified in the initial stages of consultation have shaped the vision, principles and strategies. A Baseline Report is being published as part of this next engagement stage which has helped to formulate a detailed understanding of the challenges faced in Central Cambridge.

It is anticipated that public engagement will take place during Autumn 2019. The results will inform the development of the SPD. It will also influence local Greater Cambridge Partnership (GCP) transport schemes as these are shaped.

Context

Policy context

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

- Policy 10 The City Centre: sets out the City Centre's role as a multi-functional regional centre. It identifies the Council's aim of improving the capacity and quality of the public realm throughout the city centre and the intention to set out more detail through the production of a city centre public realm strategy SPD.
- Opportunity Area Policies:
 - Area Policy 12 Fitzroy/Burleigh Street/Grafton Area of Major Change
 - Area Policy 21 Station Areas West and Clifton Road Area of Major Change
 - Area Policy 22 Mitcham's Corner Opportunity Area
 - Area Policy 23 Eastern Gate Opportunity Area
 - Area Policy 24 Mill Road Opportunity Area
 - Area Policy 25 Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area

As well as providing supplementary guidance on the above policies, the SPD will also link into the following Local Plan policies relevant to Making Space for People in Central Cambridge:

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

The Making Space for People project will also support GCP's target of a 10 to 15 per cent reduction in city centre traffic flows over 2011 levels, as part of the City Deal negotiations that resulted in the £500m devolution funding. Traffic has grown considerably since 2011 and this target now equates to a reduction of some 24 per cent over today's levels or the equivalent to one in four cars off the road. To align with all GCP projects, Making Space for People is working to ensure that it is aligned with the Cambridgeshire and Peterborough Combined Authority Interim Mayoral Transport Strategy and the emerging Local Transport Plan (LTP). Cambridge City Council declared a Climate Change Emergency on 22 February 2019, and many other local authorities have followed suit. These declarations form part of the policy context for this project.

Project Study Area

The Making Space for People Study Area is identified in Figure 1. It includes the city centre and the opportunity areas identified in the Policy Context. Together these form the area referred to as 'Central Cambridge' in this document.



Figure 1: Making Space for People Study Area

Change Context

The Greater Cambridge area of Cambridge and South Cambridgeshire 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). Population growth means trips on the transport network will increase by 25,000 by 2031 (from 101,000 in 2011 to 126,000). If we carry on as we are by 2031:

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

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

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

Partnership context

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

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.

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.

The Greater Cambridge Partnership (GCP), whose membership comprises of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and Cambridge University, has been established to deliver the Cambridge City Deal

with up to £500 million of funding from Government over a 15-year period. The GCP is funding a programme of high-quality transport infrastructure to support the delivery of housing and new employment in the Greater Cambridge area.

The SPD will need to align with the new emerging Local Transport Plan being developed by the CPCA and to be influenced and informed by the County Council's relevant highway policies and practices.

The SPD also needs to take account of the CPCA's Cambridge Autonomous Metro (CAM) project which proposes a network of high quality public transport corridors linking Cambridge with surrounding towns and villages with the potential for a series of tunnelled routes under the city linking key housing and employment sites in and around Cambridge, including the city centre.

Project context

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 improve air quality in the city
- Space reallocation to improve sustainable transport modes and enhanced the public realm.

City Access has recently completed an extensive engagement exercise called 'Choices for Better Journeys'. It sets out the GCP's vision to give more people a more attractive public transport option compared with the car and sought feedback on this. It also set out some of the challenges around funding and delivering this, including seeking feedback on different demand management options. It aimed to understand how these would impact on different people across the travel to work area.

Making Space for People Baseline Report

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

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

The results of the baseline research and associated public engagement described in the Baseline Report have been distilled into twelve key findings as follows:

1. A city with a global profile that has struggled to keep up with the pace of change and lost ground compared with other cities- not living up to expectations.
2. Lack of civic spaces and variable quality and maintenance of the public realm detract from historic assets rather than provide a positive setting.
3. Congestion and conflict between transport modes as a result of too much being asked of limited space in the heart of the city.
4. Vehicle dominance within the narrow streets of the historic core creates an intimidating and uncomfortable environment for people.
5. The allocation of street space has no winners and instead tends to be unfair to all that use it, particularly those on foot and the mobility impaired.
6. Congestion and routing contribute to poor bus service reliability and quality.
7. Increasing concern over impact of air quality on health and quality of life.
8. Cycling environment and facilities fall some considerable way short of the “City of Cycles” billing.
9. Green spaces are underutilised and disconnected from each other and access to the river is limited.
10. Tourist congestion hotspots discourage locals visiting the historic core and greatly limit a positive and substantial tourist contribution to local economy.
11. Local businesses both in the City and neighbouring local centres need support and the evening economy could be expanded.
12. Stakeholders are frustrated by current conditions within the City and keen to see positive and demonstrable change - appetite for the city to be ambitious.

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The Opportunity

The commitment of Council Members to substantially reduce the volume of traffic and the need to successfully tackle climate change provides an exciting opportunity to rethink streets and other spaces in Central Cambridge.

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

- GCP's commitment to traffic reduction including demand management and improved public transport will free up road space that can be used for other purposes;
- All Local Authorities with responsibilities for the city centre have made a commitment to addressing air quality, climate change and a zero-carbon future, and this creates opportunities for change; and
- Recent public engagement as part of the Making Space for People Project and Choices for Better Journeys have demonstrated) strong stakeholder support for change.

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

An Accessible 'Walkable' City

Central Cambridge, with its compact scale and flat topography, is pre-disposed to being 'walkable'. A walkable place is inherently inclusive and one that creates the right conditions for moving around easily as a pedestrian or cyclist and which connects into an accessible and well planned supporting public transport network. The strategies in the forthcoming SPD will make for a more attractive and accessible City Centre that is easy to navigate.



Figure 2: Central Cambridge 5 & 10minute walking catchments (Note: this graphic will be clarified)

Economic and social benefits

Increased footfall and dwell times can improve the prosperity of existing local businesses and encourage others to develop. A high quality public realm that is well-managed, people focussed and responsive to context and functional needs will create the best conditions for sustaining and boosting the economic vitality that supports an attractive and vibrant City Centre. Improvements to public spaces and the reallocation of road space in favour of walking and cycling can boost town centre and high street footfall and trading.

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.

Health benefits

Getting people to move more and make healthy and active travel choices means improving the network of streets and spaces that support healthy and active lifestyles. Removing motor vehicle dominance from streets and spaces in Central Cambridge will make walking and cycling more attractive options and a well-integrated, convenient and accessible public transport system will support healthy travel choices and reduce the reliance on private motor vehicles.

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A Vision for Central Cambridge

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

Creating a coherent public realm

Increasing the area of pedestrian priority in the City Centre, coupled with measures to reduce the number of motor vehicles and improve air quality, create the opportunity to transform the experience of being in Central Cambridge and particularly the historic core. The positive changes to streets and spaces brought about by a reduction in traffic will bring improved vitality and economic performance. The approach will be to create a sequence of beautiful streets and spaces that create an effective network of carefully orchestrated pedestrian and cycle friendly routes in and around Central Cambridge that are well-connected into public transport networks.

To develop the Making Space for People SPD it is necessary to have a guiding vision which lays out how the city centre should be in the future. The vision has been informed by engagement with a wide range of interested stakeholders including technical experts, interest groups and organisations, residents, visitors and local Members. A series of informal exhibitions, events and workshops were held between June and October 2018 to gather information and feedback, complemented by an online engagement platform which was available to all. The development of the vision has also been informed by best practice from other cities.

Objectives

The Baseline Report and the associated engagement activities have resulted in identifying the following six objectives for Central Cambridge:

Healthy

A centre that supports the health and well-being of all those who live in, work in and visit Cambridge.

In practice this means having:

- The right environmental conditions including cleanliness and noise;
- A city centre which supports a healthy, active and sustainable lifestyle;
- A city centre which strives to ensure the safety of all.

Equitable

A place which is safe, accessible, welcoming and engaging for all.

In practice this means a city centre which ensures that:

- Places, activities and travel options are available and welcoming to all
- Conflicts between different modes of travel and uses of space are reduced and where everyone feels safe and welcome.

- An environment which is easy to navigate, and which facilitates and enables everyone to move around in safety and comfort;
- A reduction in street clutter.

Vibrant and engaging

A lively centre which is attractive and relevant to everyone.

In practice this means

- A city centre which has a strong, varied economy and which attracts everyone to the city centre and local centres (polycentric city) throughout the day and evening
- Civic pride and a sense of citizen empowerment and belonging for all.

Well-run

A place which is efficient, well-organised and reflects its heritage as a cradle of innovation.

In practice this means a city which:

- Is easy to navigate
- Has travel choices and options to suit all including reliable, frequent and affordable public transport as well as active travel
- Is clean, uncluttered and well-maintained
- Experiments and innovates, using new technology to make the city better for all.

Space for nature

A place that which positively incorporates and maximises opportunities for increasing and improving biodiversity. In practice this means a city centre which ensures that:

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

Relaxing and welcoming

A pleasant place to be.

In practice this means a city centre which:

- Is 'fluid/fluent' i.e. well-connected, easy to move into, out of and around, and which is easy to navigate where people have confidence about where they are going and how to get there
- Reduces motor vehicle journeys into the city centre, with access for essential needs only
- Has calm places where there is space to dwell and move, and room to breathe. This includes consideration of green spaces and interaction with the river.

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Principles and strategies

Everyone has a part to play in helping to shape and form Central Cambridge in the coming decades. Talking to residents and visitors as part of earlier informal consultation in the summer of 2018, revealed the key concerns that people had when using Central Cambridge. It also highlighted how passionate people are about their City and that they want to be involved in future decision making. Young people wanted a place that was relevant to them and all wanted to experience a more comfortable and inclusive place. It is clear that there is a significant appetite to make Central Cambridge more people focussed.

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

Consistent with Manual for Streets and in line with promoting inclusive and enjoyable streets and spaces within Central Cambridge, the following hierarchy is being considered.

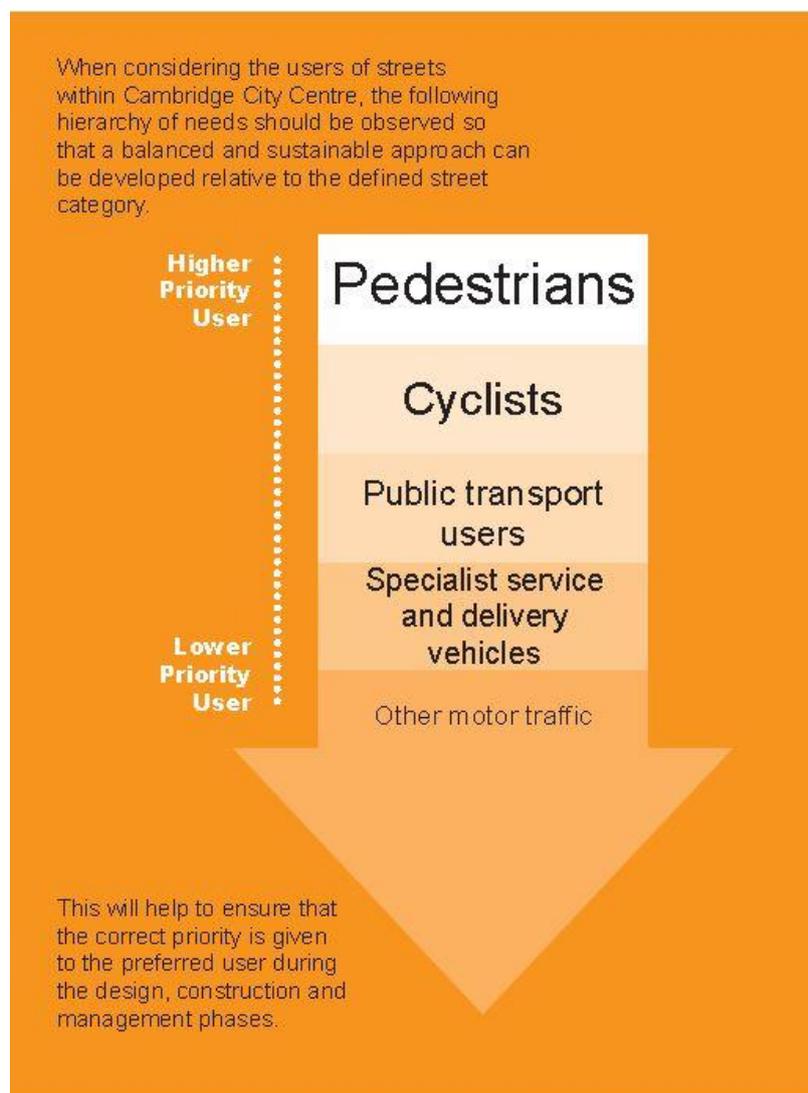


Figure 3: Street user hierarchy

Overarching principles

The overarching principles outlined below will apply to Central Cambridge strategies. Each overarching principle is assessed against its contribution to the identified objectives.

P1 - Embed climate change and biodiversity awareness

Considers climate change and biodiversity impact, mitigations and opportunities from the outset

P2 - Reallocate space for sustainable transport modes

Take advantage of the reduction in vehicles within the centre to reallocate space for sustainable transport modes, improve air quality and create a calm and healthy environment.

P3 - Comprehensive strategic transport routes and investment

Be considered as a comprehensive city-wide response that is required in terms of strategic transport routes and investment to avoid 'one off' initiatives.

P4 - Design for a walking pace

Fairly allocate City Centre streets and public space for all to relax and enjoy – which puts people first by creating the conditions in the historic core for walking pace movement.

P5 - Creating a City for walking and cycling

Prioritise infrastructure for sustainable transport modes (walking, cycling, public transport) and create a world-class "City of Cycling and Walking".

P6 - Design to protect vulnerable people

Where modes share spaces, design to ensure the most vulnerable remain safe and encourage desirable/responsible behaviours

P7 - Enhance the City's unique character

Enhance streets and spaces to reflect, protect and celebrate the City's historic assets and unique character.

P8 - Ensure inclusive design

Provide an inclusive streetscape design to support pedestrian needs, including accessibility, more seating and greening.

P9 - Innovate and experiment

Maintain a principle of innovation/experimentation to deliver change in the city centre.

P10 - Consider day to day operational needs

Ensure that the reality of operational matters including maintenance, stewardship, enforcement where required, financial sustainability and the avoidance of unnecessary street clutter are considered from the outset

P11 - A place that is easy to find your way around

Ensuring that the city is easy to navigate for all to ensure the experience of being in the city is maximised

Each Central Cambridge strategy must:		Healthy	Equitable	Vibrant and engaging	Well-run	Nature conservation	Relaxing and welcoming
P1	Embed climate change and biodiversity awareness	●			●	●	
P1	Reallocate space for sustainable transport modes	●	●	●	●		●
P2	Comprehensive strategic transport routes and investment		●		●		
P3	Design for a walking pace	●	●				●
P4	Creating a City for walking and cycling	●	●		●		●
P5	Design to protect vulnerable people	●	●		●		●
P7	Enhance the City's unique character			●	●	●	
P8	Ensure inclusive design	●	●				●
P9	Innovate and experiment				●	●	
P10	Consider day to day operational needs		●		●	●	
P11	A place that is easy to find your way around		●		●		●

Please note: the final document will use a combination of photos/images to help illustrate and make the content of the tables more 'accessible'. Please also note the tables below will have a same format of key message with supporting text.

Strategies

The strategies are specific interventions that should adhere to both the vision and the overarching principles.

Movement focused strategies

Central Cambridge movement focused strategies		Healthy	Equitable	Vibrant and engaging	Well-run	Nature conservation	Relaxing and welcoming
S1	Extend the pedestrian focused area, and design this for comfortable walking pace movement and accessibility for all and that reduces conflict between cyclists and pedestrians	•	•				•
S2	For cyclists who want to cross the city centre rather than accessing it, provide/enable facilities so that they have a choice to use faster, safer routes that avoid the busiest streets	•	•		•		•
S3	Provide cycle routes to, and parking at the city centre and local centres so that cyclists can more easily access these facilities			•			•
S4	Link civic and green spaces and the river to local centres and the city centre for pedestrians and cyclists.	•	•	•		•	•
S5	Create a linked network green spaces with defined functions that increase the range of uses for all.	•	•			•	
S6	Re-appraise the location and function of city centre car parks and access to and from them to minimise impacts on the enjoyment of the city centre for pedestrians and cyclists.	•	•				•
S7	Re-appraise bus and coach routing and the location and function of stops and drop off points to minimise impacts on the enjoyment of the city centre whilst maintaining or where possible improving access into the city centre.	•	•				•
S8	Review routing and arrangements for delivery and service vehicles to minimise impact on city movement and enjoyment of the city for pedestrians and cyclists.	•	•				•
S9	Review cycle parking facilities and locations to address high demand and support active travel options.	•	•				•
S10	Review the role, facilities and locations of taxi stands to minimise impact on city centre movement whilst maintaining good accessibility. Also review routing of private hire vehicles across Central Cambridge.	•	•				•
S11	Make the city centre easier to navigate so that everyone gets the most out of their visit or trip by providing better signage and designing for legibility.		•	•	•		•

Spaces focused strategies

Central Cambridge space focused strategies		Healthy	Equitable	Vibrant and engaging	Well-run	Nature Conservation	Relaxing and welcoming
S12	Seek opportunities to repurpose space freed up by reductions in vehicles to create new public spaces.	●	●	●	●	●	●
S13	Develop and enhance existing and new public spaces by creating opportunities to dwell including seating and space to linger for all.	●	●	●		●	●
S14	Develop and enhance existing and new public spaces for all by creating opportunities for new cultural activities.		●	●		●	
S15	Enhance the Market Square as the City's 'heart' and allow and encourage more civic activities, whilst preserving and promoting the market.		●	●		●	●

Economic focused strategies

City Centre space focused strategies		Healthy	Equitable	Vibrant and engaging	Well-run	Nature conservation	Relaxing and welcoming
S16	Increase the role of the city centre for wider and inclusive leisure uses than just retail.	●	●	●		●	●
S17	Change the balance of space for activities such as outdoor eating and drinking to develop a café culture approach creating street activity and interest.		●	●			●
S18	Support local businesses and independent shops within the context of their contribution to a diverse, attractive and thriving city centre and linked local centres.			●			
S19	Seek and support opportunities for more day and night activities for all within public spaces.		●	●			
S20	Actively encourage longer and more dispersed tourist spend across the city centre. Create a tourist circuit and develop the historic city axis by changing and limiting coach drop off and pick up.		●	●	●		●
S21	Encourage stewardship to create opportunities for wider community involvement.			●	●	●	

Potential early experiments and trials

Potential early experiments and trials		Healthy	Equitable	Vibrant and engaging	Well-run	Nature conservation	Relaxing and welcoming
S22	Short (hourly) to long (seasonal) road closures to traffic to increase the comfort and enjoyment of the area for those travelling by foot or cycle. To be carefully monitored to consider immediate and wider impacts which will inform longer term decision making.	•	•	•	•		•
S23	Trial new tourist circuits and develop the historic city axis by changing and limiting coach drop off and pick up.		•	•	•		•
S24	Encourage celebration of the city through a series of festivals and events. These could accompany road closures to increase/promote the cultural offer of the city (for example, Christmas Market, Cambridge e-Luminate).		•	•		•	•
S25	Trial innovative temporary signage systems to encourage alternative uses of the city		•	•	•		•
S26	Promote alternatives to car parking	•	•		•	•	•
S27	Offer new and innovative public transport options; for example, small electric buses, e-bike hire, etc.	•	•		•		•

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Engagement purpose and process

As part of this public engagement, views are sought on:

- The Baseline Report which is provided as a separate document;
- The Vision for Central Cambridge; and
- The Principles and Strategies.

The results of this engagement will be published and will inform the development of the SPD. It will also influence local GCP transport schemes as these are shaped.

The consultation period will be between 2 September 2019 and 7 October 2019. Analysis of results is expected to take place in late 2019 with results published in early 2020.

Next steps

The draft Making Space for People SPD will be prepared following the outcome of the consultation of this document as well as further consultation undertaken by the Greater Cambridge Partnership on wider City Access measures.

The development of City Access measures to improve public transport and meet commitments to reducing congestion was discussed by the GCP Executive Board on the 27th June 2019. They agreed on the development of a package of public transport and demand management measures to deliver the GCP's vision that will be subject to public consultation.

It is anticipated that the draft Making Space for People SPD will be published for public consultation later in 2020 once the representations from both consultations have been considered.

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Appendix: References

1	Cambridge Local Plan 2018 https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf accessed 11 June 2019
2	Cambridgeshire Insight Open Data https://data.cambridgeshireinsight.org.uk/dataset/2015-based-population-and-dwelling-stock-forecasts-cambridgeshire-and-peterborough-0#{view-graph:{graphOptions:{hooks:{processOffset:{},bindEvents:{}}},graphOptions:{hooks:{processOffset:{},bindEvents:{}}}} accessed 11 June 2019.
3	Choices for Better Journeys https://www.greatercambridge.org.uk/choices-for-better-journeys/ accessed 11 June 2019
4	City Access And Bus Service Improvements Update 15 November 2018, Greater Cambridge Partnership Joint Assembly. http://scambs.moderngov.co.uk/documents/s108578/7-City%20Access.pdf accessed 11 June 2019
5	GCP Joint Assembly Report 6 June 2019 City Access and Public Transport Improvements Update Following Choices for Better Journeys (web link not yet available)
6	Cambridge Historic Core Appraisal https://www.cambridge.gov.uk/media/2859/historic-core-appraisal-2016-area-map.pdf
7	Making Space for People SPD Baseline Report (June 2019)