

Appendix A

## **Making Space for People:**

# **CENTRAL CAMBRIDGE VISION AND PRINCIPLES**

**January 2021**

## Appendix A

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## 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).

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## 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 visitors<sup>1</sup> 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 Core<sup>2</sup> 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.

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<sup>1</sup> 2017-18 Tourist Figures from Visit Cambridge & Beyond

<sup>2</sup> The Historic Core is identified in the Cambridge Historic Core Appraisal (2016)

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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 levels<sup>3</sup> (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 management<sup>4</sup>, 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 city<sup>5</sup> 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.

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<sup>3</sup> 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.

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

<sup>5</sup> RAC Foundation Report dated 26<sup>th</sup> 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)<sup>6</sup>, 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 Plan<sup>7</sup>, 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.

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<sup>6</sup> 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.

<sup>7</sup> <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 report<sup>8</sup> 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.

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<sup>8</sup> BDP Baseline Report

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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)<sup>9</sup>.

1.5.5 Cambridge City Council declared a Climate Change Emergency in on the 21<sup>st</sup> February 2019 and a Biodiversity Emergency on 22<sup>nd</sup> 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.

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<sup>9</sup> [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)<sup>10</sup>. 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:

<sup>10</sup> Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018

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- 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<sup>11</sup> .
- 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

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

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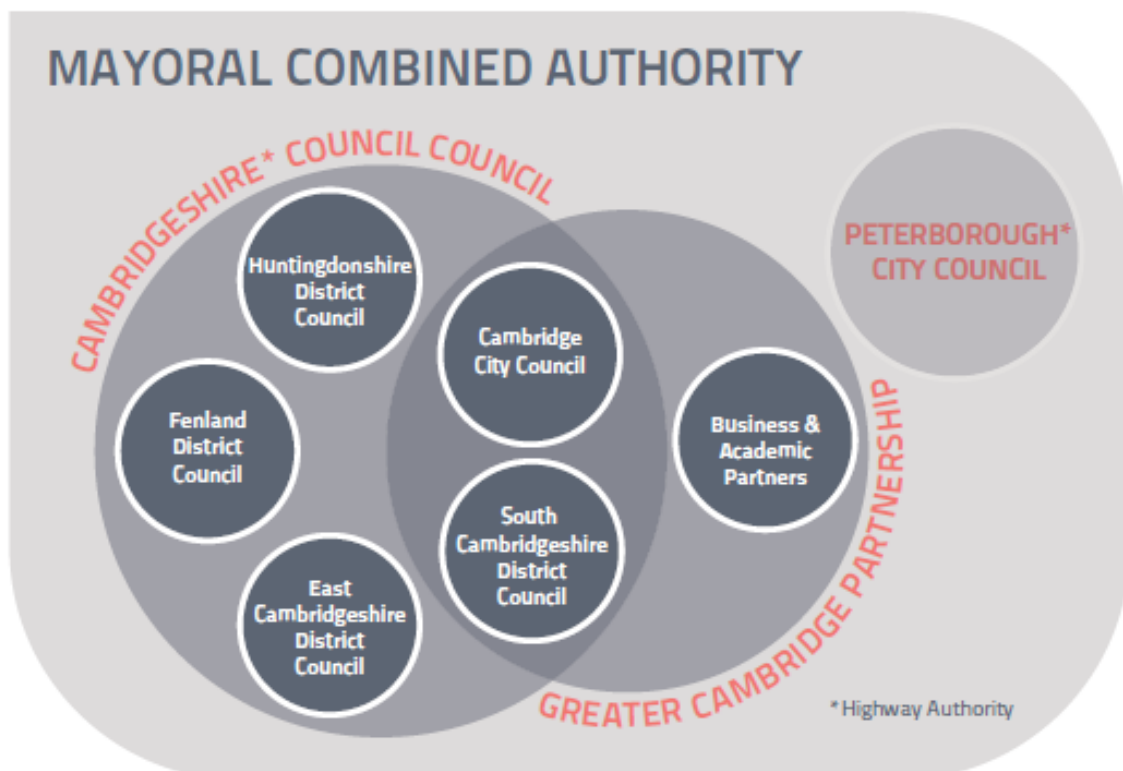
Cambridge City Deal with up to £500 million of funding from Government over a 15 year period. The GCP is funding a programme of high-quality transport infrastructure to improve journeys, offer people a sustainable alternative to their car, and support the delivery of housing and new employment in the 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'<sup>12</sup>. 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?'<sup>13</sup>. 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 report<sup>14</sup> 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.

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

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

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

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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 Design<sup>15</sup>, 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.

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<sup>15</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf](https://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 design<sup>16</sup> 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

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<sup>16</sup> <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 trading<sup>17</sup>. 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

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<sup>17</sup> '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 wellbeing<sup>18</sup>.

## 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**



<sup>18</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/444322/future-cities-green-infrastructure-health.pdf](https://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'.

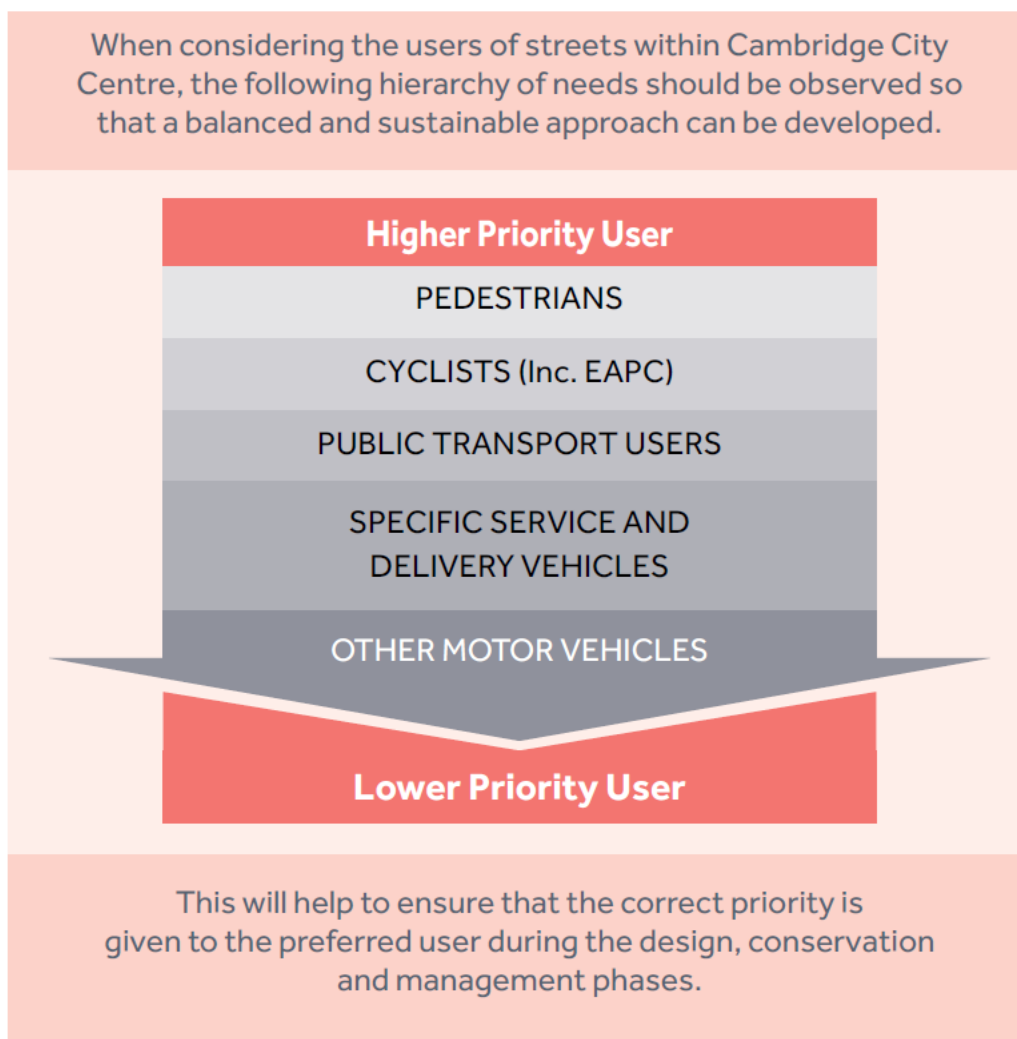
3.1.2 To achieve this transformation the dominance of motor vehicles needs to be reduced in Central Cambridge or in some areas removed altogether. An increased pedestrian priority area as part of the Historic Core can help to create the right conditions for re-imagined streets and spaces to make a more 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 Streets<sup>19</sup>, 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.

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<sup>19</sup> 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 hierarchy<sup>20</sup> (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.

<sup>20</sup> 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.

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- 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 Design<sup>21</sup>.
  
- 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

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<sup>21</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf)

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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](http://www.cambridge.gov.uk)

### **Cambridgeshire & Peterborough Combined Authority Local Transport Plan 2019**

## Appendix A

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