



Draft Greater Cambridge Local Plan

New Strategic Allocations Assessment

Transport Mitigation Measures

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Transport Mitigation Measures

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1 Introduction

- 1.1.1. Cambridge City Council and South Cambridgeshire District Council are including the following new strategic allocations in the draft Greater Cambridge Local Plan:
1. North East Cambridge
 2. North West Cambridge (Eddington)
 3. Cambridge East
 4. Babraham Research Campus
 5. Cambridge Biomedical Campus
 6. Land adjacent to A11 and A1307 at Grange Farm
 7. Slate Hall Farm, Junction 25, A14
 8. Cambourne North
- 1.1.2. For each of these new strategic allocations, and in accordance with the National Planning Policy Framework, transport mitigation requirements have been identified that support safe and suitable access for all users, that ensure sustainable modes are prioritised and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be cost effectively mitigated through a vision-led Transport Assessment process.
- 1.1.3. A comprehensive package of transport mitigation measures will be required to support the new strategic allocations. The measures in the strategic allocation proformas set out those transport interventions required to support sustainable and inclusive access for each site. It is important to note that these requirements will be subject to ongoing review and change as more detailed work is undertaken on specific site allocations.
- 1.1.4. Future masterplanning, phasing and technical assessment work undertaken by developers through consultation with relevant infrastructure providers and the local authorities will identify, in detail, the exact form and nature of these requirements, and appropriate mechanisms to secure their delivery and funding.
- 1.1.5. There is an expectation that the identified transport mitigation requirements will be delivered directly by the developers but, in some instances and depending on the specific scheme, this may need to be via an appropriate s106 contribution towards a larger scheme upon which there are multiple impacts. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments, alongside the appropriate delivery mechanisms. The detail of these measures, and the approach to their delivery, will need to be agreed with the local planning and highway authorities as part of this process.

1.1.6. Each proforma sets out the new strategic allocation site location, planned quantum of development, key movement challenges and opportunities, initial vehicular trip budget and the identified transport mitigation requirements, drawing on existing evidence bases where available. A vehicular trip budget limits the number of weekday morning and evening vehicle trips allowed to and from each strategic allocation site to manage the impact on the road network. Each site-specific transport mitigation requirement is categorised by:

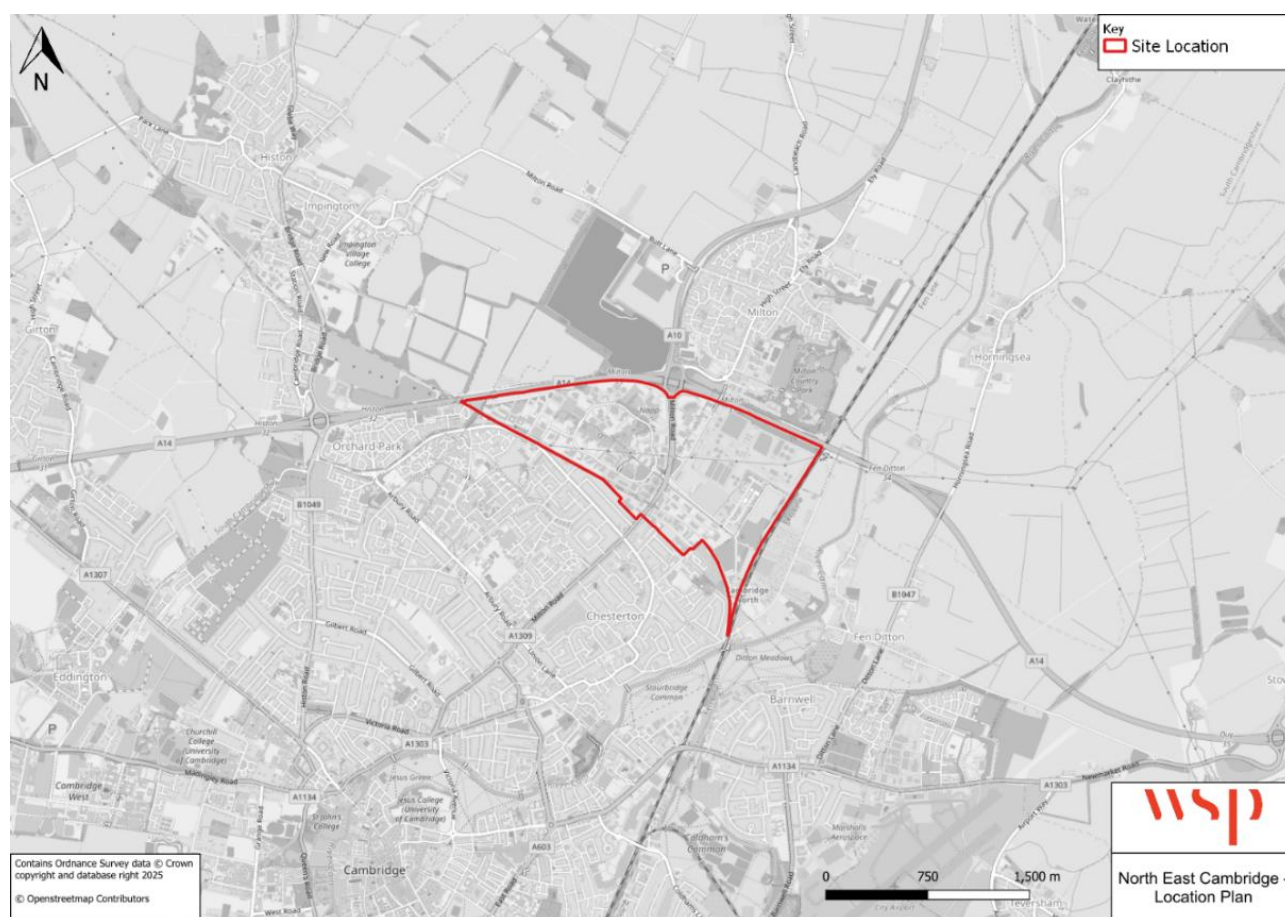
- Location:
 - within the 'site';
 - providing 'local' connectivity; or
 - 'strategic' connectivity.
- Status:
 - Essential: Defined as an intervention which is essential to enable the strategic site allocation to be delivered.
 - Required: Defined as an intervention that is necessary to mitigate the impact of the strategic site allocation, with the exact form and nature of the mitigation requirement to be identified through the transport assessment process at the planning application stage.
- Delivery Body:
 - Developer: The developer or developers responsible for bringing the strategic allocation site forward. This is the default assumption unless the measure is a defined larger scheme, or other intervention (see categories below), to which developer contributions are being made (see 'funding' section).
 - Public (or shared) transport provider: Depending on the scheme this could be a bus or taxi operator, or shared transport scheme operator (e.g. Voi, car club providers).
 - Relevant transport authority: Depending on the scheme this would likely be Cambridgeshire County Council (CCC), Greater Cambridge Partnership (GCP), Cambridgeshire and Peterborough Combined Authority (CPCA), National Highways or rail industry infrastructure and service providers but with appropriate developer contributions.
- Funding:
 - Developer: Transport infrastructure funded and delivered by the developer (this being the default delivery and funding approach).
 - S106 Contribution: Transport infrastructure funded by a S106 contribution based on the scale of impact of the development, where contributions will be required towards a larger scheme being delivered by the public bodies.

2 North East Cambridge

2.1 Site Description

- 2.1.1. North East Cambridge is a 180 hectare site located 2.4 miles from the city centre. The site is bounded by the A14 to the north, the Fen rail line to the east (including Cambridge North Station) and the Cambridgeshire Guided Busway to the south. Milton Road (A1309) runs through the site providing vehicle and active travel access and Cambridge North rail station located to the south east provides public transport access.
- 2.1.2. The village of Milton is located to the north of the site, along with the Milton Road Park and Ride, accessed from the A10. The residential areas of King's Hedges and Orchard Park are in close proximity to the site.
- 2.1.3. The site currently includes Cambridge Regional College, Cambridge Science Park, St John's Innovation Centre, Cambridge Business Park, Cowley Road Industrial Estate and a Wastewater Treatment Works. The full North East Cambridge masterplan relies on the relocation of the Wastewater Treatment Plant, which was granted consent by the Secretary of State in April 2025.

Figure 2-1 – North East Cambridge Site Location Plan



2.2 Proposed Local Plan Allocation

- 2.2.1. The table below sets out the potential quantum of housing and employment development at North East Cambridge included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The site was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 2-1 – Proposed North East Cambridge Local Plan Allocation

Land Use	Dwellings	Employment	Status
Mixed-use	3,900 by 2045 8,350 full build out	202,330 sqm of Class E floorspace	Safeguarded in adopted Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018. Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

2.3 Key Site Movement Challenges and Opportunities

- 2.3.1. The table below sets out the key identified movement challenges and opportunities relevant to North East Cambridge from the existing evidence bases and a desktop review.

Table 2-2 – Key North East Cambridge Movement Challenges and Opportunities

Source	Challenges	Opportunities
- North East Cambridge Transport Position Statement (2025) - Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021)	- Milton Road, the A14, Fen rail line, and the River Cam result in active travel severance within the site and to the surrounding areas. - Existing levels of car parking provision, particularly within Cambridge Science Park, encourage car usage to / from the site. - Milton Road leading to the city centre and the A14 interchange are congested during peak travel times, impacting bus journey times. - Active travel access to and across the Cambridgeshire Guided Busway path from Cambridge Science Park, Cambridge Regional College	- Attractive public transport provision provided by the Cambridgeshire Guided Busway, Milton Park and Ride and Cambridge North station. - Proposed Waterbeach to Cambridge public transport scheme and Waterbeach Greenway and Waterbeach New Town bus and active travel improvements will provide improved public transport and active travel connections to the north. - Co-location of employment and residential land uses on-site enables opportunities for local living and working. - Reduce the existing internal and external site severance for active modes of travel, including across

Source	Challenges	Opportunities
	and Cambridge Business Park is limited.	Milton Road, the Fen rail line and Cambridgeshire Guided Busway. Site is located within cycling distance of Cambridge city centre, Milton, Waterbeach, Histon and Impington.
WSP	- No direct eastern access to Cambridge North Station. - Lack of public transport routes directly through the Cambridge Science Park site. - Lack of high quality active travel infrastructure through the Cambridge Science Park and Cambridge Business Park sites as well as to neighbouring residential areas. - Cambridge North station located in the south east corner resulting in long walking distances to some areas within the site.	Potential for lower levels of parking supply for residents and employees to encourage use of other modes.

2.4 Key Site Movement and Access Requirements

- 2.4.1. North East Cambridge is well located to be accessed by walking, wheeling and cycling, Milton Park and Ride, the Cambridgeshire Guided Busway bus routes and Cambridge North rail station, as well as GCP schemes under development including the Waterbeach Greenway and Waterbeach to Cambridge public transport scheme.
- 2.4.2. Widening travel choice to reduce reliance on the private car, including via enhanced active and public transport access, is required to support the planned level of growth. A mix of land uses within the site for future residents and employees combined with substantial improvements to active travel and public transport connectivity is required. Car-free and car-lite parking provision to support a strict site-wide peak hour vehicle trip budget due to congestion on Milton Road during the peak travel periods is also necessary.

Vehicular Trip Budgets

- 2.4.3. The following table sets out the initial vehicular trip budget identified by Cambridgeshire County Council as required if the site is not to have a severe impact on the surrounding road network. The vehicular trip budget will be refined as the site progresses through the planning process.

Table 2-3 – North East Cambridge Vehicular Trip Budgets

Vehicular Trip Budget	Target Mode Share 2045
Milton Road: - AM Peak Hour: 3,900 two-way vehicle flows. - PM Peak Hour: 3,000 two-way vehicle flows. King's Hedges Road: - AM Peak Hour: 780 two-way vehicle flows. - PM Peak Hour: 754 two-way vehicle flows.	Between 21-26% trips by car driver mode share.

Source: Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021), North East Cambridge Transport Position Statement (2025), Ely to Cambridge Transport Study (2018)

Mitigation Requirements

- 2.4.4. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 2.4.5. A comprehensive package of transport mitigation measures will be required to support the North East Cambridge allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for this site. These will be delivered directly by the developers or through appropriate contributions as specified in Cambridge County Council's North East Cambridge Transport Position Statement. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 2-4 – North East Cambridge Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Walkable neighbourhoods, application of healthy towns principles and co-locating complementary land uses to meet daily needs of local residents.	Essential	Developer	Developer via direct delivery	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (pages 182,194)
Site	New segregated active travel connections to reduce the severance to the adjoining active travel routes and provide better connection to the Busway services and active travel path, including: ▪ Grade-separated crossing across Milton Road. ▪ At-grade active travel connections at the Cambridgeshire Guided Busway junction with Milton Road.	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	North East Cambridge Transport Position Statement (2025) (page 25)
Site	Improved active travel network for internal movements within the site, including walking and cycling improvements for Cowley Road, Cambridge Science Park Loop Road and Milton Road between Cowley	Required	Developer	Developer via direct delivery	North East Cambridge Transport Position Statement (2025) (page 25)

Location	Measure	Status	Delivery Body	Funding	Source
	Road and Cambridgeshire Guided Busway, including the underpass.				
Site	Improved arrival experience for pedestrians/ cyclists accessing Cambridge North station.	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 121)
Site	Network of Mobility Hubs at key public transport and active travel corridors to facilitate seamless interchange for multi-modal journeys.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 214)
Site	Implementation of effective monitor and manage Travel Plans against the vehicular trip budget, that include measures such as site-wide micromobility, car-sharing, Mobility as a Service, electric car club vehicles, demand responsive transport, and incentives to encourage travel by active and sustainable modes.	Essential	Developer	Developer	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 195-196, 230)
Site	Delivery and consolidation hubs and last mile delivery system.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Proposed Submission North East Cambridge Area Action Plan

Location	Measure	Status	Delivery Body	Funding	Source
					Regulation 19 (2021) (page 219)
Site	Cycle parking provided in excess of the minimum standards with at least 5-10% designed to accommodate non-standard cycles along with appropriate provision for electric charging points. Cycle and micromobility parking to be provided at key locations throughout the North East Cambridge site.	Essential	Developer	Developer via direct delivery	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 209)
Site	Each land parcel within the North East Cambridge site to provide substantially reduced level of existing car parking supply to support the vehicular trip budget. For residential uses a maximum site-wide car parking standard of 0.5 spaces per dwelling with an expectation that lower levels will be achieved due to the attractive non-car choices available.	Essential	Developer	Developer via direct delivery	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 229)
Site	Residential car parking to be accommodated in car barns to discourage use of car for short trips.	Required	Developer	Developer via direct delivery	Proposed Submission North East Cambridge Area Action Plan

Location	Measure	Status	Delivery Body	Funding	Source
					Regulation 19 (2021) (page 229)
Site	Parking to be monitored in the site and in surrounding residential areas with new Controlled Parking Zones to be provide if required (as per s106 contribution).	Required	Relevant transport authority	s106 contributions	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 230), North East Cambridge Transport Position Statement (2025) (page 14)
Site	Existing car parking at Cambridge North station to be consolidated into car barns.	Required	Developer	Developer via direct delivery	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 121)
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified through the vision-led transport assessment process.	Required	Developer	Developer	WSP
Local	Park and Cycle infrastructure improvements at Park and Ride locations.	Required	Relevant transport authority	Developer via direct delivery or through s106 contributions	North East Cambridge Transport Position Statement (2025) (page 30)
Local	Orbital bus services to Eddington and Maddingley Park and Ride and the proposed	Required	Public transport provider	Developer via direct delivery or	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	Cambourne to Cambridge public transport scheme.			through s106 contributions	
Local	Shuttle bus service within the site and to the Milton Park and Ride.	Required	Public transport provider	Developer via direct delivery or through s106 contributions	North East Cambridge Transport Position Statement (2025) (page 10)
Local	A new pedestrian and cycling bridge over the Fen rail line to provide direct access to Chesterton Fen to the east of the railway line and onwards to the River Cam towpath.	Required	Relevant transport authority	Developer via direct delivery or through s106 contributions	Proposed Submission North East Cambridge Area Action Plan Regulation 19 (2021) (page 202)
Strategic	Proportionate developer contributions towards: - Waterbeach to Cambridge public transport scheme. - Bus improvements for Cambridge. - Chisholm Trail. - Milton Road. - Cambourne to Cambridge public transport scheme. - GCP Greenways including Waterbeach and St Ives. - Cambridge Eastern Access. - Additional 1,000 Park and Ride spaces in Cambridge.	Required	Relevant transport authority	s106 Contributions	North East Cambridge Transport Position Statement (2025) (page 29)

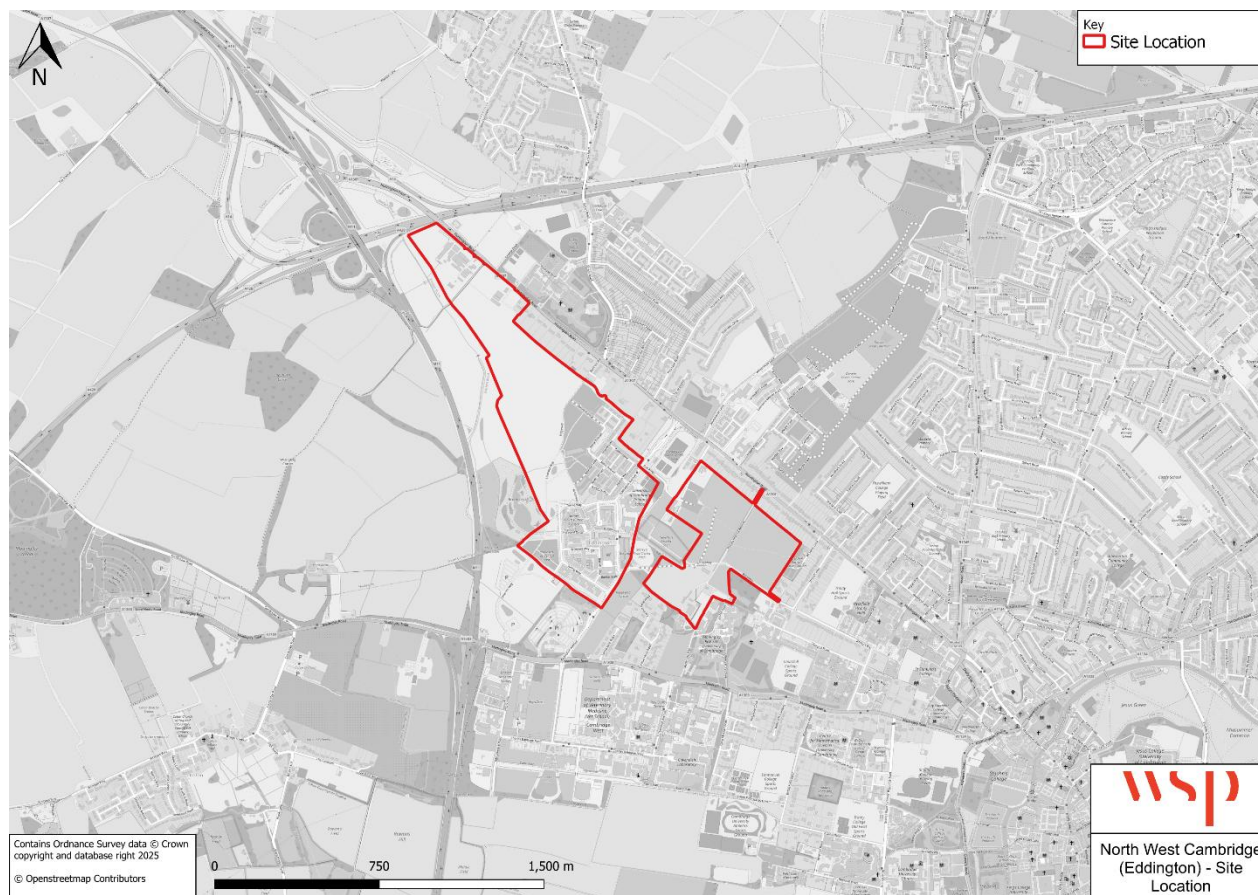
Location	Measure	Status	Delivery Body	Funding	Source
	Cambridge South East public transport scheme.				
Strategic	Improved walking and cycle links to neighbouring residential areas to be identified through the vision-led Transport Assessment process that should consider routes to North Cambridge Academy, King's Hedges and connections to Milton Road and the Chisholm Trail.	Required	Relevant transport authority	s106 Contributions	North East Cambridge Transport Position Statement (2025) (page 25)
Strategic	Public transport improvements that provide sufficient capacity to accommodate movements to: - Cambridge city centre. - Cambridge Biomedical Campus. - Milton Park and Ride. - Northstowe. - Waterbeach. - Cambourne.	Required	Relevant transport authority	s106 Contributions	North East Cambridge Transport Position Statement (2025) (page 10)
Strategic	Additional rail services provided by rail operators, with future ambitions of East West Rail providing improved connection to areas to the east and west of Cambridge.	Required	Public transport provider	s106 Contributions	North East Cambridge Transport Position Statement (2025) (page 10)

3 North West Cambridge (Eddington)

3.1 Site Description

- 3.1.1. North West Cambridge, known as Eddington, is a 150 hectare site located 2.1 miles from the city centre. The site is bounded by Huntingdon Road (A1307) and Maddingley Road (A1303) to the north and south respectively. The M11 bounds the western side of the site (accessed via Junction 13), whilst the eastern side is bounded by greenspace and residential land uses.
- 3.1.2. Eddington is a Cambridge University residential-led development currently being built out and occupied. The site currently comprises a local centre (including a supermarket, shops and cafes), community centre, hotel, primary school, sports facilities, country park and a range of Cambridge University (staff and student) housing along with private residential units. The site is designed on principles of a walkable neighbourhood with high quality walking, wheeling and cycling infrastructure.
- 3.1.3. The site is located in close proximity to several Cambridge University sites including Girton College, Maddingley Rise Campus, West Cambridge and Churchill College. The village of Girton is to the north and the West Cambridge Campus to the south, with residential areas to the east.
- 3.1.4. Vehicle access to the site is via access junctions on Huntingdon Road and Maddingley Road to the north and south respectively. These accesses are linked through the site, with private vehicle access restrictions provided on the most direct route via Eddington Avenue, Monday to Friday 0700-1900 hours. These accesses provide walk and cycle access along with additional active travel connections from Huntingdon Road and Storey's Way to the east.
- 3.1.5. Bus services enter the site via Maddingley Road and Huntingdon Road. U1 routes through the site from Girton Corner to the Biomedical Campus via the city centre, Cambridge Station and Cambridge Guided Busway. U2 accesses and egresses the site via Maddingley Road and also routes to the Biomedical Campus via the city centre and Cambridge Station via Hills Road. Tiger 2 routes through the site from Maddingley Park and Ride to Histon / Impington, Milton Park and Ride and Newmarket Road Park and Ride.

Figure 3-1 – North West Cambridge Site Location Plan



3.2 Proposed Local Plan Allocation

- 3.2.1. The table below sets out the potential quantum of housing development at North West Cambridge (Eddington) included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The site was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 3-1 – Proposed North West Cambridge Local Plan Allocation

Land Use	Dwellings	Employment	Status
Residential-led mixed-use	2,500 by 2045 (full build out)	No additional employment allocated	Phase 1 complete. Additional dwellings identified in draft Local Plan.

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

3.3 Key Site Movement Challenges and Opportunities

3.3.1. The table below sets out key identified movement challenges and opportunities relevant to North West Cambridge from a desktop review.

Table 3-2 – Key North West Cambridge Movement Challenges and Opportunities

Source	Challenges	Opportunities
WSP	- Peak period congestion on the surrounding local road network including Maddingley Road and Huntingdon Road impacts bus journey time reliability. - Outbound active travel provision on Huntingdon Road and the facilities on Maddingley Road not fully in line with current design guidance for active travel. - Lack of good quality pedestrian and cycle connections at the western end of Huntingdon Road, north into Girton and south into West Cambridge Campus. - Bus priority is limited in the north west of Cambridge. - Lack of direct public transport connectivity to employment destinations in north Cambridge. - Some of the new housing could be outside of 400m (five-minute walk) from the existing site bus stops, making bus travel inaccessible for less physically mobile individuals. - M11 creates a movement barrier for connections to settlements and routes to the west with limited crossing opportunities for active modes requiring	- Resident travel surveys indicate 89% of existing Eddington residents commute to work by non-car modes, indicating opportunity to embed highly sustainable travel behaviours for new residents (Source: Eddington Cambridge – News and Updates – April 2024). - Existing site-wide Travel Plan already in place with funding / subsidising of the University bus service, with the potential to expand throughout the site. - Proximity to Cambridge city centre, with the opportunity to further improve active travel connectivity. - University-centric development with residents likely to use sustainable modes based on existing University of Cambridge sustainable car-free travel patterns of 70-75% (Source: University of Cambridge Travel and Transport Progress - 2024). - Future Cambourne to Cambridge public transport scheme, which will be located approximately 15 minute walk / 6 minute cycle ride from the site, offers new connectivity opportunities

Source	Challenges	Opportunities
	substantial detour from the site (e.g. Maddingley / Coton). ▪ Maddingley Road signal crossing provision is staggered and not provided at all junctions, reducing the appeal of walking and cycling to the University of Cambridge West Campus area. ▪ Public transport journey times to Cambridge city centre and Cambridge rail station are double the journey time by car due to bus services having a longer route with no express services. (source: Google maps).	west, to the city centre and to the Cambridge Biomedical Campus. ▪ To connect to the surrounding public rights of way network for leisure movements, including northern end of Huntingdon Road. ▪ Further reduce and rationalise parking supply due to high levels of active and sustainable travel. ▪ GCP planned improvements to Maddingley Road will provide a step change in active travel infrastructure. Opportunity to extend and improve the Eddington Avenue / Maddingley Road junction and connections into West Cambridge.

3.4 Key Site Movement and Access Requirements

- 3.4.1. North West Cambridge (Eddington) has delivered a high quality development that includes segregated active travel infrastructure within the site, connecting to the surrounding network. A well-funded site-wide Travel Plan is being implemented, is directly served by the University funded U1 and U2 electric bus services, Tiger 2 bus service and provides a mix of local/on-site facilities to reduce the need to travel.
- 3.4.2. In total, 50% of the residential units being provided within the consented development are for university staff and students, resulting in a high propensity for site residents to travel locally by active and public transport modes given their work/study locations within the city.
- 3.4.3. During the planning phase for the current site, concerns were identified around potential traffic flow impacts on Maddingley Road, Huntingdon Road, and the A14 / M11. However, annual surveys of residents have demonstrated high levels of active and public transport travel for commuter journeys as well as trips to the on-site primary school and supermarket, demonstrating that the development is highly sustainable.
- 3.4.4. It is assumed that, as the remaining consented phases of the development are built out and occupied, the required supporting mitigation measures will be delivered by the developer including the extension of the Travel Plan, expansion of bus routes through the site so that all residents are within 400m of a bus stop, expansion of the Voi shared e-bikes and scooters and provision of high quality on-site active travel infrastructure.

- 3.4.5. The densification of Eddington will result in additional residents travelling to and from the site, triggering the need for off-site improvements. It is recognised that the existing residents are achieving highly sustainable travel patterns and therefore similar levels of on-site provision in the new development areas will be required to allow this to be replicated.

Vehicular Trip Budgets

- 3.4.6. The following table sets out the initial vehicular trip budget identified as required if the site is not to have a severe impact on the surrounding road network. At the time of writing the assumption is that any new development will come forward without generating additional vehicle trips above the consented trip attraction set out in the 2013 outline planning application transport assessment. The vehicular trip budget will be refined as the site progresses through the planning process.

Table 3-3 – North West Cambridge Vehicular Trip Budget

Vehicular Trip Budget	Target Mode Share 2045
- AM Peak Hour: 1,716 two-way vehicle flows. - PM Peak Hour: 1,735 two-way vehicle flows.	37.8% of trips by car drivers. 62.2% of trips by active and sustainable modes.

Source: KMC

Mitigation Requirements

- 3.4.7. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 3.4.8. A comprehensive package of transport mitigation measures will be required to support the North West Cambridge allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for the additional allocated development within this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 3-4 – North West Cambridge Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Mix of residential, employment, education and retail land-uses to reduce the need to travel outside of the development.	Essential	Developer	Developer via direct delivery	North West Cambridge Transport Assessment (2011) (page 6)
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance.	Essential	Developer	Developer via direct delivery	WSP
Site	Monitor on-site car club usage and increase provision if required as site is built out and occupied.	Required	Developer	Developer	North West Cambridge Transport Assessment (2011) (page 159)
Site	Private car parking supply to be reduced to a level below existing car parking provision to support the vehicular trip budget. Car-free or car-lite residential car parking provision (0.2-0.4 spaces per dwelling) to be provided, justified in the submitted vision-led Transport Assessment.	Essential	Developer	Developer via direct delivery	WSP
Site	Cycle parking provided in excess of the minimum standards with at least 5-	Essential	Developer	Developer via direct delivery	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	10% designed to accommodate non-standard cycles along with appropriate provision for electric charging points. Cycle and micromobility parking to be provided at key locations throughout the Eddington site.				
Site	Sustainable travel provision for education facilities provided on site, including consideration of school streets.	Required	Developer	Developer via direct delivery	WSP
Site	Network of Mobility Hubs at key public transport and active travel corridors to facilitate seamless interchange for multi-modal journeys.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP
Site	Existing site-wide Travel Plan to be updated and expanded to include all future occupiers. Travel Plan to be monitored against the vehicular trip budget and include measures such as site-wide micromobility, car-sharing, Mobility as a Service, electric car club vehicles, demand responsive transport, and incentives to encourage travel by active and sustainable modes.	Essential	Developer	Developer	WSP
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be	Required	Developer	Developer	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	identified through the vision-led transport assessment process.				
Local	Active travel improvements, including: - West Cambridge access road to improve access to local employment, sports centre, cycleway and proposed Cambourne to Cambridge public transport scheme. - Huntingdon Road (outbound). - Madingley Road site access junction. - Connections to local public rights of way including western end of Huntingdon Road, Madingley and Coton.	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	WSP
Local	Public transport improvements, including: - Provision of high quality bus stops (including shelter, seating and lighting, cycle parking and off-bus ticketing facilities / information). - Orbital bus connections to North East Cambridge.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP
Strategic	Proportionate contribution to the GCP programme of schemes, including but not limited to:	Required	Relevant transport authority or	s106 Contributions	WSP

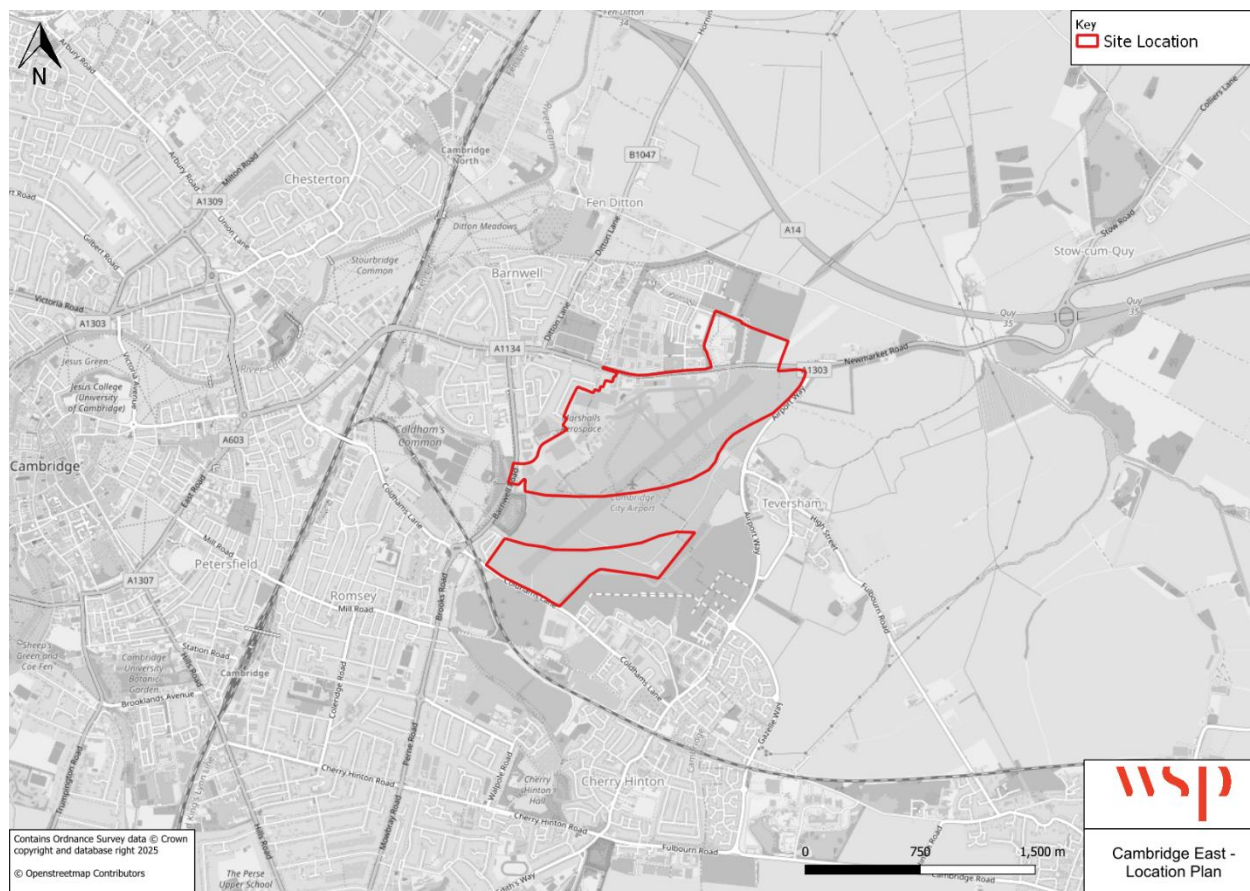
Location	Measure	Status	Delivery Body	Funding	Source
	▪ Madingley Road. ▪ Cambourne to Cambridge public transport scheme. ▪ Comberton and Barton Greenway schemes.		public transport provider		

4 Cambridge East

4.1 Site Description

- 4.1.1. Cambridge East is a 140 hectare site located 2.2 miles from Cambridge city centre. The site is bounded broadly by Newmarket Road (and includes some land north of Newmarket Road) and residential developments to the north/north west, Airport Way to the east, Coldhams Lane to the south and Barnwell Road to the west. The site is located on the eastern fringe of the city, close to the residential areas of Marleigh, Barnwell, Mill Road, Cherry Hinton and the village of Teversham to the east.
- 4.1.2. The majority of the site is occupied by Marshalls Aerospace and Cambridge City Airport. The Springstead Village development is being built out and occupied in the south east corner of the site. The closure of the airport is required for the Cambridge East development of the site along with the relocation of the Marshalls Aerospace operations. The relocation of Marshalls Aerospace to a new facility at Cranfield University has been granted outline planning permission (CB/22/04299/OUT) on 19 April 2023 by Central Bedfordshire Council. The site also includes the Newmarket Road Park and Ride, which is planned to relocate as part of the Greater Cambridge Partnership's Cambridge Eastern Access programme.
- 4.1.3. The Cambridge East site is currently accessed from multiple junctions onto Newmarket Road and via Barnwell Drive. There are also multiple emergency and secure accesses from Sunnyside, Meadowlands, Airport Way and Coldhams Lane. The Newmarket Road Park and Ride is accessed from Newmarket Road, which is a key radial route into central Cambridge.

Figure 4-1 – Cambridge East Site Location Plan



4.2 Proposed Local Plan Allocation

- 4.2.1. The table below sets out the potential quantum of housing and employment development at Cambridge East included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The site was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 4-1 – Proposed Cambridge East Local Plan Allocation

Land Use	Dwellings	Employment	Status
Residential-led mixed-use	3,950 by 2045 8,050 by full build out	145,000 sqm: 62,500 sqm office 62,500 sqm R&D 10,000 sqm general industrial 10,000 sqm logistics / Warehousing	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

4.3 Site Key Movement Challenges and Opportunities

4.3.1. The table below sets out key identified movement challenges and opportunities relevant to Cambridge East from the existing evidence bases and a desktop review.

Table 4-2 – Key Cambridge East Movement Challenges and Opportunities

Source	Challenges	Opportunities
- Cambridge East Area Action Plan (2008) - Cambridge East Transport Topic papers (2022) - Cambridge East Transport Approach Summary (2025)	- Congested local highway network at peak travel times, including Newmarket Road, Ditton Lane, Coldhams Lane and Barnwell Road impacting bus journey times. - Development is reliant on the successful implementation of a vehicular trip budget approach with the provision of a choice of modes to facilitate high levels of walking, cycling and public transport use within and beyond the site.	- Future proposals for an East West Rail extension with a station at Cambridge East. - New high quality public transport connections to North East Cambridge, Cambridge Station and the Biomedical Campus. - Cambridge Eastern Access scheme along Newmarket Road is under development, providing improved cycle provision and a new travel hub in addition to improved public transport provision.
WSP	- Existing surrounding road and active travel network does not currently provide high quality facilities for walking and cycling, notably towards Cambridge station, the city centre, North East Cambridge and the Cambridge Biomedical Campus (Newmarket Road is inconsistent with current best practice for active travel provision). - Existing public transport services are limited for direct travel to the rail station and city centre from the south and east of the site. - The Coldhams Lane railway bridge is width and height restricted, constraining the provision of active travel infrastructure and future running of double decker buses.	- Opportunity to capitalise on edge of city location to encourage cycling to the city centre, Cambridge rail station and northern and southern employment sites. - Co-location of employment and residential land uses on-site enables opportunities for local living and working. - Car-lite and car-free residential and employment land uses within the site. - To provide active travel and public transport routes through the site, improving the permeability of eastern Cambridge. - The site can provide a direct high quality public transport route into the relocated Newmarket Road Travel Hub.

Source	Challenges	Opportunities
	- The Tins Path active travel route to the south has a narrow and constrained rail bridge. - Site is adjacent to Barnwell Nature reserve. - Coldham's Common to the west is a sensitive local environment with poor quality (formal) active travel routes.	The site will benefit from the Fulbourn and Bottisham Greenways.

4.4 Site Key Movement and Access Requirements

- 4.4.1. The road network surrounding Cambridge East experiences high levels of congestion at peak travel times and currently lacks attractive provision for active and sustainable travel to key destinations within Cambridge.
- 4.4.2. The transport strategy for Cambridge East is focused on creating five-minute neighbourhoods within a larger 15-minute city arrangement, providing a mix of land uses to maximise internalisation by active and sustainable modes of travel. Car-free and car-lite parking provision will be required to support a strict site-wide peak hour vehicular trip budget. High quality active travel and public transport provision will be required, connecting Cambridge East with Cambridge rail station, city centre, North East Cambridge, West Cambridge and the Biomedical Campus.
- 4.4.3. Given the existing constraints on the local transport network, the phasing of delivery will be important to maximise internalisation and reduce to need to travel outside the site, particularly by private car.

Vehicular Trip Budgets

- 4.4.4. The following table sets out the initial vehicular trip budget identified by Cambridgeshire County Council as required if the site is not to have a severe impact on the surrounding road network. The trip budget will be refined as the site progresses through the planning process.

Table 4-3 – Cambridge East Vehicular Trip Budget

Vehicular Trip Budget	Target Mode Share 2045
- AM Peak Hour: 1,500 two-way vehicle flows - PM Peak Hour: 1,800 two-way vehicle flows	18% and 22% of car trips in the AM and PM peaks respectively for both 2045 and full build out.

Source: Cambridge East Transport Topic Paper 2 – Trip Budget, Cambridge East Transport Topic Paper 4 – Low Car Living.

Mitigation Requirements

- 4.4.5. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 4.4.6. A comprehensive package of transport mitigation measures will be required to support Cambridge East allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 4-4 – Cambridge East Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Five-minute neighbourhoods bounded by green corridors to provide a 15-minute city within the site.	Essential	Developer	Developer via direct delivery	Cambridge East Transport Topic Paper 1 (2022) (page 1)
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance, with car access strictly managed at the centre of each neighbourhood.	Essential	Developer	Developer via direct delivery	Cambridge East Transport Topic Paper 1 (2022) (page 1), WSP
Site	Principles of walkable neighbourhoods, healthy towns and co-locating a complementary mix of land uses to meet daily needs of local residents.	Essential	Developer	Developer via direct delivery	Cambridge East Transport Topic Paper 1 (2022) (page 1)
Site	Sustainable travel provision for education facilities provided on site, including school streets in operation from the outset.	Required	Developer	Developer via direct delivery	WSP
Site	If it were to come forward, consideration of direct access routes to a potential Cambridge East station in site design and master planning, alongside safeguarding of land and potential proportionate contributions for delivery	Required	Developer	Developer via direct delivery and through s106 contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	of the station and its accompanying infrastructure.				
Site	Implementation of an effective 'monitor and manage' regime against the vehicular trip budget, alongside the site-wide Travel Plan, that should include measures such as site-wide micromobility, car-sharing, Mobility as a Service, electric car club vehicles, demand responsive transport, and incentives to encourage travel by active and sustainable modes.	Essential	Developer	Developer	Cambridge East Area Action Plan (2008) (page 62), Cambridge East Transport Topic Paper 1 (2022) (Page 2), WSP
Site	Network of Mobility Hubs at public transport and active travel routes to facilitate seamless interchange for multi-modal journeys, with all residential properties to be within 400m of a bus stop.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Cambridge East Transport Topic Paper 1 (2022) (Page 2), Cambridge East Area Action Plan (2008) (page 61)
Site	Majority of car parking provided in car barns / multi-storey car parks located at the edge of residential areas.	Required	Developer	Developer via direct delivery	Cambridge East Transport Topic Paper 1 (2022) (Page 2)
Site	An appropriate level of car, coach and cycle parking to be retained for the Ice Arena within the existing Newmarket Road Park and Ride site.	Required	Developer	Developer via direct delivery	WSP

Location	Measure	Status	Delivery Body	Funding	Source
Site	Delivery and consolidation hubs and last mile delivery system.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP
Site	Cycle parking provided in excess of the minimum standards. Cycle and micromobility parking to be provided at key locations throughout the Cambridge East site.	Essential	Developer	Developer via direct delivery	WSP
Site	Car free and car-lite parking supply on site for residents, visitors and employees, should be provided. A strict application of parking supply across the site. As a maximum the residential parking standard should be 0.2-0.3 spaces per dwelling, but the expectation is that car-free residential land uses can be achieved in this site for all housing types and tenures.	Essential	Developer	Developer via direct delivery	WSP
Site	Implementation of a site-wide parking strategy that includes staff eligibility for on-site parking and the provision of all residential car parking spaces on a rental basis to discourage private car ownership.	Required	Developer	Developer via direct delivery	WSP
Site	Cambridge Eastern Access Phase B: associated public transport corridor through the site.	Essential	Developer	Developer via direct delivery	Cambridge East Area Action Plan (2008) (Page 66)

Location	Measure	Status	Delivery Body	Funding	Source
Local	Active travel improvements delivered to best practice standards, including: ▪ Connections to Newmarket Road, Airport Way, Barnwell Road, Coldhams Lane, Sunnyside and Meadowlands Road surrounding the site. ▪ Routes to the Chisholm Trail across Coldhams Common. ▪ The Jubilee Cycleway, and NCN 51 through Marleigh-Fen Ditton-Ditton Meadows-Chisholm Trail-North East Cambridge. ▪ Routes from the site to south Cambridge via Barnwell Road-A1134-Fendon Road to the Biomedical Campus, Cherry Hinton-Queen Ediths Way and Gazelle Way. ▪ Routes towards central Cambridge including routes to Cambridge station, Davy Road, Mill Road and Coldhams Lane. ▪ Routes towards west Cambridge including to Eddington and West Cambridge Campus.	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	Cambridge East Transport Strategy, Cambridge East Area Action Plan (2008) (Page 64), WSP
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified	Required	Developer	Developer	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	through the vision-led transport assessment process.				
Local	Improvements to public transport that provide the following: ▪ Bus stops / Mobility Hubs within 400m for all site occupants. ▪ High quality, direct public transport route through the site from the Newmarket Road Travel Hub. ▪ Package of bus service enhancements connecting the site with North East Cambridge, West Cambridge, Cambridge city centre, Cambridge rail station and the Biomedical Campus. ▪ Bus priority to be provided for routes where feasible including bus priority signals, bus lanes and modal filters.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Cambridge East Area Action Plan (2008) (Page 61), WSP
Local	Proportionate contributions to: ▪ GCP Greenways Programme. ▪ Cambridge Eastern Access Newmarket Road. ▪ Madingley Road. ▪ Addenbrookes roundabout. ▪ Other schemes that improve active and sustainable access to and from the site.	Required	Relevant transport authority	s106 Contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
Strategic	Proportionate contributions to Cambridge Eastern Access Phase B: Relocation of Newmarket Road Park and Ride to a site south of Newmarket Road and east of Airport Way.	Required	Relevant transport authority	s106 Contributions	Cambridge East Area Action Plan (2008) (Page 66)
Strategic	Additional public transport link / Bus Rapid Transit system to be provided from the site to the city centre, outside of the current proposals for Cambridge Eastern Access.	Required	Public transport provider	s106 Contributions	Cambridge East Transport Approach Summary (2025) (Page 9)

5 Babraham Research Campus

5.1 Site Description

- 5.1.1. Babraham Research Campus is a 185 hectare established bioscience research and innovation campus located approximately 6 miles to the south east of Cambridge. The site is bounded by the A1307 Cambridge Road to the east, which provides the main site access, with the A11 and the Fourwentways roundabout further to the south east. Babraham village is immediately to the south and Sawston to the west, accessed via Sawston Road.
- 5.1.2. Several pharmaceutical and research businesses are located on the site, which is part of the Cambridge Southern Research cluster. The southern part of the site is part of the Babraham Conservation Area due to the presence of Babraham Hall, a Grade II Listed Building.
- 5.1.3. The site is accessible by walking and cycling via the shared use paths alongside the A1307 and A505, and a mixture of on and off-road routes to Sawston with onwards journeys towards Cambridge. Bus stops on the A1307 serve the site (Haverhill Bus services) with the closest rail stations being Whittlesford, Shelford and Cambridge South (under construction). The A11 currently results in some active travel severance from the site to the south, although there is some permeability via the Babraham to Abington footpath (Footpath 12/4 and overbridge).

Figure 5-1 – Babraham Research Campus Site Location Plan



5.2 Proposed Local Plan Allocation

- 5.2.1. The table below sets out the potential quantum of employment development at the Babraham Research Campus included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The site was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 5-1 – Proposed Babraham Research Campus Local Plan Allocation

Land Use	Dwellings	Employment	Status
Employment	No additional dwellings allocated	25,030 sqm of additional R&D employment space by full build out	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

5.3 Key Site Movement Challenges and Opportunities

- 5.3.1. The table below sets out key identified movement challenges and opportunities relevant to the Babraham Research Campus from the existing evidence bases and a desktop review.

Table 5-2 – Key Babraham Research Campus Movement Challenges and Opportunities

Source	Challenges	Opportunities
- Babraham Research Park Travel plan (2010) - Babraham Research Campus – Our Plan for Future Growth (2021) - Babraham research Campus Environmental Impact Assessment Scoping report (Jan 2025) - Linton Greenway Greater Cambridge	Bus services do not directly serve the site, access is provided by the 13/X13 buses that run along the A1307.	- Cambridge South East Transport (CSET) will improve public transport and active travel connections to / from the site. - Expansion and enhancement of the existing site-wide Travel Plan provisions to increase sustainable commuting. - Upgrade existing surrounding public rights of way to improve opportunities for walking and cycling. - Sawston and Linton Greenways should reduce active travel severance of the A11 and improve connections south towards Linton and north to Sawston and Cambridge. - Extensions to existing bus routes.

Source	Challenges	Opportunities
Partnership Website (2025)		
WSP	- Although existing shared use path connects Cambridge and the site via Babraham Road, parts of the route are not in line with current design guidance for active travel. - Close relationship with delivery of proposed CSET scheme to substantially improve public transport provision. If CSET is cancelled / postponed, it will be more challenging to encourage substantial levels of modal shift. - Site is located more than 30 minutes cycle from some parts of Cambridge, particularly the outskirts to the north, east and west. - A11 forms an active travel movement barrier, with only a public footpath and narrow bridge connecting the site with Granta Park with poor onward connectivity. No step-free access is present for the bridge over the A11, representing movement barriers for users with mobility impairments or with pushchairs. This reduces active mode access to Linton and the Abingtons (including Granta Park). - A505 and A1307 suffer from peak period congestion.	- Potential to improve public transport access to Cambridge city centre and existing rail stations to complement CSET delivery if needed. - Reduce car parking supply on-site to maximise walking, cycling and public transport use. - Collaborate with Granta Park to extend their commuter bus services to Babraham. - Cambridge South Station - CSET providing enhanced site access by public transport and active modes to rail services.

5.4 Key Site Movement and Access Requirements

- 5.4.1. The campus is not directly served by public transport, relying on the existing X13 and 13 bus services along the A1307. Whittlesford and Cambridge train stations are beyond reasonable walking distances, although both are within, or close to, established cycling distance thresholds. Vehicle access to the site is via a roundabout off Babraham Road (A1307), which includes pedestrian and cycle access to the shared use path connecting to central Cambridge. Active travel routes also exist providing access towards Sawston and alongside the A505. The existing site implements a site-wide Travel Plan that aims to reduce the number of single occupancy staff car trips and increase sustainable travel.

Vehicular Trip Budgets

- 5.4.2. Developers will be required to work with Cambridgeshire County Council as local highway authority on the establishment of a vehicle trip budget. At the time of writing the assumption is that any new development will come forward without generating any additional car trips. The exact figure for the vehicular trip budget will be refined as part of any forthcoming vision-led transport assessment for site expansion. The following table sets out the proposed approach to developing vehicle trip budgets for this site.

Table 5-3 – Babraham Research Campus Vehicular Trip Budgets

Vehicular Trip Budget	Target Mode Share 2045
The developers of the site will be required to work with the local highway and planning authorities to agree an appropriate vehicular trip budget so that the site does not have a severe residual impact on the highway network around the site.	A 'Future Vision' car mode share scenario (both single and multiple occupancy) of 40-50% for over a 10-15 year timeframe from site occupancy.

Source: Babraham Research Campus - EIA Scoping report (2025).

Mitigation Requirements

- 5.4.3. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 5.4.4. A comprehensive package of transport mitigation measures will be required to support the Babraham Research Campus allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for the additional allocated development within this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 5-4 – Babraham Research Capus Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance.	Essential	Developer	Developer via direct delivery	WSP
Site	Expansion of existing retail / cafe facilities within Babraham Research Campus to reduce the need to travel off-site.	Required	Developer	Developer via direct delivery	WSP
Site	Provision of a Mobility Hub(s) at key public transport and active travel corridors to facilitate seamless interchange for multi-modal journeys.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Babraham research Campus EIA scoping report (2025) (page 8),
Site	Vision-led site-wide parking supply and management to provide an appropriate level of vehicle parking consistent with the Mobility Vision and mode share target.	Essential	Developer	Developer via direct delivery	WSP
Site	Existing site-wide Travel Plan to be updated and expanded to include all future occupiers. The site-wide Travel Plan to include effective monitoring against the vehicular trip budget and mode share target and provide a	Essential	Developer	Developer	Travel Plan for The Babraham Research Campus (2010) (page 10), Babraham

Location	Measure	Status	Delivery Body	Funding	Source
	range of measures, such as bicycle purchase loans and adult cycle training, bicycle lockers and shower facilities to be provided for all existing and future employees on site, staff travel tickets / subsidies for public transport costs, sustainable travel information available on-site and intranet(including maps for cycling, promotion of Camshare and provision of car club vehicles, shared e-bikes), on-site car parking management and delivery and servicing management measures, training and facilities for on-site video conferencing to reduce need for off-site meetings, and encouragement of hybrid working for employees of on-site businesses, where possible.				research Campus EIA scoping report (2025) (page 10), WSP
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified through the vision-led transport assessment process.	Required	Developer	Developer	WSP
Local	Active travel improvements to support walking, wheeling and cycling, including:	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	Babraham research Campus – Our Plan for Future Growth

Location	Measure	Status	Delivery Body	Funding	Source
	- Improved active travel connections between the site and Sawston Road towards Sawston village. - To and along the A505 to improve access to Whittlesford station. - The public rights of way network including the bridleway to Stapleford. - Access to the CSET Travel Hub and active travel path.				(2021) (pages 37, 39), WSP
Local	Provide attractive staff commuter public transport enhancements, connecting the site with Whittlesford Station, Cambridge South Station and Cambridge, either through collaboration with Granta Park and Genome Campus commuter services, improvements to existing services and / or provision of new services.	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	WSP
Strategic	Proportionate contribution to the proposed GCP Linton and Sawston Greenways.	Required	Relevant transport authority	s106 Contributions	Babraham research Campus – Our Plan for Future Growth (2021) (Page 39)
Strategic	Proportionate contribution to the Cambridge South East Transport Scheme (CSET) to include delivery of an attractive walking and cycling	Required	Public transport provider	s106 Contributions	Babraham research Campus – Our Plan for

Location	Measure	Status	Delivery Body	Funding	Source
	connection from the A11 Travel Hub to the Campus plus other GCP Schemes highlighted as part of the vision-led Transport Assessment process.				Future Growth (2021) (Page 39)

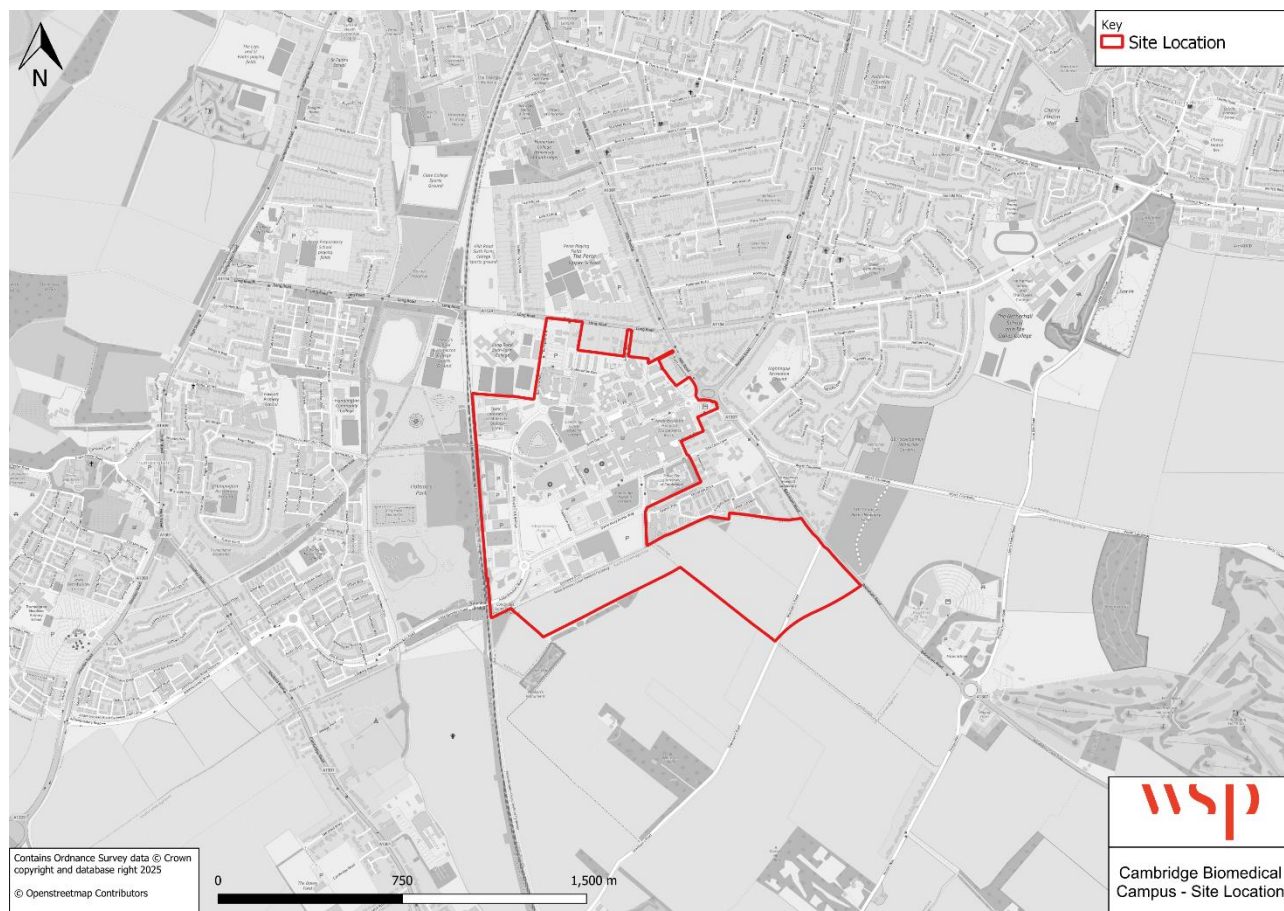
6 Cambridge Biomedical Campus

6.1 Site Description

- 6.1.1. The Cambridge Biomedical Campus is a 145 hectare site located approximately 1.5 miles to the south of central Cambridge. The site is bounded by the London to Kings Lynn rail line to the west, Long Road to the north and Hills Road and Babraham Road to the east, with Green Belt farmland to the south. The site is surrounded by residential areas to the east, north and west, including Trumpington, Queen Ediths and Hills Road. To the south are the villages of Great Shelford, Little Shelford, Stapleford, Sawston and Grantchester to the west.
- 6.1.2. The site is occupied by biomedical research, patient care and education buildings and associated support facilities. The site includes Addenbrookes and Royal Papworth Hospitals, with planning consent granted for a children's hospital and cancer research hospital. The Cambridge Biomedical Campus is the largest employment site in Cambridge, supporting over 22,000 jobs along with more than 37,000 visitors per day¹.
- 6.1.3. Vehicle access to the site is via the Addenbrookes Access Road to the west, Long Road to the north and Hills Road to the east. These accesses provide walk and cycle access along with additional active travel connections from Vawser Way and Red Cross Lane to the east and the DNA path to the south. There is a dedicated Cambridgeshire Guided Busway access over the rail line to the west providing bus and active travel access. The main bus interchange is located at the main entrance from Hills Road, with buses routing through the site including services from Cambridge Station, and Trumpington and Babraham Park and Rides.

¹ <https://cambridge-biomedical.com/>.

Figure 6-1 – Biomedical Campus Site Location Plan



6.2 Proposed Local Plan Allocation

- 6.2.1. The table below sets out the potential quantum of housing and employment development at the Cambridge Biomedical Campus included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The site was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 6-1 – Proposed Biomedical Campus Local Plan Allocation

Land Use	Dwellings	Employment	Status
Employment-led mixed-use	700 additional residential dwellings by 2045 (full build out)	335,000 sqm of R&D floorspace (in addition to existing commitments)	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

6.3 Key Site Movement Challenges and Opportunities

6.3.1. The table below sets out key identified movement challenges and opportunities relevant to the Cambridge Biomedical Campus from the existing evidence bases and a desktop review.

Table 6-2 – Key Biomedical Campus Movement Challenges and Opportunities

Source	Challenges	Opportunities
- Cambridge Biomedical Campus Transport Strategy (2023) - Greater Cambridge Biomedical Campus Supplementary Planning Document (2025)	- Fragmented street layout resulting in indirect pedestrian, cycle and bus routes north-south and east-west through the Campus. - Poor condition of footways, lack of pedestrian crossing priority, poor legibility /wayfinding and presence of street clutter creating barriers to active travel. - Lack of consistent segregated cycling infrastructure in line with current design guidance for active travel (including the DNA path to the south). - Poor conditions for pedestrians and cyclists due to private car street dominance at junctions / gateways, particularly Hills Road and at Francis Crick Avenue. - Poor road safety surrounding the site, with patterns of collisions identified both within the site and surrounding key junctions. - Poor connectivity and coherency with off-site GCP proposals, including the Sawston and Linton Greenways, CSET and Cambridge South West Travel Hub. - Lack of shared transport options, such as car club facilities.	- Proposed Cambridge South East public transport scheme (CSET) and Cambridge South West Travel Hub will enable more people to travel to the site by public transport and active modes. - Opportunities to substantially increase bus access to the site from within Cambridge and the strategic growth sites including Cambourne, Waterbeach and Northstowe. - Cambridge South station and East West Rail will provide regional connectivity improvements to/from the site. - Existing pattern of hybrid working on site is approximately 20-24% of employees, highlighting the potential for trip reduction likely to result from expansion. - Existing travel survey highlights relatively high level of sustainable travel providing a strong baseline for future improvement. - Mix of land uses on-site including shops, gym, swimming pool, cafes, staff housing to reduce the need to travel. Opportunities to enhance further as the site expands. - Ensure new building entrances are located close to public transport provision

Source	Challenges	Opportunities
	- Constrained and operationally challenging Addenbrookes bus interchange. - Congestion on Babraham Road causing delays to bus movements. - Lack of existing rail access. - Blue light routes / emergency vehicle movements need to be considered from the initial design stages to restrict any issues with operation of Addenbrookes hospital. - Congestion at key gateways and at peak hours such as Babraham Road and Hills Road. - Issues of speeding and through-traffic within the site, particularly on Dame Mary Archer Way despite being a 20mph route and the use of traffic calming infrastructure.	to reduce the total time spent interchanging.
WSP	- Outside of the existing Addenbrooke's food court, limited eating and retail opportunities are available across the site to encourage trip internalisation. - Staff travel patterns include shift working, increasing safety concerns for pedestrians and cyclists travelling at night, particularly women's safety along surrounding unlit routes. - Lack of physical separation between active travel movements and the guided busway (particularly at the bridge over the railway) introduces potential safety concerns between the bridge users. - Overspill offsite parking occurs on the uncontrolled	- Existing public transport provision has equal travel time to driving for trips into the centre of Cambridge (source: Google Maps). - The site is well served by bus, with 19 bus services currently operating from central Cambridge and surrounding settlements. - Presence of University-related education / employment provision provides opportunities for low car usage based on previous university travel surveys indicating 70-75% of trips by non-car modes (Source: University of Cambridge Travel and Transport Progress).

Source	Challenges	Opportunities
	surrounding residential streets. ▪ Bus services from Trumpington Park and Ride and Cambridge Station often overloaded at peak times and do not run early and late enough for shift workers.	

6.4 Key Site Movement and Access Requirements

- 6.4.1. As identified in the Cambridge Biomedical Campus Transport Strategy produced by KMC (2023), the local road network is operating at/ close to capacity during weekday peak periods. Congestion occurs along Babraham Road and Hills Road in the AM peak hour and sections of Addenbrooke's Access Road and Hauxton Road in the PM peak hour. Through-traffic is prohibited from using roads across the Campus and enforced using Automatic Number Plate Recognition (ANPR) cameras.
- 6.4.2. Peak period congestion impacts bus reliability to the site as well as the attractiveness of walking and cycling along the main roads serving the Campus. Other key issues that need to be addressed are the standards and safety of the active travel infrastructure both within and connecting the Campus, the capacity, frequency and timing of bus services, rail access, bus station capacity, shared-mobility access and capacity, coherent wayfinding, car parking supply and staff car parking access.
- 6.4.3. The Cambridge Biomedical Campus Transport Strategy includes the following vision for transport on proposed site:

The Cambridge Biomedical Campus will evolve and improve. From a transport and movement perspective, less impactful modes will be prioritised, and the campus will become inclusive to all. All stakeholders and visitors will benefit from increased accessibility and a less hostile environment to work, visit and spend time. Transport, through placemaking, will stitch the campus together. Any growth will be sustainable growth predicated on transport investments that maintain and increase access, but which positively contribute to reaching a lower carbon future.

Vehicular Trip Budgets

- 6.4.4. The following table sets out the initial vehicular trip budget identified as required if the site is not to have a severe impact on the surrounding road network. At the time of writing the assumption is that any new development will come forward without generating additional vehicle trips above the consented trip attraction set out in the Phase 2 outline planning consents. The trip budget will be refined as the site progresses through the planning process.

Table 6-3 – Biomedical Campus Vehicular Trip Budgets

Vehicular Trip Budget	Target Mode Share 2045
Phase 2 trip budgets:	Car mode share:
- AM Peak Hour: 2,776 arrivals and 849 departure vehicle flows. - PM Peak Hour: 864 arrivals and 2,372 departure vehicle flows.	22% in AM Peak Hour 25% in PM Peak Hour

Source: Cambridge Biomedical Campus Transport Strategy (2023).

Mitigation Requirements

- 6.4.5. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 6.4.6. A comprehensive package of transport mitigation measures will be required to support the Cambridge Biomedical Campus allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for the additional allocated development within this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 6-4 – Biomedical Campus Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Active travel improvements within the site, including: ▪ Legible hierarchy of new and improved east-west and north-south walking and cycling routes through the Campus including streetscape and active travel improvements to Francis Crick Avenue, Dame Mary Archer Way, Robinson Way, Puddicombe Way and the Addenbrookes Access Road. ▪ All routes throughout the Campus to include consistent wayfinding signage to key destinations (e.g. Cambridge South, Mobility hubs, etc.). ▪ Southern Edge trail active travel improvement. ▪ Segregated active travel connections on the new southern access road.	Essential	Developer	Developer via direct delivery	Cambridge Biomedical Campus Transport Strategy (2023) (pages 32, 35, 39, 46, 53, 58), WSP
Site	Public transport improvements within the site, including: ▪ Primary Mobility Hub adjacent to Cambridge South station. ▪ Development of a secondary mobility hub that enables easy an initiative visitor wayfinding to Campus bus services.	Essential	Developer or public transport provider	Developer via direct delivery or through s106 contributions	Cambridge Biomedical Campus Transport Strategy (2023) (pages 29 and 35). WSP

Location	Measure	Status	Delivery Body	Funding	Source
	- An East West High Street enabling bus services to route directly through to Campus to Cambridge South Station. - More accessible information both within and outside the campus (e.g. timetables on bus stops etc.)				
Site	Campus-wide approach to the management and provision of car parking supply to be evidenced as being required. Car parking supply must not undermine the achievement of the peak hour vehicle trip budget. Include consolidation of car parking into multi-storey Mobility Hubs to minimise impacts on the masterplan.	Essential	Developer	Developer via direct delivery	Cambridge Biomedical Campus Transport Strategy (2023) (page 31)
Site	Provision of high quality cycle parking and shared e-scooter/cycle spaces, ensuring cycle parking is covered, well-lit and monitored by CCTV.	Required	Developer	Developer via direct delivery	Cambridge Biomedical Campus Transport Strategy (2023) (page 72)
Site	Delivery and consolidation hubs and last mile delivery system.	Required	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	Cambridge Biomedical Campus Transport Strategy (2023) (pages 15 and 46)

Location	Measure	Status	Delivery Body	Funding	Source
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance.	Essential	Developer	Developer via direct delivery	WSP
Site	Existing site-wide Travel Plan to be updated and expanded to include all future occupiers. The site-wide Travel Plan to include effective monitoring against the vehicular trip budget and mode share target and provide a range of measures, such as campus-wide car sharing scheme, shared-pool bike service for employees, Mobility as a Service, free 1 month bus passes for new and relocated staff, cycle promotional schemes (e.g. Cycle to Work, Dr Bike, Bikeability), car park monitoring, particularly around Cambridge South station, staff car park permit / eligibility system, and sensors for robust trip budget monitoring.	Essential	Developer	Developer	Cambridge Biomedical Campus Transport Strategy (2023)
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified through the transport assessment process.	Required	Developer	Developer	WSP
Local	Implementation of extensive Campus wide public transport improvements that deliver new and upgraded bus routes and provide sufficient capacity to accommodate travel demands, including:	Required	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	Cambridge Biomedical Campus Transport Strategy (2023)

Location	Measure	Status	Delivery Body	Funding	Source
	- Package of bus service enhancements connecting the site with Cambridge including Newmarket Road Park and Ride, Trumpington Park and Ride, Southwest Travel Hub, Babraham Park and Ride, Cambridge Station, Cambridge residential areas and Madingley Park and Ride. - Regional bus service improvements from Newmarket, Royston, Cambourne, Northstowe, Waterbeach and via CSET. - Employee specific coach / bus services where a need is identified in the vision-led Transport Assessment. - Extension of bus service start and finish times to match staff shift patterns. - DRT services.				(pages 46, 51 and 60), WSP
Local	Active travel improvements within the surrounding area including: - Nighttime safety improvements to the main walk and cycle routes to the Campus. - Safety improvements to the busway bridge and Guided Busway junction. - Active travel improvements at the Addenbrooke's roundabout as the main access into the site. - Active travel improvements to Fendon Road / A1134 to Barnwell Road and Queen Edith's	Required	Developer or relevant transport authority	s106 Contributions	Cambridge Biomedical Campus Transport Strategy (2023) (pages 32, 35, 39, 46, 53, 58), WSP

Location	Measure	Status	Delivery Body	Funding	Source
	Way connecting the Campus with east Cambridge. - Active travel improvements to Babraham Road and Babraham Park and Ride. - Proportionate contributions to Addenbrooke's Road to Shelford Teir 2 active travel network (LCWIP route). - Additional pedestrian and cycle connections from Babraham Road, south of Nine Wells.				
Local	New Southern Gateway access only road (with pedestrian and cycle infrastructure) providing vehicle and bus access from Granham's Road with improvements to Babraham Road to the Park and Ride to alleviate Campus movements at the Addenbrooke's Roundabout.	Required	Developer	Developer	Cambridge Biomedical Campus Transport Strategy (2023)
Local	Expansion of the Park and Ride Travel Hubs (if Travel Plan monitoring demonstrates additional car and cycle parking capacity is required).	Required	Relevant transport authority	s106 Contributions	Cambridge Biomedical Campus Transport Strategy (2023) (page 37)
Local	Parking to be monitored in the site and in surrounding residential areas with new Controlled Parking Zones to be provided if required (as per S106 contribution).	Required	Relevant transport authority	s106 Contributions	WSP
Strategic	Proportionate contributions to Cambridge South station and GCP schemes, including:	Required	Relevant transport authority and	s106 Contributions	Cambridge Biomedical Campus

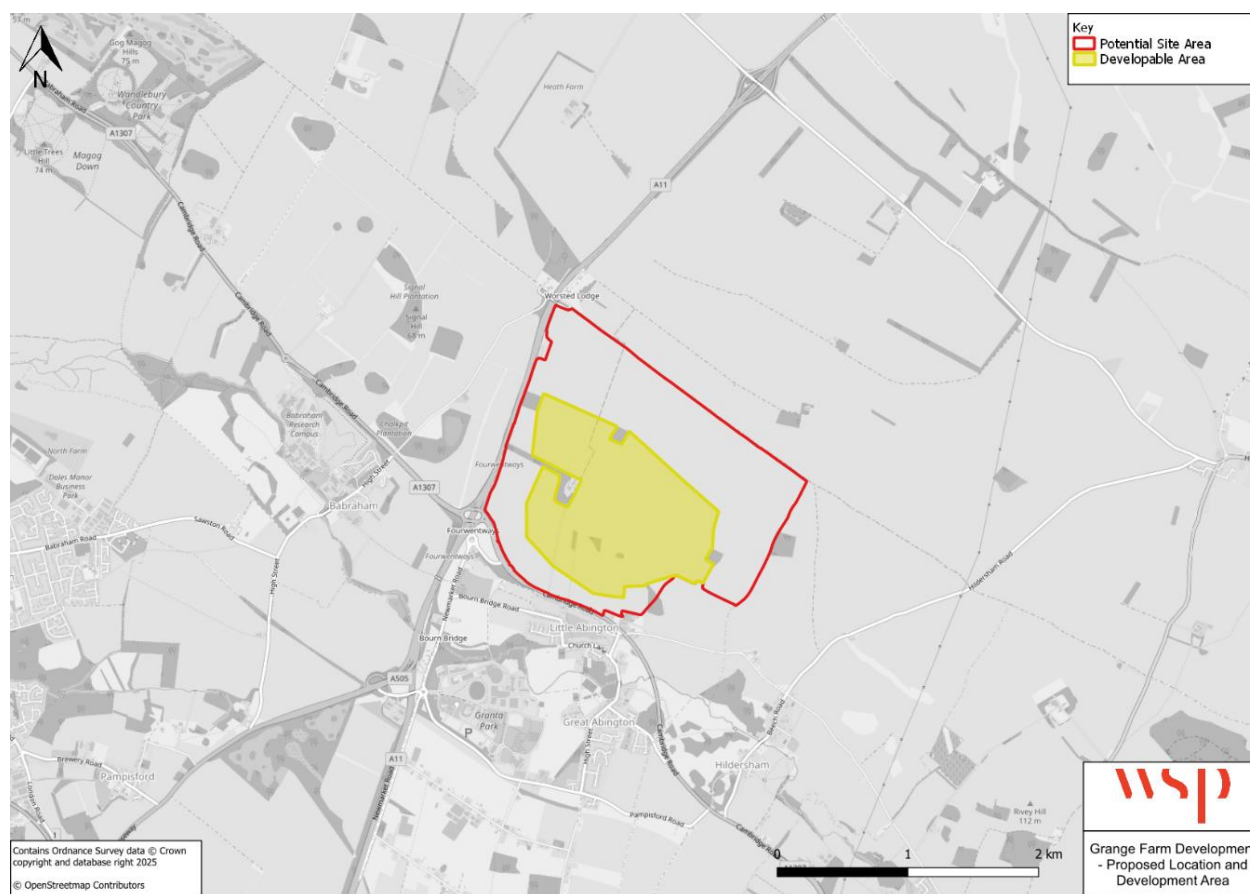
Location	Measure	Status	Delivery Body	Funding	Source
	- Southwest Travel Hub at Junction 11 of the M11. - Cambridge Southeast Transport (CSET) scheme. - GCP active travel schemes including all 12 Greenways and Hills Road Cycling Plus.		public transport provider		Transport Strategy (2023) (pages 35 and 37)
Strategic	Additional Park and Ride services to cater for increased travel demand (Babraham, Trumpington and Southwest Travel Hub) along with proportionate contributions.	Required	Relevant transport authority	s106 Contributions	Cambridge Biomedical Campus Transport Strategy (2023) (page 46)
Strategic	Additional rail services provided by rail operators, with future ambitions of East West Rail providing improved connection to areas to the east and west of Cambridge.	Required	Public transport provider	s106 Contributions	WSP

7 Land adjacent to A11 and A1307 at Grange Farm

7.1 Site Description

- 7.1.1. Land Adjacent to A11 and A1307 at Grange Farm is a 350 hectare site located approximately 6.5 miles to the south of central Cambridge. The site is bounded by the A11 (part of the Strategic Road Network) to the west and the A1307 Cambridge Road to the south, which provides the existing access to the site. The northern boundary is formed by the Roman Road Byway 4/1 public right of way (PROW). To the west is the Fourwentways grade separated roundabout which provides access to the A1307, one of the main radial routes into Cambridge, and the A11. Public Footpath 4/2 passes through the site, terminating at Grange Farm Cottage in the centre of the site.
- 7.1.2. The site is located close to notable employment sites, including Babraham Research Campus to the north west, Granta Park to the south and the Genome Campus and Chesterford Research Park to the south west. A series of villages surround the site, including Little / Great Abington, Linton, Babraham and Sawston.

Figure 7-1 – Land Adjacent to A11 and A1307 at Grange Farm Site Location Plan



7.2 Proposed Local Plan Allocation

- 7.2.1. The table below sets out the potential quantum of housing and employment development at Land Adjacent to A11 and A1307 at Grange Farm included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change.

Table 7-1 – Land Adjacent to A11 and A1307 at Grange Farm Proposed Local Plan Allocation

Land Use	Dwellings	Employment	Status
Residential-led	2,550 by 2045 6,000 by full build out	30,000 sqm, including: 10,000 sqm class E 10,000 sqm general industrial 10,000 sqm logistics / warehousing	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

7.3 Key Site Movement Challenges and Opportunities

- 7.3.1. The table below sets out key identified movement challenges and opportunities relevant to Land Adjacent to A11 and A1307 at Grange Farm from existing evidence bases and a desktop review.

Table 7-2 – Key Land Adjacent to A11 and A1307 at Grange Farm Movement Challenges and Opportunities

Source	Challenges	Opportunities
- Grange Farm CB21 Promotion Document (2021) - GCP Linton Greenway GCP website (2025) - GCP South East Transport Scheme GCP website (2025)	- Roman Road public right of way to the north is a scheduled ancient monument as well as a Site of Special Scientific Interest. - Congestion on the A1307 during peak travel periods impacts bus service reliability.	- Proximity to several employment centres, including Babraham Research Campus, Chesterford Research Park, Granta Park and the Wellcome Genome Campus. - Linton Greenway to provide improved active travel connectivity to central Cambridge, Babraham, Cambridge Biomedical Campus, and Granta Park upon full completion. - Proposed Cambridge South East Transport (CSET) Phase 2 scheme to provide a new public transport corridor towards Cambridge along with

Source	Challenges	Opportunities
		a new Travel Hub located on the south west corner of the Fourwentways junction. Upgrade the Roman Road byway to provide a high quality foot and cycle path towards the city centre and the Biomedical Campus.
WSP	- Fourwentways junction is a barrier for sustainable transport connectivity, resulting in active travel severance and with a lack of bus priority. - Public transport services limited to the 13 /X13 bus services between Haverhill and Cambridge along the A1307, providing hourly services to Cambridge. - The nearest rail station (Whittlesford Parkway) is located approximately 3 miles away outside of walking distances and not currently accessible by existing public bus services. - Lack of attractive cycling routes to surrounding destinations including Whittlesford Station, Babraham Research Campus, Granta Park, Sawston, Linton, and Cambridge city centre. - The A11 and A1307 result in active travel severance, including to Granta Park, Babraham Research Campus and the Abingtons due to the lack of inclusive and safe crossing points. - The A505 suffers from peak period congestion. - The A1307 is designated a 'high casualty route' due to its high accident rate, highlighting notable road safety concerns for local site vehicle access.	- Opportunity to better co-locate housing with the employment provided in Granta Park, Babraham Research Campus, Wellcome Genome Campus and Chesterford Research Park. - Opportunity to divert existing bus services directly into the site, provide new services to local employment sites, extend CSET bus services into the site. - To provide improved walking and cycling connections to Granta Park, Babraham Research Campus, Little and Great Abington, Babraham, Sawston, Linton, Genome Campus and Whittlesford Station by addressing local severance from the A1307 and A11.

7.4 Key Site Movement and Access Requirements

- 7.4.1. To maximise the sustainable travel benefits of allocating additional housing near to the southern employment sites, the severance of active modes caused by the A11, A1307 and the Fourwentways junction, as well as the delay to public transport services due to local highway congestion, will need to be addressed. Active travel improvements are required to connect the site with Granta Park, Babraham Research Campus, surrounding villages and the existing and proposed routes towards Cambridge.
- 7.4.2. A step change in public transport access will be required including the extension to the CSET scheme into the site and bus services to the local employment sites, Whittlesford Station, Cambridge, Linton and Haverhill.

Vehicular Trip Budgets

- 7.4.3. The following table sets out the initial vehicular trip budget identified by Cambridgeshire County Council as required if the site is not to have a severe impact on the surrounding road network. Developers will be required to work with Cambridgeshire County Council as local highway authority on the establishment of a vehicle trip budget. The exact figure for the vehicular trip budget will be refined as part of any forthcoming vision-led transport assessment for site.

Table 7-3 – Land Adjacent to A11 and A1307 at Grange Farm Vehicular Trip Budgets

Vehicular Trip Budget	Target Mode Share 2045
The initial vehicular trip budget for the site has been set at 1,114 two-way vehicular trips in both the AM and PM Peak Hours.* The developers of the site will be required to work with the local highway and planning authorities to refine the vehicle trip budget so that the site does not have a severe residual impact on the highway network around the site.	A vision-led approach is required that sets a 'Mobility Vision' with measurable outcomes including mode share targets and traffic flow impacts on sensitive highway links. This will need to be supported by a robust monitoring and evaluation plan with funding for remedial measures.

* Source: Cambridge Sub Regional Model (CSRM) Do Something 2 Scenario has been used by Cambridgeshire County Council to identify an initial vehicular trip budget.

Mitigation Requirements

- 7.4.4. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.

- 7.4.5. A comprehensive package of transport mitigation measures will be required to support the Land Adjacent to A11 and A1307 at Grange Farm allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 7-4 – Land Adjacent to A11 and A1307 at Grange Farm Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Provision of a mix of land uses and local centre providing appropriate retail, commercial and community facilities, reducing the need for residents to travel.	Essential	Developer	Developer via direct delivery	WSP
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance.	Essential	Developer	Developer via direct delivery	WSP
Site	Network of Mobility Hubs at key public transport and active travel corridors to facilitate seamless interchange for multi-modal journeys.	Required	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	WSP
Site	Sustainable travel provision for education facilities provided on site, including school streets in operation from the outset.	Required	Developer	Developer via direct delivery	WSP
Site	Delivery and consolidation hubs and last mile delivery system.	Required	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
Site	Vision-led parking supply to provide an appropriate level of vehicle parking consistent with the Mobility Vision and mode share target.	Essential	Developer	Developer via direct delivery	WSP
Site	Provide parking within parking barns to reduce the attractiveness of private vehicle usage and improve placemaking.	Required	Developer	Developer via direct delivery	WSP
Site	Implementation of effective monitor and manage site-wide Travel Plan against the vehicular trip budget, that include measures such as site-wide micromobility, car-sharing, Mobility as a Service, electric car club vehicles, demand responsive transport, and incentives to encourage travel by active and sustainable modes.	Essential	Developer	Developer	WSP
Site/ Local	Improvements to public transport that provide the following: ▪ Mobility Hubs / bus stops within 400m for all site occupants. ▪ Extension of CSET public transport services directly into the site via a segregated route, or via a highly prioritised route that delivers the same level of service as a segregated route.	Required	Developer or public transport provider	Developer via direct delivery or through s106, Contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	- Package of bus service enhancements connecting the site with Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill. - Bus priority measures along the A1307 between Haverhill and Cambridge where required, including at Fourwentways junction.				
Site / Local	Appropriate site access arrangements from the A1307 for all modes.	Essential	Developer	Developer via direct delivery	WSP
Site / Local	Active travel improvements to support walking, wheeling and cycling, including: - High quality segregated connection to the CSET Travel Hub and active travel path. - Internal and local connections to the Linton Greenway, Byway 4/1 and Worsted Lodge access road. - Improvements to routes to the Cambridge Biomedical Campus,	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 Contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	central Cambridge (including Byway 4/1), Whittlesford Parkway Station, Babraham Research Campus, Granta Park and the Genome Campus.				
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified through the vision-led transport assessment process.	Required	Developer	Developer	WSP
Strategic	Proportionate contributions to the Cambridge South East Transport (CSET) scheme, providing a high quality public transport corridor and active travel route from the A11 Travel Hub to the Biomedical Campus, Cambridge city centre and the Linton and Sawston Greenways.	Required	Relevant transport authority	s106 Contributions	WSP

8 Slate Hall Farm, Junction 25, A14

8.1 Site Description

- 8.1.1. Slate Hall Farm, Junction 24, A14 is a 100 hectare site in South Cambridgeshire, approximately 8 miles north west of central Cambridge. The site is bounded by the A1307 to the south, Dry Drayton Road to the east, the B1050 to the west and farmland to the north. The A14 runs immediately to the south of the A1307 near the site. A small employment site is also located to the north east, accessed directly from the B1050 / Northstowe Avenue roundabout.
- 8.1.2. Located to the south of the A14 is Bar Hill, a village with a retail park, supermarket and an industrial employment site (Trafalgar Way). The A14 Bar Hill junction, and the adjacent dedicated active travel bridge, provides vehicle and active travel connections to Bar Hill from the site. To the north of the site are the settlements of Longstanton and Northstowe, with Oakington, Histon and Impington, and Girton located to the east. Cambourne is also located to the south west of the site. The 10,000-home Northstowe new town (currently being built out and occupied) is located to the north of the site, delivering substantial transport improvements, including Northstowe Avenue, upgrading the B1050 and bus service improvements.
- 8.1.3. The site is currently agricultural land with a small light industrial employment site (Slate Hall Farm) within the site, accessed via a T-junction and single-track road from Dry Drayton Road. The site contains small areas of woodland along with the Oakington Brook watercourse, transecting the south eastern section of the site.
- 8.1.4. Existing private site access is via the A1307, Dry Drayton Road, and the B1050 from the Northstowe Avenue roundabout. A bridleway (151/10) transects north-south through the site, connecting the A1307 to Longstanton. Bridleway 168/9 routes along the northern boundary of the site, from Dry Drayton Road to bridleway 151/10.

Figure 8-1 – Slate Hall Farm, Junction 24, A14 Site Location Plan



8.2 Proposed Local Plan Allocation

8.2.1. The table below sets out the potential quantum of employment development at Slate Hall Farm, Junction 24, A14 included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change.

Table 8-1 – Proposed Slate Hall Farm, Junction 24, A14 Local Plan Allocation

Land Use	Dwellings	Employment	Status
Employment	No dwellings allocated	230,000 sqm total: 115,000 sqm of general industrial floorspace. 115,000 sqm of logistics and storage floorspace.	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

8.3 Key Site Movement Challenges and Opportunities

8.3.1. The table below sets out key identified movement challenges and opportunities relevant to Slate Hall Farm, Junction 24, A14 from the existing evidence bases and a desktop review.

Table 8-2 – Key Slate Hall Farm, Junction 24, A14 Site Movement Challenges and Opportunities

Source	Challenges	Opportunities
- A14 Cambridge to Huntingdon Scheme Road Safety Audit (2020) - Northstowe Phase 3 Design and Access Statement (2020)	Housing development to the north (Northstowe) resulting in additional vehicle trips on the local road network.	- Recent upgrades to the A14 and access routes to Northstowe have delivered a network of shared-use paths in the vicinity of the site, including two bridges for pedestrians and cyclists across the A14 at Bar Hill and Swavesey, reducing severance. - Additional highway capacity and network resilience provided by the A14 upgrade and A1307 local access road. - Bridleways within and along the boundary of the site provide opportunities for connections north and east.
WSP	- Shared-use paths delivered by the A14 upgrade are unlit, which could result in potential personal safety concerns for some site users (including potential shift workers). Sections of the shared use paths and junction crossings also fail to meet high quality design standards. - Bridleway 151/10 is rural, unlit and unsurfaced, making it a less attractive walk and cycle route from the site to Northstowe Avenue and Longstanton. - Bridleway 168/9 does not appear to connect Dry Drayton Road with the B1050. - Dry Drayton Road, from the A1307 to Oakington provides no segregated cycling facilities. - The site boundary does not extend to the B1050, potentially	- Site benefits from the strategic road connectivity provided by the upgraded A14. The A14 connects the site with the national strategic road network towards London, the Midlands, the North, and East Coast ports. This will enable businesses to access key markets and support the efficient movement of goods across the UK whilst minimising the impact of HGV movements on local communities. - Site is closely connected to Bar Hill, providing a supermarket and local shops within walking and cycling distance for employees, creating opportunities for trip chaining and reducing the need for travel for employees at the site. - Site is closely connected to neighbouring towns and villages

Source	Challenges	Opportunities
	reducing access options into the site. ▪ The status of the private access road running east-west across the site and through the adjacent northern employment site is unknown and therefore unclear if this can be utilised as an access to the B1050. ▪ Site is not currently accessible by public transport. Bus services 5 and 5a route along the B1050 but it is not clear if pedestrian access can be provided from the site to the B1050 to access potential future bus stops. ▪ Site is located 7 miles from Cambridge North and Cambridge central rail stations, so accessibility of the site by rail is limited.	including Northstowe, Bar Hill, Oakington, Longstanton, Girtton and Swavesey, increasing local employment opportunities within walking and cycling distance of existing settlements for residents. ▪ Public rights of way run through and adjacent to the site providing access to Longstanton and Dry Drayton Road. ▪ Potential for bus services 5a and 5 to be re-routed into the site and / or to provide shuttle bus services to the Cambridgeshire Guided Busway / Cambridge North rail station.

8.4 Key Site Movement and Access Requirements

- 8.4.1. The site is well located to benefit from the highway and active travel infrastructure delivered by the A14 upgrade and development at Northstowe. Closely connected to the A14 via the A1307 and grade separated Junction 25 of the A14, future industrial and logistics businesses will be able to access markets in the North, South and Midlands and the East Coast Ports and efficiently move goods across the UK whilst minimising the impacts of additional goods vehicle movements on local communities. The site is closely connected to a number of surrounding towns and villages providing increased opportunities for local people to access a range of jobs.
- 8.4.2. However, the active travel infrastructure is unlit and the rural nature of the bridleway routing through the site and along the northern boundary means, without improvement, they may not be attractive to all users for commuter journeys to the site all year round. The nature of the land use could generate staff movements late at night if shift patterns are implemented.
- 8.4.3. The site is not currently accessible by bus services, and it is unclear if direct access can be provided from the site to the B1050 to access potential bus stops serving existing services. Access by public transport will need to be addressed by the developer(s), including connectivity to Cambridge North and / or Cambridge rail station.

- 8.4.4. The site will benefit from the transport infrastructure improvements, extensions to active travel provision, and public transport routes being delivered as a result of development at Northstowe to the north of the site. This will result in improved connectivity to the site from surrounding settlements, and improved access from the site to the Cambridgeshire Guided Busway and active travel path.

Vehicular Trip Budgets

- 8.4.5. Developers will be required to work with Cambridgeshire County Council as local highway authority on the establishment of a vehicle trip budget. The exact figure for the vehicular trip budget will be refined as part of any forthcoming vision-led transport assessment for site expansion. The following table sets out the proposed approach to developing vehicle trip budgets for this site.

Table 8-3 – Slate Hall Farm, Junction 24, A14 Vehicular Trip Budget

Vehicular Trip Budget	Target Mode Share 2045
The developers of the site will be required to work with the local highway and planning authorities to agree an appropriate vehicle trip budget so that the site does not have a severe residual impact on the highway network around the site.	A vision-led approach is required that sets a 'Mobility Vision' with measurable outcomes including mode share targets and traffic flow impacts on sensitive highway links. This will need to be supported by a robust monitoring and evaluation plan with funding for remedial measures.

Mitigation Requirements

- 8.4.6. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised (where relevant given the proposed logistics-based use of the site), and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 8.4.7. A comprehensive package of transport mitigation measures will be required to support the Slate Hall Farm, Junction 24, A14 allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for this site. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers' site-specific vision-led Transport Assessments.

Table 8-4 – Slate Hall Farm, Junction 24, A14 Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Internal street layout that provides safe and suitable infrastructure for all site users including staff and visitors accessing / egressing the site on foot, bicycle, public transport, personal and shared vehicles and business generated delivery, servicing and operational goods vehicles.	Essential	Developer	Developer via direct delivery	WSP
Site	Provision of segregated walking and cycling routes within the site that connect into the surrounding active travel network, including bridleway 168/9 that abuts the northern boundary of the site and bridleway 151/10 that routes through the site.	Essential	Developer	Developer via direct delivery	WSP
Site	Mobility Hub(s) within the site providing appropriate staff and multi-modal infrastructure facilities such as a café, gym, bus stops, cycle parking, changing and shower facilities, pool bikes and pool cars.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP
Site	Implementation of effective monitor and manage Travel Plans against the vehicular trip budget, that include a range of measures that encourage staff and visitor travel by active and sustainable modes of travel.	Essential	Developer	Developer	WSP

Location	Measure	Status	Delivery Body	Funding	Source
Site	Develop a site-wide delivery strategy to encourage deliveries to be organised between different employers on-site where possible, including encouraging deliveries to be undertaken by zero emission delivery vehicles.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP
Local	Off-site highway mitigation including appropriate site access arrangements, the details of which should be identified through the vision-led transport assessment process.	Required	Developer	Developer	WSP
Local	Provide measures to discourage site generated heavy goods vehicles from travelling through local villages. This could include passive measures such as on and off-site signage, traffic management measures, routing restrictions and monitoring, and active measures such as Automatic Numberplate Recognition cameras (to be determined and assessed through the Transport Assessment process).	Required	Developer	Developer	WSP
Local	Active travel improvements to support walking, wheeling and cycling including:	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 contributions	WSP

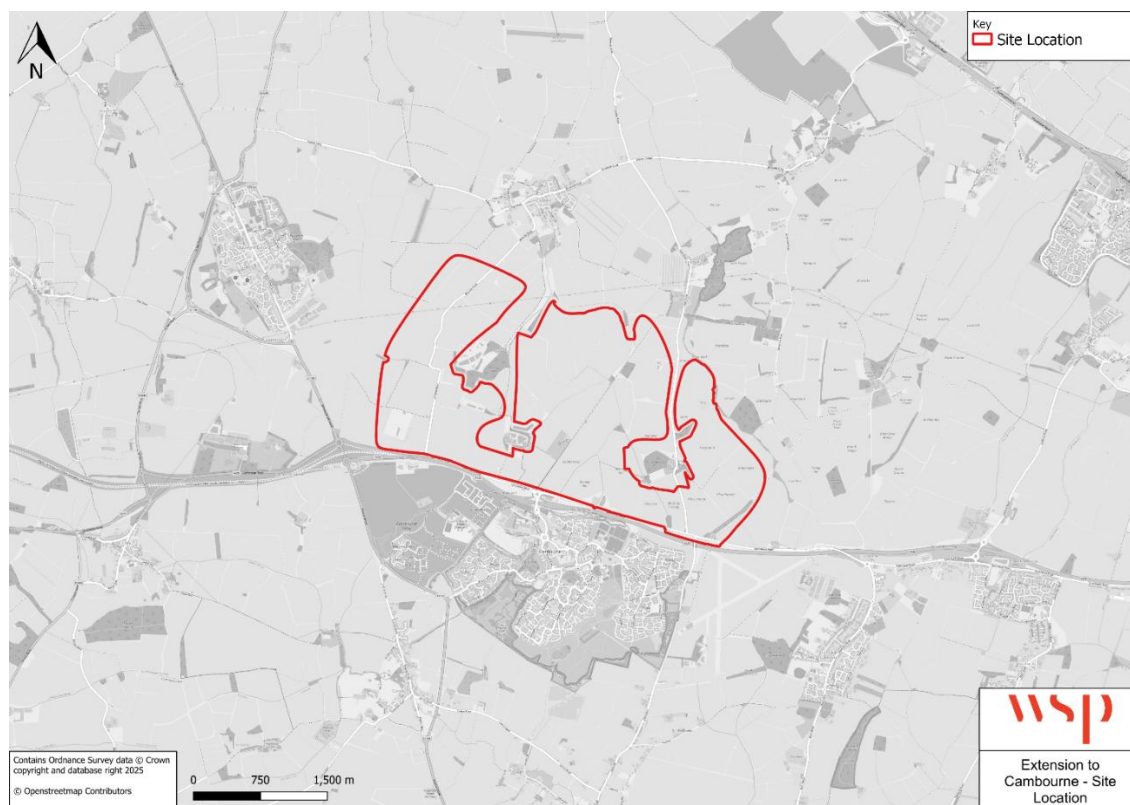
Location	Measure	Status	Delivery Body	Funding	Source
	- Connections to Dry Drayton Road and a segregated route to the A1307 shared-use path, - Connection to the B1050 (if feasible). - Improvements to bridleway 151/10 between the site, Northstowe Avenue and Longstanton. - Connections to the A1307 shared-use path to provide access to Bar Hill and Cambridge.				
Local / Strategic	Improvements to public transport that provide the following: - Connect the site with local residential communities including Bar Hill, Northstowe, villages towards St Ives, and Cambridge. - Connect the site with rail services (either to a future EWR station at Cambourne, or Cambridge North or Cambridge station) by sustainable modes. - Off-peak bus services to cover staff shift patterns.	Required	Developer or public transport provider	Developer via direct delivery or through s106 contributions	WSP

9 Cambourne North

9.1 Site Description

- 9.1.1. Cambourne North is a 1,415 hectare site located to the north of Cambourne, approximately 8.5 miles west of central Cambridge. The site is bounded by St Neots Road and the A428 (part of the Strategic Road Network) to the south, the A1198 to the west, farmland to the east and north along with the villages of Papworth Everard, Elsworth and Knapwell.
- 9.1.2. The main access into the site is currently from St Neots Road which can be accessed locally from the A428 / Cambourne Road grade-separated junction. This junction provides the main vehicle access into Cambourne, the A428 and St Neots Road. Two public roads transect north-south through the site from St Neots Road in the south to the villages of Elsworth and Knapwell to the north of the site respectively. Both roads are rural single carriageway roads providing access to local villages and farms and can also be used as through routes to travel further north to the A14. Within the site there are also a series of farm / private development accesses from St Neots Road to the south and the roads routing through the site.
- 9.1.3. The site and surrounding area are mostly agricultural land, with a number of farm buildings and smaller businesses located within the site, including a fishery, private holiday accommodation and sports facility.

Figure 9-1 – Cambourne North Site Location Plan



9.2 Proposed Local Plan Allocation

- 9.2.1. The table below sets out the potential quantum of housing and employment development at Cambourne North included for transport testing at draft plan stage, noting that the final development figures may be subject to limited change. The broad location was identified in the Greater Cambridge Local Plan First Proposals (2021).

Table 9-1 – Proposed Cambourne North Local Plan Allocation

Land Use	Dwellings	Employment	Status
Mixed-use	13,000 dwellings by full buildout	6,000 jobs by full build out	Draft allocation in emerging Local Plan (2025)

Source: Emerging draft Local Plan development quanta as advised by GCSP, May 2025.

9.3 Key Site Movement Challenges and Opportunities

- 9.3.1. The table below sets out key identified movement challenges and opportunities relevant to Cambourne North from the existing evidence bases and a desktop review.

Table 9-2 – Key Cambourne North Site Movement Challenges and Opportunities

Source	Challenges	Opportunities
- Cambourne to Cambridge GCP website (https://www.greatercambridge.org.uk) - Cambourne Transport Strategy and Infrastructure Requirements (2025) - Cambourne Rail Integration Study (2025). - Cambourne Busway Integration Study (2025).	- Existing local public transport routes to central Cambridge do not provide sufficient capacity or level of service to accommodate the level of additional growth. - The existing Cambourne bus services to Huntingdon (x3), St Neots (18/18A) and Cambridge (4) are impacted by unattractive journey times and peak period congestion on routes into the city. - Internal cycle routes within Cambourne do not adhere to high quality design standards including a lack of street lighting. - Future surrounding growth increases concerns over	- Planned improvements to bus and rail connections to Cambourne and the allocation site, including the Cambourne to Cambridge public transport scheme and East West Rail station, will provide a step change in public transport provision and access. - East West Rail station and other public transport service improvements provide the opportunity to reduce the level of car dependency from residents, visitors and workers in Cambourne by providing attractive and direct walking, cycling and public transport connections to the

Source	Challenges	Opportunities
	additional traffic congestion growth.	proposed station/other public transport stops. ▪ New crossing provision over the A428 and incoming East West Rail to address severance and provide attractive connectivity for active travel and public transport. ▪ National Highways A428 dualling scheme will address highway capacity issues on the strategic road network to the west of the site.
• WSP	▪ Lack of attractive and direct cycle routes to Cambridge, Cambourne and surrounding villages including Caxton, Bourn Airfield, Caldecote, Hardwick and Papworth Everard. ▪ Closest rail station is St Neots, 8 miles to the west of the site. ▪ Limited bus priority measures along the existing local bus routes and no direct services to employment sites in North East Cambridge. ▪ The A428 currently results in active travel severance between Cambourne and the allocation site. The existing junctions and crossings are infrequent and lack active travel infrastructure in line with current design guidance. ▪ Peak period congestion on the surrounding road network including the A428 towards St Neots and Madingley Road into Cambridge.	▪ To extend existing Cambourne bus services, and the Cambourne to Cambridge GCP public transport scheme, into the site. Opportunity to run new / increased frequency public transport services from expanded Cambourne to St Neots, Papworth Everard, Huntingdon, Northstowe, Cambridge (including North East Cambridge), Cambridge Biomedical Campus and Cambourne. ▪ Future residents and employees can access the retail, leisure and food services located within the existing Cambourne site by walking and cycling or public transport. ▪ Scale of development provides the opportunity to masterplan the site on the principles of walkable neighbourhoods with the co-location of housing, jobs and local services and amenities, and therefore reducing the

Source	Challenges	Opportunities
	- Limited access junctions onto the A428 at the A1198 and Cambourne Road. - Roads through the site and to the north are derestricted rural routes with no segregated active travel facilities. These routes continue through Knapwell, Elsworth and Bosworth villages to the A14, resulting in potential for increased vehicle flows through these local communities.	- need to travel both for residents of the expanded Cambourne and for residents in surrounding villages. - Opportunity to extend the high quality active travel route proposed to run alongside the Cambourne to Cambridge public transport scheme into the site. - Provide further active travel connections to surrounding settlements (Caxton, Elsworth, Huntingdon, etc.).

9.4 Key Site Movement and Access Requirements

- 9.4.1. Expanding Cambourne to the north of the A428 provides the opportunity to create a single large town, increasing the opportunity for the internalisation of residential, education, employment, leisure and retail trips. Addressing the severance caused by the A428 routing between existing Cambourne and Cambourne North will be key to placemaking and successfully enabling high levels of internal active and sustainable travel. To enable high levels of permeability and integration, it is essential that attractive, high quality active travel and reliable and frequent public transport connections are provided between the allocation site and existing Cambourne
- 9.4.2. Increasing the attractiveness of cycling and public transport for local journeys will be essential to support the planned level of growth. Enhanced active travel and public transport access is required to local villages, St Neots, Huntingdon and the key employment sites in Cambridge. The extension of the Cambourne to Cambridge public transport scheme and the delivery of an East West Rail station are essential to provide a step change in public transport access to the site and achieve a strict site-wide peak hour vehicle trip budget.

Vehicular Trip Budgets

- 9.4.3. The following table sets out the initial vehicular trip budget identified by Cambridgeshire County Council as required if the site is not to have a severe impact on the surrounding road network. Developers will be required to work with Cambridgeshire County Council as local highway authority on the establishment of a vehicle trip budget. The exact figure for the vehicular trip budget will be refined as part of any forthcoming vision-led transport assessment for site.

Table 9-3 – Cambourne North Vehicular Trip Budgets

Vehicular Trip Budget	Target Mode Share 2045
▪ The initial trip budget suggests that the surrounding highway networks can accommodate 2,500 two-way vehicle trips in the AM and PM Peak Hours.* ▪ The developers of the site will be required to work with the local highway and planning authorities to refine the vehicle trip budget so that the site does not have a severe residual impact on the highway network around the site.	▪ A vision-led approach is required that sets a ‘Mobility Vision’ with measurable outcomes including mode share targets and traffic flow impacts on sensitive highway links. This will need to be supported by a robust monitoring and evaluation plan with funding for remedial measures.

* Source: Cambridge Sub Regional Model (CSRM) Do Something 2 Scenario has been used by Cambridgeshire County Council to identify an initial vehicular trip budget.

Mitigation Requirements

- 9.4.5. In accordance with the National Planning Policy Framework, mitigation requirements have been identified that support safe and suitable access to the site for all users, that ensure sustainable modes are prioritised, and that the design of internal streets reflects the National Design Guide. Any significant impacts from the development on the transport network in terms of capacity and congestion or highway safety will need to be mitigated through a vision-led Transport Assessment process.
- 9.4.6. A comprehensive package of transport mitigation measures will be required to support the Cambourne North allocation. The table below sets out the required mitigation measures to support sustainable and inclusive access for this site, including mitigation measures set out in the Cambourne Growth Transport Strategy and Infrastructure Requirements (2025) reports. These will be delivered directly by the developers or through appropriate contributions. Detailed mitigation measures are to be identified in the developers’ site-specific vision-led Transport Assessments.

Table 9-4 – Cambourne North Mitigation Requirements

Location	Measure	Status	Delivery Body	Funding	Source
Site	Provision of amenities and co-locating complementary mix of land uses in different phases of development to meet daily needs of local residents, including education, healthcare, employment retail and leisure.	Essential	Developer	Developer via direct delivery	Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 24)
Site	Provision of a primary mobility hub that integrates an extension to the Cambourne to Cambridge public transport scheme and East West Rail station, with a network of mobility hubs located across the site, ensuring all residents / dwellings are within at least 400m of a bus stop.	Essential	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 44)
Site	Internal layout that prioritises walking, cycling and public transport movements and provides a legible high quality street network in accordance with Healthy Streets and National Design Guidance.	Essential	Developer	Developer via direct delivery	Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 21)
Site	Vision-led parking supply to provide an appropriate level of vehicle parking consistent with the Mobility Vision, mode share target and	Essential	Developer	Developer via direct delivery	Cambourne Transport Strategy and Infrastructure

Location	Measure	Status	Delivery Body	Funding	Source
	proposed vehicular trip budget. Active travel and public transport connectivity and permeability to take priority over parking ratios with all car parking to be accommodated away from stations and/or residential areas.				Requirements (2025) (page 25)
Site	Appropriate site access arrangements via a highway access strategy that is in line with the vehicular trip budget, which provides access to appropriate locations on the existing highway network, and that seeks to minimise the impact of any increased traffic flows on local communities.	Essential	Developer	Developer via direct delivery	Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 23)
Site	Implementation of effective monitor and manage site wide Travel Plan against the vehicular trip budget, that include measures such as site-wide micromobility, car-sharing, Mobility as a Service, electric car club vehicles, demand responsive transport, and incentives to encourage travel by active and sustainable modes.	Essential	Developer	Developer	WSP
Local	Off-site highway mitigation including appropriate site access	Required	Developer	Developer	WSP

Location	Measure	Status	Delivery Body	Funding	Source
	arrangements, the details of which should be identified through the vision-led transport assessment process.				
Local	Active travel improvements to support walking, wheeling and cycling including: • Connections to Caxton and Bourn Airfield, Knapwell, Elsworth, Papworth Everard and Eltisely. • Connections to the Cambourne to Cambridge active travel route and Comberton Greenway. • Multiple grade-separated crossings for active modes over the A428 to existing Cambourne. • Improvements to active travel routes through existing Cambourne to key trip attractors in Cambourne North (and vice versa), including schools, the business parks and town centre. • Integration and improvements to the existing public right of way network including bridleway 73/4 to Elsworth, footpath 142/5 to Knapwell, footpath 142/8 and	Required	Developer or relevant transport authority	Developer via direct delivery or through s106 Contributions	WSP, Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 21,42)

Location	Measure	Status	Delivery Body	Funding	Source
	byway 142/7 within the site and to local destinations.				
Local	Improvements to public transport that provide the following: - Improved bus services to Papworth Everard, Godmanchester and Huntingdon, St Neots, Northstowe and Cambridge including West Cambridge, North East Cambridge, central Cambridge, CB1 and the Cambridge Biomedical Campus. - DRT services covering the surrounding villages to provide access to schools, employment, facilities and future bus and rail services. - Cambourne bus services to provide connectivity between Cambourne North and existing Cambourne and the East West Rail station.	Required	Developer or public transport provider	Developer via direct delivery or through s106 Contributions	WSP, Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 22)
Local	Traffic calming, management or access control measures to discourage / limit vehicles routing through Cambourne North and	Required	Developer or relevant	Developer via direct delivery or	Cambourne Transport Strategy and Infrastructure

Location	Measure	Status	Delivery Body	Funding	Source
	surrounding villages including Knapwell, Boxworth and Papworth Everard.		transport authority	through s106 Contributions	Requirements (2025) (page 23)
Strategic	Delivery of the East West Rail station and extension of the Cambourne to Cambridge public transport services into the site and to the station and onto Papworth Everard via a segregated route, or via a highly prioritised route that delivers the same level of service as a segregated route.	Essential	Developer, public transport provider and relevant transport authority	s106 Contributions	Cambourne Transport Strategy and Infrastructure Requirements (2025) (page 37), Cambourne Busway Integration Study (2025) (page 24)
Strategic	Proportionate developer contributions to the Cambourne to Cambridge public transport scheme and the GCP's Comberton Greenway.	Required	Relevant transport authority	s106 Contributions	WSP
Strategic	Proportionate developer contributions to the delivery of East West Rail Primary Mobility Hub with on-site railway station accessible from both north / south entrance / exits.	Required	Public transport provider	s106 Contributions	WSP

Location	Measure	Status	Delivery Body	Funding	Source
Strategic	Additional rail services provided by rail operators, to meet existing and future Cambourne travel demands.	Required	Public transport provider	s106 Contributions	WSP

10 Conclusion

- 10.1.1. If all of the identified mitigation measures are implemented for each new strategic allocation site in the draft Greater Cambridge Local Plan, along with s106 contributions to fund supporting transport schemes, it is considered that sustainable transport modes can be prioritised, and safe and suitable access will be achieved for all users. Any significant impacts from the developments on the transport network are likely to be cost effectively mitigated to an acceptable degree through the vehicular trip budget approach, in accordance with the National Planning Policy Framework.



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