

New Strategic Allocations Assessment Transport Mitigation Measures: Land to the south of Cambridge Services, A14

Introduction

- 1.1 This document sets out the transport interventions required to support sustainable and inclusive access for the Land to the south of Cambridge Services, A14 site.
- 1.2 It has been produced to sit alongside the mitigation measures for other strategic scale Greater Cambridge Local Plan sites, identified in the New Strategic Allocations Assessment Transport Mitigation Measures (2025). 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.

Site Description

- 1.3 Land to the south of Cambridge Services, A14, is proposed for allocation for development of approximately 90,000m² GIA of B2/B8 uses on land immediately to the south and east to Cambridge Services, plus around an additional 150 HGV parking spaces to relieve existing capacity issues at the Services themselves. The site is located in South Cambridgeshire, approximately 8 miles northwest of central Cambridge and is shown in Figure 1.
- 1.4 The site comprises an area of currently vacant land, much of which was used as a temporary works area during the upgrade of the A14 by National Highways (NH). The remainder of the site is existing greenfield agricultural land. The site has frontage to the C184 (Boxworth Road) on its northwestern boundary which locally connects Boxworth with the A14 at Junction 24/24A. To the northeastern boundary is Cambridge Services and the A14. To the south and east is agricultural land.

Figure 1 – Land to the south of Cambridge Services - Site Location Plan



Proposed Local Plan Allocation

1.5 The table below sets out the potential quantum of employment development at Land to the south of Cambridge Services, A14- included for transport testing at Proposed Submission stage.

Table 1 – Land to the south of Cambridge Services, A14 - Local Plan Allocation

Land Use	Dwellings	Employment	Status
Employment	No dwellings proposed	approximately 90,000m ² GIA of B2/B8 uses	Proposed Submission allocation in emerging Local Plan (2025)

Source: Proposed Submission Local Plan development quanta as advised by GCSP, March 2026.

Key Site Movement Challenges and Opportunities

1.6 The table below sets out key identified movement challenges and opportunities relevant to the Land to the south of Cambridge Services, from the existing evidence bases prepared by the developer and a desktop review.

Table 8-2 – Land to the south of Cambridge Services Movement Challenges and Opportunities

Challenges	Opportunities
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<p>Integration into existing pedestrian and cycle network.</p>	<p>Provide access to existing facilities at Cambridge Services in the northeast corner of site and the existing NMU bridge over the A14.</p> <p>Providing access to the shared use path along the A1307.</p> <p>Provide access to local communities to enable employees to walk or cycle to the site.</p>
<p>Connections to local amenities.</p>	<p>Provide a direct link into Cambridge Services.</p> <p>Provide connections to other local amenities.</p>
<p>No existing pedestrian/cycle route to/from Boxworth.</p>	<p>Facilitate the provision of this route with the potential for part of the route to be within the site.</p>
<p>No existing public transport access.</p>	<p>Provide bus stops to access to local bus services that pass within 1.0km of the site boundary.</p> <p>Bus services will be required to serve the site.</p> <p>Investigate options to link into public transport networks proposed as part of the Cambourne North development site.</p>
<p>Site is within a 7.5t (except for access) area and could result in HGV movement through local villages.</p>	<p>Require all HGV trips to be via the A14 Junction 24/24a. No HGV's to travel to/from Boxworth.</p> <p>Support an amendment to Traffic Regulation Order for the 7.5t (except for access) area boundary to be relocated southwest of the development access to ensure appropriate routing.</p> <p>Design of access to deter left out HGV movements (towards Boxworth), whilst still allowing local employee trips.</p>

Key Site Movement and Access Requirements

1.7 The site is well located to benefit from the highway infrastructure delivered by the A14 upgrade and the strategic development site at Northstowe. It is close to the A14 and can access the Strategic Road Network at the adjacent Junction 24 which is grade separated. A segregated active travel bridge over the A14 is located close to the site, but there is currently no link into the site from this provision.

- 1.8 Future businesses on the site 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.
- 1.9 There are missing links in the active travel network around the site, and some of the existing active travel infrastructure is unlit which means, without improvement, it may not be attractive to all users for commuter journeys to the site all year round and throughout the day and night. The nature of the land use could generate staff movements late at night if shift patterns are implemented.
- 1.10 The site is not currently accessible by bus services, and it is unclear if direct access can be achieved to bus stops serving existing services. Access by public transport will need to be addressed by the developer(s), including providing connectivity to Cambourne North and other HQPT corridors.

Vehicular Trip Budgets

- 1.11 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 technical work.

Mitigation Requirements

- 1.12 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.
- 1.13 A comprehensive package of transport mitigation measures will be required to support the Land adjacent to Cambridge Services 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 developer's site-specific vision-led Transport Assessment.

Table 8-4 – Land to the south of Cambridge Services Mitigation Requirements

- 1.14 The measures in the table below are deemed to be required to make the site work in highway terms, and it is assumed that these measures are all delivered either directly by the developer or through s106 contributions.

Mitigation	Type
Comprehensive design of site to give priority to active travel and PT modes.	Policy
Imposition of a vehicular trip budget to limit the number of external car trips	Policy
Monitor and manage of the highway impact of the trips associated with the area	Policy
Travel planning for the whole site	Policy
High levels of cycle parking with 5-10% designed to accommodate non-standard cycles	Policy
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.	Internal
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	Internal
Appropriate site access arrangements including design to restrict HGV movements towards Boxworth.	Internal
Off-site highway mitigation	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).	Local
Active travel improvements to support walking, wheeling and cycling including a route to Boxworth, connections to the A14 crossing, and provision of foot/cycle paths within the site boundary, plus a direct connection to Cambridge Services (for access to amenities).	Local
Contribution to Greater Cambridge Transport Strategy Schemes once known	Strategic
Improvements to public transport that provide the following: <ul style="list-style-type: none"> • Connect the site with local residential communities including Bar Hill, Northstowe, villages towards St Ives, the planned community at Cambourne North, and Cambridge. • Connect the site with rail services (including a future EWR station at Cambourne, and the Cambridge North and Cambridge stations) by sustainable modes. • Off-peak bus services to cover staff shift patterns. 	Strategic