Report
November 2026

Greater Cambridge Transport Strategy

DRAFT

Cambridgeshire & Peterborough Combined Authority
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Executive Summary

Overview

The Greater Cambridge Transport Strategy (GCTS) sets out a long-term, ambitious framework for transport and connectivity across the whole of Greater Cambridge and on the priority routes that connect it to the wider region and country – local towns and cities, regional hubs, and major port and airport gateways to the rest of the world. It has been prepared to support the emerging Greater Cambridge Local Plan, while also providing the broader strategic platform for growth, investment and delivery in line with the Mayor's Local Growth Plan for Cambridgeshire and Peterborough and government's growth agenda for Greater Cambridge being spearheaded through the Greater Cambridge Development Corporation in partnership with the Combined Authority and local partners.

The Strategy responds to a clear need for change. Greater Cambridge's population grew by 13% between 2011 and 2021, twice the national rate. Traffic growth has already placed pressure on the network: car and goods-vehicle traffic across radial cordons increased by 10% and 38% respectively between 2010 and 2019, contributing to delay and unreliable bus journeys, and the emerging Local Plan identifies around 70,000 new homes and 1.7 million m^2 of commercial floorspace, creating substantial additional travel demand. Access to opportunity remains uneven, with some communities experiencing both deprivation and poor public transport access to essential services.

Greater Cambridge is a globally significant location for research, innovation, education, healthcare and business, yet its future growth and success is at risk of being constrained by more traffic and poor connectivity. Rural areas and disadvantaged communities would continue to experience challenges accessing services and amenities and not benefiting from growth. Greenhouse gas emissions, air pollutants and noise levels would increase, and our local environment and nature recovery goals would not be met.

The Strategy articulates how a multi-modal transport network – particularly through building out a comprehensive, integrated network of high-quality public transport corridors, fed by local buses and walking and cycling corridors, and integrated into a future mass rapid transit network – can support planned development and longer-term transformational levels of growth and opportunity. Through delivery of the Strategy, we will also tackle the impacts of congestion by improving connectivity, widening access to all communities to share the benefits of growth, while reducing emissions and enhancing the local environment. Future mass rapid transit proposals are subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.

While the Strategy has a focus on delivering a step-change in active travel and public transport, it recognises that car use will likely remain an important component of the local transport mix. Targeted highway capacity improvements may therefore be required in some locations, particularly to support key growth sites, and this will be kept under review. Congestion charging is not proposed as part of this Strategy.

In short, the Strategy is not simply about moving more traffic. It is about creating a transport system that connects Greater Cambridge. This will be achieved through supporting and enabling development; providing fast, reliable, safe, attractive travel choices within, to and from Greater Cambridge, supported by seamless high-quality interchanges, simple and affordable ticketing, and clear up-to-date information.

Vision and objectives

The Strategy's vision, as approved by the Transport Committee in November 2025, is:

A transport system for Greater Cambridge that will give people a real choice about how they travel. The area will have efficient, safe, accessible, sustainable, integrated networks that manage the impacts of congestion, improve connectivity, and boost growth.

The vision is underpinned by five objectives for transport and travel. By meeting these objectives, we will realise our vision.

- **Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge:** improving the day-to-day functioning of Cambridge and its key corridors by tackling the causes and effects of today's congestion challenges and transforming connectivity. ***Outcome****:* a better-functioning, more reliable, safer, and connected network that supports high levels of economic growth, quality of place, and global competitiveness.
- **Supporting businesses and our priority economic sectors, including the research campuses and science parks:** supporting Greater Cambridge's key economic functions, including research campuses and science parks, centres and the wider business base. ***Outcome:*** stronger labour market access, business connectivity and major international gateway links that support productivity and competitiveness.
- **Enabling new development and homes, including the sites in the emerging Local Plan:** ensuring new homes and developments are planned in locations and in ways that can be served by a choice of modes, with transport infrastructure aligned to growth from the outset. ***Outcome:*** timely, integrated transport infrastructure that provides for a choice of modes from first occupation.
- **Connecting homes, disadvantaged areas and the wider region to the economic opportunities of Cambridge:** broadening access to jobs, education, healthcare, services and amenities across Greater Cambridge and beyond. ***Outcome:*** more communities can reach opportunity more reliably, affordably and sustainably.
- **Reducing emissions and enhancing the local environment:** reducing emissions from transport and travel, including air and noise pollutants, while protecting and enhancing Greater Cambridge's local and historic environment and access to it. ***Outcome:*** lower emissions, a more resilient network, and better environmental quality and biodiversity.

Together, the vision and objectives provide a clear framework for a transport system that serves all of Greater Cambridge and its wider connections, supporting a globally competitive, celebrated place to live, work, visit and do business.

Overarching strategy narrative

The Strategy is built around a phased, cumulative programme:

In the short term (2026-2030), practical measures to improve conditions quickly:

- the recent opening of Cambridge South Station in June 2026 to provide direct connectivity to the Cambridge Biomedical Campus and Addenbrooke's Hospital;
- investment in active travel including continued delivery of the Greenways programme and expand wider facilities such as cycle parking and micromobility hire schemes;
- franchising our buses to better manage the network, timetables and fares, supported by targeted bus priority measures such as junction priority using smart signals – making buses work for everyone, improving journey times and reliability considerably, and building confidence in the system;
- extending operating hours and improving facilities and information at our travel hubs to make interchange more seamless;
- working with major employment centres and campuses on plans to improve connectivity to between sites and to key travel hubs, supporting ongoing growth and development;
- better co-ordinated kerbsides, particularly for better managing deliveries and servicing, ensuring our bus lanes are not blocked;
- improved digital connectivity to support virtual and online access; for planning journeys, and providing information before travelling and on route; and for better manging our transport networks with smart junctions, signals, lights and messaging;
- land will be safeguarded for infrastructure that takes longer to plan, fund and deliver; and
- planning and delivery will be informed by a Movement & Place Framework that tailors solutions for different functions of hubs, corridors, roads and streets, and the places they connect and pass through.

These interventions improve bus/public transport reliability, widen travel choice, and make more efficient use of constrained networks.

In the medium term (2030-2035), we will continue rolling out our integrated network of high-quality public transport and active travel corridors:

- completion of the network of Greenways and new orbital active travel corridors; and
- expanded and improved and new travel hubs to connect people to the fast, reliable network and support last-mile deliveries.
- delivery of high-quality public transport corridors (transport mode and technology to be determined) including the Cambourne to Cambridge corridor and the Cambridge South East Transport (CSET) 'extended corridor' to the Wellcome Genome Campus, Whittlesford Parkway Station, and Duxford; and
- further build out of the mass rapid transit network, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case, providing arterial cross-city and orbital connections.

These packages are designed to connect homes, jobs, major employment and research centres, and growth locations more effectively across Greater Cambridge and beyond.

In the longer term (2035-2045), the Strategy supports a transformed city-region network:

- completion of the mass rapid transit network and potential extensions to towns and larger villages across Greater Cambridge and neighbouring large towns, again subject to the Greater Cambridge Development Corporation study and preparation of an appropriate business case; and
- enhanced rail connectivity including East West Rail, a new station serving East Cambridge, and proposed onward connections to Ipswich and Norwich, as well as advocated delivery of Ely and Haughley Junction rail schemes to enhance passenger and freight connectivity to the north and east.

This is, therefore, a strategy for all of Greater Cambridge – urban and rural, local and strategic, people and freight – and for the wider connections that sustain its global role.

Delivery of the plan

Delivery will require sustained partnership working, clear governance and a phased programme that aligns infrastructure, policy and funding over time. The Strategy is supported by a capital delivery programme that brings together major corridor schemes, local access improvements, rail and travel hub investments, and supporting measures such as parking, servicing, digital connectivity and asset management.

The delivery approach has five core features:

- **Phased implementation:** interventions are sequenced across the short, medium and long term to support growth, respond to evidence, and build towards larger network change.
- **Joined-up governance:** delivery depends on coordinated action by the Combined Authority, local highway and planning authorities, Greater Cambridge Partnership, operators, infrastructure providers, developers and Government.
- **Infrastructure aligned to planned and consented growth:** transport provision must be planned alongside development, with clear triggers, safeguarding and responsibilities.
- **Flexible funding:** schemes will draw on a mix of public funding, partner investment and developer contributions, with priorities refined as business cases mature.
- **Monitoring and evaluation:** the programme will be reviewed regularly, using performance, delivery and accessibility evidence to update priorities and maintain momentum.

This is not a fixed end-state programme. It is a live implementation framework that provides direction, confidence and structure for delivery, setting out a clear pipeline of interventions across the short, medium and long term. Its purpose is to translate a strong long-term strategy into practical change on the ground, guiding investment, prioritisation and phasing, and helping Greater Cambridge function better today while supporting its transformation into a more connected, productive and sustainable city region over the decades ahead.

Next steps

This Strategy supports the emerging Local Plan as well as providing a platform for delivery of the growth ambitions contained within the Mayor's Local Growth Plan and the Greater Cambridge Development Corporation. The Strategy is a 'live' document and CPCA will keep it updated as and when it is required recognising a rapidly changing landscape.

Devolution

Government has embarked upon a major programme of change across local govenrment to devolve powers from central govenrment to directly elected mayors. This including providing mayors with additional controls over local schemes and the powers and consents awarded to them. This has the potential to speed up delivery of key schemes within the Strategy significantly, particularly mass rapid transit. For example, it may be possible to bring forward delivery of the proposed extended mass rapid transit corridor to the Southern Cluster, including to Babraham, Grange Farm, the Wellcome Genome Campus, Whittlesford Parkway and potentially Duxford.

Higher levels of growth

CPCA will continue to work closely with the Greater Cambridge Development Corporation to understand the travel impacts and requirements of higher growth scenarios beyond emerging Local Plan levels to meet the ambition of the Mayor's Local Growth Plan. This includes working together on the Mass Rapid Transit study, strategic outline business case, and ongoing work programme. It is important lessons are learnt from recent high-quality public transport and mass rapid transit corridor schemes in Greater Cambridge and elsewhere, as well as feeding into and learning from government's recently established Mass Transit Taskforce. As strategic site allocations come forward and build out, CPCA will work closely with developers and other local authorities and govenrment to understand how best to bring forward schemes and packages of intervention – the most optimal scheme detail including routing and technologies, phasing, and funding and financing packages. New modelling and analysis may necessitate changes to planned and proposed schemes and potentially an update to the Strategy in due course.

Technological change

The impact of connected and autonomous vehicles is uncertain. The Strategy contains policies to build on existing trial, learn from them and extend them where appropriate, and mitigate any negative impacts. However, the Strategy will need to be kept under review as new approaches to traffic modelling and management become available.

Delivery

Delivering at pace is important to realising all objectives leading to our vision. Key immediate next steps for delivery include:

- ongoing policy and strategy development: refining modal and thematic strategies and delivery plans (e.g. rail, freight, active travel and mobility hubs);
- a Bus Network Improvement Plan focusing on short-term 'quick win' interventions to improve bus journey times and reliability in advance of bus franchising;
- delivery of the Greater Cambridge Partnership's programme aligned to CPCA priorities;
- continued close working with the Greater Cambridge Development Corporation on Mass Transit and East West Rail Company on delivering the route to Cambridge and east of Cambridge, including the proposed new eastern access to Cambridge Station.

1 Introduction

The Greater Cambridge Transport Strategy

1.1 This Greater Cambridge Transport Strategy sets out a long-term, vision-led approach to transport and connectivity across Greater Cambridge. It has been prepared to support the emerging Greater Cambridge Local Plan and to provide a clear framework for how transport can help deliver sustainable growth, healthier places, improved access to opportunity and a lower-carbon future, including providing a platform for longer term growth proposed in the Local Growth Plan and via the Government's Greater Cambridge Development Corporation. The Strategy responds to the area's distinctive challenges: severe congestion in and around Cambridge, unequal access to jobs and services, accommodating transformational levels of future growth, and the need to improve environmental quality while maintaining the competitiveness of Greater Cambridge's internationally recognised economy and industrial sectoral strengths.

1.2 The Strategy is grounded in the National Planning Policy Framework, the Department for Transport's Better Connected: A Strategy for Integrated Transport (April 2026), the Cambridgeshire & Peterborough Local Transport and Connectivity Plan (November 2023) and supporting local transport and planning evidence. It applies these policies through a coherent programme of thematic strategies, interventions and policies. In doing so, it helps demonstrate how the Strategy supports a positively prepared, justified, effective emerging Local Plan consistent with national policy. It also provides the transport context, strategy and policy direction to support the aspirations set out in the Local Growth Plan and framework aligned to government's aspirations through the Greater Cambridge Development Corporation.

Scope and purpose of this document

1.3 This document sets out the Greater Cambridge Transport Strategy. Its purpose is to provide a clear, long-term framework for transport investment, policy and delivery across Greater Cambridge, and to explain how transport can support sustainable growth, healthier places, improved accessibility and environmental improvement. The Strategy has been prepared to inform and support the emerging Greater Cambridge Local Plan, but it also has a wider strategic role as a transport and connectivity framework for Greater Cambridge over the medium to long term.

1.4 It is also recognised that over the next few years, local authorities within Cambridgeshire and Peterborough will undergo 'Local Government Reorganisation' which will see the formation of unitary authorities which may or may not be contiguous with existing local authority boundaries, and removal Cambridgeshire County Council. At the same time, government has recently established a Development Corporation for Greater Cambridge, which has been granted additional planning powers. The Strategy will need to remain live to changing landscapes of governance, roles and responsibilities and funding.

Development of the Strategy

1.5 The Strategy has been developed through a staged process of evidence review, option development and stakeholder engagement. It is supported by and underpinning Need for

Intervention Report (see Annex A), Connectivity Analysis Report (see Annex C), and Equality Impact Assessment (see Annex F). It is also supported by:

- national policy and guidance;
- overarching regional strategies, studies and regional evidence base;
- CPCA's Local Growth Plan and statutory Local Transport & Connectivity Plan (and Greater Cambridge annex);
- the emerging Greater Cambridge Local Plan's Transport Evidence Report (which is in the process of being updated as part of documents for Regulation 19 consultation);
- broader local plan evidence; and
- existing and emerging policies, strategies and plans including, among others:
  - CPCA's Active Travel Strategy (under development); Cambridgeshire County Council's Active Travel Strategy, Local Cycling and Walking Infrastructure Plan, and Rights of Way Improvement Plan; Greater Cambridge Partnership's Greenways and other active travel corridor programmes.
  - CPCA's Bus Service Improvement Plan and bus franchising proposals; Greater Cambridge Development Corporation's Mass Rapid Transit study and Strategic Outline Case (under development); the Greater Cambridge Partnership's programme of mass rapid transit projects including corridor and travel hub schemes; and CPCA's Mobility Hub Strategy (under development).
  - CPCA's Rail Strategy and Freight Strategy (scope and to be commenced), and Network Rail's studies and investment programmes.
  - National Highways' studies and investment programmes; highways schemes promoted by CPCA and Cambridgeshire County Council; as well as the traffic and asset management policies of Cambridgeshire County Council.
  - Cambridgeshire & Peterborough Road Safety Partnership evidence and plans.
  - Aligned policy areas such as digital connectivity, public health, emissions and climate change resilience and adaptation and nature recovery of CPCA and other key delivery partners.

1.6 The approach is consistent with the National Planning Policy Framework's requirement for transport issues to be considered from the earliest stages of plan-making using a vision-led approach, and with the Department for Transport's latest Local Transport Plans guidance, which emphasises integrated, holistic and place-based transport planning. It also reflects the principles of Department for Transport (DfT) appraisal guidance and wider good practice by aligning transport, land use, infrastructure and environmental objectives, and by recognising the importance of engagement with local authorities, infrastructure providers, communities and other stakeholders as the Strategy is refined and implemented.

Assessing transport and connectivity outcomes

1.7 The Connectivity Analysis Report (see Annex C) provides the detailed assessment of how well existing communities as well as major new developments are connected, and how accessibility and connectivity changes from delivery of interventions proposed in the Strategy. It uses two analytical tools.

1.8 The assessment tool deploys the Department for Transport's Connectivity Tool. It is a planning tool used to assess/score how well places are connected to jobs, services, and opportunities by different modes of transport. It has been used to provide a baseline assessment of connectivity, as well as an assessment of individual key interventions. It does however have limitations in that multiple interventions cannot be tested together.

1.9 The second is to perform more detailed journey time catchment connectivity analysis using in Conveyal software, which assesses how transport network changes can affect travel time connectivity, and access to opportunities such as jobs, education, and services across different population groups. This tool provides the main evidence for understanding how the Strategy improves access to jobs, services and key destinations over time, including through larger interventions and packages. The analysis shows the population within travel time catchments of grouped destination types, including employment centres, further education and sixth form centres, town and district centres, rail stations, other major travel hubs, and major healthcare facilities. Addenbrooke's Hospital is treated separately because it is Greater Cambridge's only general hospital and has a distinct access role as both a healthcare destination and as part of the Cambridge Biomedical Campus. The results compare committed, emerging Local Plan-related and additional Strategy intervention scenarios and are presented through tables and maps showing respective changes in accessibility and remaining gaps.

1.10 The Strategy is also supported by the Transport Modelling Outputs Report (see Annex D), which presents completed strategic modelling using CaPCAM, CPCA's strategic transport model. This complements the accessibility analysis in the Connectivity Analysis Report (see Annex C) by assessing how the Strategy interventions affect travel patterns, public transport demand, the proportion of person trips made by car and public transport, cordon movements and highway journey times. Highway vehicle trips have been converted to person trips using DfT Transport Analysis Guidance (TAG) Data Book car occupancy factors to provide a consistent comparison with public transport. The modelling provides strategic evidence on the direction and scale of change and is not a detailed design test of individual schemes. Active travel is not fully represented, and localised impacts will require more detailed assessment as schemes are developed.

1.11 The evidence base uses a common scenario structure, with some differences in scope reflecting the purpose and capability of each tool. The baseline scenario includes recently opened or committed schemes. The next scenario then adds longer-term planned schemes and emerging Local Plan development, and another scenario tests further Strategy interventions on top of this. In the Connectivity Analysis Report (see Annex C), East West Rail and strategic rail improvements have also been considered using the latest available input assumptions. The Transport Modelling Outputs Report (see Annex D) tests a package of transport interventions including cross-city and orbital mass transit and other coded measures, but not the full set of mass rapid transit extensions, strategic rail improvements and sensitivity tests assessed in the connectivity work.

1.12 The Strategy's proposed connectivity outcomes and indicative access targets are set out in Table 3.2 in Chapter 3. The strategic site analysis in Chapter 4 shows how this evidence applies

to Local Plan allocations, while the Monitoring and Evaluation Plan in Chapter 5 sets out how connectivity, accessibility and wider transport outcomes will be monitored over time, including through accessibility indicators and CaPCAM outputs where relevant.

Stakeholder engagement and next steps

1.13 Engagement has included:

- Officer engagement through a Core Working Group and Senior Officer Group across the partner authorities and key stakeholders meeting monthly; and
- Two rounds of targeted roundtables and workshops in November 2025 and May 2026 with wider stakeholders representing local businesses, education and skills, public sector organisations, transport operators, transport user and interest groups. These sessions covered:
  - strategic issues, evidence and options; and
  - proposed objectives and emerging priorities for climate resilience, affordability, reliability, customer experience, integration, access to key destinations and the potential role of mass rapid transit.

1.14 An independent report was produced summarising and analysing feedback from the stakeholder workshops (see Annex B). This highlighted support for a more reliable, better integrated and connected, and easier-to-use transport system to provide affordable and attractive travel choices and help reduce emissions. Officers and stakeholders also strongly emphasised the need to balance longer-term mass rapid transit and rail transformation with practical short-term improvements to the public transport network. A third key are of feedback was to recognise the continuing role of essential car, freight and servicing access.

1.15 These discussions have helped refine the Strategy's vision, objectives, thematic priorities and intervention packages, and will continue to inform subsequent iterations of the Local Plan evidence base and transport programme which will in turn support delivery of the Local Growth Plan.

Next steps

1.16 This Strategy supports the emerging Local Plan as well as providing a platform for delivery of the growth ambitions contained within the Mayor's Local Growth Plan and the Greater Cambridge Development Corporation. The Strategy is a 'live' document and CPCA will keep it updated as and when it is required recognising a rapidly changing landscape.

Devolution

1.17 Government has embarked upon a major programme of change across local govenrment to devolve powers from central govenrment to directly elected mayors. This including providing mayors with additional controls over local schemes and the powers and consents awarded to them. This has the potential to speed up delivery of key schemes within the Strategy significantly, particularly mass rapid transit. For example, it may be possible to bring forward delivery of the proposed extended mass rapid transit corridor to the Southern Cluster, including to Babraham, Grange Farm, the Wellcome Genome Campus, Whittlesford Parkway and potentially Duxford.

Higher levels of growth

1.18 CPCA will continue to work closely with the Greater Cambridge Development Corporation to understand the travel impacts and requirements of higher growth scenarios beyond emerging

Local Plan levels to meet the ambition of the Mayor's Local Growth Plan. This includes working together on the Mass Rapid Transit study, strategic outline business case, and ongoing work programme. It is important lessons are learnt from recent high-quality public transport and mass rapid transit corridor schemes in Greater Cambridge and elsewhere, as well as feeding into and learning from government's recently established Mass Transit Taskforce.

1.19 As strategic site allocations come forward and build out, CPCA will work closely with developers and other local authorities and govenrment to understand how best to bring forward schemes and packages of intervention – the most optimal scheme detail including routing and technologies, phasing, and funding and financing packages.

1.20 New modelling and analysis may necessitate changes to planned and proposed schemes and potentially an update to the Strategy in due course.

Technological change

1.21 The impact of connected and autonomous vehicles is uncertain. The Strategy contains policies to build on existing trial, learn from them and extend them where appropriate, and mitigate any negative impacts. However, the Strategy will need to be kept under review as new approaches to traffic modelling and management become available.

Delivery

1.22 Delivering at pace is important to realising all objectives leading to our vision. Key immediate next steps for delivery include:

- ongoing policy and strategy development: refining modal and thematic strategies and delivery plans (e.g. rail, freight, active travel and mobility hubs);
- a Bus Network Improvement Plan focusing on short-term 'quick win' interventions to improve bus journey times and reliability in advance of bus franchising;
- delivery of the Greater Cambridge Partnership's transport programme, aligning this with CPCA priorities;
- continued close working with the Greater Cambridge Development Corporation on Mass Transit and East West Rail Company on delivering the route to Cambridge and east of Cambridge, including the proposed new eastern access to Cambridge Station.

Supporting the Greater Cambridge Joint Local Plan

Introduction

1.23 The Strategy has been prepared in part to support the emerging Greater Cambridge Local Plan and its examination. It provides part of the transport evidence and strategic narrative needed to demonstrate that the plan's spatial strategy, transport policies and proposed development pattern are positively prepared, justified, effective and consistent with national policy. This chapter explains that relationship and signposts where the Strategy and supporting evidence contribute to each test of soundness.

Tests of soundness

1.24 Under the National Planning Policy Framework, local plans are examined to assess whether they have been prepared in accordance with legal and procedural requirements and whether they are sound. The four tests of soundness are that plans should be positively prepared, justified, effective and consistent with national policy.

1.25 In transport terms, this means the emerging Local Plan should be supported by a strategy and evidence base that demonstrate not only the transport outcomes sought, but also how the proposed site allocations, supporting infrastructure and spatial pattern of growth can be delivered in a coordinated, realistic and policy-compliant way. The Strategy provides this framework by translating the evidence base into objectives, policy principles, thematic strategies, supporting policies and a capital delivery programme. It is supported by completed connectivity and transport modelling evidence, while further consultation, scheme development and business case work will continue to refine the delivery programme as the emerging Local Plan progresses.

Positively prepared

1.26 The Strategy helps show that the Local Plan is positively prepared by providing a transport framework for meeting identified development needs in a way that remains aligned with sustainable development. It explains how the proposed scale and distribution of growth can be supported through integrated transport investment, traffic management, active travel, public transport, rail, travel hubs and place-based interventions, rather than through unsustainable increases in car travel. This is reflected throughout the current document, including the vision and objectives, the case for change, the thematic strategies, the supporting policies and the Movement and Place Framework.

1.27 Together, these elements show how planned growth can be served more sustainably, how access to jobs, services and opportunity can be widened across Greater Cambridge, and how the transport implications of the Local Plan's development strategy can be addressed in a coordinated way. In examination terms, this helps demonstrate that the Local Plan is supported by a transport strategy with a clear structure and programme logic for accommodating the proposed scale and distribution of growth, while continuing to be refined through consultation and further technical work.

Justified

1.28 The Strategy helps show that the Local Plan is justified because it is grounded in proportionate transport evidence, policy alignment, and quantitative assessment, and because it explains why the proposed transport approach is the most appropriate in light of the alternatives, local constraints and the wider objectives of the plan. In particular, the Connectivity Analysis Report (see Annex C) establishes the current transport context and patterns of access, while the Need for Intervention Report (see Annex A) identifies the key problems, pressures and opportunities to which the Strategy responds. These are then carried through into the Strategy's objectives, policy principles, thematic strategies and supporting policies, including the Movement and Place Framework.

1.29 Together, they help show why the proposed combination of site allocations, growth corridors, travel hubs, active travel, public transport, rail and network management measures represents an appropriate and evidence-based strategy when considered against reasonable alternatives, local constraints and the wider objectives of the plan, and why transport considerations have been embedded in plan-making rather than deferred to later stages. Further transport modelling of the Strategy and its interventions will provide additional testing and refinement by improving understanding of travel patterns, the number of trips by different modes and journey purposes, congestion and delay, and tailpipe carbon emissions, and will be available in September 2026.

Effective

1.30 The Strategy helps show that the Local Plan is effective by identifying a phased and deliverable package of transport interventions, the need for continued joint working between partner authorities, infrastructure providers and developers, and the governance, funding and monitoring arrangements that will be needed to support implementation over time. This is reflected not only in the thematic strategies and supporting policies, but also in the capital delivery programme, including the sections on governance and assurance, delivery programme structure, funding and monitoring and evaluation.

1.31 It therefore helps demonstrate not only what infrastructure and policy responses are needed, but also how they may be sequenced alongside growth, coordinated across organisations, and refined through future consultation responses, modelling, business cases and delivery planning. This is particularly important for strategic site allocations and corridor-based growth, where the soundness of the Local Plan will depend in part on whether transport requirements, safeguarding, infrastructure triggers and delivery responsibilities are clear enough to support implementation in practice.

Consistent with national policy

1.32 The Strategy helps show that the Local Plan is consistent with national policy because it reflects the National Planning Policy Framework's approach to transport planning, healthy places, emissions and climate change resilience and adaptation, and plan-making, and aligns with current Department for Transport guidance on local transport planning and integrated transport. In particular, it applies a vision-led and place-based approach, links transport with land use and infrastructure delivery, and supports the wider policy direction on accessibility, decarbonisation, resilience and inclusive growth.

1.33 The 'golden thread' from national to local policy is particularly relevant here, helping to show how national, regional and local policy requirements have been carried through into the Strategy's current structure, including the case for change, the policy principles, the Movement and Place Framework, the thematic strategies and the supporting policies. It also helps demonstrate that transport issues have been considered from the earliest stages of plan-making, that sustainable transport has been embedded into the proposed development pattern, and that the Local Plan will continue to be supported by an evolving transport strategy as consultation, modelling and further technical work are completed.

1.34 It is also important to note that the Greater Cambridge Transport Strategy is one, albeit critical, element of a three-part Local Plan transport evidence base. These are:

- individual strategic site transport requirements ('pro-formas', Local Plan evidence);
- the modelled cumulative impact of all the Plan (the 'Transport Evidence Review', developed by Cambridgeshire County Council) – this shows that the Local Plan 'works' in transport terms if there is a strategic connectivity solution for Cambridge; and
- the Greater Cambridge Transport Strategy which will identify, at a strategic level, how best to manage this wider connectivity challenge.

1.35 Finally, although the Strategy has a key role in supporting the Local Plan, it also has a wider function in terms of supporting further growth ambitions. It thus provides a platform for exploring, at a high level, potential additional growth scenarios aligned with CPCA's Local Growth Plan (which has a forward-look to 2050), and proposals from the Greater Cambridge Development Corporation.

2 Our vision, objectives and outcomes - the case for change

Introduction

2.1 This chapter sets out the vision, objectives and intended outcomes of the Greater Cambridge Transport Strategy, together with the case for change that underpins them. It explains why a long-term transport strategy is needed, what the Strategy is seeking to achieve, and how the proposed interventions and policy principles respond to the challenges and opportunities facing Greater Cambridge. The vision and objectives were first considered by the CPCA Transport Committee in September 2025. Following that meeting, they were revised to reflect the feedback received and to ensure alignment with the recently approved Local Growth Plan and were approved in revised form by the CPCA Transport Committee in June 2026.

Vision

2.2 Our vision for transport and travel across Greater Cambridge was also approved in November 2025 by the Transport Committee. It's ambition is:

> A transport system for Greater Cambridge that will give people a real choice about how they travel. The area will have efficient, safe, accessible, sustainable, integrated networks that manage the impacts of congestion, improve connectivity, and boost growth.

Objectives

The vision is underpinned by five objectives for transport and travel. By meeting these objectives, we will realise our vision.

1. Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge

2.3 Improving the day-to-day functioning of Cambridge and its key corridors by tackling the causes and effects of congestion in a way that supports wider economic, social, environmental and development goals.

2.4 While its impacts are most acute within the city, the evidence shows that congestion in Cambridge is driven by travel patterns for people, as well as construction, goods and servicing across Greater Cambridge and more widely. This is a result of the city's national and regional significance as a centre for economic activity; education, skills and research; healthcare; and retail, leisure and hospitality; as well as the high levels of recent growth. As a result, congestion in the city has wide-ranging and structural consequences for how Cambridge functions, affecting not only productivity, labour market access, bus reliability and freight efficiency but also the quality of place (i.e. streets and public spaces) in Cambridge's historic core, local centres and key corridors.

2.5 This requires a coordinated package across the short-, medium- and long-term of including localised priority for buses and more substantial priority support for future mass rapid transit, high-quality active travel routes connecting surrounding settlements to and around the city, improved interchange with rail, Park & Ride and other travel hubs, and more efficient management of servicing and essential traffic. In key locations, there may be a need to targeted highway improvements to better manage general traffic and address key pinch-points where these is a clear case for investment. Together, these measures are intended to make better use of a constrained urban network, improve streets and public spaces, and ensure that Cambridge can function effectively as the heart of a growing Greater Cambridge city region.

2.6 Key indicators drawing from Government's Local Transport Outcomes Framework include:

- public transport mode share, particularly for trips to, from and within Cambridge;
- bus punctuality, reliability and speed on the main corridors serving Cambridge;
- vehicle miles on local bus services, as a proxy for the scale and coverage of the public transport offer;
- road casualties, particularly those arising from traffic issues including conflict between modes; and
- transport capital programme delivery reporting, including progress with public transport priority, interchange and corridor schemes.

2.7 Additional local indicators for the Strategy, reflecting the connectivity, congestion and movement-and-place challenges in and around Cambridge, include:

- highway delay, vehicle hours, average speeds, vehicle kilometres, mode share and Cambridge Inner and Outer Cordon flows;
- local corridor monitoring of traffic flows, bus journey times, junction performance, Park & Ride and travel hub use, parking demand, servicing and kerbside activity; and
- evidence from scheme-level monitoring on whether city-centre, radial corridor and constrained urban interventions improve network reliability, reduce non-essential traffic pressure and support better movement and place outcomes.

2. Supporting businesses and our priority economic sectors, including the research campuses and science parks

2.8 Ensuring that transport supports Greater Cambridge's key economic functions, including its research campuses and science parks, city and town centres, visitor economy and wider business base. Evidence shows that the area's economic success depends on the effective movement of people and goods across a large and increasingly polycentric travel-to-work area, with employment and growth distributed between central Cambridge, major campuses and settlements across South Cambridgeshire and beyond.

2.9 As a result, this objective is closely linked to productivity, competitiveness, inward investment, labour market reach and supply-chain efficiency, as well as the quality of place that underpins Greater Cambridge's global reputation as a location to work, invest and visit. In transport terms, it points towards stronger strategic and local connectivity by rail, coach, bus, future mass rapid transit and active travel, together with better interchange, first- and last-mile access and freight arrangements.

2.10 These improvements are needed not simply to accommodate growth, but to support economic performance while remaining consistent with place-making, health and environmental objectives across Greater Cambridge. Importantly, these improvements are also required to not only support journeys to and from work, but to also facilitate travel between sites and hence further support the deep agglomeration economies of Cambridge.

2.11 Key indicators drawing from Government's Local Transport Outcomes Framework include:

- public transport, walking and cycling connectivity score to key employment destinations;
- public transport mode share;
- bus punctuality, reliability and speed;
- bus patronage; and
- transport capital programme delivery reporting.

2.12 Additional local indicators for the Strategy, reflecting the specific economic connectivity needs of Greater Cambridge's employment clusters, research campuses, science parks and wider labour markets, include:

- journey time catchment connectivity outputs for employment locations, including major employment sites, research campuses and science parks;
- jobs within catchment of existing communities and strategic growth locations, including access to stations, travel hubs and international gateways;
- highway corridor performance and demand, together with freight and servicing data where relevant to business connectivity and supply chains; and
- the performance of key employment sites in terms of jobs growth and intensification, with a focus on advanced sectors of interest such as life sciences where data is available (including from private sector partners).

3. Enabling new development and homes, including the sites in the emerging Local Plan

2.13 Ensuring new homes and development are planned in locations and forms that can be served by a choice of modes, with transport infrastructure aligned to growth from the outset. It supports delivery of the emerging Local Plan, sound site allocations, mixed and connected communities across Greater Cambridge, and offering a range of travel choices.

2.14 In transport terms, this means early, coordinated delivery of active travel and public transport infrastructure, safeguarding key corridors and travel hubs, and phasing infrastructure with development so that there is a genuine choice of mode from first occupation. This reflects the area's growth and travel patterns, helps manage congestion, and supports accessible, inclusive and high-quality places.

2.15 Key indicators drawing from Government's Local Transport Outcomes Framework include:

- public transport, walking and cycling connectivity scores from new developments to key destinations;
- public transport mode share;
- average number of walking, wheeling and cycling journey stages per year; and
- miles of compliant new or improved active travel network delivered; and
- transport capital programme delivery reporting.

2.16 Additional local indicators for the Strategy, reflecting the specific need to align transport infrastructure with strategic site delivery, development phasing and reduced car dependency from first occupation, include:

- DfT Connectivity Tool outputs used as contextual baseline evidence;
- journey time catchment analysis testing for strategic site allocations;
- jobs, services and key destination types accessible from each strategic site;
- public transport, walking and cycling connectivity from new development locations;
- delivery of early active travel, bus, rail, travel hub and interchange infrastructure;
- infrastructure delivery against phasing, triggers and funding commitments; and
- delivery of new homes and floorspace against annual or other Local Plan-aligned targets.

4. Connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge

2.17 Broadening access to the benefits of Greater Cambridge's economy to the wider region is an imperative. Inclusive growth involves reducing transport related social exclusion, recognising that access to jobs, education, healthcare, services and amenities varies significantly across Greater Cambridge.

2.18 It points to better inter-urban, urban and rural public transport, improved affordability, information and reliability, stronger interchange with rail stations and travel hubs, and safer, more direct active travel routes. It also recognises the role of shared and demand-responsive transport and local solutions, especially in lower-density and rural areas. This objective is not just about longer-distance travel to Cambridge, but about improving everyday access to opportunity while supporting quality-of-place in neighbourhood centres, market towns and villages. By improving connectivity and improving conditions for walking, wheeling, cycling and public transport, healthier, safer and more resilient places can that share in Greater Cambridge's economic success.

2.19 Key indicators drawing from Government's Local Transport Outcomes Framework include:

- public transport, walking and cycling connectivity scores to key employment destinations;
- bus patronage, including elderly and concessionary passenger journeys;
- bus passenger satisfaction, including security and accessibility;
- average number of walking, wheeling and cycling journey stages per year; and
- adults engaged in active travel at least twice in the last 28 days.

2.20 Additional local indicators for the Strategy, reflecting the specific access and inclusion needs of Greater Cambridge's disadvantaged areas, rural communities and wider regional connections, include:

- first- and last-mile access to stations, travel hubs and stops, alongside DRT, shared mobility and micromobility uptake where available;
- population within catchment of key destination types, including jobs, education, healthcare, services, stations and travel hubs, and particularly for disadvantaged or poorly connected communities; and
- wider economic disadvantage evidence using indices of multiple deprivation (IMD) and indicators of economic inactivity.

5. Reducing emissions and enhancing the local environment

2.21 Reducing emissions from transport and travel, while protecting and enhancing the local environment across Greater Cambridge. It responds to both the area's declared climate emergency and the wider environmental impacts of transport, including air quality, noise, severance and pressure on sensitive habitats, landscapes, and historic environments. It recognises that technology alone will not be enough, and that a broader approach is needed to cut emissions and environmental harm, support nature recovery, while continuing to support sustainable growth.

2.22 Achieving this objective requires giving people more alternatives to private car travel so that they have a choice of modes. This includes better integration of transport and land use, clearer priority between modes to improve connectivity, more efficient freight and servicing, stronger travel hubs and interchanges, and support for lower-emission vehicles where car travel remains necessary. Together, these measures help cut carbon emissions, improve air quality and noise, and make the transport system more resilient to climate risks such as extreme heat, flooding and disruption. It also requires active consideration of the transport network as corridors and places to connect habitats and enhance biodiversity.

2.23 Key indicators drawing from Government's Local Transport Outcomes Framework include:

- estimated annual transport carbon impacts up to 2050, disaggregated by user emissions and infrastructure carbon emissions;
- number of NO_2 roadside monitoring sites in exceedance of the annual statutory concentration limit;
- zero tailpipe emission bus fleet share;
- number of publicly accessible EV chargepoints per 100,000 population; and
- provision of electric vehicle charging and pavement channels on local authority land.

2.24 Additional local indicators for the Strategy, reflecting the specific emissions, environmental quality, climate resilience, biodiversity and public realm outcomes sought in Greater Cambridge, include:

- carbon emissions and equivalents;
- active travel network delivery and participation, including evidence of changing travel patterns and modes shares for short and medium-distance trips; and
- evidence of greening, drainage, shade, biodiversity, climate resilience and public realm improvements in major corridor, hub and place-based schemes.

Policy 'golden thread'

2.25 This Strategy sits within a clear policy hierarchy that links national missions and transport priorities to regional and local growth, connectivity and environmental objectives as shown in Table 2.1.

2.26 At the national level, the Government's *Plan for Change* focuses on raising living standards, accelerating housing and infrastructure delivery, breaking down barriers to opportunity, and advancing clean energy and net zero. The Department for Transport's *Better Connected* strategy translates these wider missions into transport priorities centred on accessibility, affordability, dependable journeys, healthier communities, stronger alignment between transport and development, and better local decision-making.

2.27 At the wider regional level, England's Economic Heartland's Regional Transport Strategy emphasises connectivity as an enabler of economic transformation, inclusive growth, decarbonisation, and a whole-system approach to movement across the Oxford–Cambridge growth corridor.

2.28 At the CPCA level, the Cambridgeshire & Peterborough Local Transport and Connectivity Plan provides the statutory framework for a better, faster, greener and more accessible network that supports health, fairness, economic growth and environmental protection.

2.29 The Greater Cambridge Transport Strategy translates this hierarchy into a place-specific set of objectives for Greater Cambridge and, in turn, supports the emerging Greater Cambridge Local Plan's vision for climate resilience, thriving neighbourhoods, reduced car dependency, sustainable growth and high-quality places.

2.30 It also provides a framework to support the wider vision for the region set out in the Local Growth Plan and the Government's 'Case for Cambridge' being delivered by the Greater Cambridge Development Corporation.

Case for change

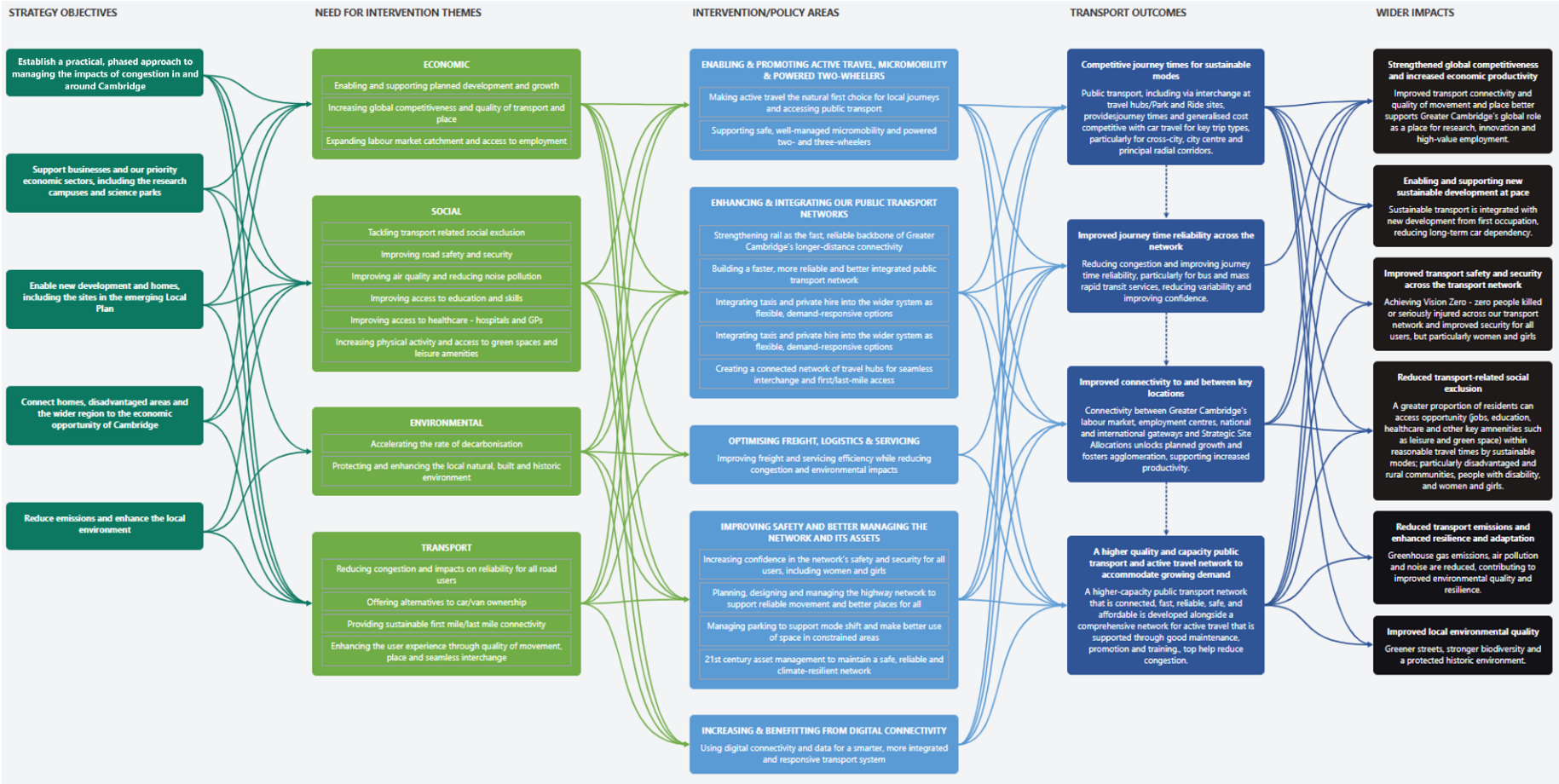
2.31 The case for change is that Greater Cambridge cannot continue to rely on patterns of travel and investment that increase congestion, car dependency and environmental pressure. A different approach is required: one that begins with the desired future outcomes for people and place, aligns transport and land use, and then identifies the combination of interventions needed to achieve those outcomes. This is the Strategy's theory of change (shown in Figure 2.1 overleaf).

2.32 By improving active travel and public transport connectivity and priority, making interchange between modes more seamless, safeguarding future corridors, and coordinating transport with growth including targeted highway interventions where needed, the Strategy aims to produce better connectivity, healthier communities, greater inclusion, improved economic performance and lower environmental impacts over time. This is covered in further detail in the Need for Intervention Report (see Annex A).

Table 2.1: Policy 'Golden Thread'

Greater Cambridge Transport Strategy objectives	Department for Transport's Integrated National Transport Strategy	England's Economic Heartland's Regional Transport Strategy	Cambridgeshire & Peterborough Local Growth Plan	Cambridgeshire & Peterborough Local Transport & Connectivity Plan	Greater Cambridge Shared Planning's emerging Local Plan
Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge	Links most strongly to dependable journeys, healthier communities, aligning transport and development, and optimising decision-making and appraisal.	Links to the whole-system approach, managing strategic movements more effectively, and improving east-west and intra-regional connectivity.	Improves transport connectivity everywhere and unlock key infrastructure gaps that hold back growth, especially in Global City Cambridge and the wider regional network.	Supports the LTCP goals for a better, faster, greener and more accessible network, with improved public transport, health outcomes and lower emissions.	Supports the plan's focus on reducing reliance on the private car, improving quality of life, and enabling sustainable growth in a constrained urban environment.
Supporting businesses and our priority economic sectors, including the research campuses and science parks	Links to aligning transport and development, dependable journeys, championing data and technology, and empowering local leaders to support economic productivity.	Links to the Strategy's emphasis on economic transformation, regional connectivity, gateway access and supporting the Oxford–Cambridge growth corridor.	Directly supports the focus on six high-growth sectors and Opportunity Zones by improving access to research campuses, science parks, labour markets and international gateways.	Supports the LTCP mission for transport to be the backbone of sustainable economic growth in which everyone can prosper.	Supports the plan's jobs, infrastructure and sustainable growth themes, including access to employment land, innovation clusters and strategic sites.
Enabling new development and homes, including the sites in the emerging Local Plan	Links most strongly to aligning transport and development, empowering local leaders, and optimising decision-making and appraisal.	Supports the Strategy's emphasis on planned growth, strategic connectivity and infrastructure that enables sustainable development across the wider region.	Supports quality placemaking for new homes and communities, aligning transport investment and safeguarding with the delivery of strategic growth locations.	Supports the LTCP objective of ensuring that growth in housing and jobs is accompanied by sustainable, integrated and lower-carbon transport provision.	Directly supports the plan's development strategy, site allocations, infrastructure theme, thriving neighbourhoods and reduced car dependency.
Connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge	Links most strongly to making travel accessible and affordable, creating healthier communities, simplifying information and payments, and providing dependable journeys.	Supports the inclusive-by-design principle, better regional connectivity, and stronger links between homes, labour markets and key services.	Meets the ambition to spread prosperity across every part of Cambridgeshire and Peterborough by improving access to opportunity, jobs, skills and services in Cambridge and other areas.	Directly supports the LTCP's goals on fairness, accessibility, health, inclusion and bringing cities, market towns and rural areas closer together.	Supports the plan's wellbeing and social inclusion, infrastructure, accessibility and sustainable transport themes, helping connect communities to jobs and services more fairly.
Reducing emissions and enhancing the local environment	Links most strongly to healthier communities, aligning transport and development, dependable journeys, and supporting lower-carbon and more resilient travel choices.	Supports the Strategy's focus on decarbonisation, environmental stewardship, resilience, and a whole-system approach to sustainable movement across the region.	Supports the priority to address infrastructure constraints in energy, water and transport while enabling cleaner growth, resilient places and better environmental outcomes.	Directly supports the LTCP goals for a greener, healthier and more resilient transport network with lower emissions and better environmental outcomes.	Supports the plan's climate change, biodiversity, environmental quality, design and healthy place themes, helping reduce emissions and enhance the local environment.

Figure 2.1: 'Theory of Change' linking Strategy objectives, intervention packages and intended outcomes



3 Our overarching strategy

Introduction

3.1 This chapter explains how the Strategy will be delivered in practice. Chapter 2 set out the vision, objectives and case for change; this chapter and the thematic strategies that follow set out the policy approach, decision-making principles and intervention priorities that will translate those ambitions into a coherent, deliverable transport programme for Greater Cambridge.

Policy principles

3.2 The overarching strategy is grounded in a vision-led approach to transport and land-use planning, consistent with national and local adopted policies, plans and guidance.

Planning for healthy people and thriving places

3.3 The Strategy prioritises outcomes for people and place, not simply vehicle movement. In line with the NPPF's requirement for transport issues to be considered from the earliest stages of plan-making using a vision-led approach, the transport network should be planned and managed so that streets, spaces and corridors support healthy, safe, attractive and inclusive places as well as movement. This means applying a movement and place framework to the design and management of streets and corridors, embedding Healthy Streets principles, and using transport policy to reinforce design quality, public realm and the competitiveness of Greater Cambridge as a place to live, work, visit and invest. High-quality place and design standards should therefore be treated as core transport outcomes of the Strategy, alongside accessibility.

3.4 Transport demand modelling supports this approach. It indicates that the Strategy interventions would allow more people to travel by public transport through key corridors while reducing car trips overall. At the Inner Cambridge cordon, car trips decrease by around 20% across both time periods and directions, while public transport trips increase by around 40%. At the Cambridge and outer villages cordon, public transport trips increase by around 80%, while car trips decrease by between 1% and 4%. Prioritising more space-efficient modes can therefore increase the number of people moving through constrained corridors while supporting a better balance between movement and place. Further detail is provided in the Transport Modelling Outputs Report (see Annex D).

3.5 Rather than prioritising a particular transport mode in all circumstances, decisions will be informed by route function, the character of the surrounding area, and the needs of residents, businesses and visitors. This recognises that different modes contribute in different ways to network efficiency, economic performance, environmental, accessibility and inclusion outcomes, as well as quality of place. The aim is to apply the right transport solutions to the right locations, supporting people and goods to move more efficiently while fostering communities with a sense of place.

3.6 This strengthens alignment with the emerging Local Plan's aim to enable sustainable growth but must be applied in a place-specific context; recognising that on some corridors, for example on the Strategic Road Network (Motorways and 'trunk' A roads managed and maintained by National Highways), motorised vehicles will continue to play an important role. When planning and managing streets, corridors and transport interventions, **consideration will generally be given to the following modes** in terms of how they can support key outcomes, quality of place, and the needs of different users:

- **Walking, wheeling and access for all:** Including people with disabilities, older people, children, carers and people using mobility aids and prams – ensuring safe, direct, comfortable and inclusive routes alongside high-quality public realm and wayfinding.
- **Cycling, micromobility and equestrians:** Including conventional cycles, e-bikes, adapted cycles and horse riders – providing coherent, attractive and appropriately designed routes.
- **Public transport:** Bus, coach, mass rapid transit and rail, including to/from Park & Ride sites, and mobility hubs – supporting improved reliability, journey times, interchange quality and passenger experience, as well as first- and last-mile access.
- **Shared mobility and pooled travel:** Including car clubs, shared taxis, demand responsive transport and emerging shared services – broadening travel choices, particularly where there are opportunities to widen access and make the transport network more inclusive.
- **Essential freight, servicing and access:** Including deliveries, servicing activity, emergency services and access for those who need to drive – managed efficiently and safely, using consolidation, time-window management and appropriate vehicle types.
- **General private motor traffic:** Cars, vans and other private vehicles – balancing safety, accessibility, network efficiency, economic performance, environmental objectives and the needs of other road users, while recognising their continued importance in journeys across different routes and places.

3.7 The Strategy considers the **phasing of interventions** to reflect both the feasibility of delivery and the sequencing required to support planned growth over time:

- **In the short-term**, priority is given to bus service enhancements and operational measures to deliver immediate improvements in reliability, journey times and network efficiency. Initial high-quality public transport corridors, such as Cambourne to Cambridge, will also be developed and delivered.
- **In the medium-term**, these improvements are complemented by further delivery of high-quality public transport corridors for cross-city, city centre and potential orbital routes around Cambridge, providing faster, more reliable and higher-capacity connections across Greater Cambridge.
- **In the longer-term**, these corridors provide the foundation for full build-out of the Greater Cambridge mass rapid transit network.

Movement and Place Framework for Greater Cambridge

3.8 The Strategy applies a Movement and Place Framework to guide how streets, corridors and hubs are planned, designed and managed. It recognises their dual function:

- **Movement**: moving people and goods efficiently and reliably (by all modes).
- **Place**: supporting local activity, exchange, social interaction, economic vitality, and environmental quality.

3.9 The framework classifies streets into **'types'** based on the relative significance of their movement and place roles, with each type associated with **priorities** and a 'toolbox' of **typical interventions**. In Greater Cambridge this enables a coherent approach across very different contexts, including the historic core, district and market town centres, science campuses and business parks, growth corridors, station and travel hub locations, towns and villages, and rural locations. A **Movement and Place Framework for Greater Cambridge** is presented in Figure 3.1 overleaf. It is based on a three-by-three matrix of movement and place functions from more 'local' to 'strategic'. For each of the nine 'types', priorities and typical interventions are shown in Table 3.1.

3.10 It guides where and how that priority is expressed - building on a people-centred approach to also be place-centred. It provides a consistent basis for making trade-offs where space is constrained, and for aligning street design and network management decisions with the Strategy's objectives.

3.11 It aligns with the Department for Transport's 'Manual for Streets' that articulates that some streets are not only traffic corridors but also have important public realm functions and will be designed with wider community needs in mind.

3.12 It supports the emerging Local Plan:

- **Aligning transport with the Local Plan's spatial strategy:** The framework recognises that streets and corridors perform both movement and place functions, and that these roles vary across the city, market towns, villages, rural areas, and growth locations. This supports focusing development on sustainable locations.
- **Operationalising sustainable transport policies:** The framework operationalises the Local Plan's sustainable transport policies (notably **Policy I/ST: Sustainable transport and connectivity**) into street and corridor design. This helps the Local Plan's transport policies to be deliverable and effective.
- Supporting high-quality place-making and design: The framework reinforces the Local Plan's design-led approach (Policy I/ID: Infrastructure and delivery and Policy I/ST: Sustainable transport and connectivity) by making quality of place a core transport outcome rather than a secondary consideration. It strengthens the Local Plan's case that transport infrastructure will enhance quality of places.
- **Enabling sustainable growth and strategic site delivery:** For strategic site allocations in the emerging Local Plan, the Movement & Place framework helps demonstrate that growth locations should be served sustainably from the outset.
- **Supporting health and environmental objectives:** By managing trade-offs between movement and place, modal option choice will increase and provides a basis for integrating biodiversity and climate resilience into transport interventions.

3.13 CPCA will work with local partners on how best to operationalise and apply the nine identified movement and place 'types' to the Greater Cambridge transport network.

Applying the framework in practice

3.14 The Movement and Place Framework will be applied consistently across Greater Cambridge, but flexed to reflect the function, context and character of different places, including the historic city centre, neighbourhood centres, growth corridors, market towns and rural villages. In practice this means:

- **Street and corridor design:** Using the framework to guide space allocation, junction design, signal priorities and public realm, particularly where trade-offs are required.
- **Investment and programme prioritisation:** Prioritising schemes that improve walking, wheeling, cycling and public transport outcomes, especially where they also support congestion reduction, inclusion and climate objectives, but recognising that in some locations targeted highway capacity measures may also be required.
- **Growth and development:** Ensuring that new development is designed around the framework from the outset, with high-quality active travel and public transport access provided early, so that a choice of modes is provided available rather than retrofitted later.
- **Rural and peripheral areas:** Applying the framework in ways that recognise different densities and travel needs, including the role of demand responsive transport, travel hubs and shared mobility where fixed-route services are less viable.
- **Quality of place:** Using the framework to support healthier streets, reduced traffic dominance, better air quality, improved safety and attractive and inclusive spaces.

3.15 This approach directly supports the emerging Local Plan's objectives to reduce car dependency and enable sustainable travel (**Policy I/ST: Sustainable transport and connectivity**), while also aligning with the Plan's wider design and placemaking objectives (**Policy GP/QP**) by helping ensure that streets and corridors support high-quality, attractive and well-functioning places. It helps demonstrate that growth is aligned with a transport system that is positively prepared and effective.

Figure 3.1: Movement and Place Framework for Greater Cambridge

Movement & Place Framework for Greater Cambridge		**Place function**		
		P1: Local/Low place function Residential neighbourhoods and lower intensity housing and employment zones	**P2: District** District, town and neighbourhood centres	**P3: Core** Major civic and cultural areas
Movement function	**M3: Strategic** Regionally significant flows for freight and strategic travel	**A: Strategic corridors and hubs** Strategic and Key Route Networks where place activity is limited (e.g.M11; A14; A10 north of Cambridge)	**B: Strategic corridors through sensitive places** Strategic links cutting through urban and larger village contexts (e.g. A1301 through Great Shelford, A10 S of Cambridge)	**C: Urban gateways** Major gateways to urban areas and key urban retail/leisure corridors (e.g. Cambridge Station)
	M2: City region Key corridors connecting settlements, major employment centres, and stations/travel hubs	**D: Connectors** Inter-urban links serving commuting and other trips between settlements (e.g. Milton Road Park & Ride; A1307 Cambridge to Haverhill)	**E: Local high streets** District, neighbourhood, town and larger village high streets (e.g. High Street, Cambourne)	**F: City streets** Major urban corridors for civic functions, culture/leisure, retail and hospitality (e.g. Regent Street, Cambridge)
	M1: Local Local access and circulation, typically with low through movement significance	**G: Local and rural links** School streets, local distributor streets, rural lanes, Greenway routes, links between villages, local access to travel hubs	**H: Business park, town and larger village cores** Endpoints of journeys including district, town and village cores (e.g. Cambridge Science Park, Northstowe Green)	**I: City places** Places of major significance with high levels of localised activity (e.g. King's Parade, Cambridge)

Table 3.1: Movement and Place types – priorities and typical transport interventions

Movement and Place 'Type'	Key priorities	Typical transport interventions
A: Strategic corridor and hubs	Network resilience, safety, freight reliability, emissions/noise mitigation.	Managed lanes/incident response, junction optimisation, freight management, environmental mitigation (barriers, planting), safe crossings at severance points, targeted capacity measures where required.
B: Strategic Corridor through Sensitive Places	Movement maintained but place protection strengthened (safety, severance, air quality).	Speed management at "place pinch points", upgraded crossings, bus priority where applicable, traffic signal co-ordination, HGV re-routing; delivery time windows, corridor adjacent public realm and greening packages.
C: Urban gateways	High pedestrian volumes, legibility, safety, seamless interchange, cycle parking, servicing managed.	Pedestrian priority crossings, wayfinding, cycle parking capacity, taxi/private hire vehicle management, bus interchange design, micro mobility provision.
D: Connectors	Enhanced choice of modes (bus priority, cycling continuity, travel hubs).	Continuous cycle protection, bus lane/queue bypass, junction re design for buses/cycles, mobility hubs at key nodes.
E: Local high streets	Increased footfall, safe access, efficient kerbside operations, through-traffic constrained.	Speed management, controlled parking/loading, bus stop upgrades, safe crossings, public realm enhancements, greening, cycle parking.
F: City streets	Reliable public transport, safe walking/cycling, high-quality public realm.	Bus/mass-transit priority, loading/servicing management, widened footways, protected cycle lanes, kerbside controls, public realm enhancements, landscaping including tree canopy and sustainable urban drainage.
G: Local and rural links	Safe active travel connectivity, inclusive access, permeability for walking/cycling, reduced dominance of traffic, appropriate rural speeds, integration.	Segregated/quiet route provision and upgrades for active travel, junction/crossing safety, lighting/wayfinding where appropriate, demand responsive transport, hub access improvements.
H: Business parks, town and larger village cores	Safe active travel access, pleasant places to spend time, public transport connectivity, through-traffic constrained.	School streets, footway/crossing upgrades, cycle permeability including lanes/quiet routes and parking, local bus stop accessibility, , parking managed, public realm enhancements neighbourhood greening.
I: City places	Walking/wheeling first, cycling carefully integrated, servicing strictly managed, general traffic de-emphasised.	Access management, timed servicing windows, high-quality public realm, continuous accessible footways, protected junction treatments where cycling permitted.

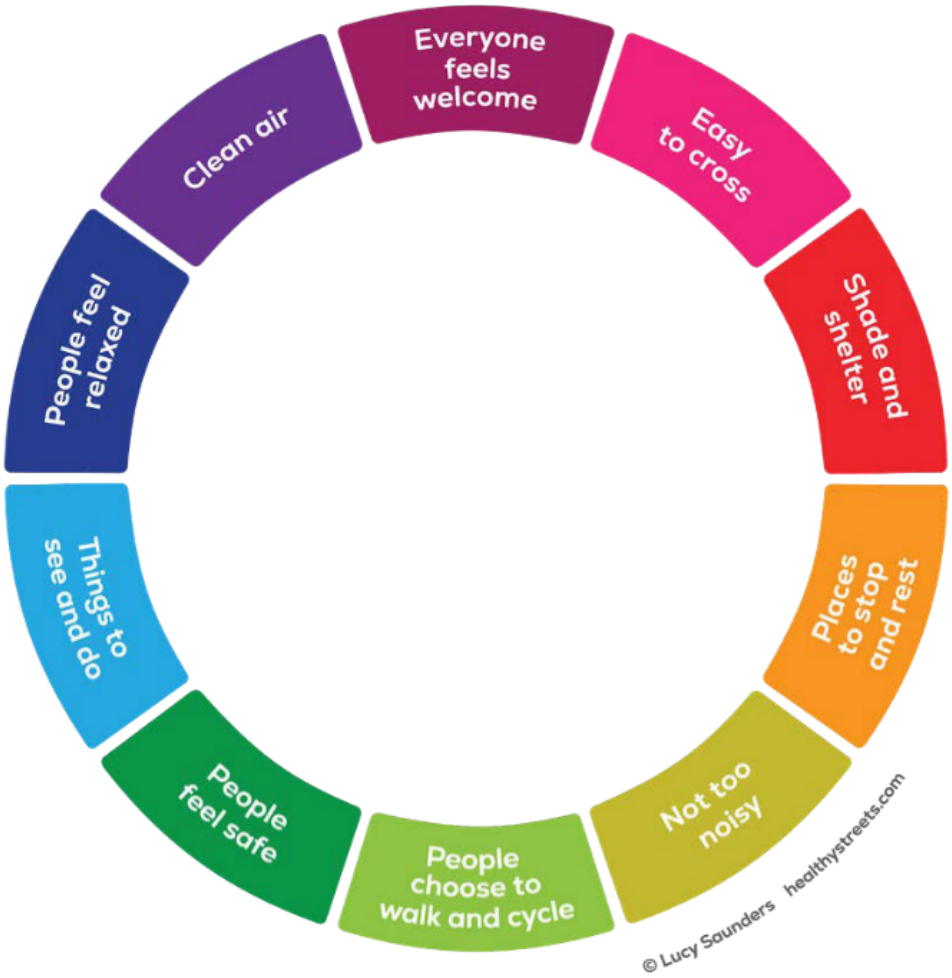
Healthy Streets approach

3.16 The Strategy embeds a **Healthy Streets approach**, ensuring transport investment improves health, wellbeing and quality of life alongside connectivity.

3.17 In Greater Cambridge, this supports the Local Plan's aims for healthy, inclusive communities and accessible neighbourhoods (**Policies WS/HD, I/ID and I/ST**). It is particularly relevant in high-demand locations such as radial corridors, major growth areas and local centres where street design influences travel choices. By improving safety, reducing traffic dominance, enhancing air quality and creating more attractive and inclusive streets, transport interventions help provide a choice of modes while also supporting public health, social inclusion and equality outcomes.

3.18 Figure 3.2 summarises the Healthy Streets principles, which focus on creating streets that are healthy, safe, inclusive and attractive for everyone, and shows how they can be applied in Greater Cambridge to support better street and corridor design.

Figure 3.2: Healthy Streets principles



High-quality place-making, design and quality of life

3.19 **Quality of life is a core transport outcome**, not a secondary consideration. The Strategy aligns transport delivery with the emerging Local Plan's requirements for **high-quality design, climate resilience and sustainable communities** (**Policies GP/QP, I/ID and I/ST**).

3.20 Congestion and traffic dominance affect quality of life through noise and air pollution, road safety risks, and severance where busy roads divide communities or make it harder to reach services, amenities and public spaces. These impacts can be particularly significant for people with mobility or accessibility needs and those affected by transport-related social exclusion. This reinforces the importance of travel choice, connectivity and accessibility, a well-designed public realm and effective kerbside management, as identified in the Equality Impact Assessment (see Annex F).

3.21 The Strategy provides a framework for transport interventions to be designed and delivered to reinforce local character, improve the public realm, and support thriving places that integrate with surrounding land uses from the outset of development. High-quality public transport corridors, measures to improve service reliability, connected active travel routes, safer crossings, accessible streets and stops, more efficient kerbside use, landscaping and planting, and better buffers between footways and traffic can collectively improve safety, air quality, comfort and local environmental quality, supporting **a better quality of life and more inclusive, resilient and attractive places**.

3.22 Embedding these expectations in transport planning and delivery strengthens the case for sustainable growth and contributes directly to the emerging Local Plan's tests of soundness.

Summary

3.23 This principle helps demonstrate that the emerging Local Plan is positively prepared, justified, effective and consistent with national policy by:

- **Positively prepared:** showing how the proposed scale and distribution of growth can be supported through a clear framework for healthier places, access by a choice of modes, and streets and corridors that work for both movement and place.
- **Justified:** providing an evidence-based rationale for why the Movement and Place Framework and Healthy Streets approach together represent an appropriate strategy for Greater Cambridge.
- **Effective:** linking high-level strategy to practical design, network management and programme decisions, so that policy principles can inform corridor planning, scheme development, growth delivery and day-to-day transport decision-making.
- **Consistent with national policy:** aligning with the Manual for Streets and current DfT guidance by applying a vision-led, place-based approach that integrates transport, land use, accessibility, health, climate resilience and design quality. The Strategy will give due consideration to the NPPF, including its approach to traffic management and improving travel choice.

Connectivity and access for all

3.24 Alongside the Strategy's commitment to healthy people and thriving places, this principle focuses more specifically on whether people can reach the destinations they need in a safe, affordable, reliable and inclusive way. It supports improved connectivity by a choice of modes to and from communities and key destinations across Greater Cambridge, responding to differing levels of need, varying local contexts and the range of journeys people make day to day. Accessibility is understood broadly: not only in terms of journey time, capacity or congestion, but also affordability, physical accessibility, personal safety, comfort, confidence, legibility and access to information. In practice, this means planning the transport system so that people have a genuine choice about how they travel for daily needs, whether they live in Cambridge neighbourhoods, edge-of-city communities, new settlements and strategic sites, or rural villages and market towns. It also means aligning land use and transport so that homes, jobs, education, healthcare and local services are planned in ways that support travel by a choice of modes, consistent with the Local Plan's emphasis on connectivity and reduced reliance on the private car (**Policy I/ST**), with infrastructure delivered in step with development (**Policy I/ID**).

3.25 The Connectivity Analysis Report (see Annex C) provides the starting point for understanding current patterns of connectivity across Greater Cambridge, including differences between Cambridge, the major new settlements, market towns, larger villages and more rural communities. The Transport Modelling Outputs Report (see Annex D) also supports the accessibility findings in the Connectivity Analysis Report. With delivery of the Strategy, public transport movements are generally stronger or more widely distributed, particularly at Cambourne North, Grange Farm, Cambridge East, the Cambridge Biomedical Campus and Bourn Airfield. At Cambourne North, for example, the public transport share of person trips in the AM peak increases from 7.5% with delivery of committed and emerging Local Plan interventions only to 12.1% with delivery of the Strategy, while the car share decreases from 61.5% to 56.9%. The results indicate a wider range of viable public transport journeys and improved access to key destinations by a choice of modes.

3.26 Building on that evidence, Table 3.2 sets out the proposed connectivity outcome targets that the Strategy will use to guide priorities and assess progress over time. These are intended to translate the baseline evidence into a clearer set of place-sensitive expectations for public transport, walking, wheeling and wider network access across different settlement types. The proposed outcome targets are across all key modes and are set to provide travellers with a real choice for key journeys.

Table 3.2: Proposed connectivity outcomes and indicative access targets by settlement type

Settlement Type	Destination target (public transport + walk/wheel)	Transport Network Access Target	Rationale	Expected Strategy Outcome
City (Cambridge)	< 30 minutes to multiple employment, education, and healthcare destinations	Within a five minute* walk/wheel of a bus stop and within 450m of a Tier 1 or 2 Active Travel Route	Reflects urban density, service availability and ambitions set for short journeys in the CPCA LTCP. Public transport connectivity aligns with the GCLP. Active Travel targets align with the Cambridge Active Travel Strategy.	Delivery of the Strategy is expected to achieve the accessibility and transport network access targets across Cambridge, building on existing high levels of connectivity and supported by enhanced public transport, active travel and place-based improvements.
Towns (Cambourne, Northstowe, Waterbeach New Town)	< 45 minutes to at least one major employment centre, further/sixth-form education destination, and healthcare destination	Within a five minute* walk/wheel of a bus stop and within 450m of a Tier 1 or 2 Active Travel Route	These targets align with DfT accessibility evidence and Movement strategies for similar town locations identified in the GCLP and the Cambridge Active Travel Strategy	Delivery of the Strategy is expected to achieve the accessibility targets for new and growing towns by improving access to major employment, education and healthcare destinations through mass rapid transit, bus and active travel connections. Some locations may require localised improvements to public transport access and active travel links to fully realise the target outcomes.
Major Rural Centres (Histon & Impington, Great Shelford & Stapleford, Sawston, Bourn Airfield)	<60 minutes to at least one major employment centre, further/sixth-form education destination, and healthcare destination	Within a five minute* walk/wheel of a bus stop and within 450m of a Tier 1 or 2 Active Travel Route	The 60-minute envelope aligned to DfT connectivity metrics and accepted rural travel realities as well as aligning with Cambridge Active Travel ambitions.	Delivery of the Strategy is expected to achieve the accessibility targets for major rural centres by strengthening connections to Cambridge and other key destinations via strategic public transport corridors and improved active travel links. Targeted local interventions may be required in some locations to maximise accessibility benefits.

Settlement Type	Destination target (public transport + walk/wheel)	Transport Network Access Target	Rationale	Expected Strategy Outcome
Minor Rural Centres	<90 minutes to at least one major employment centre, further/sixth-form education destination, and healthcare destination	Within a five minute* walk/wheel of a bus stop and within 450m of a Tier 1 or 2 Active Travel Route	The targets identified reflect the LTCP emphasis on access, and aligns with the Cambridge Active Travel Strategy	Delivery of the Strategy is expected to achieve the accessibility target for most minor rural centres and improve access to employment, education and healthcare destinations. Additional local bus service enhancements, demand responsive transport and active travel connections may be required in some locations where gaps remain.
Group Villages	Hourly bus service frequency to the nearest town or major rural centre for onwards travel	Within 450m of a Tier 2 Active Travel Route	Consistent with NPPF recognition of different rural contexts and aligns with the rural context of the Cambridge Active Travel Strategy with Tier 2 routes serving rural locations	Delivery of the Strategy will improve access to nearby towns and major rural centres and support access to employment, education and healthcare opportunities. Achievement of the service frequency target may require complementary local bus service enhancements or demand responsive transport solutions in some locations.
Infill Villages	No fixed target, focus on non-car dependency to nearby centres, not direct city access	No fixed transport network access target.	Policy acknowledges limitations; risk-based rather than target-based approach.	No specific accessibility target applies. Delivery of the Strategy will support reduced car dependency and improved access to nearby centres where feasible, while recognising the practical constraints associated with smaller rural settlements and the need for locally appropriate solutions.

*** Five minutes is typically equated to 400 metres**

Inclusive access and everyday journeys

3.27 Delivering this principle in practice starts with making the transport network usable for everyone, including disabled people, older people, children, carers and people using mobility aids. The Strategy therefore places particular weight on inclusive design quality: removing physical barriers, improving crossings and junctions, managing footway obstructions, and ensuring routes are continuous, direct and comfortable. This is central to providing realistic travel options for a much wider range of people. These measures align with the Local Plan's objectives for creating healthy developments and supporting wellbeing (**Policy WS/HD**), and embedding sustainable travel outcomes through the design of development and supporting infrastructure (**Policies I/ST and I/ID**).

3.28 A connected network also depends on the practical features that make general travel workable day to day: secure and accessible cycle parking, including for adapted and cargo cycles; good lighting where appropriate; clear wayfinding and information; and convenient waiting and interchange environments. These elements often determine whether a journey feels safe, understandable and manageable, particularly for people with lower confidence or limited mobility. Improving them helps turn network investment into real access gains for different communities and user groups, reinforcing expectations for transport infrastructure and connectivity (**Policy I/ST**).

3.29 The Equality Impact Assessment (see Annex F) provides further evidence on how the Strategy should consider the needs of different user groups and support inclusive access across the transport system.

Rural connectivity and integrated journeys

3.30 For many residents outside Cambridge, access depends on the ability to combine modes: safe local active travel links to bus stops, rail stations and travel hubs, and reliable, affordable services that make longer journeys feasible without a need for car ownership. The Strategy therefore supports an integrated approach in which travel hubs function as practical interchange points for rural and edge-of-city areas, linking bus, future Mass Rapid Transit, heavy rail, demand responsive services and shared mobility (including autonomous trials), and are connected by high-quality walking, wheeling and cycling routes. This aligns with the Local Plan's approach to travel hub facilities (**Policy I/TH**) and the wider transport and connectivity policy framework (**Policy I/ST**), while also supporting the spatial strategy (**Policy S/DS**) by strengthening access to key nodes, centres and growth locations.

3.31 In rural and lower-density areas, the focus is on strengthening the links that most directly reduce exclusion: safe routes to schools and village colleges, local centres, healthcare and key interchange points, and connections into strategic corridors and Greenways where they provide the most useful everyday access. The Strategy recognises that solutions will need to be tailored to context, combining new and upgraded routes, safer crossings and junction treatments, and traffic management where appropriate to make conditions safer for walking, wheeling and cycling. This complements the Local Plan's commitment to sustainable patterns of development that support low-carbon travel and the climate emergency response (**Policy CC/SD**), the wider transition to net zero outcomes (**Policy CC/NZ**), and the integration of green infrastructure, landscape and water-sensitive design through corridor and route improvements (**Policies BG/GI and CC/IW**).

3.32 Finally, the Strategy will pay particular attention to whose accessibility is being improved, using evidence on transport disadvantage to help target interventions towards communities with lower access to jobs, services and education. This supports inclusive growth and the Local Plan's wellbeing objectives (**Policy WS/HD**), while also contributing to climate and environmental goals by enabling more trips by a choice of modes. Where access improvements are delivered through corridor and hub schemes, the Strategy also promotes integrating green and blue infrastructure and nature-based solutions such as shade, planting, habitat connectivity and sustainable drainage so that the network supports biodiversity and water outcomes as well as movement (**Policies BG/GI and CC/IW**).

Summary

3.33 This principle helps demonstrate that the emerging Local Plan is positively prepared, justified, effective and consistent with national policy by:

- **Positively prepared:** showing how the Local Plan's scale and distribution of growth can be supported by a transport strategy that improves access to jobs, services and opportunity across Greater Cambridge, including for rural communities, disadvantaged areas and new development locations.
- **Justified:** providing an evidence-based rationale for improving inclusive access through better active travel, public transport, travel hubs, shared mobility and first- and last-mile connections, reflecting current patterns of accessibility and transport disadvantage across Greater Cambridge.
- **Effective:** linking the Strategy's accessibility principles to practical interventions such as travel hubs, demand responsive transport, Greenways, safer interchange and corridor-based public transport investment, so that wider access gains can be delivered in practice over time.
- **Consistent with national policy:** aligning with the NPPF and current DfT guidance by promoting accessible, affordable and inclusive travel, reducing transport disadvantage, and supporting integrated, place-sensitive solutions across both urban and rural parts of Greater Cambridge.

Supporting sustainable development

3.34 The Strategy supports the Local Plan's development strategy by aligning transport and growth so that development is focused on locations where there is, or can be, a genuine choice of modes for access to jobs, key services and amenities, and where supporting infrastructure can be planned alongside development from the outset. This reflects the wider approach to sustainable development, which is to meet homes, jobs and infrastructure needs in ways that support thriving neighbourhoods, reduce carbon emissions and protect the environment. It is also consistent with the Local Plan's development strategy (**Policy S/DS**), which prioritises development within Cambridge, on the edge of Cambridge, at expanded and new settlements, and in the well-connected more rural locations (**Policy I/ST**). In practice, this means compact and connected patterns of growth, early provision of walking, wheeling and cycling links, public transport corridors and travel hubs where appropriate, and a clear relationship between the timing of development and the delivery of the infrastructure needed to support travel choice from the outset. It also means that the Strategy should be capable of informing decisions not only under the growth levels identified in the emerging Local Plan, but also under wider long-term growth scenarios where additional homes and jobs are being considered, so that transport infrastructure can continue to be planned alongside development.

3.35 The evidence supports the alignment of transport and growth. The Connectivity Analysis Report (see Annex C) indicates that the Strategy would improve access from strategic growth locations to a wider range of employment, education, healthcare and transport destinations. The Transport Modelling Outputs Report (see Annex D) identifies stronger or more widely distributed public transport movements at Grange Farm, Cambridge East, the Cambridge Biomedical Campus, Cambourne North and Bourn Airfield. CaPCAM also identifies longer car journey times on some radial corridors. The Strategy can therefore support planned growth through wider travel choice, although local junction performance and mitigation will need to be addressed as individual sites and schemes are developed.

Coordinating growth, phasing and infrastructure delivery

3.36 A sustainable development strategy depends on getting the sequencing right. Where new communities, employment sites and intensification come forward, the transport offer must be in place early enough to support travel choices from first occupation, consistent with the Local Plan's requirements for infrastructure delivery and phasing (**Policy I/ID**) and the provision of sustainable transport and connectivity (**Policy I/ST**). That means delivering the 'everyday' networks first: safe walking, wheeling and cycling routes to local centres, schools and public transport stops, alongside early public transport service quality and priority measures that make these modes competitive. It also means that masterplanning, street layouts, junctions and parking are designed to support travel choice outcomes and public transport corridor function, but recognising that car use will continue to be important for some journeys depending on their user, purpose, and their origin and destination and time of day and week.

3.37 For strategic sites, the Strategy supports a clear set of infrastructure triggers, delivery responsibilities and safeguarded alignments so that development phasing is aligned with the capacity and performance of the wider network (**Policy I/ID**) and with any requirements to protect important infrastructure for future delivery (**Policy I/SI**). This includes: (i) defining minimum early-phase sustainable access requirements (continuous active travel links, bus priority, travel hub provision and high-quality interchange) consistent with **Policies I/ST and I/TH**; (ii) identifying medium-term upgrades linked to growth thresholds and network mitigation (**Policies I/ST and I/ID**); and (iii) setting out longer-term public transport corridor and rail interventions, including safeguarded mass rapid transit corridors (**Policies I/ST and I/SI**). Embedding these triggers within the development strategy strengthens the Local Plan's infrastructure delivery narrative and helps demonstrate that growth is achievable without an over-dependence on private car use, by linking allocations to realistic, timed investment arrangements.

Safeguarding corridors and aligning transport with growth

3.38 In Greater Cambridge, supporting successful development also requires safeguarding the routes and sites needed to serve growth over time. The Strategy therefore supports safeguarding public transport corridors, station access, travel hub sites and active travel alignments where there is a clear strategic case, so that future phases of development can be served by high-quality transport provision rather than relying on retrofit. This reflects the emerging Local Plan's approach to safeguarding important infrastructure (**Policy I/SI**) and its wider emphasis on locating and designing development so that travel choices are available and can be strengthened over time (**Policy I/ST**). It is particularly important in the main growth corridors and strategic allocations identified through the Local Plan, where early decisions about land use, access and street layout can either enable or constrain future public transport capacity and high-quality walking, wheeling and cycling connections.

3.39 This principle also supports the Local Plan's infrastructure-led approach by linking corridor safeguarding directly to phasing and delivery. Safeguarded routes and sites provide greater certainty about how strategic allocations and longer-term growth locations can be served, and they strengthen the basis for infrastructure requirements to be identified, secured and brought forward in step with development (**Policy I/ID**). In this way, safeguarding is not only a matter of protecting transport infrastructure: it is part of ensuring that growth remains consistent with the spatial strategy in **Policy S/DS**, supports sustainable transport and connectivity (**Policy I/ST**), and protects the delivery of future infrastructure (**Policy I/SI**). It is distinct from **planning for healthy people and thriving places**, which is concerned primarily with the quality and liveability of streets and places, and from **connectivity and access for all**, which focuses on widening access to opportunity across existing communities and the wider region. Here, the emphasis is on ensuring that new development is planned around the transport infrastructure it will need and phased accordingly.

Summary

3.40 This principle helps demonstrate that the emerging Local Plan is positively prepared, justified, effective and consistent with national policy by:

- **Positively prepared:** showing how the Local Plan's scale and distribution of growth can be supported by a transport strategy that aligns development with access by a choice of modes, infrastructure delivery and reduced long-term car dependency from the outset.
- **Justified:** providing an evidence-based rationale for coordinating growth, phasing and transport investment, and for safeguarding the corridors, sites and access arrangements needed to support a deliverable development strategy.
- **Effective:** linking the Strategy's principles to practical requirements for infrastructure triggers, delivery responsibilities, safeguarded alignments and phasing, so that strategic sites and growth corridors can be supported in practice over time.
- **Consistent with national policy:** aligning with the NPPF and current DfT guidance by planning transport and land use together, supporting sustainable patterns of development, and considering infrastructure needs from the earliest stages of plan-making.

Key interventions

3.41 Table 3.1 shows the role each main intervention group in the Strategy has in contribute to each of the five Strategy objectives. It distinguishes between a 'primary' and 'supporting' role, recognising that many interventions are crosscutting and contribute to multiple objectives at the same time. The table shows that the Strategy depends on both cross-cutting measures and corridor- or place-based packages rather than any single intervention type. Active travel, public transport, and city access, parking and servicing are the strongest shared levers across the objectives, while the north, west, south, east and rural packages target the specific growth, access and network challenges.

Table 3.3: Alignment of objectives and intervention types

Intervention group	Objective 1: Congestion impacts	Objective 2: Access and inclusion	Objective 3: Economy and jobs	Objective 4: Growth and homes	Objective 5: Climate and environment
City access, parking and servicing	Primary	Supporting	Supporting	Primary	Primary
Greenways, LCWIP, and local active travel	Primary	Primary	Supporting	Supporting	Primary
Bus priority, shared mobility and mass rapid transit	Primary	Primary	Primary	Primary	Primary
Waterbeach and northern corridors	Primary	Primary	Primary	Primary	Supporting
Cambourne and west corridor	Primary	Primary	Supporting	Primary	Supporting
South corridor including the southern cluster, stations and travel hubs	Primary	Supporting	Primary	Primary	Supporting
East corridor, Cambridge East and rail upgrades	Primary	Supporting	Primary	Primary	Supporting
Rural links, DRT and Greenway wheel	Supporting	Primary	Supporting	Supporting	Supporting
Targeted highway junction and corridor improvements	Primary	Supporting	Supporting	Primary	Supporting

3.42 Figure 3.3 provides a map of key interventions included within the Strategy. Further detail is provided in each of the thematic sections aligned to each objective, supported by transport related policies. From a development perspective, additional local and site-specific transport schemes are identified in the New Strategic Allocations Assessment Transport Mitigation Measures document currently being updated for Regulation 19 Local Plan consultation by the Greater Cambridge Shared Planning Service.

Figure 3.3: Map of key Greater Cambridge Transport Strategy rail, high quality public transport corridor and mass rapid transit interventions



Outcomes and indicators framework

3.43 The Strategy will be monitored through a focused set of outcome indicators aligned to its five objectives and, where relevant, the Department for Transport's Local Transport Outcomes Framework. These indicators will help assess whether the Strategy is improving outcomes for Greater Cambridge, rather than simply tracking whether individual schemes have been delivered.

3.44 In summary, monitoring will consider whether the Strategy is:

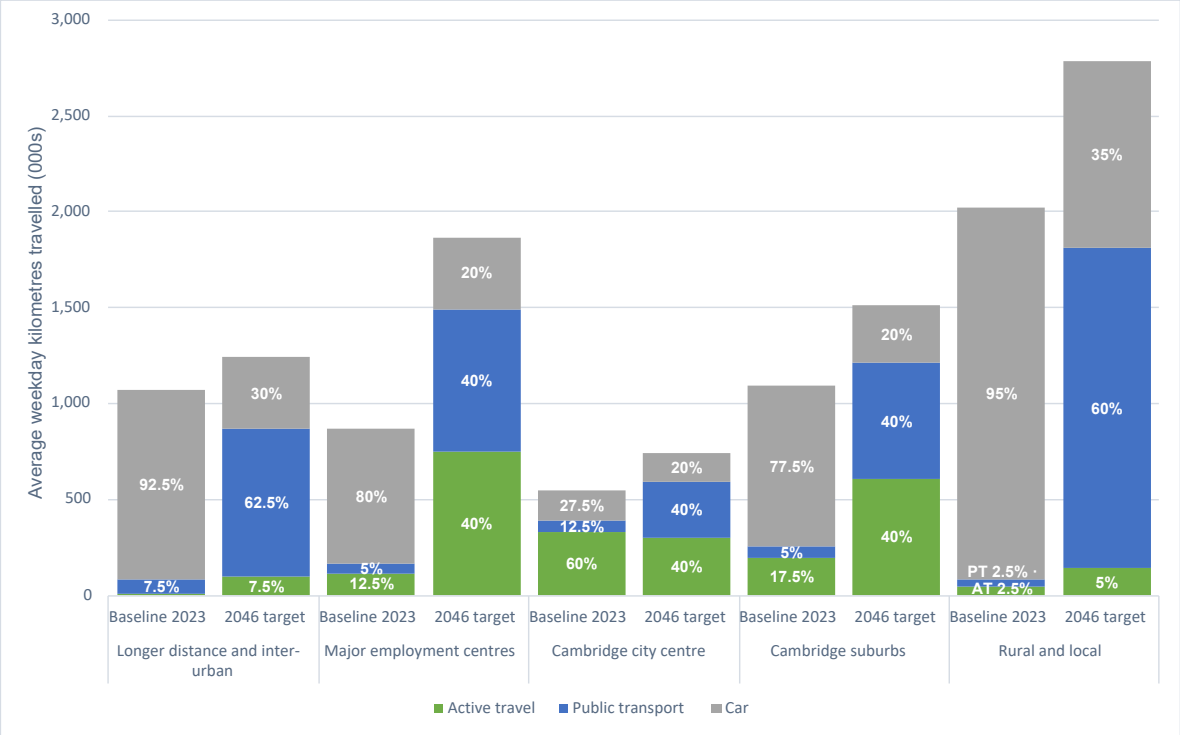
- improving the reliability and efficiency of movement, particularly on constrained corridors and within Cambridge;
- strengthening access to jobs, education, healthcare, services and amenities by a range of modes;
- supporting more attractive, dependable and inclusive public transport;
- increasing walking, wheeling and cycling, supported by safer and better-connected networks;
- enabling new homes and strategic sites to be served by genuine travel choice from the outset;
- reducing transport emissions and environmental impacts; and
- translating the Strategy into a funded, phased and deliverable programme.

3.45 The full objective-led indicators framework, including relevant Local Transport Outcomes Framework indicators, local evidence sources, accessibility analysis, CaPCAM appraisal outputs and reporting arrangements, is set out in the Monitoring and Evaluation Plan in Chapter 5.

3.46 Alongside the wider outcomes and indicators framework, the Strategy establishes a set of mode share targets for 2046. These define the intended balance of active travel, public transport and car travel across different journey types and parts of Greater Cambridge. The targets are informed by baseline and empirical local data, modelling of the Strategy, evidence of good practice, and engagement with senior officers from the local authorities and other bodies within or covering Greater Cambridge. This provides an evidence-led basis for the scale of travel behaviour change needed to support planned growth.

3.47 Figure 3.4 shows the 2023 baseline for kilometres travelled by different modes of transport. Alongside it are Strategy targets for 2046. The baseline and targets are for typical weekdays. The targets vary by location and journey type, recognising that longer-distance and inter-urban movements, major employment centres, Cambridge city centre, the Cambridge suburbs, and rural and local areas have different travel patterns, constraints and opportunities. Overall, the targets seek a substantial increase in the contribution of active travel and public transport, with the balance differing according to where each mode can most effectively provide attractive travel choices.

Figure 3.4: GCTS kilometres travelled mode share targets



Supporting documents

3.48 The overarching strategy should be read alongside the emerging Greater Cambridge Local Plan and other supporting evidence, including its Transport Evidence Report (October 2025), the New Strategic Allocations Assessment Transport Mitigation Measures document as noted above, Sustainability Appraisal and Habitats Regulations Assessment. Together, these documents help demonstrate that the transport strategy is positively prepared, justified, effective and consistent with national policy.

3.49 Equalities considerations should inform both strategy development and scheme design. The Equality Impact Assessment (see Annex F) is therefore a key supporting document and should be used alongside accessibility, health, carbon and environmental evidence to shape priorities, mitigation measures and delivery decisions across the programme.

4 Thematic strategies

Introduction

4.1 This chapter applies the overarching strategy to the main transport challenges and opportunities facing Greater Cambridge. Each thematic strategy draws on one of the objectives - explaining the case for change, the policy basis, the principal interventions, phased over time, supporting policies, and the relationship to the emerging Greater Cambridge Local Plan and Cambridgeshire & Peterborough Local Growth Plan.

4.2 Together, these thematic strategies should be read as complementary parts of a single, integrated transport approach rather than as separate workstreams. In practice, the same interventions often contribute to more than one theme/objective: measures that help manage the impacts of congestion can also improve access to opportunity, support business productivity, enable growth and reduce environmental harm.

4.3 The structure is as follows:

- establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge;
- supporting businesses and our priority economic sectors, including the research campuses and science parks;
- enabling new development and homes, including the sites in the emerging Local Plan;
- connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge; and
- reducing emissions and enhancing the local environment.

4.4 The section is completed with supporting policies covering a relevant range of modal and thematic topics. These are not additional or instead of Local Plan transport related polices but to be considered in conjunction.

Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge

Greater Cambridge's congestion is already constraining its global competitiveness and quality of place, so this strategy takes a practical, phased approach – improving bus reliability and priority now while delivering high-quality public transport corridors into the medium term, and planning and delivering those corridors with a view to full integration into a future mass rapid transit network, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. This will also enable the area to support the transformational growth ambitions of the Local Growth Plan.

Context and case for change

4.5 Congestion in and around Cambridge is constraining access to jobs, education and services, reducing bus reliability, and weakening the quality of place that underpins the city's international competitiveness. The Strategy's underpinning Need for Intervention Report (see Annex A) shows that Greater Cambridge saw significant growth in traffic over the decade to 2019, with car traffic across radial cordons increasing by 10% and goods vehicle traffic by 38%, exacerbating delays, bus unreliability and unsafe conditions for cycling and walking. While the COVID-19 pandemic reduced travel demand, traffic levels have since largely recovered. Strategic road traffic across Cambridgeshire returned to broadly pre-pandemic levels in 2026, with traffic volumes around 1% above 2019 levels.

4.6 Congestion can be found on the approaches to a number of strategic gateways such as the Milton Interchange (A10/A14) and at various M11 junctions, where average morning peak delays exceed three minutes, while in Cambridge traffic speeds can fall by up to 50% in peak periods. These pressures matter in a city region with around 208,000 jobs serving a resident population of just over 320,000 people. As a globally significant concentration of professional, scientific, education and health activity, Greater Cambridge places disproportionate demand on its transport network. A vision-led response is therefore required, consistent with the National Planning Policy Framework and current local transport plan guidance but also grounded in the practical need to manage street space more efficiently, improve first- and last-mile connections, and support a step change in travel choice.

4.7 For Cambridge itself, the most acute pressures are on radial corridors and within the city centre, where high levels of demand are concentrated in a constrained historic urban environment. The Need for Intervention Report (see Annex A) notes that, even where people arrive by rail, last-mile trips from Cambridge station into central areas are affected by narrow footways, clutter, difficult junctions and inconsistent wayfinding, while several orbital links with some of the highest cycle flows still lack dedicated, high-quality active travel provision.

4.8 This matters because Greater Cambridge already has exceptionally strong potential for wider travel choice: 51% of people in Cambridge cycle between two kilometres and five kilometres to work, compared with 38% nationally, and 24% walk two kilometres to five kilometres compared with 4% nationally. A movement and place approach is therefore essential, focusing on high-quality public realm, walking, wheeling, cycling, servicing management and efficient access for essential users in the centre, alongside reliable public transport, safer junctions and better interchange on suburban and radial corridors.

Key interventions

Overview

4.9 The interventions and supporting policies in this section are intended to change how the transport network functions; not simply adding capacity to it but improving connectivity.

4.10 In the short-term (up to 2030), the focus is on measures that can begin to better manage the impacts of congestion and improve connectivity and reliability of journeys for drivers, bus passengers and pedestrians and cyclists alike - improving the efficiency of existing streets and giving people transport choices to reduce the dependency on car usage for everyday trips. Greenways, early bus and rail improvements, local changes to kerbside management (for example, optimising management of deliveries and servicing), and freight consolidation will help to manage congestion and improve connectivity, improving reliability and make walking, cycling and public transport more attractive, including improving conditions for motorists through improved Park & Ride provision. In this period, the aim is to work towards public transport, including first and last-mile connectivity and interchange via travel hubs and Park & Ride, having generalised journey times that are competitive with the private car for cross-city, city centre and key radial corridor movements, with that position achieved in the medium term. These early actions will also begin to provide alternative choices for non-essential through car trips in Cambridge city centre and inner urban corridors, with the full effect achieved in the medium term. These early actions also reinforce the Strategy's wider policy approach by supporting healthier places, better public realm and more efficient use of limited street space in and around Cambridge.

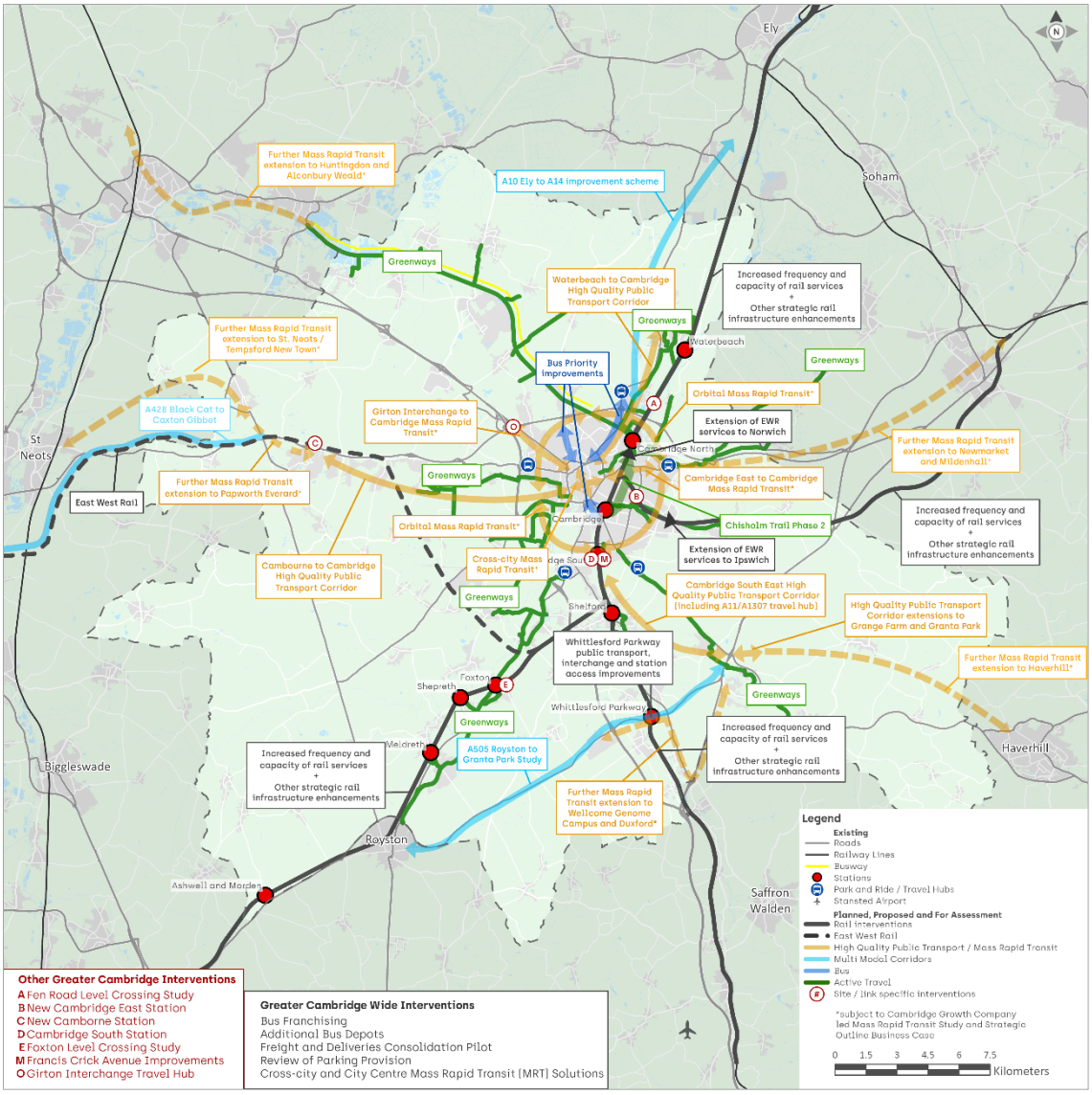
4.11 Over the medium-term (2030-2035), these early measures are strengthened by corridor-based investment that connects the city centre to the main growth locations and other key locations around it. The north and south corridor packages, including travel hubs, high-quality public transport and active travel corridors, station upgrades and targeted highway changes, help create a more joined-up system in which longer-distance trips can transfer more easily to so-called 'last mile' modes for the final part of the journey. Some early phases of these corridors, including bus priority, junction improvements and enabling works, will also be delivered in the short term where appropriate.

4.12 All high-quality public transport corridors will be planned and delivered with a view to full integration into a future mass rapid transit network, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. This is important because congestion in Cambridge is driven not only by local trips within the city, but also by commuting, servicing and access movements from surrounding settlements and key employment sites. By improving interchange, protecting space for public transport, and sequencing infrastructure alongside growth, the Strategy begins to build a network that is more resilient, offers more choice, is more reliable and better able to support both movement and place.

4.13 In the longer-term (2035-2045), the full package is intended to work cumulatively: a free-running mass rapid transit network; rail, travel hubs and corridor upgrades improve access from the wider area; and land use and transport are coordinated so that new development supports rather than worsens congestion. The result is not the complete removal of traffic, but a recognition that car travel will remain important on many parts of a more balanced and better performing network in which essential trips, buses, freight and servicing can move more efficiently, while more people are able to reach jobs, services and neighbourhood destinations without relying wholly on the private car. In this way, the interventions and policies build on one another over time to provide a practical long-term response to connectivity and congestion that also supports economic productivity, healthier places and sustainable growth.

Figure 4.1 illustrates the main transport interventions in and around Greater Cambridge that together support the Strategy's approach to managing congestion, enhancing connectivity, and improving movement and place outcomes.

Figure 4.1: Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge– map of key interventions



Short term (2026-2030)

- Cambridge South station opened in June 2026 strengthening access to Addenbrooke's Hospital and the Cambridge Biomedical Campus.
- Continued delivery of the ongoing Greenways programme to provide radial active travel links from surrounding settlements into Cambridge and to major destinations.
- Delivery of Cambridge City Council's masterplan for the city centre Civic Quarter.
- Local traffic management measures and multi-modal corridor schemes (e.g. Hills Road Cycle Plus) and encouraging non-essential through traffic to use more suitable corridors such as the Strategic Road Network.
- Additional targeted bus priority measures and other measures to improve first- and last-mile connectivity and interchange, including initial improvements to Whittlesford Parkway station and to other travel hubs and Park & Ride sites.
- Work commencing on high-quality public transport and segregated active travel corridors between Cambourne and Cambridge. Corridors will be planned and delivered with a view to full integration into a future mass rapid transit network, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.
- Freight and deliveries consolidation pilot to reduce servicing traffic and support last-mile logistics.
- Finalisation and delivery of an Integrated Parking Strategy to help reduce congestion and support a better movement and place balance.

Medium term (2030-2035)

- Delivery of cross-city mass rapid transit corridors will improve connectivity between key parts of Cambridge and support high-capacity movement to/between the city centre, major employment centres and to/from travel hubs.
- Initial delivery of potential orbital mass rapid transit and other public transport improvements linking North East Cambridge, Cambridge West, Cambridge East/Peterhouse Technology Park and the Cambridge Biomedical Campus together as part of the network to improve non-radial business connectivity.
- North corridor package, including completion of Greenways from Waterbeach and Horningsea, a high-quality public transport and segregated active travel corridor between Waterbeach and Cambridge, a new station at Waterbeach New Town, and targeted A10 improvements (with possible larger interventions in the long term).
- South corridor package, including completion of the Melbourn and Sawston Greenways; Cambridge South West Travel Hub; start of delivery, if not already begun, of the CSET 'extended corridor' from Cambridge Biomedical Campus to the Wellcome Genome Campus, Whittlesford Parkway station and, potentially, to Duxford; A505 corridor improvements; and higher capacity trains between Cambridge and London on both key routes.
- East corridor package, including completion of eastern Greenways, relocation of Newmarket Park & Ride to a higher-capacity site, and future mass rapid transit to Cambridge East along Newmarket Road.
- West corridor package, including completion of Greenways from Comberton, Barton and Haslingfield.

Long term (2035-2045)

- North corridor package, including enhanced rail infrastructure to improve radial connectivity to Ely and on to Peterborough and Fenland Stations, and north to King's Lynn and intermediate stops, supported by potential Fen Road Level Crossing changes.
- South corridor package, including removal of the Foxton level crossing, subject to study outcomes and funding.
- East corridor package, including Cambridge East station and wider rail upgrades east towards Newmarket to allow higher frequency of services, including East West Rail services calling at Cambridge East station and onwards to Norwich, Ipswich and intermediate stops.
- West corridor package, including Cambourne station as part of East West Rail, and extensions to mass rapid transit to support developments and connectivity.

How this theme has been assessed

4.15 This theme has been assessed using transport demand modelling using the Cambridgeshire & Peterborough Combined Authority Model (CaPCAM) and a journey time connectivity analysis tool, STEP. The Connectivity Analysis Report (see Annex C) identifies changes in public transport and active travel access to destinations, while the Transport Modelling Outputs Report (see Annex D) assesses public transport demand, cordon movements and car and bus/mass rapid transit times.

4.16 Under the package of Strategy interventions, the analysis shows that car trips decrease and public transport trips increase across the Inner Cambridge, Outer Cambridge, and 'Cambridge and Outer Villages' cordons. At the Inner Cambridge cordon, car trips generally decrease by around 20% and public transport trips increase by around 40%. At the Cambridge and outer villages cordon, public transport trips increase by around 80%, while car trips decrease by between 1% and 4%. The results show how improved public transport can provide alternatives to car travel and an improved choice of modes, and enable more people to move through constrained corridors. The strongest public transport increases occur on the western and southern approaches, while the Inner Cambridge results also show marked change in the east, indicating that the benefits are distributed across several key corridors rather than being concentrated in one location.

4.17 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- public transport mode share, particularly for trips to, from and within Cambridge;
- bus punctuality, reliability and speed on the main corridors serving Cambridge;
- vehicle miles on local bus services, as a proxy for the scale and coverage of the public transport offer;
- road casualties, particularly those arising from traffic issues including conflict between modes; and
- transport capital programme delivery reporting, including progress with public transport priority, interchange and corridor schemes.

Additional local indicators for the Strategy, reflecting the connectivity, congestion and movement-and-place challenges in and around Cambridge, include:

- highway delay, vehicle hours, average speeds, vehicle kilometres, mode share and Cambridge Inner and Outer Cordon flows; and
- local corridor monitoring of traffic flows, journey times, junction performance, Park & Ride and travel hub use, parking demand, servicing and kerbside activity.

Table 4.1 provides a clearer indication of how the Strategy changes the balance between car and public transport journey times. In the AM peak, delivery of the Strategy reduces bus and mass rapid transit journey times to Cambridge city centre from 48 to 28 minutes from Cambourne North, 33 to 16 minutes from Grange Farm, 22 to nine minutes from the Cambridge Biomedical Campus and 42 to 30 minutes from Bourn Airfield. Bus becomes faster than car from eight of the 12 sites with complete data, including Cambourne North, where the car journey increases from 36 to 47 minutes while the bus journey reduces by 20 minutes. The results show a substantial improvement in the relative attractiveness of public transport, while also identifying local highway and junction impacts that will require further assessment and mitigation as individual schemes are developed. Full AM and PM results are provided in the Transport Modelling Outputs Report (see Annex D).

4.20 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- public transport mode share, particularly for trips to, from and within Cambridge;
- bus punctuality, reliability and speed on the main corridors serving Cambridge;
- vehicle miles on local bus services, as a proxy for the scale and coverage of the public transport offer;
- road casualties, particularly those arising from traffic issues including conflict between modes; and
- transport capital programme delivery reporting, including progress with public transport priority, interchange and corridor schemes.

4.21 Additional local indicators for the Strategy, reflecting the connectivity, congestion and movement-and-place challenges in and around Cambridge, include:

- highway delay, vehicle hours, average speeds, vehicle kilometres, mode share and Cambridge Inner and Outer Cordon flows; and
- local corridor monitoring of traffic flows, journey times, junction performance, Park & Ride and travel hub use, parking demand, servicing and kerbside activity.

Table 4.1: Strategic site to Cambridge city centre journey times in the AM peak (minutes)

Strategic Site Allocations	Car			Bus + MRT		
	Local Plan	+ GCTS	Change	Local Plan	+ GCTS	Change
North West Cambridge	18	28	+10	24	24	0
Cambridge East	24	25	+1	16	14	−2
Babraham Research Campus	30	31	+1	59	43	−16
Cambridge Biomedical Campus	14	16	+2	22	9	−13
Grange Farm	35	35	0	33	16	−17
Slate Hall Farm	24	30	+6	40	35	−5
Cambourne North	36	47	+11	48	28	−20
Cambourne	34	35	+1	42	28	−14
Northstowe	27	33	+6	58	56	−2
Bourn Airfield	47	51	+4	42	30	−12
Waterbeach	22	25	+3	39	29	−10
Wellcome Genome Campus	54	55	+1	100*	51*	-49*

* As measured using STEP Tool journey time analysis.

Supporting policy (see Policies 1 to 12 at the end of this section)

4.22 Policy 1: Active Travel will be applied by prioritising walking, wheeling and cycling for short trips and first- and last-mile access in and around Cambridge, recognising that these need to be attractive to be realistic alternatives to car journeys for many trips. In this theme, that means focusing on radial and orbital routes, junction and crossing improvements, inclusive design, cycle parking and direct links to stations, bus stops, Park & Ride sites and travel hubs, consistent with the Cambridgeshire Active Travel Strategy and Local Cycling and Walking Infrastructure Plan, and Policy 4: Travel Hubs.

4.23 Policy 2: Rail; Policy 3: Bus, Mass Rapid Transit and Coach; and Policy 4: Travel Hubs will be applied through a hierarchy of short-term (up to 2030) urban bus priority and service reliability measures within the ring of mobility hubs, as well as development of the mass rapid transit network, medium-term (2030-2035) continued mass rapid transit network build out including fares and information integration, and longer-term (2035-2045) protection and phased delivery of further extensions with the potential for higher-capacity mass rapid transit on the busiest corridors.

4.24 These policies are central to easing the congestion that is constraining Cambridge's growth, labour market access and 'between company' interactions, and day-to-day functioning, by improving interchange, strengthening the public transport offer and providing viable alternatives to car travel into the most constrained parts of the city. Policy 5: Parking is prepared to support wider outcomes of the Strategy including supporting mass rapid transit delivery and viability.

4.25 Policy 7: Taxi & Private Hire and Policy 8: Micromobility and Powered Two/Three Wheelers will be applied so that taxis, private hire and powered two/three wheelers support access without adding unnecessary congestion or kerbside pressure in the busiest locations. Policy 9: Highways and Traffic Management will also guide the management of the Strategic Road Network, the Major Road Network (the next tier of strategic A roads managed by Cambridgeshire County Council as the Local Highway Authority), and other local roads (and rights of way) through the Movement and Place Framework. This includes signal and junction changes, access management, discouraging non-essential through traffic in Cambridge city centre and inner urban corridors, and more efficient use of road-space, recognising that more active management of limited highway capacity is essential if Cambridge is to function effectively as it grows.

4.26 Policy 6: Freight and Servicing will be applied by distinguishing between local deliveries and servicing in constrained urban areas, wider freight movements on the most suitable corridors, and construction traffic and logistics associated with growth and major schemes. This is critical in a city where freight, servicing and construction activity make a disproportionate contribution to congestion and network conflict, and where better management is needed to protect reliability, reduce environmental harm and ensure that streets and corridors can continue to support growth, access and quality of place.

Connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge

For Greater Cambridge's economic potential to be fully realised, its people and communities need to be better connected to jobs, education, healthcare, services and amenities across the city and wider region. By focusing on improving public transport, strengthening links to key jobs and growth locations, and extending access beyond the city to surrounding towns and rural areas, this strategy will ensure that the benefits of growth can be shared by all.

Context and case for change

4.27 Transport connectivity is central to whether people can access jobs, education, healthcare, shops and social opportunities, yet the benefits of Greater Cambridge's economy are not shared evenly. The Need for Intervention Report (see Annex A) identifies barriers to accessing major employment centres across parts of Greater Cambridge, particularly for communities that rely on public transport. It also shows that Addenbrooke's Hospital is more than 30 minutes away by public transport from the north and west of Cambridge City and can exceed 60 minutes from parts of South Cambridgeshire, while many parts of Greater Cambridge are more than 60 minutes from a sixth form or further education institution by public transport. It also identifies multiple forms of transport-related social exclusion, combining deprivation and poor accessibility including in some neighbourhoods in places such as East Cambridge, King's Hedges, Willingham and Kneesworth/Whaddon.

4.28 These issues are sharpened by the area's demographic profile and uneven access to cars: 21% of households across Greater Cambridge do not own a car, including 34% in Cambridge, while car ownership is close to universal in many rural parts of South Cambridgeshire. National policy and the LTCP both support a more inclusive transport system that connects people to opportunity and essential services in ways that reflect very different local circumstances.

4.29 For Greater Cambridge, this means improving access not only to central Cambridge but also to market towns, district centres, education and healthcare facilities, and interchange points on the wider network. The Need for Intervention Report emphasises that the city region attracts medium- to long-distance commuting from places outside Greater Cambridge such as Huntingdonshire, Ely (and East Cambridgeshire), Royston and Bury St Edmunds, and that continued growth is making the area more polycentric and widening the area over which access to opportunity matters. It also shows that an ageing population will increase demand for accessible local bus and demand responsive services, while the area's large population of younger adults and high housing costs risk pushing more workers further from jobs and services.

4.30 The report further highlights the growing role of first- and last-mile solutions and emerging mobility: the Voi trial delivered over 1.5 million rides in 2025 with 35% year-on-year growth and is estimated to have replaced around 1.9 million short car trips to date. The case for change is therefore about more than just faster trips to the city centre: it is about supporting inclusive growth, reducing transport disadvantage and widening access to opportunity through better buses, travel hubs, active travel, safer and more legible interchange, and shared mobility across a diverse geography of city neighbourhoods, edge-of-city communities and rural villages.

Key interventions

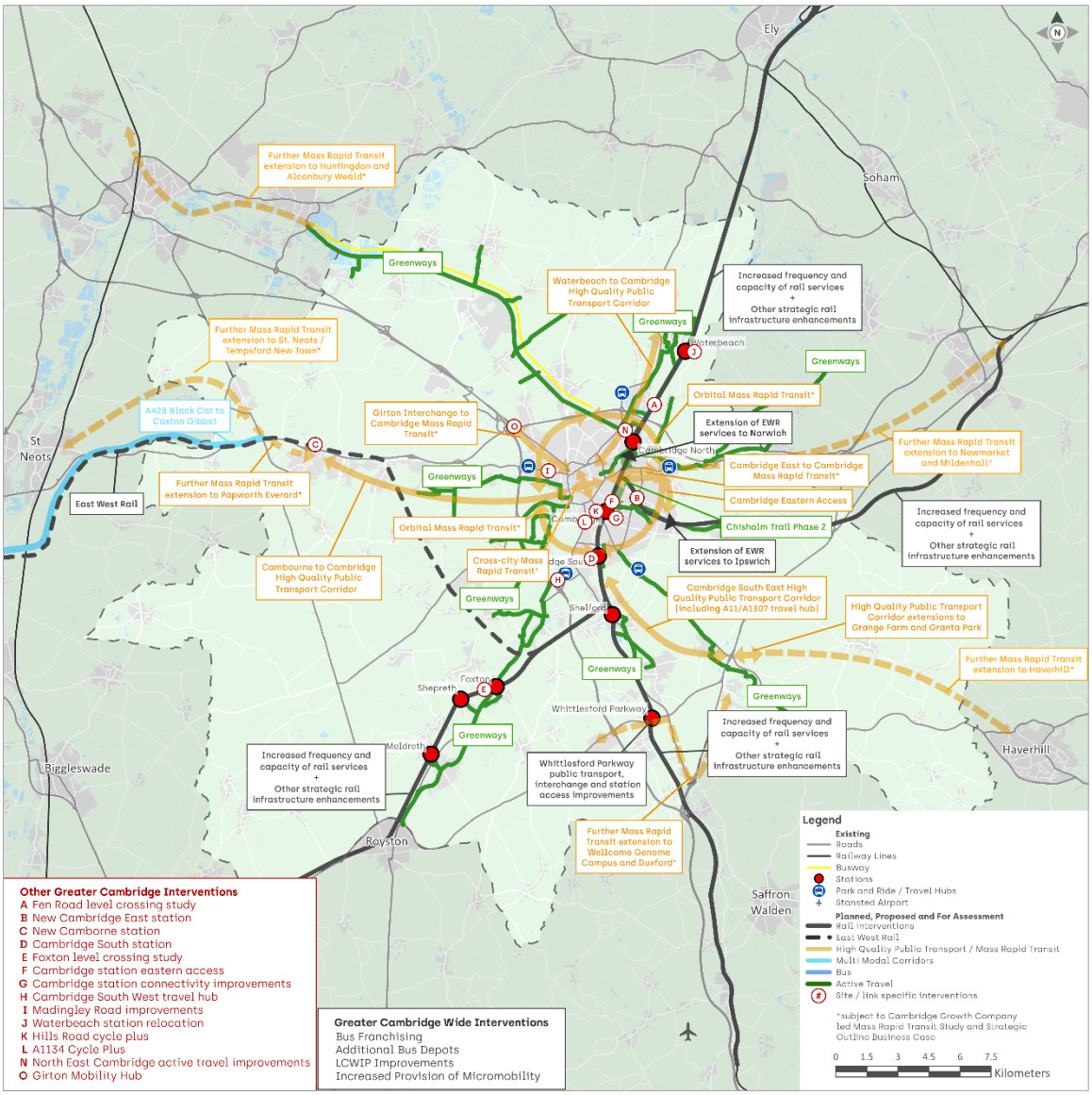
4.31 The interventions and supporting policies in this section are intended to broaden access to opportunity by making the wider transport system work better for people whose journeys are not well served today. In the short term, the emphasis is on practical measures that improve local access and make multi-stage journeys more realistic, especially for people in rural settlements, disadvantaged areas and edge-of-city communities. Travel hubs, demand responsive transport, shared mobility, Greenways and better first- and last-mile links to rail and bus services all help to reduce the gaps between where people live and where jobs, education, healthcare and services are located. These measures are particularly important because they improve inclusion and accessibility early, while also laying the foundations for a more connected regional network over time.

4.32 Over the medium term, these local and flexible interventions are strengthened by corridor-based public transport and active travel investment linking Cambridge more effectively with major settlements and growth areas to the north and west. Schemes such as the Waterbeach to Cambridge corridor help create a more coherent network in which longer-distance journeys can connect more easily with local onward travel, whether to employment, education, health or other key destinations. This matters because access to opportunity in Greater Cambridge depends not only on travel to the city centre, but also on connections to campuses, district centres, stations, market towns and interchange points across a more polycentric area. By improving interchange, reducing access barriers and extending the reach of public transport and active modes, the Strategy begins to turn a set of isolated travel options into a more joined-up system.

4.33 In the longer term, the full package is intended to work cumulatively so that accessibility improves not just on individual corridors, but across the wider geography of Greater Cambridge and its surrounding travel-to-work area. New public transport routes, stronger interchange, shared mobility and active travel connections together make it easier for more people to reach key destinations without needing to rely on private car ownership. The result is a transport system that supports more inclusive growth by widening labour market access, reducing transport disadvantage and helping communities in different locations benefit more fairly from the area's economic success. In this way, the interventions and policies build on one another over time to connect homes, disadvantaged areas and the wider region more effectively to the opportunities that Greater Cambridge offers.

4.34 Figure 4.2 shows the main interventions across Greater Cambridge that support improved access to jobs, services and opportunity, including the role of travel hubs, shared mobility, active travel and corridor-based public transport investment.

Figure 4.2: Connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge – map of key interventions



Short term (2026-2030)

- The 'wheel' of Greenways and other strategic active travel links will continue to be built out, connecting smaller settlements and edge-of-city communities to Cambridge, prioritising routes to schools, colleges, major employment centres, rail stations and other key travel hubs.
- Shared mobility expansion, including e-scooters, cycles, e-bikes, cargo bikes and car clubs, targeted at places where these can widen travel choices, improve first- and last-mile access, and reduce transport exclusion for people without regular access to a private car.
- First- and last-mile improvements to bus, rail and travel hubs, including safer walking, wheeling and cycling routes, secure cycle parking, step-free access, clearer wayfinding and better interchange design, so that longer multi-stage journeys become more realistic and attractive for more people across Greater Cambridge.
- Continuing to support demand responsive transport, and its uptake and viability, in areas where frequent, 'fixed route' services are difficult to sustain commercially and financially and in communities with lower levels of accessibility, helping people reach nearby towns and larger villages, healthcare, schools and further education, rail stations and other key travel hubs.
- Work commencing on the Cambourne to Cambridge high-quality public transport and segregated active travel corridor, linked to western Greenways and travel hub provision, to improve access from the west to jobs, education and services in and around Cambridge while reducing transport disadvantage for communities along the corridor.

Medium term (2030-2035)

- A network of district and rural travel hubs developed in market towns, larger villages and key interchange locations to connect local communities to bus, rail and shared mobility networks, improving access to jobs, education and services while supporting sustainable access to major destinations and growth locations.
- Waterbeach to Cambridge high-quality public transport and segregated active travel corridor, supported by a travel hub and improved interchange with a new station serving Waterbeach New Town, to widen travel choices from the north and improve access to employment, education and services for existing and future communities.
- Start of delivery, if not already begun, of the CSET 'extended corridor' from Cambridge Biomedical Campus to the Wellcome Genome Campus, Whittlesford Parkway station and, potentially, to Duxford to improve access from the A11 and A505 corridors and communities such as Sawston, Stapleford and Great Shelford to healthcare, the city centre, and employment opportunities.
- A new mass rapid transit corridor serving Cambridge East, strengthening access to jobs and services in the east of Cambridge and improving onward interchange with the wider public transport and rail network.
- Work commencing on potential cross-city and orbital mass rapid transit and other public transport improvements linking North East Cambridge, Cambridge North Station and northern business parks to a) Cambridge West; and b) Cambridge East and Peterhouse Technology Park; and southern arcs from Cambridge West and Cambridge East to Cambridge South Station/Cambridge Biomedical Campus to improve non-radial connectivity avoiding the city centre.

Long term (2035-2045)

- Potential mass rapid transit extensions to Huntingdon, Cambourne North, St Neots/ Tempsford, Haverhill, and Mildenhall, subject to the related Greater Cambridge

Development Corporation study and preparation of an appropriate business case. No MRT routes have yet been decided and all remain under consideration.
- Rail resilience and capacity upgrades, including twin tracking or passing loops towards Newmarket, the Soham chord, and Ely and Haughley Junction improvements, to facilitate further improvements in regional and national connectivity to Greater Cambridge, including from underserved locations across the CPCA area such as Manea.

How this theme has been assessed

4.35 This theme has been assessed primarily through the journey time catchment analysis outputs in the Connectivity Analysis Report (see Annex C), alongside CaPCAM transport demand modelling of desire lines and mode shares in the Transport Modelling Outputs Report (see Annex D). The DfT Connectivity Tool provides baseline and benchmarking evidence; and further STEP journey time catchment analysis assesses the combined impact of interventions. In line with the scenario definitions in Chapter 1, the connectivity analysis results include East West Rail and tested strategic rail improvements. Compared with delivery of committed and emerging Local Plan interventions only, this increases the total number of connections available from strategic sites within 60 minutes from 61 to 96 employment destinations, 128 to 193 transport hubs, 132 to 190 education destinations and 72 to 97 health destinations. The Strategy therefore broadens access to jobs, education, healthcare, services and transport interchanges across Greater Cambridge. The largest gains are associated with high-quality public transport corridors, rail, travel hubs, active travel access and improved interchange.

4.36 The connectivity results should be interpreted in the context of the assumptions used to represent each site. The tools assess access from modelled origins and stops, but do not always capture services that may enter sites as they are built out or the detailed walking, cycling and interchange arrangements delivered alongside development. This is particularly relevant at Northstowe, which has existing public transport infrastructure and has provision for services to enter the development. Its results therefore reflect the modelled access arrangements rather than an inherent lack of strategic connectivity. Sensitivity testing remains useful for identifying where local access or service improvements could make better use of the wider network within the tools (see Annex C). For employment sites such as Slate Hall Farm, the key consideration is whether workers can reach the site from a sufficiently wide labour market, rather than simply the number of destinations accessible. The results should inform site-specific services, stops, interchange and first- and last-mile connections, rather than be treated as definitive measures of future connectivity.

4.37 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- public transport and active travel connectivity scores to employment destinations;
- bus patronage, including elderly and concessionary passenger journeys;
- bus passenger satisfaction, including security and accessibility;
- average number of walking, wheeling and cycling journey stages per year; and
- adults engaged in active travel at least twice in the last 28 days.

4.38 Additional local indicators for the Strategy, reflecting the specific access and inclusion needs of Greater Cambridge's disadvantaged areas, rural communities and wider regional connections, include:

- first- and last-mile access to stations, travel hubs and stops, alongside DRT, shared mobility and micromobility uptake where available;

- population within catchment of key destination types, including jobs, education, healthcare, services, stations and travel hubs, and particularly for disadvantaged or poorly connected communities; and
- wider economic disadvantage evidence using indices of multiple deprivation (IMD) and indicators of economic inactivity.

Supporting policy

4.39 Policies 1, 3, 4 and 8 will be applied to improve access to opportunity, key services and amenities for communities whose journeys are not well served today. In this theme, that means active travel measures that strengthen short local trips to schools, neighbourhood centres, health facilities and public transport nodes, alongside inter-urban and rural bus, demand responsive transport and other shared mobility measures that widen access to employment, education, healthcare and local centres beyond Cambridge. Where conventional bus services are central to access, the Strategy will align with the Cambridgeshire & Peterborough Bus Service Improvement Plan in supporting better frequencies, simpler fares and ticketing, clearer information, improved interchange and a stronger passenger experience.

4.40 Policies 5, 7 and 8 will be applied so that people have better alternatives to private car ownership where full car access is not available, affordable or necessary for every journey. This includes car clubs and shared mobility as part of a wider access offer, together with taxis and private hire for first- and last-mile journeys and for places or users who need flexible access alongside fixed-route services. Powered two wheelers, while not a primary strategic mode in this Strategy, will be managed within the same wider network framework through Policy 9 so that their use reflects the movement and place role of different streets and corridors, the need for safe operation, and the efficient use of limited road space across the SRN, MRN and local network.

4.41 Policies 6 and 9 will be applied so that highways, traffic management and freight support rather than undermine inclusive access to opportunity. Policy 9 will guide the management of the MRN and local network through the wider Movement and Place Framework, using network management, signal and junction changes, access and road-space management to support reliable bus services, safer active travel, essential access and better place quality. Policy 6 will distinguish between local deliveries and servicing in constrained urban areas, wider freight movements on the most suitable corridors, and construction traffic and logistics associated with growth and major schemes, so that access to jobs, services and neighbourhood destinations is not unnecessarily weakened by congestion, conflict or poor street conditions.

Supporting businesses and our priority economic sectors, including the research campuses and science parks

Greater Cambridge's economic success is built on its world-leading businesses and research clusters, so this strategy focuses on strengthening connections to and between priority locations, including research campuses, science parks and other key employment sites across the area. With jobs distributed across different parts of the city and its surroundings, improving access and movement between these locations will support business collaboration, attract investment and talent, and drive further growth, reinforcing the area's role as a leading centre for innovation.

Context and case for change

4.42 Greater Cambridge's economic success depends on high-quality connectivity between homes, labour markets, research campuses, science parks, city and town centres, the area's universities, and national and international gateways. The Need for Intervention Report (see Annex A) shows that Greater Cambridge already supports around 208,000 jobs, with particularly strong concentrations in professional, scientific and technical activities (43,000 jobs, 21% of the total), education (15%), health (15%) and information and communication (9%). It also emphasises that Cambridge competes globally with other major science and technology hubs, and that transport quality is rarely cited as a reason to invest despite the area's research strengths. Without better connectivity to labour markets and gateways such as Stansted, Luton, Heathrow and London, and without improving the quality, reliability and legibility of journeys into and within Greater Cambridge, the city region risks constraining its own competitiveness, inward investment and growth potential. The LTCP and national policy both support transport investment that improves productivity and alignment with transport and place objectives.

4.43 For Greater Cambridge, this points to a transport strategy that supports both the daily functioning of major employment locations and their wider catchment. The Need for Intervention Report shows that the travel-to-work area extends well beyond the administrative boundary and that continued growth is increasing the need for longer-distance, cross-boundary as well as orbital city connectivity to centres such as Cambridge Science Park, Cambridge Biomedical Campus, and Wellcome Genome Campus. For example, Cambridge Science Park is affected by congestion at Milton Interchange and gaps in orbital public transport and internal active travel connections; the Cambridge Biomedical Campus lacks clear east–west public transport and active travel links despite high and growing travel demand; and the Wellcome Genome Campus has a particularly limited public transport labour market catchment and poor interchange with Whittlesford Parkway.

4.44 It also underlines the strategic importance of rail and freight: East West Rail, Cambridge South, Cambridge East and Ely and Haughley upgrades will all widen labour markets and improve business connectivity, while freight movements are heavily concentrated on the M11, A14 and A428 corridors and the Felixstowe–Nuneaton rail line. At the same time, local servicing, deliveries and construction logistics are growing and add to congestion, particularly in central Cambridge and around key growth areas.

4.45 The case for change is therefore not simply about more highway capacity, but about multimodal access to labour markets and gateways, stronger first- and last-mile connections, resilient and well-integrated public transport and rail, and freight and servicing arrangements that support economic growth while remaining consistent with decarbonisation, network resilience and quality of place.

4.46 In addition to providing access to jobs and improved conditions for journeys to work, this theme also recognises the importance of good connectivity between workplaces and research institutes. Inter-organisational interactions are a key aspect to an effective and efficient, and deeply agglomerative, local economy and transport is key to supporting this.

Key interventions

4.47 The interventions and supporting policies in this section are intended to improve how Greater Cambridge's economy functions by strengthening access to key employment destinations; both for journeys to/from work and in terms of inter-business interactions, strategic gateways and supporting supply chains. In the short-term (up to 2030), the emphasis is on measures that unlock immediate benefits for major campuses, research clusters and business locations: Cambridge South station, Whittlesford Parkway improvements, freight consolidation, travel hubs and active travel links all help improve access for workers, visitors and servicing activity. CPCA will work with local partners to seek to extend autonomous shuttle trials to nearby key destinations and development sites. These early measures make major employment sites more accessible by rail, bus, cycling and walking, while also helping to reduce operational pressures on constrained local roads and streets. They therefore support economic performance not by simply accommodating more traffic, but by improving the reliability, reach and efficiency across a range of modes.

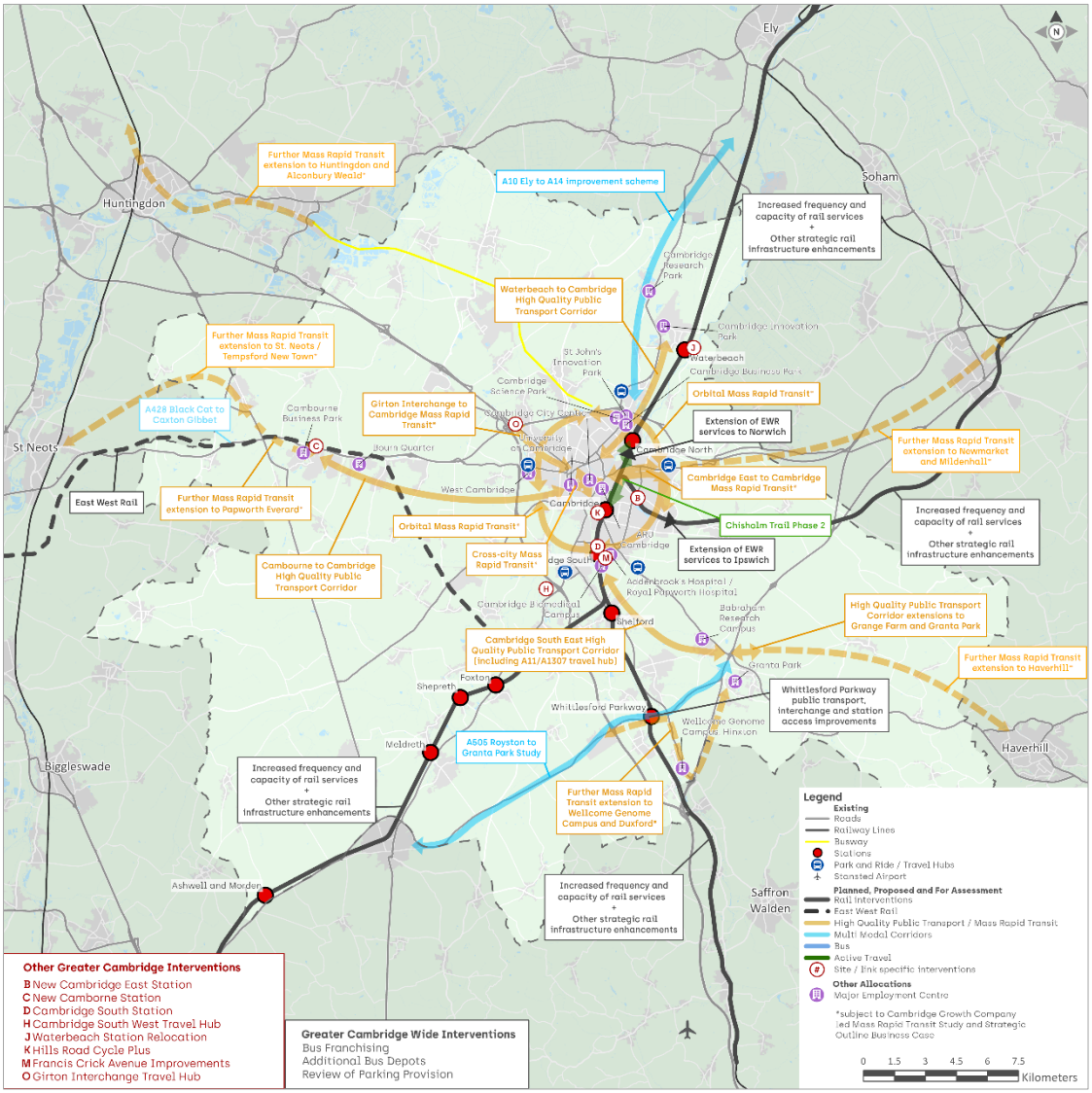
4.48 Over the medium-term (2030-2035), these early improvements are reinforced by stronger strategic and corridor connectivity through mass rapid transit that links Greater Cambridge's economic assets more effectively to labour markets and gateways. Rail service enhancements towards Stansted Airport and London, the proposed new station at Waterbeach New Town relocation, targeted A10 and A505 improvements, and better interchange from travel hubs also help widen the catchment of key employment sites and improve resilience for business-related travel and freight. This is important because Greater Cambridge's economy depends on more than city-centre access alone: it relies on the efficient movement of people, goods and knowledge between campuses, science parks, surrounding settlements and national and international connections. By improving the way these networks connect, the Strategy helps support productivity, labour market reach and investment confidence across the wider area.

4.49 In the longer-term (2035-2045), the full package is intended to work cumulatively by combining better local access to employment sites with stronger regional and national connectivity. Cambridge East and Cambourne stations, orbital mass rapid transit links and completed mass rapid transit corridors, a high quality public transport link between the Biomedical Campus along the CSET 'extended corridor', to the wider southern cluster, and wider rail upgrades all help create a more connected economic geography in which businesses can draw from broader labour markets, people can reach a wider range of jobs through a choice of modes and inter-organisational collaboration is supported.

4.50 The result is a transport system that supports innovation, competitiveness and growth while remaining consistent with wider goals for place quality, inclusion and decarbonisation. In this way, the interventions and policies build on one another over time to support Greater Cambridge's priority economic sectors and business locations more effectively and more sustainably.

4.51 Figure 4.3 shows the wider national and regional context for the Strategy, including connectivity to key international gateways, major employment centres and the strategic rail and highway connections that support Greater Cambridge's economic role.

Figure 4.3: Supporting businesses and our priority economic sectors, including the research campuses and science parks – map of key transport interventions



Short term (2026-2030)

- Greenways and active travel links between major employment centres, including routes serving the city, campuses and science parks from surrounding settlements.
- Cambridge South station opened in June 2026, strengthening access to Addenbrooke's Hospital and the Cambridge Biomedical Campus.
- Initial improvements to Whittlesford Parkway station to enhance station access and interchange with local bus and shuttle services to the wider south corridor for workers and visitors, including to Duxford, local business parks, and research centres. CPCA will work with local partners to seek to extend autonomous shuttle trials to nearby key destinations and development sites.
- Work with major employment centres and campuses on plans to improve connectivity between sites and to key travel hubs to support ongoing growth and development.
- Travel hubs at Cambridge South West to support interchange between longer-distance trips and sustainable onward travel to Cambridge City Centre and local major employment centres.
- Freight and deliveries consolidation pilot to support cleaner and more efficient servicing of central business locations and reduce conflict on constrained streets.

Medium term (2030-2035)

- A new station at Waterbeach New Town to support access to new communities, improve rail integration and widen the catchment of jobs and services north of Cambridge.
- Start of delivery, if not already begun, of the CSET 'extended corridor' from Cambridge Biomedical Campus to the Wellcome Genome Campus, Whittlesford Parkway station and, potentially, to Duxford to improve access from the A11 and A505 corridors and communities such as Sawston, Stapleford and Great Shelford to healthcare, the city centre, and employment opportunities.
- Targeted A10 improvements, including Milton Interchange, to improve strategic access, resilience and freight movement on the northern approaches to Cambridge.
- Targeted A505 corridor improvements between Royston and Granta Park to improve access to key employment sites, Whittlesford Parkway station, and strengthen network resilience in the south.
- Increased rail frequencies to Stansted Airport, King's Cross and London St Pancras to improve gateway connectivity and support business and labour market reach.
- Relocation of Newmarket Park & Ride to support access from the east and improve interchange with emerging transport corridors and employment growth areas.
- Future mass rapid transit corridor to serve Cambridge East and future employment growth in the east of Cambridge.
- Potential orbital mass rapid transit and other public transport improvements linking North East Cambridge, Cambridge North Station and northern business parks to a) Cambridge West; and b) Cambridge East and Peterhouse Technology Park; and southern arcs from Cambridge West and Cambridge East to Cambridge South Station/Cambridge Biomedical Campus to improve non-radial connectivity avoiding the city centre.

Long term (2035-2045)

- Potential mass rapid transit extensions to Huntingdon, Cambourne North, St Neots/ Tempsford, Haverhill, and Mildenhall, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. No MRT routes have yet been decided and all remain under consideration.
- Cambourne (North) station as part of East West Rail to support major western growth and strengthen the relationship between development, rail access and the wider Oxford–Cambridge corridor.
- Cambridge East station to improve access to the east of Cambridge, support future employment growth and strengthen rail-based access to innovation areas.
- Rail resilience and capacity upgrades, including twin tracking or passing loops towards Newmarket, the Soham chord, and Ely and Haughley Junction improvements, to improve reliability and strategic business connectivity.

How this theme has been assessed

4.52 This theme has been assessed using employment accessibility evidence in the Connectivity Analysis Report (see Annex C) and modelled public transport movements in the Transport Modelling Outputs Report (see Annex D). Connectivity analysis estimates the number of people able to reach major employment locations within the assessed journey-time threshold. CaPCAM assesses changes in the scale and distribution of public transport demand on the relevant corridors. In the connectivity analysis, the 'with delivery of the Strategy' position includes East West Rail and tested strategic rail improvements. The findings show improved sustainable access to Greater Cambridge's research campuses, science parks and other major employment locations. The accessibility catchments indicate the opportunities available; they are not forecasts of realised demand.

4.53 Table 4.2 shows analysis of the population able to reach Greater Cambridge's major employment centres within 60 minutes by public transport and walking on weekday mornings in the peak, with further detail provided in the Connectivity Analysis Report (see Annex C).

4.54 At a site level, the Strategy produces the strongest employment accessibility gains where new or enhanced public transport corridors, rail access and interchange directly improve access to major employment locations. In the AM peak, the population able to reach Babraham Research Campus increases from around 130,000 with delivery of committed and emerging Local Plan interventions to around 232,000 with delivery of the Strategy, while the Cambridge Biomedical Campus increases from around 241,000 to around 255,000, building on the accessibility already provided by Cambridge South station. Employment near Cambourne North, including Cambourne Business Park, increases from around 151,000 to around 190,000. The Wellcome Genome Campus shows substantial improvement from a very low base, increasing from around 300 people to around 111,000 as the Strategy improves access to the southern employment cluster.

4.55 These figures show how the Strategy can significantly widen labour market access to individual employment locations and strengthen the competitiveness of Greater Cambridge's key business and research clusters.

Table 4.2: Key employment destinations population reach in the AM peak

Employment Site	Population in 60-Minute Catchment				
	Committed	Local Plan	Local Plan + East West Rail	+ GCTS	% change Committed to GCTS
Cambourne Business Park	97,000	97,000	151,100	206,900	+113%
St John's Innovation Park	195,700	195,700	197,300	226,100	+16%
Cambridge Science Park	199,800	200,900	202,200	241,000	+21%
Cambridge Business Park	223,800	225,000	225,300	266,200	+19%
Biomedical Campus	227,600	227,900	241,200	277,600	+22%
Cambridge Innovation Park	117,700	146,900	147,900	153,100	+30%
Cambridge Research Park	100,900	113,900	114,600	137,700	+36%
Granta Park	29,000	30,400	29,800	228,800	+690%
Babraham Research Campus	126,700	131,500	129,600	249,000	+97%
Wellcome Genome Campus	300	300	300	110,700	+34,175%
Bourn Quarter	66,000	72,300	72,000	111,700	+69%

N.B. Catchments overlap and should not be added together as a count of unique people.

4.56 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- public transport, walking and cycling connectivity score to key employment destinations;
- public transport mode share;
- bus punctuality, reliability and speed;
- bus patronage; and
- transport capital programme delivery reporting.

4.57 Additional local indicators for the Strategy, reflecting the specific economic connectivity needs of Greater Cambridge's employment clusters, research campuses, science parks and wider labour markets, include:

- journey time catchment connectivity outputs for employment locations, including major employment sites, research campuses and science parks;
- jobs within catchment of existing communities and strategic growth locations, including access to stations, travel hubs and international gateways;
- highway corridor performance and demand, together with freight and servicing data where relevant to business connectivity and supply chains; and
- the performance of key employment sites in terms of jobs growth and intensification, with a focus on advanced sectors of interest such as life sciences where data is available (including from private sector partners).

Supporting policy

4.58 Policies 2, 3 and 4 will be applied to strengthen the strategic and local connectivity on which Greater Cambridge's economy depends. In this theme, that means rail policy that improves

access to labour markets, stations and international gateways including Stansted Airport, coach and express coach links that widen access where rail is less direct or demand is more dispersed, and mass rapid transit and interchange measures that improve access between major employment centres and support more efficient movement across a growing and increasingly polycentric city region.

4.59 Policies 6 and 9 will be applied so that freight, servicing and network management support rather than constrain economic performance. Policy 6 distinguishes between strategic freight movements on the strategic and major road networks and rail freight corridors, and local servicing needs within urban areas and employment sites, including deliveries and servicing in constrained locations. In this theme, that means supporting reliable and efficient movement with lower emissions, reduced conflict and stronger resilience, while also recognising the importance of transport quality and ease of access to the visitor economy, including for business visitors, tourists and students. Across these areas, the objective will be to reinforce Greater Cambridge's economic geography while remaining consistent with wider goals on health, quality of place and the environment.

Enabling new development and homes, including the sites in the emerging Local Plan

Meeting Greater Cambridge's growth ambitions requires new homes and development to come forward at pace, supported by the right infrastructure. This strategy focuses on aligning investment with key sites identified in the emerging Local Plan, helping to unlock delivery and ensure that new communities are well-connected to jobs and services from the outset, are sustainable, well-functioning places, and that the impacts of growth on the wider transport network are mitigated.

Context and case for change

4.60 The transport strategy must help ensure that new homes and development are planned in locations and forms that can be served by a choice of modes and that the transport implications of growth are addressed from the outset. The Need for Intervention Report (see Annex A) identifies three broad development typologies emerging from existing and proposed Local Plan sites: mixed-use sites around the outer urban edges of Cambridge, including around Cambridge Science Park, Eddington and Cambridge City Airport; new town-scale housing in satellite settlements such as Cambourne, Northstowe and Waterbeach; and new or intensified high value-added employment sites such as Cambridge Biomedical Campus, Babraham Research Campus and Wellcome Genome Campus (which also combines elements of other typologies, such as new housing).

4.61 National planning policy and the latest local transport plan guidance are clear that transport and development should be planned together using a vision-led approach, with sustainable access and corridor safeguarding considered from the earliest stages. Across the 13 mapped strategic sites, the Need for Intervention Report (see Annex A) identifies 60,600 new homes and 1.4 million m² of new commercial floorspace to be delivered by the end of the emerging Local Plan period in 2045, with additional growth scenarios of up to 150,000 new homes by 2050 also proposed by Government in their 'Case for Cambridge', and an aspiration from the CPCA Local Growth Plan to triple the size of the economy in gross value added (GVA) terms by 2050.

4.62 This planned growth creates both pressure and opportunity. The Need for Intervention Report shows the scale and distribution of change across large mixed-use urban edge sites, new town-scale settlements such as Cambourne, Northstowe and Waterbeach, and intensified high-value employment sites such as Cambridge Biomedical Campus, Wellcome Genome Campus and Babraham Research Campus. It also emphasises cross-boundary development pressures from places such as Alconbury, Haverhill, St Neots and Tempsford, which will further shape travel patterns and network demand. In this context, transport must do more than mitigate local impacts: it must actively provide for a choice of modes, support the soundness of the Local Plan, and align infrastructure delivery with development phasing, safeguarding and future adaptability. Without early investment and strong policy alignment, growth will add to congestion, emissions and poor accessibility; with them, it can help justify and support high-quality public transport, active travel, rail and interchange investment from the outset.

4.63 CPCA recognises that the wider Southern Cluster currently has limited transport connectivity, with improved access identified as a key requirement to support future growth. This aligns with the Local Growth Plan, which highlights the importance of supporting growth around Cambridge, including strengthening life sciences and innovation corridors and delivering transport infrastructure to unlock development.

4.64 Recent changes through the English Devolution and Community Empowerment Act 2026 have significantly strengthened the future role of mayoral authorities in transport planning and delivery, with transport now established as a core area of competence. In addition, the Government has announced its intention to devolve Transport and Works Act Order (TWAO) decision-making powers to mayors, providing greater local control over the approval and delivery of mass transit schemes such as light rail, tram and guided busway systems. The Government has stated that the aim is to give mayors the "final say" on public transport and mass transit projects. Alongside this, the Government's Mass Rapid Transit Task Force is examining how barriers to delivering mass transit schemes can be removed and how approval, funding and governance processes can be accelerated.

4.65 Collectively, these policy developments provide a strong strategic basis for considering major transport intervention in the Cambridge southern cluster and suggest that such schemes may be capable of being progressed over a shorter timescale than previously envisaged, potentially moving from a long-term aspiration to a medium-term delivery opportunity subject to scheme development and approval timelines.

Key interventions

4.66 The interventions and supporting policies in this section are intended to ensure that emerging Local Plan development is supported by the right transport infrastructure at the right time, so that travel choices are provided from the outset rather than retrofitted later. Strategic interventions should be phased to align with the timing, scale and location of development, with early delivery of the transport infrastructure and services needed to support trip-making from first occupation. This includes safeguarding and delivering public transport corridors, travel hubs, active travel links, junction and street network changes, and access arrangements that support the intended movement and place role of key routes and centres. For larger or more complex sites, the Strategy distinguishes between enabling infrastructure required up front, medium-term upgrades linked to growth thresholds, and longer-term strategic schemes.

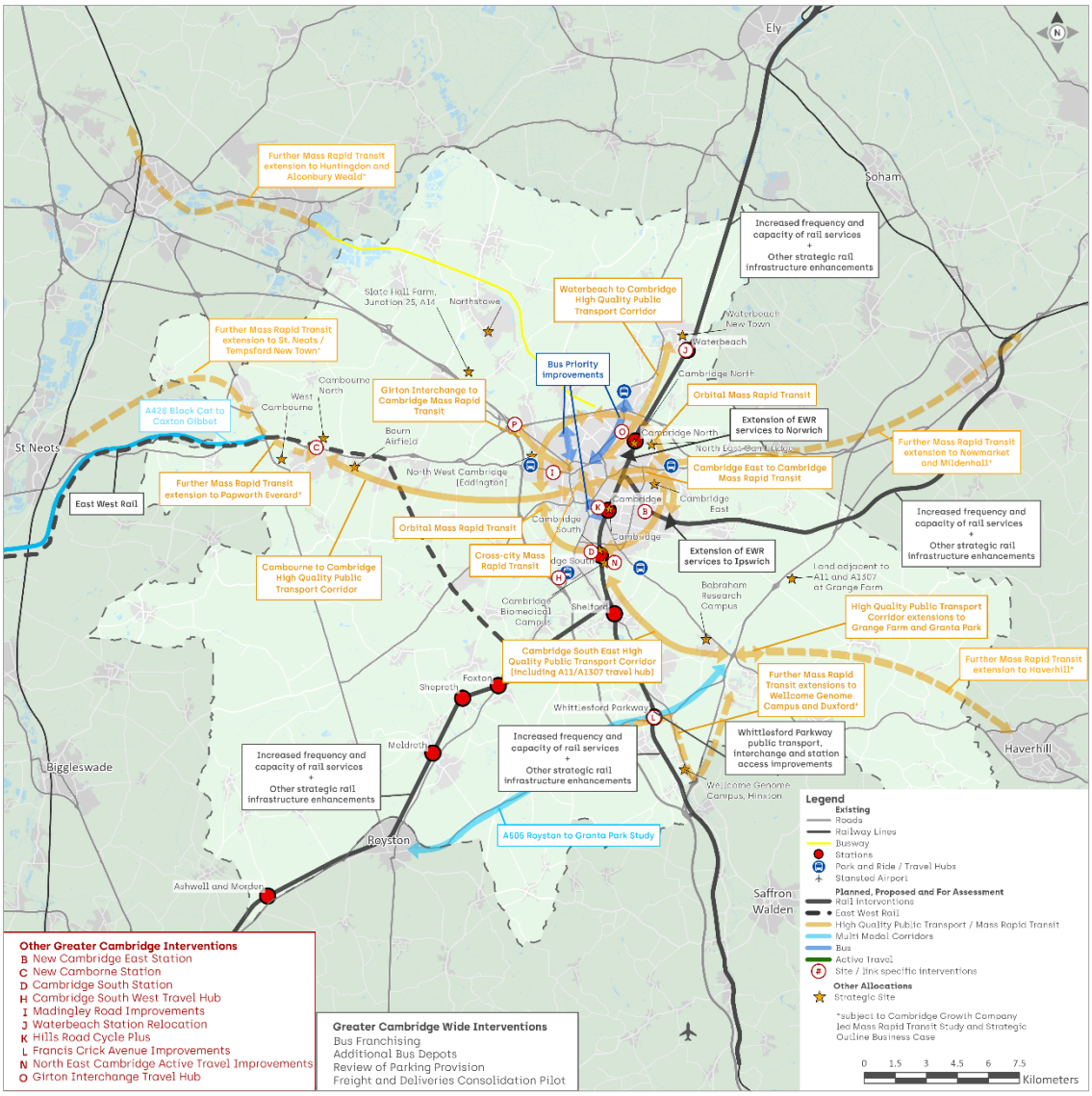
4.67 In the short-term (up to 2030), the emphasis is on enabling city access measures, Greenways, Local Cycling and Walking Infrastructure Plan improvements, travel hubs and site-specific access changes. These interventions support improved travel choice from the first phases of development while also managing the immediate network impacts of growth. This is important because travel habits, expectations and development patterns are often set early, and without timely intervention growth can exacerbate congestion.

4.68 Over the medium-term (2030-2035), early measures are strengthened by further mass rapid transit tied to the scale and geography of strategic growth. This includes completed delivery of Cambourne to Cambridge and Waterbeach to Cambridge, and work on the CSET 'extended corridor', as well as cross-city mass rapid transit and possible orbital corridors. Integrated rail enhancements similarly support new development and connectivity, including a new station serving Waterbeach New Town, East West Rail including a Cambourne (North) station and Cambridge East station (in the long-term), and wider rail upgrades. This allows transport investment to be sequenced alongside development thresholds, so that infrastructure is neither too late to support travel choices nor disconnected from the pace of growth. In this way, transport and land use are coordinated as part of a single development strategy rather than being separate processes.

4.69 In the longer-term (2035-2045), the full package is intended to work cumulatively so that growth across Greater Cambridge is progressively shaped around sustainable access, stronger interchange and safeguarded future capacity. For example, the completed Cambridge Airport public transport route and safeguarded cross-city mass rapid transit corridors allow for higher-capacity movement as development intensifies, while earlier phases of investment provide the network needed for new communities to function in the meantime. The result is a more robust and deliverable relationship between the Local Plan's growth strategy and the transport strategy that supports it. In this way, the interventions and policies build on one another over time to enable new homes and development in forms and locations that offer a choice of modes, are better connected.

4.70 Figure 4.4 shows the Strategic Site Allocations contained within the emerging Local Plan and key transport interventions that are most relevant to enable and support them. Major development sites beyond the Greater Cambridge boundary have also been included, recognising the importance of considering their impact, especially cumulatively on the functioning of the transport networks and realisation of Strategy objectives.

Figure 4.4: Enabling new development and homes, including the sites in the emerging Local Plan – map of key transport interventions



Short term (2026-2030)

- Cambridge South station to support planned growth at and around the Cambridge Biomedical Campus and ensure major new development is linked to the rail network.
- Greenways, Local Cycling and Walking Infrastructure Plan improvements and first-phase walking, wheeling and cycling links to new sites so that a choice of modes is available from first occupation and supports healthier place-making.
- Improvements to the local bus network through franchising, localised priority measures, and enhancements to existing and new travel hubs create a more comprehensive public transport network supporting development and growing ridership.
- Improved connectivity around Francis Crick Roundabout on Cambridge Biomedical Campus to support growth in the south-eastern arc and improve the accessibility of new development.
- Work with major employment centres and campuses as well as major residential developments on plans to improve connectivity between sites and to key travel hubs to support ongoing growth and development.
- Work commencing on the Cambourne to Cambridge high-quality public transport and segregated active travel corridor to support planned western growth and provide a choice of modes from the first phases of development.

Medium term (2030-2035)

- Waterbeach to Cambridge high-quality public transport and segregated active travel corridor, together with a supporting travel hub, to provide access for new homes and mixed-use growth north of Cambridge from an early stage.
- Start of delivery, if not already begun, of the CSET 'extended corridor' from Cambridge Biomedical Campus to the Wellcome Genome Campus, Whittlesford Parkway station and Duxford to improve access from the A11 and A505 corridors and communities such as Sawston, Stapleford and Great Shelford to healthcare, the city centre, and employment opportunities.
- Delivery of cross-city mass rapid transit corridors so that future development locations and intensification can be served by higher-capacity public transport.
- Start of delivery of orbital mass rapid transit and other public transport improvements linking North East Cambridge, Cambridge North Station and northern business parks to a) Cambridge West; and b) Cambridge East and Peterhouse Technology Park; and southern arcs from Cambridge West and Cambridge East to Cambridge South Station/Cambridge Biomedical Campus to improve non-radial connectivity avoiding the city centre.
- A new station serving Waterbeach New Town to integrate new communities with the rail network and support transit-oriented growth north of Cambridge.
- Relocation of Newmarket Park & Ride further east to a larger capacity site and a new high-quality public transport corridor to serve Cambridge East and surrounding eastern growth areas, helping shape development around support access needs.

Long term (2035-2045)

- Potential mass rapid transit extensions to Huntingdon, Cambourne North, St Neots/ Tempsford, Haverhill, and Mildenhall, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. No MRT routes have yet been decided and all remain under consideration.
- Cambourne (North) station as part of East West Rail to support major western growth and strengthen the relationship between development, rail access and the wider Oxford–Cambridge corridor.
- Cambridge East station to support new homes and employment growth in the east of Cambridge and improve the range of travel options available in that corridor.
- Wider rail capacity upgrades, including enhancements towards Newmarket and Soham, and Ely and Haughley Junctions, to support growth delivery and maintain strategic network performance.

How this theme has been assessed

4.71 This theme has been assessed by considering whether strategic site allocations gain access to a wider range of employment, transport, education and health destinations with delivery of the Strategy. In the connectivity analysis, this includes East West Rail and tested strategic rail improvements. The Connectivity Analysis Report (see Annex C) shows improved destination accessibility across most strategic sites, although the scale and type of benefit vary by site and corridor. The largest gains generally occur where the Strategy adds or strengthens high-quality public transport corridors, rail access, interchange and first- and last-mile connections. The Transport Modelling Outputs Report (see Annex D) provides complementary evidence through its strategic site desire-line analysis, which shows stronger or more widely distributed public transport movements at several locations. This includes broader connections from Cambourne North and increased modelled demand from Grange Farm towards Cambridge, principally via the CSET 'extended corridor'. The findings support early and coordinated transport provision as development comes forward.

4.72 The strategic site allocations (with draft plan stage development numbers) are:

- **Eddington, North West Cambridge (S/ED):** 5,500 new homes and 100,000 m² of employment floorspace. Continued intensification through to 2045 with early local access measures and later strategic corridor improvements.
- **Cambridge East (S/CE):** 8,000 new homes; significant commercial floorspace. Long-term phased delivery to 2045 and beyond tied to major transport and infrastructure provision.
- **Babraham Research Campus (S/BRC):** 80 new homes and 48,000 m² of employment floorspace. Incremental intensification through to 2045 focused on employment/research uses with phased access and public transport improvements.
- **Cambridge Biomedical Campus (S/CBC):** 1,000 new homes; 687,000 m² commercial floorspace. Continuing growth to 2045 and beyond dependent on early and longer-term transport improvements.
- **Land adjacent to A11 and A1307 at Grange Farm (S/GF):** 4,500 new homes; 35,000 m² commercial floorspace. Phased to 2045 and beyond with later stages dependent on safeguarded public transport infrastructure.
- **Land north of A1307, Bar Hill (Slate Hall Farm) (S/SHF):** 220,000 m² commercial floorspace. Shorter- to medium-term delivery aligned with market demand and strategic access improvements.
- **Cambourne North (S/CBN):** 13,000 new homes; 108,000 m² commercial floorspace. Multiple phases through to 2045 and beyond linked to wider Cambourne expansion.
- **Wellcome Genome Campus, Hinxton (S/WGC):** 1,500 new homes; 150,000 m² commercial floorspace. Incremental campus-led delivery through to 2045.
- Northstowe New Town (S/NST): 10,200 new homes.
- **Waterbeach New Town (S/WNT):** 11,000 new homes, 39,800 m² employment floorspace. Multiple phases to 2045 and beyond.
- **Bourn Airfield New Village (S/BA):** 3,500 new homes, 1,400 m² employment floorspace.
- **Cambourne (S/CB):** 2,350 new homes, 30,600 m² employment floorspace.

4.73 Table 4.3 shows each site's baseline DfT Connectivity Tool score and the indicative effect of selected major Strategy interventions by 2045, while Table 4.4 draws on journey time catchment analysis using Conveyal software (i.e. a STEP Tool) to show the change from delivery of committed and emerging Local Plan interventions to delivery of the Strategy for public transport and walking access to employment, transport, education and health destinations. Together, the tables demonstrate that the Strategy strengthens connectivity across the assessed growth locations, with the most substantial gains generally occurring where new public transport, rail, active travel and interchange investment help connect sites more effectively to jobs, services and wider destinations.

4.74 The DfT Connectivity Tool provides a consistent high-level metric of access to employment and key services by walking/wheeling, cycling and public transport, weighted 40%, 8% and 52% respectively. These score ranges represent the best and worst performing parts of each strategic site allocation. Outputs should be interpreted as indicative evidence of connectivity and intervention impact rather than as fixed targets or a complete assessment of site accessibility, as they do not fully capture service quality, interchange, affordability, deliverability, local movement needs or all aspects of place-based accessibility. For some strategic site allocations it has not been deemed a suitable tool and for these sites it has been identified in Table 4.3 as not applicable ("N/A"), and supplemented by more detailed journey time catchment analysis, summarised in Table 4.3 and in the Connectivity Analysis Report (see Annex C). Delivery of the Strategy includes interventions tested alongside East West Rail and the full list of employment, transport, education and health destinations.

4.75 The specific measures for each strategic site allocation should be read alongside the emerging Local Plan site allocation policies, site-specific spatial frameworks, developer requirements, mitigation pro-formas and the New Strategic Allocations Assessment Transport Mitigation Measures document. Together, these identify the movement challenges, access requirements, mitigation measures and delivery expectations relevant to each site. This Strategy builds on those requirements and provides the strategic context for how site-specific measures relate to the wider transport network.

4.76 Local planning authorities and the local highway authority have also applied a trip budget approach to help understand and manage the transport and traffic implications of new development. Established trip budgets can also be found in the emerging Local Plan's supporting New Strategic Allocations Assessment Transport Mitigation Measures document. Where used, trip budgets can provide a proportionate basis for identifying the most appropriate infrastructure, service provision and mitigation measures for individual sites, taking account of their scale, location, characteristics, wider policy objectives and network conditions.

Table 4.3: Strategic site allocations – DfT Connectivity Tool baseline and intervention testing

Site Name (Ref.)	DfT Connectivity Tool Score Baseline (2026)	DfT Connectivity Tool Score – With Intervention (2045)	Best performing intervention(s)
Eddington, North West Cambridge (S/ED)	26–69	40-72	North to West Orbital MRT
Cambridge East (S/CE)	35–69	40-70	East to North Orbital MRT EWR Cambridge to Cambridge East high-quality public transport corridor
Babraham Research Campus (S/BRC)	32–42	36-54	CSET 'extended corridor'
Cambridge Biomedical Campus (S/CBC)	39–73	54-74	EWR
Land adjacent to A11 and A1307 at Grange Farm (S/GF)	7–45	11-60	CSET 'extended corridor'
Land north of A1307, Bar Hill (Slate Hall Farm) (S/SHF)	21–53	N/A	N/A
Cambourne North (S/CBN)	13–46	14-55	EWR, Cambourne to Cambridge high-quality public transport corridor
Wellcome Genome Campus, Hinxton (S/WGC)	11–30	N/A	N/A
Northstowe New Town (S/NST)	13–53	N/A	N/A
Waterbeach New Town (S/WNT)	8–50	9-51	Waterbeach to Cambridge high-quality public transport corridor
Bourn Airfield New Village (S/BA)	19–46	24-50	Cambourne to Cambridge high-quality public transport corridor
Cambourne (S/CB)	21–56	25-63	EWR, Cambourne to Cambridge high-quality public transport corridor

Table 4.4: Strategic site allocations – change in key destination accessibility using STEP Tool analysis

Strategic site allocation	Employment destinations	Transport destinations	Education destinations	Health destinations
Eddington, North West Cambridge (S/ED)	6 to 8 (+2)	11 to 18 (+7)	12 to 15 (+3)	5 to 6 (+1)
Cambridge East (S/CE)	2 to 2 (0)	7 to 9 (+2)	8 to 8 (0)	6 to 7 (+1)
Babraham Research Campus (S/BRC)	3 to 7 (+4)	10 to 16 (+6)	9 to 14 (+5)	5 to 7 (+2)
Cambridge Biomedical Campus (S/CBC)	6 to 7 (+1)	18 to 20 (+2)	15 to 15 (0)	9 to 9 (0)
Land adjacent to A11 and A1307 at Grange Farm (S/GF)	3 to 4 (+1)	9 to 13 (+4)	10 to 12 (+2)	4 to 6 (+2)
Land north of A1307, Bar Hill (Slate Hall Farm) (S/SHF)	0 to 4 (+4)	1 to 10 (+9)	0 to 7 (+7)	1 to 4 (+3)
Cambourne North (S/CBN)	2 to 4 (+2)	3 to 12 (+9)	2 to 11 (+9)	1 to 5 (+4)
Wellcome Genome Campus, Hinxton (S/WGC)	1 to 4 (+3)	0 to 3 (+3)	0 to 3 (+3)	0 to 2 (+2)
Northstowe New Town (S/NST)	0 to 3 (+3)	0 to 7 (+7)	1 to 7 (+6)	0 to 3 (+3)
Waterbeach New Town (S/WNT)	6 to 6 (0)	8 to 10 (+2)	9 to 10 (+1)	4 to 5 (+1)
Bourn Airfield New Village (S/BA)	2 to 2 (0)	3 to 4 (+1)	4 to 6 (+2)	2 to 2 (0)
Cambourne (S/CB)	2 to 5 (+3)	3 to 9 (+6)	4 to 12 (+8)	2 to 5 (+3)

4.77 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- public transport, walking and cycling connectivity scores from new developments to key destinations;
- public transport mode share;
- average number of walking, wheeling and cycling journey stages per year; and
- miles of compliant new or improved active travel network delivered; and
- transport capital programme delivery reporting.

4.78 Additional local indicators for the Strategy, reflecting the specific need to align transport infrastructure with strategic site delivery, development phasing and reduced car dependency from first occupation, include:

- DfT Connectivity Tool outputs used as contextual baseline evidence;
- journey time catchment analysis testing for strategic site allocations;
- jobs, services and key destination types accessible from each strategic site;
- public transport, walking and cycling connectivity from new development locations;
- delivery of early active travel, bus, rail, travel hub and interchange infrastructure;
- infrastructure delivery against phasing, triggers and funding commitments; and
- delivery of new homes and floorspace against annual or other Local Plan-aligned targets.

Supporting policy

4.79 Policies 1, 2, 3, 4 and 5 will be applied so that development is enabled and supported in locations and forms that seek to maximise travel choice from the outset, reduce long-term car dependency, and capture wider opportunities for healthier, better connected and more efficient places. In this theme, that means compact and mixed-use development, strong local centres, direct active travel networks, high-quality public transport, rail and travel hub provision, and parking and street design that support the intended movement and place function of each site and corridor. Where higher-capacity public transport or rail interventions may be needed over time, corridors, sites and access arrangements will be protected early through Policies 2, 3 and 4 so that future options remain deliverable as growth builds out.

4.80 Policies 6 and 9, together with the wider approach to infrastructure delivery in Policy I/ID, will be applied so that the transport impacts of construction, servicing, site access and wider network change are mitigated and managed in step with development. For strategic allocations, this will provide a clear basis for developer contributions, infrastructure triggers, safeguarding, phasing and the coordination of public and private investment, while also helping capture wider opportunities for network improvement and place quality. In this theme, the same principles will also inform longer-term planning beyond the current Local Plan period, including wider growth scenarios being considered through the CPCA Local Growth Plan and Greater Cambridge Development Corporation work, so that transport continues to shape and support development over time rather than responding to it reactively.

Reducing emissions and enhancing the local environment

Growth is placing increasing pressure on Greater Cambridge's environment and transport network, particularly in the context of transport emissions and climate change resilience and adaptation, so this strategy focuses on reducing emissions, improving air quality, reducing noise pollution and creating healthier, greener places. By promoting connectivity by a choice of modes and integrating transport with high-quality public realm and green infrastructure, it will help ensure that growth is both environmentally responsible and improves everyday quality of life.

Context and case for change

4.81 Transport is a major source of greenhouse gas emissions and a significant contributor to air pollution, noise, severance and wider environmental harm. The Need for Intervention Report (see Annex A) shows that even under a faster localised zero-emission vehicle uptake scenario, Cambridgeshire would still not reach net zero tailpipe emissions by 2040 or 2050, and would expend its transport carbon budget during the 2030s. It also highlights a 15 percentage point gap by 2030 and a 21 percentage point gap by 2040 even with faster ZEV roll-out, underlining that technology alone will not be enough. The report further identifies elevated air pollution within Cambridge and along arterial routes, and extensive significant noise impacts around the M11, Girton Interchange and other major roads, including locations close to key growth and employment sites such as Duxford, Granta Park and Grange Farm.

4.82 These pressures sit within a particularly sensitive local environmental context in Greater Cambridge identified in the Local Plan Sustainability Appraisal and related evidence, including central Cambridge's historic core and conservation areas, where streets such as King's Parade, Senate House Hill, Trinity Street and St John's Street contain a particularly high concentration of Grade I and Grade II* listed buildings and townscape of very high significance; flood risk from the River Cam corridor and from surface water and groundwater in low-lying areas; important archaeological interest in the city, edge-of-city growth locations and historic villages; and significant biodiversity and water environment constraints. For transport planning, this means corridor upgrades, junction changes, travel hubs, freight and servicing arrangements, and asset renewal all need to be designed and managed with these constraints in mind. This is especially important in relation to internationally rare chalk streams and associated habitats, where runoff, drainage, abstraction and construction impacts can be significant, and in historic or archaeologically sensitive locations where street works, traffic pressures and highway change can affect setting, fabric and character.

4.83 For Greater Cambridge, emissions and environmental quality are inseparable from wider transport, place and growth objectives. The report shows that 57% of transport user emissions in Cambridgeshire in 2019 came from trips starting or ending outside the county and through-trips, while 43% were internal, meaning that local action must be combined with broader work on regional connectivity and strategic freight. It also notes that freight traffic on the M11, A14 and Felixstowe–Nuneaton rail corridor will continue to grow with the economy and with construction associated with planned development, while heavy goods vehicles and servicing traffic are poorly suited to constrained central streets.

4.84 Reducing emissions is not only about vehicle technology but also about effectively planning land use and managing increasing transport demand, consolidating freight and servicing, improving the quality and resilience of streets, corridors and public spaces; and enhancing digital connectivity for virtual access. In doing so, the design, delivery and management of

these assets need to support careful stewardship of Greater Cambridge's environmental and historic assets and, where appropriate, contribute to biodiversity net gain and wider environmental enhancement.

Key interventions

4.85 Taken together, the interventions and policies in this section are intended to reduce transport-related environmental harm by supporting modal choice and how the network is planned and managed, while protecting and enhancing the local environment, including the area's rich historic environment.

4.86 In the short-term (up to 2030) and onwards, the focus is on measures that can begin to reduce emissions, strengthen adaptation and resilience, and enhance the local environment through practical changes to everyday travel and early scheme design. Greenways, Local Cycling and Walking Infrastructure Plan improvements, bus priority, travel hubs, freight consolidation and parking reform can support enabling and widening travel choices including walking, cycling and public transport, and make efficient use of limited street space. Early interventions can also improve resilience and environmental quality through better drainage, urban greening and shade, more robust street materials, and scheme design that supports habitat creation, biodiversity net gain and wider nature recovery in line with current UK government policy requirements.

4.87 In Cambridge and South Cambridgeshire, these actions should protect and, where possible, enhance the historic environment, including the special character, setting and significance of historic streets, conservation areas, village centres and heritage assets. Taken together, they can deliver carbon and environmental benefits while improving streets, public spaces and neighbourhoods, making them healthier, more attractive, more nature-rich and climate-resilient places. This objective will be further strengthened through the delivery of the CPCA's Digital Connectivity Strategy 2025-2029.

4.88 Over the medium-term (2030-2035), these early measures are reinforced by further mass rapid transit and rail investments that enable more substantial change in travel patterns across Greater Cambridge and its wider catchment, while building resilience and environmental enhancement more systematically into the network. Improved public transport links, station upgrades, travel hubs, rural and inter-urban connections, and better first- and last-mile access can make lower-carbon journeys realistic for a wider range of trips, including commuting, education, business and access to services. Corridor upgrades and interchange improvements also provide opportunities to embed more resilient design, maintenance and network management, while improving habitat connectivity, greening and biodiversity along routes and around key nodes in support of nature recovery.

4.89 Given areas of Cambridge and South Cambridgeshire have great historic sensitivity, these changes should also conserve and, where possible, enhance the historic environment through careful treatment of streets, spaces, landscape settings and approaches to heritage assets. By better connecting land use, transport and interchanges, the Strategy can reduce dependence on high-carbon travel while easing congestion, air quality and noise pressures, strengthening climate resilience, improving the local environment and supporting the stewardship of distinctive historic settings.

4.90 In the longer-term (2035-2045), the full package works cumulatively by combining improved travel choice, cleaner vehicles, more efficient freight and servicing, and embedding transport patterns that are more closely aligned with climate resilience and environmental enhancement. Emissions reduction cannot rely on technology alone; but must also come from providing travellers with greater flexibility and an attractive choice of modes and shaping growth around more climate resilient choices from the outset. Adaptation and resilience are thereby reinforced through a transport network and public realm that are better able to cope with overheating, flooding, water stress and wider disruption, while also supporting improved air quality, reduced noise, stronger habitats and lasting gains for nature, including through approaches consistent with the strengthened biodiversity duty, biodiversity net gain and nature recovery policy.

4.91 Over time, this should also help protect and enhance the historic environment of Cambridge and South Cambridgeshire by reducing traffic pressure in sensitive places, improving the quality of streets and spaces, and managing movement in ways that respect the significance, setting and character of historic assets and landscapes alongside delivery of the mass rapid transit network from the short- and medium-term onwards. In this way, the interventions and policies build on one another over time to support a more climate-resilient, lower-carbon and environmentally positive transport system for Greater Cambridge, with benefits for the local environment, nature, biodiversity and the historic environment across the area.

Short term (2026-2030)

- Cambridge South station opened in June 2026, strengthening access to Addenbrooke's Hospital and the Cambridge Biomedical Campus.
- Local Cycling and Walking Infrastructure Plan improvements, Greenways and other early active travel measures to support travel choice, improve public realm and enable healthier, lower-carbon local travel.
- Bus fleet electrification and supporting charging infrastructure to reduce greenhouse gas emissions, improve local air quality and support a cleaner public transport offer.
- Freight and deliveries consolidation pilot to reduce servicing traffic, support cleaner last-mile logistics and improve air quality and conditions in constrained streets.
- Increased provision of EV charging points to support the transition to lower-emission vehicles where car travel remains necessary.
- City access, parking and traffic management measures to reduce congestion, make better use of limited street space and support lower-carbon travel choices.
- Work commencing on the Cambourne to Cambridge high-quality public transport and segregated active travel corridor, supported by travel hubs, to support travel choices as alternatives for longer-distance car travel and reduce emissions associated with planned growth.
- Francis Crick Avenue improvements to strengthen multimodal access in the southern corridor and support lower-carbon travel patterns to major employment and growth locations.

Medium term (2030-2035)

- Madingley Road, Hills Road Cycle Plus, A1134 Cycle Plus, Chisholm Trail Phase 2 and other major urban active travel schemes to reduce emissions from short and medium-distance trips while improving local air quality and healthier travel.
- Start of delivery, if not already begun, of the CSET 'extended corridor' from Cambridge Biomedical Campus to the Wellcome Genome Campus, Whittlesford Parkway station and, potentially, to Duxford to improve access from the A11 and A505 corridors and communities such as Sawston, Stapleford and Great Shelford and to reduce emissions associated with planned growth.
- Cambridge South West Travel Hub and related south corridor improvements to support a shift to rail and public transport for major employment, healthcare and growth destinations.
- Waterbeach to Cambridge high-quality public transport and segregated active travel corridor, supported by travel hubs, to support travel choice alternatives from longer-distance car travel and reduce emissions associated with planned growth.
- Initial delivery of cross-city mass rapid transit solutions to support a significant long-term shift away from private car travel and improve the environmental performance of the urban transport system.
- Initial delivery of orbital mass rapid transit improvements to provide a stronger non-radial public transport network around Cambridge and reduce longer-distance car dependency.
- Relocation of Newmarket Park & Ride further east to a larger capacity site and a new mass rapid transit corridor to serve Cambridge East and surrounding eastern growth areas, helping shape development around sustainable access.

Long term (2035-2045)

- Further mass rapid transit network development, including extensions towards key towns and major growth locations beyond the immediate Greater Cambridge boundary (e.g. Haverhill, St Neots/Tempsford, Huntingdon, Mildenhall).
- Potential Girton Interchange to Cambridge mass rapid transit corridor, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case, and other future high-quality public transport and mass rapid transit links to support low carbon access from key corridors and growth areas.
- Longer-term rail and strategic public transport enhancements, including East West Rail-related benefits, increased rail frequency and capacity, Cambridge East station and wider rail upgrades, to widen access while reducing reliance on higher-carbon longer-distance car travel.
- Again, all proposed future mass rapid transit network integration and development is subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.

How this theme has been assessed

4.92 This theme has been assessed using the completed connectivity and modelling evidence where it is relevant to emissions and environmental outcomes. The Connectivity Analysis Report (see Annex C) shows how the Strategy improves access by public transport and walking to jobs, education, healthcare, transport hubs and other destinations, supporting a wider choice of lower-emission travel options. The Transport Modelling Outputs Report (see Annex D) provides evidence on changes in car and public transport mode share, cordon movements and highway journey times. Across the modelled cordons, car trips generally decrease and public transport trips increase with delivery of the Strategy. At the Inner Cambridge cordon, car trips reduce by around 20% while public transport trips increase by around 40%, indicating that the Strategy supports a shift towards more space-efficient and lower-emission modes and limits the growth in car travel that would otherwise be expected as Greater Cambridge grows.

4.93 These results should be understood in the context of the ongoing transition to a cleaner vehicle fleet. For trips that continue to be made by car, emissions per kilometre are expected to reduce over time as electric vehicle uptake increases and the remaining fleet becomes less emissions intensive. However, technological change is not the only mechanism through which the Strategy can reduce environmental impacts. By widening travel choice and reducing car movements through the most constrained corridors, the Strategy can also help relieve traffic pressure, noise, air quality impacts and severance in parts of Cambridge where the local environment is most sensitive.

4.94 Indicators for air quality, zero-emission buses, EV charging, active travel uptake, public realm quality, climate resilience, biodiversity and network adaptation should therefore be considered. Because environmental outcomes are shaped by both travel behaviour and scheme design, monitoring should include both network-wide indicators and evidence from major corridor, hub and place-based schemes.

4.95 For this objective, the most relevant indicators cascaded from CPCA's Local Transport Outcomes Framework are:

- estimated annual transport carbon impacts up to 2050, disaggregated by user emissions and infrastructure carbon emissions;
- number of NO_2 roadside monitoring sites in exceedance of the annual statutory concentration limit;
- zero tailpipe emission bus fleet share;
- number of publicly accessible EV chargepoints per 100,000 population; and
- provision of electric vehicle charging and pavement channels on local authority land.

4.96 Additional local indicators for the Strategy, reflecting the specific emissions, environmental quality, climate resilience, biodiversity and public realm outcomes sought in Greater Cambridge, include:

- carbon emissions and equivalents.
- active travel network delivery and participation, including evidence of changing travel patterns and modes shares for short and medium-distance trips; and
- evidence of greening, drainage, shade, biodiversity, climate resilience and public realm improvements in major corridor, hub and place-based schemes.

Supporting policy

4.97 Policies 1, 3, 4, 5, 8 and 12 will be applied through an avoid-shift-improve approach that reduces the need to travel by private car, enables more journeys by walking, wheeling, cycling and public transport, and improves the efficiency and environmental performance of the trips that remain. In this theme, that means prioritising the interventions with the greatest potential to reduce emissions, while also applying EV strategy and supporting charging infrastructure as part of a wider package for essential trips, freight, servicing and places where alternatives are more limited. It also means using digital connectivity under Policy 12 to support more efficient network operation, improve information and journey choice, enable more flexible access to jobs and services, and increase virtual access and using digital solutions to help manage traffic flows better and facilitate people planning and selecting the most effective travel choice available.

4.98 Policies 6, 9 and 10 will be applied so that climate adaptation, resilience and environmental enhancement are designed into transport planning, delivery and asset management from the outset. In this theme, that means responding to overheating, flooding, water scarcity, severe weather and wider disruption; improving air quality, noise, severance and public realm conditions; and supporting biodiversity, landscape, the water environment and the historic environment through greener, more resilient streets, corridors and transport assets. Transport interventions will therefore be used not only to avoid or mitigate environmental harm, but also to secure wider gains for nature, heritage, place quality and long-term network resilience across Greater Cambridge.

Our policies

Policy 1. Active travel policy

Prioritise walking, wheeling and cycling for everyday short trips by delivering a continuous, safe and direct network that connects homes, jobs and key destinations and supports access to public transport.

Active travel includes people walking, wheeling (with wheelchairs, mobility scooters, and prams); cycling (including e-bikes and e-scooters); as well as equestrians (both as horse riders and carriage-drivers). The needs of different users will be considered where relevant to the function, context and designation of the route, recognising that active travel intervention should be suitable to relevant user groups.

Walking, wheeling and cycling shall be prioritised for short trips across Greater Cambridge by delivering a continuous, safe, direct and legible network that makes active travel the natural first choice for local journeys and for first/last mile access to public transport.

Active travel investment will be focused on the corridors and locations where there is greatest propensity (potential demand) and where it can make the greatest practical contribution to congestion relief or provide better connectivity on:

- radial approaches into Cambridge;
- orbital links that connect communities and reduce dependence on city-centre routing; and
- connections to rail stations, Park & Ride and Travel Hub sites, bus stations, and key local bus stops, employment areas, schools and further education, healthcare and neighbourhood centres.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by reducing car dependency, improving access to jobs and services, and aligning infrastructure with development. It reinforces **Policy I/ST** on sustainable transport and connectivity, **Policy I/ID** on infrastructure and delivery, and the wider objectives of **Policy WS/HD** on creating health new developments and **Policy GP/QP** on establishing high quality landscape and public realm by helping direct growth to locations and corridors where high-quality active travel can support development, healthier communities and better quality of place.

It also supports **Policy I/EV** on parking and electric vehicles, which requires parking provision to be justified through a vision-led assessment and recognises that lower levels of parking may be acceptable where high-quality alternatives are available. Where new development is brought forward with low or reduced levels of car parking, active travel should form part of the core access strategy from the outset.

Building on the adopted Cambridgeshire Active Travel Strategy and Local Cycling and Walking Infrastructure Plan, and the emerging Cambridgeshire & Peterborough Active Travel Strategy and updated Cambridgeshire Rights of Way Improvement Plan, key active travel policy priorities for the Greater Cambridge Transport Strategy are grouped below.

Strategic role in managing congestion

- Walking, wheeling and cycling will be prioritised when planning for shorter distance trips in Greater Cambridge, especially to employment, education, local centres, rail stations, and other travel hubs.
- Electric bike usage will be supported through planning policies and through the development of segregated active travel corridors that provide not only for short links, but medium-distances trips between Cambridge, towns, new settlements, the largest rural villages, and major employment centres.
- Planned growth will be supported by connecting new developments seamlessly to active travel networks, addressing severance and network gaps, and providing high-quality walking, wheeling and cycling infrastructure from the outset in accordance with LTN 1/20 and other relevant guidance.

Network priorities for Greater Cambridge

- Travel patterns to and between workplaces, education, healthcare, and travel hubs, as well as future patterns of major development, support a primary focus on radial corridors to Cambridge and better orbital links that reduce dependence on routes through the city centre.
- The Greater Cambridge Partnership's Greenways programme is central to this approach, providing strategic active travel corridors from surrounding towns and larger rural villages, particularly on radial corridors.
- Active travel networks will also improve access to parks, green spaces, riverside routes and other leisure destinations, recognising their role in supporting healthier lifestyles, everyday recreation and the wider attractiveness of Greater Cambridge as a place to live.
- Active travel routes and the public rights of way network should be planned as connected, complementary networks, reflecting their respective roles in utility travel, recreation, access to nature and local connectivity. Together, they should provide a broad range of continuous, well-maintained and clearly signed routes, including footpaths, bridleways and other public rights of way.

Integration with the wider transport system

- Active travel will support integrated journeys by improving first- and last-mile access to rail stations, bus stops, Park & Ride sites, and travel hubs.
- Priority will be given to closing network gaps, improving junctions and crossings, and removing barriers that deter less confident users.

Delivery and design principles

- Provision will be continuous, clear, safe, inclusive and attractive, consistent with Healthy Streets principles and Cambridgeshire County Council design guidance. There will also be alignment with Government standards of implementation – LTN 1/20, Active Travel England guidance (including their rural design guide), and future Government guidance on pavement parking.
- Active travel routes should provide a high-quality user experience, not only technical compliance. This means routes should additionally be comfortable in different weather conditions, overlooked where appropriate, integrated with planting, lighting, drainage and shade, and designed to improve the quality of public realm and local character.
- Design of infrastructure will be inclusive of the multiple users of active travel networks as defined as part of this policy. In rural and edge-of-settlement locations, active travel routes should be designed to reflect their landscape setting, function, environmental constraints and likely users, rather than applying a single urban design standard.
- Road space should be managed to support the delivery of key active travel routes.
- Infrastructure investment will be supported by education, training, promotion and behaviour change measures that help more people travel actively with confidence, including children, older people and those who are less likely to walk, wheel or cycle today.
- Delivery will require partnership working between CPCA, Cambridgeshire County Council, district planning authorities, the Greater Cambridge Partnership, Active Travel England, developers, landowners, communities and transport operators. This partnership approach will be particularly important where routes cross administrative, ownership or development boundaries, where public rights of way are upgraded, or where rural active travel links require context-sensitive design.

Policy 2. Rail policy

Strengthen rail as a fast, reliable backbone for longer-distance and regional travel, improving capacity, connectivity and interchange to support access to jobs, growth locations and key international gateways.

Rail services and stations shall be planned and managed to provide a fast, reliable and attractive service on main inter-urban and regional corridors, while strengthening access to key destinations, labour markets and growth locations.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by providing fast, direct travel choices on inter-urban and regional/national corridors, enhancing access to jobs and labour markets, supporting business travel and access to international gateways, and enabling and supporting growth locations. It reinforces **Policy I/ST** on sustainable transport and connectivity, **Policy I/ID** on infrastructure and delivery, **Policy I/SI** on safeguarding important infrastructure, and the wider strategic objectives of **Policy S/DS** by supporting the Oxford-Cambridge growth corridor, stronger links to London, wider labour market access, better gateway connectivity and reduced car dependency.

Building on the now-open Cambridge South station, East West Rail, and wider cross-boundary corridor strategies, including those developed by England's Economic Heartland and Transport East, key rail policy priorities for the Greater Cambridge Transport Strategy are grouped below.

Network priorities for Greater Cambridge

- East West Rail, including upgrades to Cambridge Station (including eastern access), and new stations at Cambourne (North) and Cambridge East, will:
  - improve east-west connectivity across the Oxford-Cambridge Growth Corridor;
  - support strategic growth locations such as the Cambridge Biomedical Campus, Cambourne (North), Cambridge East, and Tempsford;
  - have the potential to keep supporting long-term growth by safeguarding station sites and access both to the west and east of Cambridge; and.
  - provide connectivity to Luton Airport via Bedford.
- Structural bottlenecks such as Ely and Haughley Junctions should be addressed to improve passenger capacity, reliability, freight efficiency and wider economic connectivity. Junction capacity enhancements at Ely and Haughley will improve regional passenger connectivity both to the north and east of Greater Cambridge for passengers to Ely and on to Peterborough and Fenland stations; north to King's Lynn and intermediate stops; and freight movements regionally, nationally and to the Port of Felixstowe. This would be supported by Fen Road Level Crossing changes.
- Rail resilience and capacity upgrades, including twin tracking or passing loops, towards Newmarket to improve rail connectivity to the east of Cambridge (and Soham Chord to improve access to the north east). Improved rail capacity will facilitate additional services towards Ipswich.
- Enhanced rail connectivity to London and Stansted Airport will also be prioritised. In the shorter term, this is most likely to include longer trains to add capacity. Connectivity improvements to London also improve access to Heathrow Airport and to Gatwick Airport (with direct connectivity provided on Thameslink services).
- The potential for additional stations, whether utilising new, disused or existing rail infrastructure, will be assessed and developed where appropriate.

Integration with the wider transport system

- Rail will be integrated into the wider transport offer through strong interchange with active travel, including ensuring ample safe and convenient cycle parking; shared mobility options such as bike share, seamless bus/future mass rapid transit interchange, and appropriate vehicle parking at 'parkway' stations.
- Stations will be designed and planned as high-quality multimodal gateways, with inclusive access, legible layouts, secure cycle parking, clear wayfinding, good waiting environments and strong onward connections.
- East West Rail and station investment will be integrated into the wider public transport network so that rail supports seamless end-to-end journeys and sustainable growth.
- It is advocated for that rail travel becomes more affordable and ticketing should be simplified to ensure passengers get the best fare.

Delivery and quality principles

- Rail service standards and investment priorities will include reliability, frequency, capacity, accessibility, passenger experience, information and station quality, and should be coordinated with wider land use and development planning.
- Delivery partners and other key stakeholders will continue to work collaboratively across the rail industry to bring forward the infrastructure priorities identified above, as well as improvements to service levels, performance, interchange, affordability, and customer experience.

Policy 3. Bus, mass rapid transit and coach policy

Deliver faster, more reliable and better integrated public transport, including mass rapid transit, to provide a viable alternative to the car for everyday travel across the city and wider region.

Bus, coach, demand responsive transport and mass rapid transit services shall be planned and managed to provide a faster, more reliable and more attractive alternative to private car travel on the main corridors serving Cambridge and the wider city region. High-quality public transport corridors should be planned and delivered with a view to full integration into a mass rapid transit network. Future mass rapid transit proposals are subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by improving access to jobs, services and growth locations through a more reliable, integrated and attractive non-rail public transport offer. It reinforces **Policy I/ST** on sustainable transport and connectivity, **Policy I/ID** on infrastructure and delivery and **Policy I/TH** on travel hub facilities.

Building on the Cambridgeshire & Peterborough Bus Strategy, the latest Bus Service Improvement Plan and bus franchising proposals, and Mayoral mass rapid transit ambitions, public transport policy priorities for the Greater Cambridge Transport Strategy are grouped below.

Strategic role

- Bus, mass rapid transit and coaches will provide attractive and affordable travel choices for everyday trips including commuting, business travel, and education - improving connectivity and helping tackle congestion.
- Bus, mass rapid transit, coaches, demand responsive and other local services will provide access to key jobs, education, healthcare, other important services and amenities, including for those who do not regularly have access to a car – improving access to opportunities that contribute to a fulfilling life and reduce social exclusion.

Network priorities for Greater Cambridge

- Local priority measures including targeted introduction/extensions of bus lanes, minor junction changes including signal priority, and on-street parking rationalisation will be implemented to help ensure buses (and mass rapid transit) run quickly and reliably, especially inside the ring of Cambridge Park & Ride sites. Bus lanes will be better enforced at key locations across the network.
- High-quality public transport corridors, including mass rapid transit corridors, will be supported by higher levels of priority. Mass rapid transit proposals will be informed by the Greater Cambridge Development Corporation study and will be subject to the preparation of an appropriate business case.
- Land will be safeguarded for future provision of corridors and hubs, and infrastructure and services will support major developments providing residents, workers and visitors with attractive, viable travel choices from the outset.
- Demand responsive and other flexible services will play an important role in connecting rural communities and lower-density areas to local centres, stations and rural mobility hubs where fixed-route services are harder to sustain.

Integration with the wider transport system

- Bus franchising, led by CPCA, will support improved network coordination across Greater Cambridge and beyond, providing greater control over routes, frequencies, fares, standards and integration.
- Simple, integrated ticketing and fares will support seamless travel across bus and other public transport services, with clear products, capped fares where possible and easy payment.
- Interchange will be improved in the city centre, as well as at stations, Park & Ride sites and other travel hubs, and key stops, with short and legible connections between services, comfortable, accessible and safe waiting environments, and consistent standards of stop and shelter provision, convenient to access by walking, wheeling and cycling.
- Passenger information will be clear, consistent and multimodal, including real-time information at key stops and online, consistent network identity, legible branding, wayfinding and other live information that makes the public transport offer easier to use and understand as a single system.
- Public transport planning will be integrated with road and rail infrastructure timelines, so that service planning, corridor delivery, interchange, depot capacity and wider infrastructure investment are aligned with CPCA's strategic transport objectives and support efficient delivery of transport services.

Delivery and quality principles

- Performance and service standards, will be a combination of quantitative and qualitative metrics, including reliability, frequency, accessibility, demand, passenger experience/satisfaction, actual and perceived personal security, and value for money.
- Public transport will be inclusive and good value, with affordability treated as a core social inclusion outcome so that the cost of travel is not a barrier to accessing jobs, education, healthcare or everyday services.
- Fleet and infrastructure investment will support decarbonisation, including zero-emission buses, supporting charging infrastructure and efficient operations, including new depot facilities as required appropriate.
- Diverse funding structures will be sought, including through CIL, funding partners and emerging franchising models, to ensure depot capacity, charging infrastructure and supporting operational facilities can grow in step with network requirements.
- Coach provision will support the visitor economy and wider access to Cambridge, with stopping, layover and interchange arrangements planned and enforced at appropriate edge of city travel hubs so that coach access is accommodated without undermining network operation, safety or place quality.

Policy 4. Mobility hub policy

Create a connected network of mobility hubs to support seamless interchange between modes, improve first- and last-mile access, and manage demand on the most constrained parts of the network.

Mobility hubs are transport interchange locations that support seamless transfer between car and other private vehicles, bus, mass transit, rail, active travel and shared mobility, and are critical to helping manage congestion, supporting development, and providing seamless connectivity to Cambridge City Centre and major employment sites; and to, from and between other district and local centres and key destinations.

At the most strategic end are Travel Hubs including main stations and Park & Ride sites where other services and amenities (such as cafes and convenience shops) are co-located or are adjacent. These are then supported by a network of district and local mobility hubs to aid integration and connectivity. At the most local level, some local bus stops will be integrated with a range of travel options and facilities such as bike and e-scooter hire, cycle parking including for non-standard bikes where appropriate, electric vehicle parking and charging, seating and landscaping, on-street wifi connectivity, phone/laptop charging, and parcel click and collect lockers.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by improving access to jobs, services and growth locations through better interchange, stronger first- and last-mile connections, and more efficient use of constrained transport corridors. It reinforces **Policy I/TH** on travel hub facilities, **Policy I/ST** on sustainable transport and connectivity and **Policy I/ID** on infrastructure delivery.

Mobility hub policy in Greater Cambridge reflects the clear hub typology being developed as part of the Cambridgeshire & Peterborough Mobility Hub Strategy based on network and place function, as well as consistent expectations for accessibility, interchange quality and design, safety, flexibility and deliverability. At the most strategic end, these include main stations and Park & Ride sites, but will be supported by a network of district and local hubs to aid integration and connectivity.

Strategic role in providing travel choices and improving connectivity

- Mobility hubs will function as part of a wider network, making it easier to transfer between bus, rail, walking, wheeling, cycling, shared mobility and, where appropriate, car-based access as part of a single journey. This will support more reliable and attractive sustainable journeys.
- Hubs will help intercept and redistribute trips before they reach the most constrained parts of Cambridge, while improving access to key destinations, corridors and local centres.
- Hubs will also contribute to wider place outcomes, providing a safer, more legible and more attractive environment for users.

Network and typology priorities for Greater Cambridge

- A range of hub types will be planned for different contexts, including major interchange hubs, corridor hubs, neighbourhood hubs, employer hubs, station hubs and rural or market town hubs.
- Hub form and function will respond to place, recognising that there is no single model and that facilities will reflect local travel patterns, density, surrounding land uses and network role.
- Park & Ride and station locations will be developed as higher-quality interchange hubs where they have the highest demand and can support a broader range of onward travel options by bus, rail, active travel and shared modes; as well as making creative use of space through service provision (e.g. cafes, convenience shops, dry cleaning, pharmacies and creche facilities).
- New development and growth corridors will incorporate hubs from the outset so that sustainable travel choices are embedded early and can evolve over time.

Integration, accessibility and design principles

- CPCA will develop brand design guidelines for mobility hubs to make them more visible and recognisable as a core part of the transport network, building familiarity and confidence.
- Hubs will provide clear, legible and accessible 'seamless' interchange, with direct connections between modes, safe crossings, step-free access, seating, lighting, shelter, cycle parking and clear information.
- Hub layouts will prioritise safety and personal security, with clear sightlines, natural surveillance, good lighting and minimal clutter or hidden spaces.
- Cycle access and parking will be treated as core hub components, including secure and convenient provision for adapted, cargo and longer-stay cycles where justified.
- For more strategic hubs, appropriate consideration will be given to bus and mass transit operator facilities such as the number of bus stops, waiting facilities, layover and charging facilities, and driver facilities, particularly where a hub is a key terminus.
- Hubs will be designed flexibly so that spaces, infrastructure and power provision can be adapted as travel patterns, technologies and operating models change over time.
- Design will be enhanced by public realm improvements to enhance the quality of place. This includes through landscaping the provision of tress and the shade provided by their canopy.

Delivery and governance principles

- Mobility hubs will be delivered through partnership, with roles agreed between the Combined Authority, local authorities, operators, infrastructure providers, landowners and developers.
- Costs for ongoing maintenance and renewal will be identified and apportioned to the relevant delivery partner and/or beneficiary.
- Opportunities for commercial investment and revenues will be sought, for example from developers and retailers.
- Hub delivery will be coordinated with wider transport and development programmes, including bus franchising, rail improvements, active travel schemes, corridor planning and strategic site delivery.
- Hubs will be monitored and refined over time so that facilities, services, maintenance and branding can adapt as demand grows and the wider network evolves.

Policy 5. Parking policy

Manage parking supply, pricing and usage, including supporting travel choices and reducing pressure in the most constrained areas, and enable better use of street space for movement and place.

Parking policy in Greater Cambridge will reflect an integrated network approach, clear distinctions between strategic and local parking functions, and consistent expectations for accessibility, displacement management, kerbside allocation, permit design and EV readiness.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by improving the balance between access, place quality and sustainable travel. It reinforces **Policy I/EV** on parking and electric vehicles, **Policy I/ST** on sustainable transport and connectivity, **Policy I/ID** on infrastructure and delivery, **Policy I/TH** on travel hub facilities, and the wider strategic objectives of **Policy S/DS**. . It draws on Cambridgeshire County Council guidance on Resident Parking Schemes.

Strategic role in managing congestion

- Parking policy will support a coordinated approach to access, kerbside management and the use of street and parking space, particularly in the most accessible and constrained parts of Cambridge.
- City-centre parking will be planned as part of a wider approach to rebalancing access, public realm and providing a choice of travel modes, with a stronger role for Park & Ride, travel hubs and onward connections.
- Park & Ride and related interchange provision will form part of a wider network strategy, supporting longer-distance access while reducing pressure on the most constrained streets and central locations.

Parking supply and location priorities

- Parking provision will follow a design-led, place-sensitive approach, with lower levels in highly accessible locations and greater use of shared parking, car clubs, secure cycle parking and strong links to public transport and travel hubs.
- City-centre and other parking locations will be reviewed over time to identify opportunities to repurpose land for development, public realm and other uses that better support wider strategy outcomes.
- Park & Ride provision, including new sites or relocations, will be brought forward selectively where it supports the wider network strategy and improves interchange.

Resident parking and displacement management

- Resident parking schemes will be planned strategically, rather than introduced in isolation.
- Resident parking controls will be used where justified to address displacement from major developments, corridor changes and other pressures into adjoining residential streets.
- Area-based parking changes will be accompanied by monitoring and clear mitigation triggers, including review of permits, controlled parking zones or scheme extensions where overspill begins to undermine network function or residential amenity.
- Resident parking schemes will also be used to review the wider allocation of kerbside space, including opportunities for cycle hangars, resident EV charging, car club spaces, parklets, loading, disabled access, bin storage and other locally appropriate uses that support movement, place quality and local needs.
- Pavement parking will be managed where it obstructs walking, wheeling or inclusive access, with controls and redesign considered where footway parking undermines safety, accessibility or quality of place.

Design, accessibility and management principles

- Permit structures, parking charges and controls will be fair, transparent and coordinated where possible, reflecting wider transport, access and place objectives as well as local circumstances.
- Parking management will support a consistent and user-focused customer experience, including clear information, coherent management arrangements, effective enforcement and better use of data over time.
- Blue Badge and other accessible parking will be provided where needed, with location, quantity and design based on inclusive access needs rather than fixed standards alone.
- Secure cycle parking, including provision for adapted and cargo cycles, will be considered alongside car parking so that changes to parking provision also support wider sustainable access outcomes.
- Electric vehicle charging will form an important part of parking provision in Greater Cambridge, with charging infrastructure integrated positively into parking design and management in ways that support wider transport, place-making and efficient use of space objectives.

Policy 6. Freight and servicing policy

Improve the efficiency and sustainability of freight and servicing by managing routing, consolidation and last-mile delivery to reduce congestion, emissions and pressure on the busiest parts of the network.

Freight, servicing and construction traffic shall be managed to reduce congestion, emissions and conflict in and around Cambridge, including through consolidation, cleaner vehicles and more efficient routing.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by improving the efficiency and environmental performance of goods movement, reducing unnecessary freight-related traffic in the most constrained parts of the network, and ensuring that growth can be served without undermining network function or quality of place. It reinforces **Policy I/ST** on sustainable transport and connectivity, **Policy I/ID** on infrastructure and delivery and **Policy I/SD** on servicing and last-mile deliveries.

Building on the Greater Cambridge Local Plan infrastructure topic paper, the GCTS Need for Intervention Report (see Annex A), the CPCA Local Transport and Connectivity Plan, freight and servicing policy in Greater Cambridge should reflect a network approach, a clear distinction between strategic freight and local servicing functions, and consistent expectations for consolidation, routing, vehicle type, kerbside management and construction logistics.

Strategic role in managing congestion and supporting growth

- Freight and servicing will be treated as a core transport management issue because associated traffic disproportionately contributes to congestion, kerbside pressure and network conflict in and around Cambridge.
- Freight efficiency should mean that the movement of goods remains reliable while reducing emissions, road danger and intrusion in sensitive urban and village environments.
- Construction traffic will be considered so that the cumulative impact of development and infrastructure works does not unnecessarily damage present-day accessibility and place quality. For example, construction logistics plans should be required for major projects setting out routing, phasing, booking, vehicle management and mitigation measures to reduce impacts on communities and the network.

Network and location priorities for Greater Cambridge

- Strategic freight movements will be concentrated on the most suitable corridors, including the Strategic Road Network, major road network and rail freight routes, reducing the use of inappropriate routes through villages, local centres and constrained urban streets wherever possible.
- Strategic freight movements will be concentrated on the most suitable corridors, including the Strategic Road Network, major road network and rail freight routes, reducing the use of inappropriate routes through villages, local centres and constrained urban streets wherever possible. This includes maintaining and improving connectivity to international freight gateways such as the Port of Felixstowe, recognising their importance to Greater Cambridge's economy and wider supply chains.

Consolidation, cleaner vehicles and last-mile movement

- Consolidation will be used to reduce the number of freight and servicing vehicles entering already congested and/or constrained and sensitive areas, including through edge-of-city hubs, shared servicing arrangements and coordinated deliveries for city centre and major employment locations.
- Last-mile deliveries will increasingly shift to cleaner and smaller vehicles, including electric vans, cargo bikes and other low-emission solutions where these are practical and commercially viable.
- Freight policy will support travel alternatives including rail where possible, including safeguarding and promoting rail freight capacity and interchanges where this does not undermine essential passenger services and where it improves overall network performance. In particular, the Strategy recognises the current constraints on freight paths through Ely and at Haughley Junctions on the nationally important Felixstowe to the Midlands and the North corridor and will support partners in identifying and promoting ways to overcome those constraints over time.

Design and operational logistics principles

- Travel hubs, stations and major employment sites will be planned to reduce conflict between freight and servicing movements, active travel and public transport interchange, including safer junction design, clear loading locations, lower-speed environments where appropriate and better visibility and management around key pedestrian and cycle routes.
- Kerbside and servicing management will support efficient operations, using timed delivery windows, managed loading, booking systems or consolidation where appropriate to reduce peak-time pressure and conflict in the busiest locations.

Policy 7. Taxi and private hire policy

Integrate taxis and private hire into the wider transport system to support flexible, on-demand travel and first- and last-mile connections while managing their impact on congestion and kerbside space.

Taxis and private hire vehicles shall be integrated in a way that promotes their role in supporting accessibility while minimising congestion and kerbside pressure in the busiest locations.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by recognising taxis and private hire vehicles as flexible, demand responsive modes within an integrated transport system. It reinforces **Policy I/ST** on sustainable transport and connectivity and **Policy I/TH** on travel hub facilities.

Role and integration

- Taxis and PHVs will complement walking, wheeling, cycling and public transport, particularly for first- and last-mile journeys to stations, travel hubs, employment areas and key destinations.
- Their role should reflect local context, including dense urban areas, growth locations, market towns and rural communities where flexible access is needed alongside fixed-route services.

Operations and standards

- Provision will be planned around key destinations and interchange points, with clear distinction between rank-based, pre-booked and autonomous activity and with kerbside management that avoids conflict with walking, cycling and public transport.
- Operations should reduce unnecessary circulation, idling and congestion in the most constrained parts of Cambridge(especially by zero-occupancy autonomous vehicles), while supporting wider environmental objectives including lower-emission and zero-emission vehicles.
- Services should meet high standards of accessibility, safety and customer service, including wheelchair-accessible vehicles, assistance dog provision, disability awareness and safeguarding.

Delivery

- Licensing and regulatory powers will be used to set clear expectations for accessibility, vehicle standards, emissions and driver conduct, as well as how to make best use of autonomous vehicle technologies.
- Local partners will identify priority locations for ranks, pick-up and drop-off management at stations, travel hubs, city-centre destinations and major employment sites.
-

Policy 8. Micromobility and powered two-wheeler policy

Support the safe and effective use of micromobility (for short and first-/last-mile trips) and powered two- (and three-) wheelers as space-efficient alternatives to private cars, with appropriate and mode-specific approaches to safety, parking and integration with other modes.

Micromobility refers to lightweight, low-speed electric vehicles such as e-bikes, e-scooters and e-cargo bikes (shared or privately owned) that are well suited to shorter trips and first- and last-mile travel. Powered two- and three-wheelers primarily refers to mopeds and motorcycles, which are distinct from micromobility but are also smaller vehicles that can, in some circumstances, support access and reduce spatial pressure relative to larger private cars, subject to appropriate management, safety and legal controls.

They are grouped here because innovation in personal transport is creating a wider spectrum of space-efficient options, from e-scooters and e-bikes through to motor-scooters and motorcycles, which share a common need for consistent principles on integration, kerbside space, parking and safety across the network.

Micromobility and powered two-wheelers shall be planned and managed as complementary forms of personal transport within Greater Cambridge's integrated transport system, supporting first- and last-mile connections, everyday local trips and access to travel hubs, while ensuring safe operation, responsible parking and clear accountability.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by widening travel choices and managing smaller personal vehicles in a way that supports accessibility, efficient use of limited street space and place quality, while remaining consistent with the wider movement and place objectives. It reinforces **Policy I/ST** on sustainable transport and connectivity, **Policy I/SD** on servicing and last-mile deliveries, **Policy I/TH** on travel hub facilities, and wider objectives relating to safety, network management and place quality.

Strategic role in the transport system

- Micromobility and powered two-wheelers will be recognised as space-efficient personal transport options with a smaller spatial footprint than larger cars, helping support access where street space is constrained and travel choices are limited.
- The Strategy will support their use in roles where they strengthen first- and last-mile connections to rail stations, Park & Ride sites and travel hubs, improve access to employment, education and local centres, and (where appropriate) contribute to more efficient last-mile servicing and delivery through smaller vehicles.
- Both modes will be managed as complementary to, rather than substitutes for, walking, wheeling, cycling and public transport, and will be expected to align with the wider movement and place objectives.

Safety and user behaviour

- The Strategy will apply a Safe Systems approach to micromobility and powered two-wheelers, recognising user vulnerability and prioritising action to reduce collision risk and improve safe operation across the network.
- Measures will include supporting rider training and safety initiatives, driver awareness campaigns (including awareness of smaller vehicles at junctions and on key corridors), and maintaining highway infrastructure to a high standard, including surface condition, markings and visibility.
- Unsafe, anti-social, inappropriate or illegal riding (and associated non-compliant operating practices) will be managed through a combination of design, user communications, proportionate enforcement and partnership working, including engagement with operators and delivery platform companies where relevant.

Parking and kerbside management

- Clearly signed parking/standing locations for micromobility and convenient, safe and appropriately located parking for powered two-wheelers will be provided as part of a balanced and place-sensitive approach to kerbside management, particularly at key destinations, travel hubs and employment locations.
- In the most constrained parts of Cambridge, parking and operating controls will be coordinated with wider kerbside management to prevent obstruction of footways and cycle routes, protect Blue Badge access and bus stop function, and support place quality.
- Parking and stopping activity that causes safety, access or operational issues will be addressed through a combination of scheme design, appropriate parking and traffic regulations, and enforcement by the relevant authority. This will include civil enforcement of parking restrictions set out in Traffic Regulation Orders, alongside police enforcement of obstructive parking where appropriate. Partnership working, including with delivery platform operators, will support responsible practices.

Delivery and governance

- Delivery will be led through partnership between the Combined Authority, local authorities, the police and relevant operators, including micromobility and delivery platform operators where appropriate.
- The Strategy will monitor safety, obstruction/nuisance, compliance and operational performance, with agreed triggers for corrective action and proportionate intervention where issues arise.

Policy 9. Highway and traffic management policy

Manage the highway network to support travel choice, the efficient use of road space, and journey reliability while balancing movement needs with place quality and safety.

Highways and traffic shall be planned and managed as part of an integrated, vision-led transport system that supports efficient movement while prioritising place quality, safety and improvements to travel choice. The highway network shall be managed to make best use of constrained capacity, limit unnecessary traffic and support the Strategy's objectives on congestion, access, growth and climate. This policy supports the CPCA Local Growth Plan and emerging Greater Cambridge Local Plan by aligning network operation with transport and placemaking objectives. It supports reduced car dependency, improved accessibility and better quality of place consistent with **Policy I/ST**, **Policy I/ID** and **Policy GP/QP**.

It draws particularly on Cambridgeshire County Council guidance on user priority, inclusive access, active travel provision and the design and management of streets and development access in different contexts, and on National Highways guidance on route function, resilience and efficient network operation. It also reflects the principles of the emerging Cambridgeshire Highway Asset Management Strategy (HAMS) and Highway Asset Data Strategy (HADS), supporting a data-led, evidence-based approach to network management, investment prioritisation, resilience and the efficient use of highway assets to support long-term transport and place-making outcomes.

Strategic role and network hierarchy

- Highway and traffic management will balance movement and place so that street environments are improved while the network continues to function efficiently (see Overarching Strategy: Principle – Movement & Place Framework).

Traffic and network management

- Signals, junctions and corridor management will be used to improve reliability for priority modes and make better use of limited network capacity. Targeted network and access measures should reduce peak pressure and unnecessary traffic on the most constrained parts of the highway network.
- A city-centre circulation approach should be considered that reduces through traffic on the most sensitive streets by requiring non-essential cross-city movements to use more appropriate ring road, distributor and higher-order route corridors around rather than through the centre, while maintaining access to Cambridge.
- This would support access from the SRN and MRN to the city via defined gateways, while reducing unnecessary through movement on city-centre streets and complementing wider public realm and Civic Quarter measures.
- Provision should be maintained for essential access, including emergency vehicles and access for disabled people and other permitted vehicle access (e.g. servicing).
- Support the ongoing phasing-in of connected and autonomous vehicle technologies in Greater Cambridge. This includes providing a testbed for pilot use cases, building on the success and lessons learnt from the current Connector bus trials linking major employment centres with key travel hubs, as well as other use cases across the UK and internationally. This could include piloting demand responsive access from rural areas to key travel hubs.
- Consider effective modifications to kerbside management resulting from autonomous vehicles and changing patterns of car ownership and usage, and mitigate negative impacts of zero-occupancy trips.

Integration with sustainable transport and place

- Road space will be reallocated where appropriate to provide for a genuine choice of modes, improve safety, strengthen the public realm, and secure biodiversity net gain, greening and other nature-based improvements where these can be integrated into street and corridor schemes.
- Highway and traffic measures will support integrated journeys, including safe and convenient access to travel hubs, stations and key destinations.

Delivery and governance principles

- Highway and traffic management will be delivered through coordinated partnership working between the relevant authorities and infrastructure providers.
- Decisions will be evidence-led and coordinated with development, monitoring and wider network management over time.
- Lane rental powers will be considered where appropriate to help manage the timing, coordination and duration of roadworks and street works on the most congested or sensitive parts of the network, reducing disruption, supporting reliability for priority modes and encouraging efficient delivery by utility companies, developers and highway authorities.

Policy 10. Transport asset management and resilience policy

Maintain and adapt transport infrastructure to ensure a safe, reliable and resilient network that supports long-term performance, growth and climate resilience.

Asset management shall protect infrastructure value, support network performance and ensure assets contribute to the Strategy's objectives on accessibility, growth, economic performance and environmental sustainability.

This policy supports the CPCA Local Growth Plan and emerging Greater Cambridge Local Plan by ensuring infrastructure is maintained and delivered in a way that supports sustainable development and high-quality places. It aligns with **Policy I/SI**, **Policy I/ID** and **Policy I/ST**. It draws particularly on National Highways' asset management guidance on whole-life decision making, risk-based prioritisation, resilience and climate adaptation, in alignment with Cambridgeshire County Council's new Highway Asset Management Strategy and Asset Data Strategy.

Strategic role and whole-life approach

- Asset management will support the safe and reliable operation of the transport network and be treated as a core priority alongside new investment.
- Maintenance and renewal will be planned to support efficient network performance, minimise disruption and protect long-term infrastructure value.
- Decisions on maintenance and renewal will apply a whole-life approach, reflecting condition, usage, risk and network importance.
- Preventative maintenance and timely intervention will be used where possible to reduce long-term cost, disruption and asset deterioration.
- Surfacing, maintenance and renewal should be proportionate to the function, level of use and environmental context of each route. Hard surfacing should not be treated as the default, particularly in rural, heritage or environmentally sensitive locations, where lower-impact treatments may provide an appropriate standard of accessibility and durability.

Resilience, adaptation and operation

- Asset management will plan for climate risks such as flooding, heat and severe weather, and should incorporate adaptation measures into maintenance, renewal and design, including the use of climate-resilient materials.
- Maintenance and renewal programmes will strengthen the resilience of the network and support faster recovery from disruption.
- Critical routes and infrastructure will be managed so that operation can continue safely and reliably during planned works, incidents and periods of stress.
- Maintenance activity and incident response will be coordinated to minimise disruption and support effective network operation.

Growth, data and governance

- Asset management will be aligned with new development and infrastructure delivery so that existing networks can continue to perform effectively as growth comes forward, with upgrades identified where needed to accommodate growth, support resilience or address emerging pressures. Developers will be expected to comply with the Housing and Estate Roads Construction Specification.
- Robust asset data, monitoring and condition information will be used to inform priorities, programme decisions and continuous improvement.
- Delivery will be supported by coordinated partnership working, clear responsibilities and sustainable long-term funding aligned with wider National Highways strategy and investment frameworks.

Policy 11. Safety and security policy

Improve actual and perceived safety and personal security across the transport system by reducing risk and ensuring people can travel safely and with confidence.

Safety and security shall be a fundamental outcome of the transport system in Greater Cambridge. This includes reducing the number and severity of road traffic collisions, improving the safety and usability of streets and transport infrastructure, and enhancing personal security across the whole journey, including at interchanges, on vehicles and along walking and cycling routes.

This policy supports the emerging Greater Cambridge Local Plan and wider regional and national policy by promoting a safe systems approach to transport, consistent with Vision Zero principles and local road safety strategies. It reinforces **Policy I/ST** in terms of providing safe routes and avoiding unacceptable transport and highway safety impacts, and **Policy GP/PP** in terms of addressing inclusive design, community safety and being responsive to the actual or perceived threat of crime.

It also aligns with equalities, health and wellbeing objectives by recognising that safety is not only about collision risk, but also about personal security, confidence and perceived safety, which influence how and whether people travel. The policy responds to evidence of collision hotspots and risks to active travel users, particularly at junctions and on key corridors, and to wider issues of transport-related social exclusion linked to safety and confidence in using the network.

Building on the work of the Vision Zero Partnership for Cambridgeshire and Peterborough (including its strategy 'Towards 2030: Making our roads safer for all'), emerging Cambridgeshire & Peterborough Road Safety Strategy, the National Road Safety Strategy, and supporting evidence, key safety and security priorities are set out below.

Strategic role in improving safety and reducing harm

- The transport system will be planned, designed and managed to reduce the risk of death and serious injury, recognising that current casualty patterns in Greater Cambridge disproportionately affect active travel users and are concentrated on key corridors and junctions (i.e. a higher proportion of people killed or seriously injured in collisions are travelling by active modes and by motorcycle compared to the mode of vehicles involved in the collisions).
- A Safe Systems approach will be applied across the network, addressing road user behaviour, vehicle safety, infrastructure design, and speed management in a coordinated way, in line with Vision Zero principles and the Towards 2030: Making our roads safer for all strategy and related policy and planning documents.

Network priorities for Greater Cambridge

- Investment by CPCA and other local partners will prioritise locations with the highest safety risks, including collision hotspots on the strategic and local road network, radial corridors and complex urban junctions, to deliver measurable reductions in casualties.
- The design of streets and corridors by Cambridgeshire County Council should reduce conflict between modes through segregation, safer junction design, improved crossings, visibility and speed management, with particular regard to locations with high levels of walking, wheeling, cycling or equestrian use.

Personal security and inclusive safety

- The transport network will be designed and operated to provide safe, well-lit, legible and viable environments, including at stops, stations, travel hubs and along key walking, wheeling and cycling routes, to improve both actual and perceived safety. This will include consideration of natural surveillance, clear sightlines, appropriate use of CCTV, lighting, driver observation and visible staff presence where appropriate.
- Particular consideration will be given to the personal safety of women and girls and other vulnerable users, recognising evidence that concerns about safety and harassment can constrain travel choices and contribute to transport-related social exclusion. This will be addressed through inclusive design, visibility, staffing where appropriate, and partnership working with operators, schools (e.g. jointly planning and designing further School Streets schemes), major employers, as well as the police and other emergency services.

Integration with the wider transport system

- Safety and security will be embedded across all modes and journeys, including first- and last-mile connections, interchanges and emerging mobility solutions, ensuring that improvements to connectivity and access are accompanied by improvements in safety and user confidence.
- Transport planning and operations will work in partnership with highway authorities, police, operators and community safety partners to address both collision risk and personal security issues in a coordinated and evidence-led way.

Delivery and monitoring principles

- Safety outcomes will be monitored through robust data and evidence, including collision data, user experience and perception measures, to identify priority locations and track progress over time.
- Interventions will be targeted to support those most at risk or most affected by safety concerns, including vulnerable road users and communities experiencing transport-related exclusion, ensuring that safety improvements contribute to wider inclusion, equality, health and accessibility outcomes.

Policy 12. Digital connectivity policy

Use digital connectivity and data to better manage the network, improve journey planning and support integration between modes, enabling a more reliable and responsive transport system.

Digital connectivity shall be used to support a more efficient, integrated and lower-carbon transport system across Greater Cambridge, improving the quality, reliability and usability of journeys while helping the network respond more effectively to growth, congestion and changing travel patterns.

This policy supports the CPCA Local Growth Plan and the emerging Greater Cambridge Local Plan by strengthening digital access to jobs, services and information, supporting more seamless multimodal journeys, enabling more flexible access to education, services and remote working where appropriate, improving day-to-day network management and resilience, and ensuring that transport infrastructure and development remain adaptable to changing technologies over time. It reinforces Policy I/ST on sustainable transport and connectivity, Policy I/ID on infrastructure and delivery, and the wider objectives of inclusive access, economic productivity and climate resilience.

Integrated information, ticketing and network management

- Digital systems will support integrated, multimodal journeys by providing real-time, accessible and consistent travel information and integrated ticketing across modes.
- Data and technology will be used to improve the performance of the transport network, including signal optimisation, traffic management, and the efficient management of kerbside space, freight and servicing.

Integrated and demand responsive services

- Shared mobility, demand responsive transport and Mobility as a Service approaches will be supported where they improve access, inclusion and network efficiency.
- Digital connectivity will support more seamless interchange between walking, cycling, public transport and shared mobility, improving reliability, legibility and user experience.

Data-led planning, operations and future-ready infrastructure

- Data will be used to inform planning, monitoring and day-to-day operation of the network, improving reliability, resilience and user experience.
- Transport infrastructure and development will be designed to accommodate future digital systems and emerging technologies, including communications, power and supporting digital infrastructure where needed.

Inclusion and emerging vehicle technologies

- Digital connectivity will be planned to support inclusive access, recognising that digital exclusion can act as a barrier to opportunity and services, and that non-digital alternatives may still be needed in some cases.
- The potential role of connected and autonomous vehicles is recognised, but their introduction will need to be managed in a way that reduces congestion and aligns with place and environmental objectives.

Linkages to the emerging Local Plan – components and policies

4.99 This theme supports the emerging Greater Cambridge Local Plan's policies on climate change, environmental protection, biodiversity, design quality, health and sustainable transport. It should be read alongside the emerging Greater Cambridge Local Plan, the Sustainability Appraisal, Habitats Regulations Assessment, Equalities Impact Assessment, and relevant carbon and environmental evidence. These documents together provide the framework for demonstrating how transport policy can contribute to emissions reduction, adaptation and environmental enhancement while remaining aligned with Greater Cambridge's growth ambitions.

4.100 The following emerging Local Plan infrastructure and transport policies have the clearest fit within the Strategy structure set out above. Table 4.5 below identifies the alignment between emerging Local Plan transport-related policies and the Strategy, based on whether the policy is crosscutting, thematic, growth or implementation focused.

Table 4.5: Alignment with emerging Local Plan transport and transport-related policies and the Strategy

Emerging Local Plan policy	Alignment to Greater Cambridge Transport Strategy
Policy I/ST: Sustainable transport and connectivity	• Our overarching strategy – Policy principles • Establishing long-term, practical solutions to congestion in and around Cambridge • Connecting homes, disadvantaged areas and wider region • Enabling new development and homes
Policy I/TH: Travel hub facilities	• Connecting homes, disadvantaged areas and the wider region • Supporting businesses and our priority economic sectors • Enabling new development and homes
Policy I/EV: Parking and electric vehicles	• Our overarching strategy • Establishing long-term, practical solutions to congestion in and around Cambridge • Climate change and enhancing the local environment
Policy I/SD: Servicing and last-mile deliveries	• Establishing long-term, practical solutions to congestion in and around Cambridge • Supporting businesses and our priority economic sectors
Policy I/SI: Safeguarding important infrastructure	• Our overarching strategy – Policy principles • Enabling new development and homes • Supporting businesses and our priority economic sectors
Policy I/ID: Infrastructure and delivery	• Our overarching strategy – Policy principles • Enabling new development and homes • Capital delivery programme

4.101 Wider Local Plan policies on design, health, climate and environmental quality are reflected elsewhere in the Strategy narrative and thematic sections but are not listed in Table 4.1 because this table focuses specifically on transport and infrastructure policies.

5 Capital delivery programme

Introduction

5.1 This chapter sets out how the Greater Cambridge Transport Strategy could be implemented in practice. It summarises the governance and assurance approach, the broad structure of the delivery programme, potential funding routes, and the monitoring and evaluation framework that will be needed to support delivery over time. It is intended as a strategic implementation framework rather than a final programme and will need to be refined as schemes and funding mechanisms are pursued and developed.

Governance and assurance

5.2 Delivery of the Greater Cambridge Transport Strategy requires coordinated action across multiple organisations, with different partners leading on different interventions. Governance and assurance should therefore provide clear portfolio oversight, decision routes and delivery responsibilities, while recognising that sponsorship, delivery and funding will vary between schemes and over time.

5.3 Prioritisation and assurance should be proportionate and transparent, using early option sifting and appraisal aligned with established good practice (including value for money, affordability, environmental impacts and deliverability). Where schemes seek Combined Authority funding or formal endorsement, they should follow an agreed assurance framework and, as they mature, be supported by proportionate business cases (strategic, economic, financial, commercial and management) consistent with HM Treasury Green Book principles.

5.4 As measures identified in the Strategy are brought forward, discussions will need to continue with National Highways (NH) to ensure that any implications for the Strategic Road Network are understood. Similarly, discussions will also need to continue between NH and the plan-making bodies (for example, the Greater Cambridge Shared Planning Service) to ensure that the implications of land use proposals are considered and appropriate mitigation is sought, either at plan-making or at the planning application stage as appropriate. Governance arrangements should also set out how other key roles interact in Greater Cambridge, including Combined Authority strategic leadership and funding, County highway authority and delivery functions, Greater Cambridge Partnership programmes, and Local Plan and development management responsibilities, alongside public transport operators and national bodies.

5.5 Delivery should be managed through clear programme reporting, with regular updates on milestones, cost and risk, supported by project-level risk registers and escalation processes. Portfolio reporting should include a delivery dashboard (e.g., Red/Amber/Green status) and an exception process for schemes at risk of delay, cost pressure or under-delivery, enabling early corrective action. The Strategy and delivery programme should be kept under review through periodic reporting and an annual refresh of priorities, phasing and funding assumptions, informed by monitoring and evaluation.

Delivery plan

5.6 The interventions in the delivery programme have been selected because, taken together, they provide the most effective means of delivering the Strategy's connectivity ambitions and improving access to key destinations, including strategic site allocations, major employment areas, services and transport hubs. They are aligned with the Movement and Place Framework, so that investment supports both efficient movement and high-quality places, while prioritising sustainable and space-efficient modes where this is most appropriate. The programme is also phased to reflect feasibility, dependencies and the sequencing of growth, enabling early improvements while building towards a more comprehensive long-term network. It is informed by the Local Plan evidence base, wider transport evidence and growth aspirations, and is intended to provide a coherent and deliverable basis for coordinating infrastructure, policy and investment over time.

5.7 Combined Authority-led interventions are likely to include strategic public transport, rail, travel hub, connectivity and wider regional integration measures, together with funding and programme coordination functions:

- Major schemes are likely to include corridor-scale public transport, rail, junction improvements, travel hub and network transformation projects that require significant appraisal, safeguarding, funding assembly and partnership working.
- Local schemes are likely to include active travel links, local interchange improvements, smaller public transport priority measures, road safety and localised capacity enhancement schemes and place-based improvements that contribute cumulatively to the Strategy's objectives.

5.8 Greater Cambridge Partnership-led interventions are likely to continue to play an important role over the short term as the partnership continues to deliver on its adopted programme.

5.9 County-led (or their successor organisations following proposed Local Government reorganisation) programmes are likely to include active travel, local highway, school access, safety, maintenance and community-focused interventions, as well as technical support to strategy development and local plan implementation.

5.10 Other delivery partners are likely to include Network Rail, train and bus operators, National Highways, neighbouring authorities, developers, active travel bodies and community transport providers, depending on the scheme and corridor concerned. For any MRT schemes that extend beyond the boundaries of Greater Cambridge, partnership working and agreement with neighbouring authorities will be a key requirement.

5.11 An extended version of the delivery plan has also been created (see Annex E). This provides a more detailed intervention pipeline, including indicative cost ranges, status/next steps, funding commentary and key delivery dependencies.

Table 5.1: Greater Cambridge Transport Strategy Intervention Delivery Plan

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
All of Greater Cambridge													
Bus franchising	**CPCA**	CPCA is progressing a bus franchising scheme under section 123H(1) of the Transport Act 2000. This will enable greater public control over routes, frequencies, fares and service standards, helping to support a more integrated, reliable and user-focused bus network across Greater Cambridge and the wider Combined Authority area.	2	3	2	2	1	**Committed**	I/ST, I/ID, I/TH				CCC/local highway authority, Bus operators, DfT
LCWIP improvements	**CCC**	Local walking, wheeling and cycling improvements identified through the LCWIP, including smaller-scale route, crossing, junction, wayfinding, accessibility, cycle parking and Healthy Streets measures that fill gaps in the network and improve everyday access to schools, centres, hubs and local destinations. Over time, this should help build a more connected network linking new settlements, rural towns and larger villages, with gaps filled as opportunities arise and improvements prioritised on routes with the greatest potential to support more cycling.	1	2	1 / ?	0 / ?	1	**Committed**	I/ST, I/ID, WS/HD				CPCA

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Increased provision of electric vehicle (EV) charging points	**CCC**	A series of EV charging points are to be installed both within new developments and as part of a district-wide installation scheme. This includes planned provision at GCP-led travel hubs, including: • Scotland Farm • Granta Park • Cambridge South West • Waterbeach • Newmarket	0	0	1 / ?	1 / ?	3	**Committed**	I/EV, I/ST, I/ID				Developers, GCP
East West Rail	**East West Railway Company**	East West Rail will provide a new strategic rail connection linking Oxford, Milton Keynes, Bedford, Tempsford, Cambourne, Cambridge South and Cambridge. This would improve east–west connectivity across the Oxford–Cambridge Growth Corridor, support planned growth, strengthen access to key jobs and services, and provide a more sustainable alternative to car travel for longer-distance trips.	2	2	3	2	1	**Local Plan / Committed**	I/ST, I/ID, I/TH, I/SI, S/CBC, S/CE				CPCA, GCP, CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Increased frequency and capacity of rail services	**Network Rail / Rail operators**	Increased rail service frequencies on routes serving Greater Cambridge, particularly towards Peterborough, Ely, King's Lynn, Norwich and Ipswich, would improve capacity, connectivity and flexibility for longer-distance journeys to and from Cambridge and Cambridge South. Capacity could also be increased through longer trains and, over time, East West Rail's proposed service of up to five trains per hour. This would widen access to jobs, services and regional centres and aligns with current work on Ely, the Ipswich to Cambridge corridor, and wider West Anglia and eastern rail improvements.	2	2	3	2	1	**Local Plan**	I/ST, I/ID, S/CBC				CPCA, Transport East, Rail Partnerships
North East – West orbital mass rapid transit	**CPCA**	Building on existing passive provision, options will assessed for an orbital mass rapid transit link between North East Cambridge and North West Cambridge (Eddington), including connections to Madingley Park & Ride and the Cambourne to Cambridge corridor, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.	2	2	3	2	1 / ?	**Additional**	I/ST, I/ID, I/TH, I/SI				CCC, GCP, CPCA

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Further orbital mass rapid transit	**CPCA**	Delivery of a package of orbital mass rapid transit connections forming the basis of a longer-term orbital public transport network around Cambridge, linking major growth locations, employment areas and transport corridors. This includes connections between: • West Cambridge, Cambridge South West Travel Hub and Cambridge Biomedical Campus • Cambridge Biomedical Campus and Cambridge East • Cambridge East and North East Cambridge	2	3	2	2	1 / ?	**Additional**	I/ST, I/ID, I/TH, I/SI				GCDC, CCC, GCP
Further mass rapid transit (MRT) network development	**CPCA / GCDC**	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case, CPCA will develop and test a wider network of potential mass rapid transit corridors beyond the Cambridge urban area, strengthening regional connectivity and supporting longer-distance movements into and across Greater Cambridge. **Potential future extensions being considered include:**											

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
		To St. Ives, Huntingdon and Alconbury: likely to build on the existing guided busway alignment, with improved priority and segregation for onward connections from St. Ives Park & Ride.	2/?	2/?	3/?	3/?	1/?						CCC, Huntingdonshire District Council/North Huntingdon Opportunity Zone (NHOZ)
		To Haverhill: likely to build on the CSET 'extended corridor' and initial extensions to Grange Farm and Granta Park, extending further along the A1307 growth corridor.	2/?	2/?	2/?	2/?	1/?	**Additional**	I/ID, I/SI, I/ST, I/TH				CCC, Suffolk County Council
		To Mildenhall: likely to build on the Cambridge East corridor, extending the reach of higher-capacity public transport to the north-east.	2/?	2/?	2/?	2/?	1/?						CCC, Suffolk County Council

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
		To St. Neots and Tempsford: likely to build on the Cambourne to Cambridge corridor, providing additional connectivity to new development and strategic interchange opportunities.	2/?	2/?	2/?	2/?	1/?						CCC, Huntingdonshire District Council/North Huntingdon Opportunity Zone (NHOZ)
Bus fleet electrification	**CPCA / Bus operators**	CPCA and bus operators are progressing the transition to zero-emission buses and supporting charging infrastructure across the network. This would reduce greenhouse gas emissions, improve local air quality and noise conditions, and help modernise the bus fleet while supporting a cleaner and more attractive public transport offer across Greater Cambridge and the wider Combined Authority area.	1	1	1	1	2	**Additional**	I/ST, I/EV, I/ID, CC/NZ				GCP, DfT

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Other strategic rail infrastructure enhancements	**Network Rail**	Working with Network Rail and regional partners, CPCA will support and advocate for the exploration of strategic rail infrastructure enhancements aligned with the Transport East rail strategy, including Ely Area Capacity Enhancements and Haughley rail junction, improved links into the wider East, future East West Rail connections towards Norfolk and Suffolk, and additional capacity on routes serving Newmarket and Soham. These measures could improve rail capacity, resilience and connectivity, supporting more frequent and reliable passenger and freight services and strengthening Greater Cambridge's regional and national connections.	2	2	3	2	1	**Additional**	I/ST, I/SI, I/ID				CPCA, Transport East, Rail Partnerships

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Freight and deliveries consolidation pilot	**CPCA**	Pilot a freight consolidation model based on an edge-of-city hub and city-centre micro-consolidation / onward delivery operation to reduce servicing traffic in the commercial core and other constrained streets. The scheme would test consolidated deliveries, timed servicing and electric last-mile vehicles, while also informing how freight could connect better with rail-based movements and helping to manage the impact of construction traffic from growth sites and major infrastructure. This would help improve air quality, public realm and the efficient use of limited street space, while establishing whether a permanent and commercially viable model could be rolled out more widely and informing the emerging Freight Strategy.	2	1	2	1	1	**Additional**	I/SD, I/ST, I/ID, CC/CE				GCP, CCC, Freight operators, Delivery companies/platforms

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Increased provision of micromobility	**CPCA**	Building on the ongoing shared e-scooter and e-bike trial in Cambridge and the development of a wider CPCA micromobility strategy, CPCA and local partners would support the expansion and integration of micromobility provision, including shared e-bikes, e-scooters and other small electric or pedal-assisted vehicles where appropriate. This would help improve first- and last-mile access to public transport, travel hubs, employment areas and local centres, provide a practical alternative to short car trips, and support more flexible, low-carbon travel choices across Greater Cambridge, while recognising the need for clear legal standards, safe use and appropriate enforcement of illegally modified or non-compliant vehicles.	1	2	1	1	1	**Additional**	I/ST, I/ID, I/TH				GCP, Operators

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
M11 improvements study	**National Highways**	Working with National Highways and local partners, CPCA would support the longer-term development and assessment of potential proposals to improve the performance, resilience and connectivity of the M11 in Greater Cambridge, particularly in relation to through traffic, travel hubs and major growth areas. This would sit beyond the transport infrastructure needed to support current Local Plan growth and could include options to address key junction and corridor constraints while ensuring that any interventions complement wider public transport and active travel measures.	?	?	?	?	?	**Additional**	I/ST, I/ID, I/SI				CPCA, CCC, GCDC
A14 improvements study	**National Highways**	Working with National Highways and local partners, CPCA would support the longer-term development and assessment of potential proposals to improve the performance, resilience and connectivity of the A14 corridor in and around Greater Cambridge. This would sit beyond the transport infrastructure needed to support current Local Plan growth and could include options to address key corridor and junction constraints, strengthen access to employment areas, growth locations and travel hubs, and support the efficient movement of freight and longer-distance	?	?	?	?	?	**Additional**	I/ST, I/ID, I/SI				CPCA, CCC, GCDC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
		traffic, while ensuring that any interventions complement wider public transport and active travel measures.											
Review of parking provision	**Cambridge City Council / Cambridgeshire County Council**	Building on ongoing city parking policy work, local partners will review parking provision across Greater Cambridge, including Resident Parking Schemes and Controlled Parking Zones, Park & Ride, travel hubs, wider on- and off-street parking, parking standards, and coach parking need, to be taken forward through a forthcoming Greater Cambridge Integrated Parking Strategy.	2 / ?	0 / ?	0 / ?	2 / ?	1 / ?	**Additional**	I/EV, I/TH, I/ST, I/ID				GCP
Cambridge urban area													

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
A1134 Cycle Plus	**GCP**	Improvements to walking and cycling infrastructure along a section of the A1134 in the south-east, from Addenbrooke's hospital to Coldham's Lane roundabout, including Fendon Road, Mowbray Road, Perne Road, and Brooks Road.	1	2	1	1	1	**Committed**	I/ST, I/ID, WS/HD				CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Hills Road Cycle Plus	**GCP**	Changes to Hills Road (Lensfield Road to Hills Road Sixth Form College) to provide high-quality footways, crossings, enhanced cycling provision, bus lanes and junction improvements. As one of Cambridge's most important urban corridors, the scheme will also improve street quality, legibility and public realm, supporting the Local Plan's design and placemaking objectives as well as healthier travel outcomes.	1	2	2	1	1	**Local Plan / Committed**	I/ST, I/ID, GP/QP, S/CBC				CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Chisholm Trail Phase 2	**GCP**	The Chisholm Trail will provide a predominantly off-road walking and cycling link between Cambridge railway station and Cambridge North Station. Phase 2 will connect Coldham's Common with Cambridge Station, via Cromwell Road, Great Eastern Street car park, and Cavendish Road to Clifton Road.	1	3	2	1	1	**Local Plan**	I/ST, I/ID, GP/QP, WS/HD				CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
North East Cambridge active travel improvements	**CCC**	Identify ways to improve walking and cycle links to/from North Cambridge Academy, King's Hedges, Milton Road and the Chisholm Trail in North East Cambridge.	1	2	1 / ?	2	1 / ?	**Local Plan**	I/ST, I/ID				CPCA
Cambridge bus priority measures	**CPCA**	Measures to promote unimpeded access for Park & Ride buses (and other radial services) to and through the city centre along priority corridors: • Milton Road/Park & Ride to Cambridge city centre; Histon Road to Cambridge city centre: signal/junction priority for buses (including smart signals) and possible small-scale extensions to bus lanes. • Cambridge city centre to Cambridge station: signal and junction priority for buses (including the use of smart signals) and improved enforcement of existing Traffic Regulation Orders (TROs).	2 / ?	1 / ?	0 / ?	2 / ?	0	**Additional**	I/ST, I/TH, I/ID				Cambridge City Council, Cambridges-hire County Council

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Cross-city mass rapid transit	**CPCA / GCDC**	Cross-city mass rapid transit is needed to address the challenges created by Greater Cambridge's increasingly polycentric pattern of growth, with major employment areas distributed across the urban area while the current transport network is highly radial and reliant on a constrained historic core. This results in indirect journeys, pressure on key corridors, and limited connectivity. Mass rapid transit would therefore require a combination of improved interchange, priority measures, changes to city centre circulation and potential introduction of one-way or two-way traffic restrictions where necessary to create sufficient space for high-capacity public transport throughput and to support a more people-focused central area.	2	2	1 / ?	2 / ?	1 / ?	**Additional**	I/ST, I/TH, I/SI, I/ID, GP/QP				Cambridge City Council, Cambridges-hire County Council
Civic Quarter (including public realm and traffic management)	**Cambridge City Council / Cambridge-shire County Council**	Changes to signals, crossings, bus stop arrangements and access management to support a better-functioning, more pedestrian-friendly and accessible central Cambridge environment, reflecting the constraints of the historic core and its role as both a movement corridor and a place of high civic and cultural importance.	1	1	1 / ?	1 / ?	2	**Additional**	I/ST, I/ID, GP/QP, WS/HD				CPCA, GCP

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Additional bus depot(s)	**CPCA**	Provision of bus depot capacity, including longer-term relocation of the Milton Road Stagecoach depot, to support the future Greater Cambridge bus network, transition to zero-emission buses, and wider network growth. Depot provision should be flexible and scalable, with initial and future requirements aligned to network development and MRT planning, and should recognise that depot land requirements may be more modest than often assumed depending on layout and operational needs.	1	1	1	1	0	**Additional**	I/ID, I/ST, I/SI				Bus operators, CCC
Cambridge station eastern entrance	**East West Rail Company**	A new eastern entrance to Cambridge station, with associated access improvements on the east side of the station, providing a direct additional access point and improving interchange from surrounding areas including Davy Road and Station Road.	0	3	1	1	0	**Additional**	I/ST, I/TH, I/ID				Network Rail/Great British Railways, CPCA, CCC, EWR
Cambridge station connectivity improvements	**CCC**	Improvements to walking, cycling, public transport and street connectivity to Cambridge station and the proposed eastern entrance, strengthening access from surrounding commercial and residential areas and improving onward connections to key destinations.	1	2	1 / ?	1	1	**Additional**	I/ST, I/TH, I/ID, GP/QP				CPCA, GCP, EWR

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
The edge of Cambridge													
Cambridge South West Travel Hub	**GCP**	A new travel hub and Park & Ride site north of the A10 at M11 Junction 11. There is significant housing and employment growth connected to the area, including Trumpington Meadows, Cambridge Biomedical Campus and West Cambridge. There are currently 16 peak time P&R buses per hour from Trumpington to Cambridge city centre, with forecasts showing the site will soon reach capacity.	1 / ?	2	2	2	0 / ?	**Local Plan / Committed**	I/ST, I/TH, I/ID, S/CBC				CCC, CPCA
Cambridge Eastern Access Phase 1	**GCP / Developer-led**	Public transport and active travel improvements up to and around Cambridge East, including the relocation of Newmarket Road Park & Ride and safeguarding for a new mass rapid transit route through the Cambridge Airport site connecting with the Park & Ride. This would improve sustainable access from the east of the city, support the phased redevelopment of Cambridge East, and help reduce congestion and reliance on private car travel on the corridor.	1	2	2	2	1	**Local Plan / Committed**	I/SI, I/ST, I/ID, I/TH, S/CE				Cambridge City Council, Cambridge-shire County Council, CPCA

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Cambridge East to Cambridge mass rapid transit (Cambridge Eastern Access Phase 2)	**CPCA**	Future mass rapid transit corridor between the Cambridge Airport site and Cambridge to support the long-term build out of Cambridge East and improve sustainable access from the east of the city. Building on shorter-term Cambridge Eastern Access improvements along Newmarket Road, this would help provide a high-quality public transport connection between the city centre, airport site, relocated Newmarket Park & Ride and wider key destinations, support the transport strategy for a major mixed-use growth area, and reduce reliance on private car travel for trips to and through the eastern side of Cambridge.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?	**Local Plan**	I/ST, I/ID, I/SI, S/CE				Developers
Madingley Road improvements	**GCP**	Proposals include improvements to Madingley Road (Eddington Avenue to Lady Margaret Road) to provide high-quality footways, crossings, enhanced cycling provision, bus priority measures and junction improvements, supported subject to an assessment of impacts on public transport.	1	2	1	2	1	**Local Plan**	I/ST, I/ID, S/ED				CCC, CPCA

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Cambridge East station	**Network Rail**	A new Cambridge East station, subject to ongoing options assessment, will support the phased redevelopment of Cambridge East as a major new mixed-use urban quarter in the east of the city by providing direct rail access to new homes, jobs and services. Alongside wider eastern corridor measures, this would help connect the site more effectively to Cambridge, the wider rail network and key destinations across Greater Cambridge, strengthen sustainable access to a strategic growth area, and support a lower-car pattern of development as the area builds out over time.	2	2	3	2	1	**Additional**	I/ID, I/TH, I/ST, I/SI, S/CE				EWR, CPCA, GCP
A10 Ely to A14 improvements scheme	**CPCA**	Suggested options include a range of possibilities from improving junctions to creating a completely new dual carriageway.	1	1	2	1	0 / ?	**Additional**	I/ST, I/ID, I/SI				CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Girton Interchange to Cambridge mass rapid transit corridor	**CPCA**	Potential mass rapid transit between Girton Interchange and Cambridge, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. This would include a travel hub at Girton Interchange to improve public transport on the north west approach to the city, strengthening access to North West Cambridge, West Cambridge and the city centre. By improving interchange and intercepting private car trips on this approach, it could also help manage pressure on the wider road network, reducing interactions with strategic freight and HGV and coach movements around Girton Interchange.	2/?	3/?	2/?	2/?	2/?	**Additional**	I/SI, I/TH, I/ST, I/ID				CCC, Freight/ coach operators
Fen Road Level Crossing study	**Network Rail/Great British Railways**	Changes at Fen Road level crossing will be explored with rail and local partners to address severance, safety and reliability issues in the north-east of Cambridge, particularly for walking, wheeling and cycling movements between Abbey, North East Cambridge and surrounding areas. This would help improve local connectivity across the rail corridor in a highly constrained part of the city, while potentially supporting bus access, place and movement objectives.	2	3	1	1	1	**Additional**	I/ST, I/ID, GP/QP				CCC, GCP, CPCA, Network Rail/Great British Railways

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
New settlements													
North													
Waterbeach New Town station	**GCP**	To unlock the delivery of thousands of new homes as part of the Waterbeach New Town development, the GCP is supporting the construction of a new Waterbeach New Town Station.	1	2	2	3	1	**Committed**	I/ST, I/TH, I/ID, I/SI, S/WNT				Network Rail, CPCA, CCC

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Waterbeach Greenway	**GCP**	A walking and cycling scheme that will link Waterbeach via Milton Village with Cowley Road, and connect to the Chisholm Trail, Milton Road and the St Ives Greenway for onward journeys.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/WNT				CCC
St Ives Greenway	**GCP**	Active travel improvements between St Ives and Cambridge.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD				CCC
Waterbeach to Cambridge high-quality public transport corridor	**GCP**	The Waterbeach to Cambridge corridor will provide a new high-quality public transport and segregated active travel link between Waterbeach New Town and Cambridge, supported by a travel hub west of the A10 near Waterbeach. This would strengthen sustainable access from the north into Cambridge, improve interchange between longer-distance and local trips, and support the phased growth of Waterbeach and the wider northern corridor while helping to reduce reliance on private car travel.	2	2	2	2	1	**Local Plan**	I/ST, I/TH, I/ID, I/SI, S/WNT				CPCA, Developers
South													
See 'CSET extended corridor' for additional interventions relevant to Local Plan Policy S/GF 'Land adjacent to A11 and A1307 at Grange Farm'.													
East													

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
There are no interventions here as no new settlements are proposed in the east of Greater Cambridge in the Local Plan.													
West													
A428 Black Cat to Caxton Gibbet	**National Highways**	The A428 Black Cat to Caxton Gibbet Road Improvement Scheme will upgrade the A428 between the A1 Black Cat roundabout and A1198 Caxton Gibbet roundabout with a new 10-mile dual carriageway and several junction improvements.	2	2 / ?	2 / ?	1 / ?	-1	**Committed**	I/ST, I/ID				CCC, CPCA
New station at Cambourne	**East West Rail Company**	A new East West Rail station at Cambourne, integrated with mobility hub and interchange facilities, will provide a rail-based gateway for the wider Cambourne/west of Cambridge area and support the Cambourne North site as it grows. It would create a focal point for access and interchange from both the north and the south of Cambourne, linking with local public transport, active travel and onward local access, and helping connect the Cambourne area more effectively with Cambridge and the wider Oxford-Cambridge growth corridor.	2	2	2	3	1 / ?	**Local Plan / Committed**	I/ID, I/TH, I/ST, I/SI, S/CBN				CPCA, CCC, Developers

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Cambourne to Cambridge high-quality public transport corridor	**GCP**	A new high-quality public transport and segregated active travel corridor between Cambourne and Cambridge via Bourn Airfield, Hardwick and West Cambridge, supported by a major travel hub at Scotland Farm, Dry Drayton. This would improve the speed, reliability and attractiveness of public transport and active travel on the west corridor and support planned western growth while reducing reliance on private car travel for longer-distance trips.	2	2	2	2	1	**Local Plan / Committed**	I/ST, I/TH, I/ID, I/SI, S/ED, S/CBN				CPCA, CCC, Developers
Mass rapid transit extension to Papworth Everard	**CPCA / GCP / GCDC (TBC)**	A mass rapid transit extension to Papworth Everard would build on the Cambourne–Cambridge scheme by extending high-quality public transport connectivity further west via Cambourne North. This would improve links between Papworth Everard, Cambourne North and Cambridge, support the transport strategy for the Cambourne North site, and help create a broader west corridor public transport network that offers a more sustainable alternative to car travel.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?	**Local Plan**	I/SI, I/ID, I/ST, S/CBN				GCDC, CPCA, Developers
The rural southern cluster													

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Sawston Greenway	**GCP**	Delivery of a walking and cycling scheme that connects the villages of Sawston and Stapleford with the DNA Path and Cambridge Biomedical Campus.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC, S/BRC, S/GF				CCC
Linton Greenway	**GCP**	The Greenway will link South Cambridgeshire through the creation of an active travel link between CBC and the village of Linton.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC, S/BRC, S/GF				CCC
Francis Crick Avenue improvements	**GCP**	Reconfiguration of Francis Crick Avenue to provide a high-quality, multimodal corridor serving Cambridge South station, including segregated walking and cycling routes, enhanced crossings and legible station access, together with improved interchange with the guided busway and local services; the scheme also safeguards and enables the CSET 'extended corridor', supporting longer-term high-capacity connectivity down to the A11, the Southern Cluster and wider growth areas.	2	1	2	2	1	**Local Plan / Committed**	I/ST, I/TH, I/ID, I/SI, S/CBC, S/BRC, S/GF				CCC, Network Rail, Developers

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
CSET 'extended corridor'	**GCP (Phases 1 and 2) / CPCA (further extension)**	An extended high-quality public transport and active travel corridor from Cambridge Biomedical Campus and Cambridge South station towards the Wellcome Genome Campus (recognising CPCA aspirations to accelerate delivery of connections), Whittlesford Parkway and Duxford via an A11 Travel Hub.	3	3	3	3	2 / ?	**Local Plan / Additional**	I/ST, I/TH, I/ID, I/SI, S/CBC, S/BRC, S/GF, S/WGC				GCDC, CCC, Developers
Whittlesford Parkway station improvements	**GCP**	Further improvements to walking, cycling, public transport and highway access to and around Whittlesford Parkway railway station, together with increased provision of parking and other station facilities, to strengthen its role as a multi-modal travel hub serving the southern employment cluster. CPCA will work with local partners to seek to extend autonomous shuttle trials to nearby key destinations and development sites.	1	2	2	1 / ?	1	**Additional**	I/ST, I/ID, I/TH				Network Rail

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
A505 Royston to Granta Park study	**CPCA**	A study of the A505 corridor between Royston and Granta Park, building on the completed Strategic Outline Case and its initial investigation of issues and opportunities. The study would consider a multimodal package of improvements to support the internationally important cluster of science parks and employment sites in the corridor, including better public transport links, active travel measures and safety improvements.	1	1 / ?	2	2 / ?	0 / ?	**Additional**	I/ST, I/ID, I/SI				CCC
Rest of the rural area													
Bottisham Greenway	**GCP**	An arterial 'wheel' of Greenways will connect smaller settlements for local journeys as well as longer distance commutes into the city.	1	1	?	0	1	**Committed**	I/ST, I/ID, WS/HD				CCC
Swaffham Greenway	**GCP**		1	1	?	0	1	**Committed**	I/ST, I/ID, WS/HD				
Haslingfield Greenway	**GCP**		1	1	?	0	1	**Committed**	I/ST, I/ID, WS/HD				
Comberton Greenway	**GCP**		1	1	?	1	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/ED				
Barton Greenway	**GCP**		1	1	?	1	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/ED				

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Melbourn Greenway	**GCP**		1	1	?	1	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC				
Fulbourn Greenway	**GCP**		1	1	?	1	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC				
Foxton Level Crossing study	**Network Rail/Great British Railways**	A study of issues and opportunities at Foxton level crossing to improve safety, reduce delay and support more reliable movement on the southern A10 corridor, while considering opportunities for park-and-rail / travel hub interchange and wider travel choices south of Cambridge.	1	1	1	1	1	**Additional**	I/ST, I/SI, I/ID, I/TH				CPCA, CCC
Rural mobility hubs	**CCC**	Strengthening connections from rural communities to local services, market towns and key transport interchanges through multimodal travel hubs and locally led transport solutions, including demand responsive transport.	1	2 / ?	0	0 / ?	0 / ?	**Additional**	I/TH, I/ST, I/ID				GCP, CPCA
Other active travel improvements	**CCC**	Supporting measures to enhance walking, wheeling and cycling connections between villages, mobility hubs, nearby services and key transport corridors. Measures will include local links to travel hubs, connections to Greenways and strategic routes, wayfinding and accessibility upgrades, and removal of severance barriers on rural roads.	0	1 / ?	0	0	1	**Additional**	I/ST, I/ID, I/TH, WS/HD				CPCA

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr .)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Partner orgs.
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	
Rural safety improvements	**CCC**	Targeted interventions including junction and crossing improvements, visibility enhancements and safer provision for walking, wheeling and cycling in rural areas. This ensures users can access mobility hubs confidently, supporting more inclusive transport provision while improving overall road safety outcomes.	0	1	0	0	1	**Additional**	I/ST, I/ID, I/TH, WS/HD				CPCA

Scheme funding

5.12 Delivery of the Strategy will require a blended funding approach, reflecting the different scales, purposes and delivery models of the interventions identified in this document. Core funding is expected to combine local transport authority allocations (including Integrated Transport Block-type funding and successor arrangements), bus funding and highways maintenance funding, alongside scheme-specific national programmes and local contributions linked to growth. The delivery programme should align each intervention package to the most realistic mix of funding routes and maintain a clear pipeline of investable schemes as opportunities emerge.

5.13 For schemes identified in the Strategy that are required to be delivered to enable the development of sites included in the Local Plan that are beyond landowners' control, local public sector partners will work together, long with national government and its delivery bodies, to progress their delivery. This will include drawing on relevant funding sources such as s106, CIL, and national funding opportunities associated with Government's interest in the area.

Active travel, Greenways and local network improvements

5.14 For walking, wheeling and cycling programmes (including Greenways, Local Cycling and Walking Infrastructure Plan schemes, junction safety and first/last-mile links to stations and hubs), the most relevant opportunities are Active Travel England and related multi-year active travel funding, supplemented by local transport authority capital allocations. These sources are well aligned to early delivery priorities on everyday access, inclusive design and corridor-based connectivity.

Bus priority, network improvement and zero-emission transition (including franchising)

5.15 For bus priority and service improvement (including corridor bus priority, interchange upgrades, information/ticketing improvements and demand responsive services), key opportunities include BSIP and successor bus programmes. Future bus funding and delivery will also be shaped by bus reform choices, including the potential use of franchising powers, which affect service specifications, fares, revenue risk and how capital investment can be packaged with revenue support and performance requirements. Fleet decarbonisation and depot/charging upgrades (or new sites) may be supported through targeted national zero-emission bus programmes (such as ZEBRA and successor rounds), aligned with the Strategy's climate and air quality objectives.

Travel hubs, interchange and shared mobility

5.16 For travel hubs, mobility hubs and interchange schemes, funding will typically be assembled from several sources: local transport allocations as a base, bus capital where interchange is central, Active Travel England for high-quality access, and private/landowner or developer delivery and/or contributions where hubs unlock development or serve major trip generators. Partnership delivery models are particularly important for hubs, including clarity on long-term operations and maintenance where hubs sit on private land or are delivered through the development process.

Rail and strategic corridor interventions

5.17 Rail-related interventions will depend on the rail investment pipeline and partnership funding models, with schemes progressing through Network Rail / Great British Railways processes and relevant enhancement programmes. Where highway and junction schemes are required for resilience, safety, freight efficiency or to unlock sustainable growth, Major Road Network and Large Local Majors-style programmes remain relevant routes, alongside National Highways investment through the Road Investment Strategy (RIS) where interventions interface with the Strategic Road Network. Across all types, local authority capital, developer contributions (including Section 106 and CIL, and direct delivery through planning conditions and Section 278 agreements) and wider partnership funding will remain important, with repayable finance considered where it accelerates delivery and supports longer-term value capture.

Monitoring and Evaluation Plan

5.18 Monitoring and evaluation will be used both to track delivery and to test whether the Strategy is achieving its intended outcomes for connectivity, inclusion, health, the economy and the environment. Table 5.2 sets out the objective-led indicators framework, bringing together relevant indicators from the Department for Transport's Local Transport Outcomes Framework. Where national indicators do not fully capture Greater Cambridge's specific circumstances, local evidence and bespoke analysis will be used to provide a more meaningful assessment of strategic change. Reporting should provide an early warning where outputs and outcomes are not as anticipated, so that priorities, phasing and supporting policies can be adjusted over time.

Table 5.2: Objectives, indicators and evidence sources

GCTS objective	Relevant LTOF indicators / evidence sources	Additional / local evidence	What this means for Greater Cambridge
Establishing a practical, phased approach to managing the impacts of congestion in and around Cambridge	• % mode share of trips made by public transport (DfT Mobile Network Data Modelling) • Bus punctuality, reliability and speed (DfT Bus Open Data Service / local data) • Vehicle miles on local bus services (DfT Annual Bus Statistics) • Transport capital programme reporting (LTA reporting) • Road casualties (DfT Road Casualties Statistics)	• CaPCAM package appraisal outputs • Cambridge Inner and Outer Cordon flows • Bus journey times and speeds on key corridors • Highway delay, vehicle hours and speeds • Parking, servicing and kerbside activity	The transport network functions more reliably, particularly on constrained radial corridors, cross-city movements and within Cambridge city centre. The focus is on improving the efficiency of existing networks, supporting bus reliability, managing traffic demand and maintaining essential access while improving movement and place outcomes.

GCTS objective	Relevant LTOF indicators / evidence sources	Additional / local evidence	What this means for Greater Cambridge
Supporting businesses and our priority economic sectors, including the research campuses and science parks	• Public transport, walking and cycling connectivity score to key destinations (DfT Connectivity Tool) • % mode share of trips made by public transport (DfT Mobile Network Data Modelling) • Bus punctuality, reliability and speed (DfT Bus Open Data Service / local data) • Bus patronage (DfT Annual Bus Statistics) • Transport capital programme reporting (LTA reporting)	• Journey time connectivity catchment connectivity analysis outputs for employment locations • Jobs within catchment of existing communities and strategic sites • Access to research campuses/science parks, stations, travel hubs and international gateways • CaPCAM outputs on corridor performance and demand • Freight and servicing data	Greater Cambridge's major employment areas, research campuses, science parks and business locations are better connected to labour markets, suppliers, visitors and strategic gateways. The focus is on supporting productivity, competitiveness and inter-business connectivity through stronger public transport, rail, active travel, interchange and freight arrangements.

GCTS objective	Relevant LTOF indicators / evidence sources	Additional / local evidence	What this means for Greater Cambridge
Enabling new development and homes, including the sites in the emerging Local Plan	• Public transport, walking and cycling connectivity score to key destinations (DfT Connectivity Tool) • % mode share of trips made by public transport (DfT Mobile Network Data Modelling) • Average number of walking, wheeling and cycling journey stages per year (DfT Modelling) • Miles of compliant new/improved active travel network delivered (LTA reporting through Active Travel Update Your Capital Scheme) • Transport capital programme reporting (LTA reporting)	• DfT Connectivity Tool outputs used as contextual baseline evidence • Journey time catchment connectivity analysis testing for strategic site allocations • Jobs, services and key destination types accessible from each strategic site • Delivery of early active travel, bus, rail, travel hub and interchange infrastructure • Infrastructure delivery against phasing, triggers and funding commitments	New homes and strategic sites are planned and delivered with a genuine choice of transport modes from the outset. The focus is on ensuring transport infrastructure is aligned with development phasing, supports reduced car dependency, and provides clear evidence that Local Plan allocations can be served by sustainable and deliverable transport networks.

GCTS objective	Relevant LTOF indicators / evidence sources	Additional / local evidence	What this means for Greater Cambridge
Connecting homes, disadvantaged areas and the wider region to the economic opportunity of Cambridge	• Public transport, walking and cycling connectivity score to key destinations (DfT Connectivity Tool) • Bus patronage, including elderly and concessionary passenger journeys (DfT Annual Bus Statistics) • Bus passenger satisfaction, including security and accessibility (Transport Focus / Your Bus Journey) • Bus accessibility (DfT Annual Bus Statistics) • Average number of walking, wheeling and cycling journey stages per year (DfT Modelling) • % of adults engaged in active travel at least twice in the last 28 days (Sport England)	• Population within catchment of key destination types • Accessibility change for disadvantaged or poorly connected communities • Journey time catchment connectivity analysis outputs showing access to grouped destinations • First- and last-mile access to stations, travel hubs and stops • DRT, shared mobility and micromobility uptake where available • Equality and transport disadvantage evidence	More people and communities can reach jobs, education, healthcare, services and amenities reliably, affordably and sustainably. The focus is on widening access to opportunity beyond Cambridge, reducing transport-related social exclusion, and improving everyday connectivity for rural communities, disadvantaged areas and people without regular access to a car.

GCTS objective	Relevant LTOF indicators / evidence sources	Additional / local evidence	What this means for Greater Cambridge
Reducing emissions and enhancing the local environment	• Estimated annual transport carbon impacts up to 2050, disaggregated by user emissions and infrastructure carbon emissions (LTA reporting using Local Transport Quantifiable Carbon Guidance) • Number of NO_2 roadside monitoring sites in exceedance of the annual statutory concentration limit (Local Authority Monitoring Data / DEFRA National Monitoring Network) • % of bus fleet that is zero tailpipe emission (DfT Annual Bus Statistics) • Number of publicly accessible EV supply equipment per 100,000 population (DfT EV Infrastructure Statistics) • Provision of EV charging sockets and pavement channels on local authority land (LTA reporting)	• Tailpipe carbon emissions from CaPCAM and local carbon analysis • NO_2 monitoring sites in exceedance • Zero-emission bus fleet share • EV charging provision • Active travel network delivery and participation • Evidence of greening, drainage, biodiversity, resilience and public realm improvements in schemes	Transport contributes to lower carbon emissions, cleaner air, reduced environmental harm and healthier places. The focus is on reducing unnecessary car dependency, supporting travel choice, improving air quality and noise conditions, and embedding climate resilience, biodiversity, greening and better public realm into transport schemes.

5.19 Monitoring should operate at two levels. **Scheme-level** monitoring and evaluation plans should be prepared as part of business case development (proportionate to scheme scale) and should focus on delivery, implementation quality and early outcomes. **Programme-level** monitoring should use a small set of KPIs aligned to the Strategy's objectives (as set out in the logic map earlier in this report) to understand whether the package is delivering the intended direction of travel.

5.20 Data collection should prioritise established datasets to minimise cost, supplemented by targeted monitoring where needed for major interventions. Examples include **automatic traffic counts at key corridor/cordon points** to track changes in traffic flows and network performance, and **periodic passenger/user surveys** (e.g., perceptions of safety, reliability and value for money) to capture experience and inclusion outcomes that are not visible in operational datasets. Indicators should be stored and maintained in a consistent, well-organised way, with clear data ownership and supporting documentation.

5.21 Reporting should be regular, transparent and linked to governance and future updates. In line with established practice, performance should be summarised through **annual updates** to the relevant governance bodies, supported by a wider monitoring report (e.g., **biennial**) that provides a clear snapshot against the agreed indicators. A more formal **programme-level evaluation** should then be undertaken around **four years after adoption** to test whether outcomes and impacts are being realised and to inform any refresh of the Strategy and delivery programme.

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