

Technical note

Project:	A428 Corridor Study	To:
Subject:	Planning Policy Context	From:
Date:	2 May 2014	cc:

1. Introduction

The aim of this note is to provide a brief overview of the national and local policy relating to this study, which will eventually influence the appraisal process. This includes a review of policy at national, regional and local levels relating to walking, cycling, public transport, private car and planning issues. In particular, this section presents measures and policies which influence the corridor's future transport programmes and objectives.

This chapter summarises transport policies in Cambridgeshire including:

- The National Planning Policy Framework 2012 (NPPF)
- South Cambridgeshire Local Plan Proposed Submission, July 2013

1.1. The National Planning Policy Framework 2012 (NPPF)

The NPPF was introduced in March 2012 setting out the government's economic, environmental and social priorities for planning. Its intention is to provide a new, simplified planning framework that better supports growth and helps create the homes and jobs that the country needs, further empowers communities, and helps protect and enhance our natural and historic environment.

The NPPF requires that plans and decisions ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Local authorities now have to update their Development Plans to ensure consistency with the NPPF which includes an expectation that local planning authorities should produce a single local plan document and should only produce additional development plan documents were clearly justified.

1.2. South Cambridgeshire Local Plan Proposed Submission, July 2013

- The draft Local Plan updates and replaces the South Cambridgeshire Local Development Framework which was adopted between January 2007 and January 2010 and covered the period up to 2016. The draft Local Plan's policies and proposals cover the period 2011 to 2031.
- The vision for the Local Plan will be secured through the achievement of a number of key objectives, including:
 - To support economic growth by supporting South Cambridgeshire's position as a world leader in research and technology based industries, research, and education; and supporting the rural economy.
 - To ensure that all new development provides or has access to a range of services and facilities that support healthy lifestyles and wellbeing for everyone, including shops, schools, doctors, community buildings, cultural facilities, local open space, and green infrastructure.
 - To maximise potential for journeys to be undertaken by sustainable modes of transport including walking, cycling, bus and train.

Technical note

Policy S/5: Provision of New Jobs and Homes

- Development will meet the needs in the district over the period 2011-2031 for:
 - 22,000 additional jobs to support the Cambridge Cluster and provide a diverse range of local jobs;
 - 19,000 new homes, including affordable housing and 85 Gypsy & Traveller pitches - this figure implies an average delivery rate of 950 homes per year.

Policy S/6: The Development Strategy to 2031

- The need for jobs and homes will be met as far as possible in the following order of preference, having regard to the purposes of the Cambridge Green Belt:
 - On the edge of Cambridge;
 - At new settlements;
 - In the rural area at Rural Centres and Minor Rural Centres.
- Major site allocations from the South Cambridgeshire Local Development Framework 2007-2010 together with the Area Action Plans for Northstowe, North West Cambridge, Cambridge Southern Fringe and Cambridge East are carried forward as part of the development plan to 2031.
- The following 3 new strategic scale allocations are proposed for housing-led development with associated employment and supporting services and facilities to meet the majority of the additional development needs to 2031 and beyond:
 - A new village based on Bourn Airfield for 3,500 homes, 1,700 of which by 2031;
 - A major expansion of Cambourne for a fourth linked village of 1,200 homes, all of which by 2031;
 - A new town north of Waterbeach for 8,000 to 9,000 homes, 1,400 of which by 2031.
- Development in the rural area will be limited.

Policy SS/6: New Village at Bourn Airfield (Strategic Site)

- Land south of the A428 based on Bourn Airfield is allocated for the development of a new village of approximately **3,500 dwellings**. An Area Action Plan (AAP) will be prepared by the Council. It will be classified as a Rural Centre once built.
- This is a long term development opportunity. Development will take place in the second half of the plan period, and much of it beyond the plan period.
- Development will be phased so that the first housing completions will be in 2022, with no more than 1,700 dwellings being completed by 2031, except as may be agreed by the Local Planning Authority to be necessary to maintain a 5 year supply of deliverable housing sites.
- The new village will be developed to high standards of design and layout. A key consideration will be the relationship with other settlements in the A428 corridor, and maintaining rural character and separation of individual villages.
- The AAP will establish a policy framework for the site, and will address issues and requirements including:
 - Residential development of a mix of dwelling sizes and types, including affordable housing, to achieve a balanced and inclusive community;
 - Employment development, to include the existing ThyssenKrupp site, appropriate to a residential area in Use Class B1. Where distant from residential areas the site could also include other employment uses. The AAP will consider how this site can be integrated with the new village;

Technical note

- Shops, services, leisure and other town centre uses of an appropriate scale for a Rural Centre, whilst avoiding significant impacts on vitality and viability of surrounding centres, and not competing with Cambridge as the sub regional centre or Cambourne village centre;
- Provide a high degree of connectivity to existing corridors and networks.
- A fundamental requirement for this site is that it will be a sustainable development which is highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. Aspirations in the LP 2014 include:
 1. *Significant Improvements in Public Transport, including:*
 - A segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road;
 - Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic.
 2. *Measures to Promote Cycling and Walking, including:*
 - High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;
 - Potentially incorporate a Park and Ride facility for the A428 corridor.
 - A network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the village centre, schools and employment areas;
 - Direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn;
 - A Smarter Choices package including residential, school and workplace travel planning.
 3. *Highway Improvements:*
 - Measures to mitigate the traffic impact of the new village on surrounding villages and roads;
 - Convenient vehicular access, with at least two separate access points to the north west and north east of the site;
 - There will be no direct vehicular access to the Broadway (except buses and bicycles).

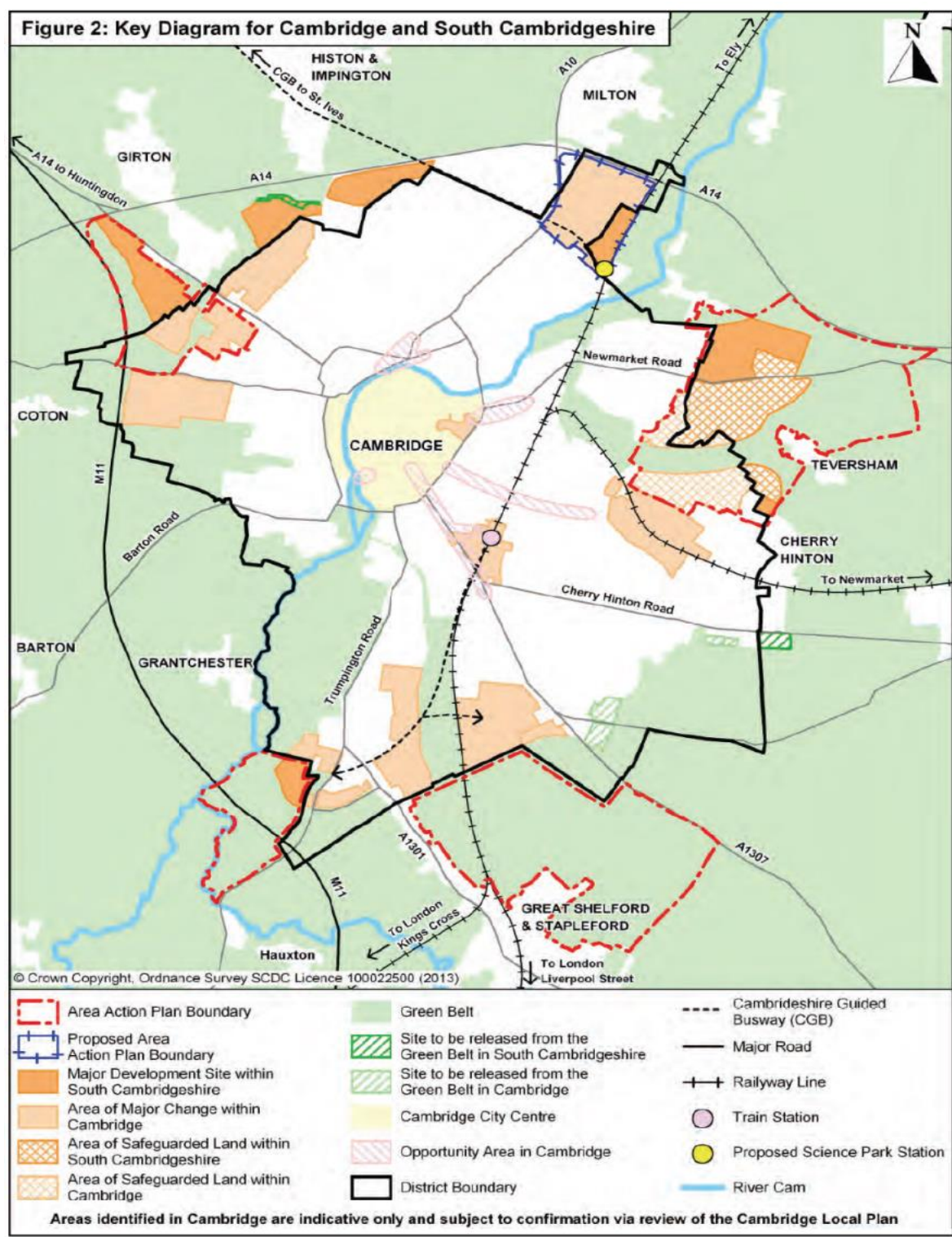
Policy SS/8: Cambourne West (Strategic Site)

- Land south of the A428, North West of Lower Cambourne, including an area within the current Business Park is allocated for the development of a sustainable, fourth linked village to Cambourne of approximately 1,200 dwellings by 2031 with high levels of green infrastructure.
- A fundamental requirement for this site is that it will be highly accessible and permeable to all its residents on foot, by cycle and public transport, to support sustainable transport, recreation and health. High quality provision for buses and segregated cycle use provides for quicker journeys, greater use and improved safety. Together with development at Bourn Airfield, extensive off-site transport infrastructure provision will be required to mitigate transport impacts.
- Development will provide for the additional travel demands generated. Coordination will be required with other developments on the A428 corridor to deliver the necessary improvements. The development will need to address, but is not limited to, the following (subject to detailed strategy development and to the transport assessment of development proposals):
 - Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;

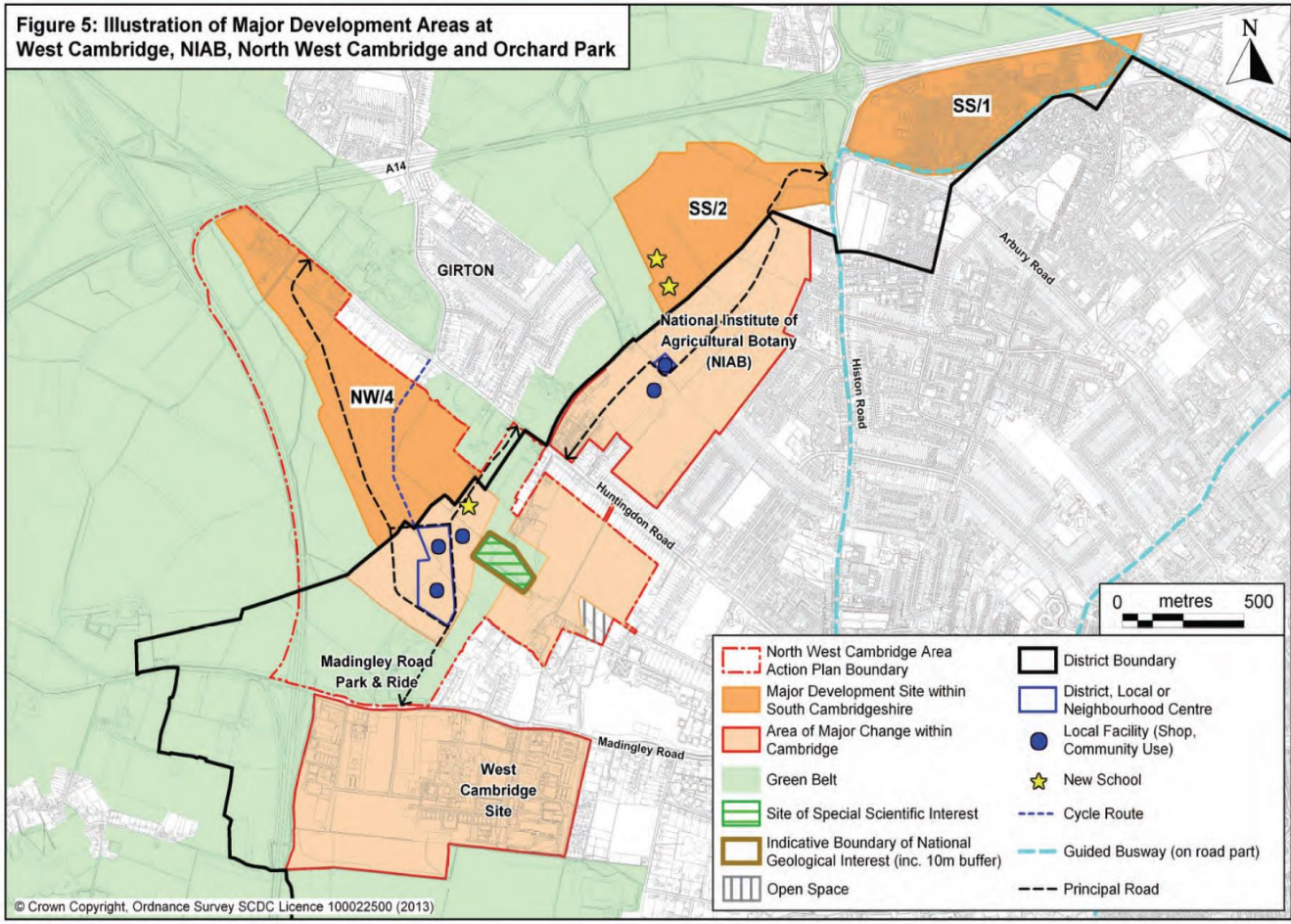
Technical note

- high quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;
- Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn;
- The impact of the proposals on the junctions of the A428 with the A1303 and the A1198 will be assessed in detail and contributions towards or direct funding of improvements to the junctions may be required;
- Delivery or funding of any measures required to mitigate the traffic impact on Bourn, Caldecote, Toft, Comberton and Barton;
- A Smarter Choices package including residential, school and workplace travel planning;
- Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass, and via Sheepfold Lane;
- Bus prioritisation measures, including a bus link from one of the roundabouts on the Caxton bypass through the Cambourne West site, linking through to Great Cambourne by the Cambourne Business Park;
- Creation of high quality segregated cycle and pedestrian routes within the new settlement.

Technical note



Technical note



Development areas in proximity to Madingley Road

Technical note

1.3. Huntingdonshire's Draft Local Plan to 2036

- The Local Plan guides sustainable development in Huntingdonshire up to 2036. It addresses a broad range of planning issues affecting local communities and their land use requirements.
- The paramount theme is building sustainable communities with a high quality of life, by providing for essential infrastructure and community facilities, enhancing accessibility, encouraging a dynamic economy that fulfils its potential, by addressing the implications of climate change and by conserving and enhancing the district's environment.

The vision outlines that by 2036 Huntingdonshire will:

- Benefit from integrated transport networks, including an improved A14, frequent high quality public transport between main centres and an enhanced east coast mainline railway. There will be a closer relationship between homes, jobs and services, access to high quality routes for walking and cycling and good links to strategic green space and the wider countryside.
- Be home to a successful Enterprise Zone and foster a culture of enterprise
- Retain its thriving countryside blending agriculture, strategic green space, rural businesses and tourism whilst maintaining the distinctive character of the rural areas.
- Successfully conserve and enhance its urban, rural and historic environment retaining attractive market towns and villages and distinctive landscapes including the Great Fen, Ouse valley, Grafham Water and ancient woodlands.
- Contribute towards Cambridgeshire and Peterborough's aspirations to promote low carbon living, efficient use of resources, sustainable development and green infrastructure.

A series of objectives have been identified to help deliver it which include:

- To facilitate sustainable modes of travel and minimise the needs for unnecessary travel in all new developments. Where travel and mobility is beneficial high priority is to be given to use of public transport, cycling or walking.
- To provide for adequate infrastructure to meet the needs of new growth and facilitate active, cohesive communities and sustainable lifestyles.
- To ensure inclusive and accessible provision for community needs including education, health, social care, policing, sports, play and open space and integrated community facilities.

Strategic Expansion Locations

A central part of the strategy of this plan is development in three Strategic Expansion Locations:

- Alconbury Weald
- Eastern Expansion, St Neots
- Wyton-on-the-Hill

Eastern Expansion, St Neots (previously SN 1)

- 224ha of land east of Loves Farm and at Wintringham Park, Cambridge Road, St Neots is allocated for mixed use sustainable development in accordance with the St Neots Eastern Expansion Urban Design Framework 2010 to comprised:
 - approximately 3700 homes
 - approximately 25ha of employment land (Class B1, B2 and B8)
 - a main centre of some 3ha containing offices (Class B1), approximately 4,000m² of gross retail floorspace (Class A1) including a supermarket with a maximum gross retail floorspace of 3,000m² and other A2 to A5 and ancillary uses

Technical note

- a neighbourhood centre of some 0.3ha containing a maximum of 200m² of retail floorspace (Class A1) and other A2 to A5 and ancillary uses
- Primary school provision
- community facilities
- Strategic green space and open space
- Successful development of the site will require the satisfactory resolution of the impact of additional traffic on the A428 having regard to a transport assessment and travel plan. An outline application will need to address:
 - details of phasing and development
 - a sustainable transport network for vehicles, cyclists and pedestrians
 - differentiated densities of development depending on proximity to centres
 - the mix of uses to be incorporated, including social and community facilities to meet the needs of the proposed development
 - the incorporation of retail shops appropriate to the area which are complementary to the continued vitality and viability of the town centre
 - the creation of a landscaped business park with frontage to the A428
 - provision for habitats in accordance with an ecological assessment
 - areas that contribute to the strategic green infrastructure network, for example linking with the Ouse Valley and to the south
- While the A428 has been dualled east of Caxton Gibbet, and the A1 and A421 to the west are also dual carriageway, the A428 between Caxton Gibbet and St Neots is a single lane carriageway and currently experiences congestion at certain times of the day. In order to off-set the impact of introducing new access points on the A428 and to mitigate the impact of development on other off-site junctions on the route, improvements are anticipated at the roundabouts at Wyboston, Barford Road, Cambridge Road and Caxton Gibbet to address likely capacity issues.

Alconbury Weald Enterprise Zone

- An enterprise zone was designated at Alconbury Airfield in August 2011 to help deliver the economic growth aspirations of the Greater Cambridge Greater Peterborough Local Enterprise Partnership (LEP). Alconbury Enterprise Zone covers 150 hectares of land and will provide significant opportunities for new investment in the economy. It is envisaged that the Alconbury Enterprise Zone will lead to the creation of 8,000 jobs over 25 years to 2036. This has the potential to significantly change both the numbers and diversity of job opportunities available to local residents.

1.4. Draft Transport Strategy for Cambridge and South Cambridgeshire, July 2013

This strategy has been developed alongside the Local Plans for Cambridge and South Cambridgeshire and will seek to make, bus, cycling and walking the modes of choice for an increasing proportion of trips in the city.

Challenges to be addressed by the strategy

- Accessibility
 - Making it easier to walk, cycle and use passenger transport for work and leisure journeys.
 - Increasing the number of bus lanes, pedestrian routes and cycle routes.
 - Addressing passenger transport availability, particularly in rural areas and in the evenings.
 - Finding alternatives to passenger transport where it is not viable for commercial services to run.

Technical note

- Improving transport links for new and existing communities.
- Managing Demand
 - Managing the increasing demand for road space.
 - Tackling congestion and delay.
 - Reducing unnecessary through traffic in Cambridge.
 - Managing parking capacity in a balanced way.
 - Reducing reliance on road transport for the movement of freight.
- Safety
 - Improving road safety.
 - Tackling stretches of road or junctions where there are accident or congestion problems.
- Travel Information
 - Raising awareness of travel options.
 - Ensuring transport information is available and easy to use.
- Environment
 - Addressing local air pollution.
 - Addressing carbon emissions.
 - Preserving the area's natural environment, including green corridors.
- Sourcing funding to deliver transport improvements.

Strategy Objectives

- Eight objectives have been set for the strategy:
 - To ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
 - To enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area).
 - To ensure good transport links between new and existing communities, and the jobs and services people wish to access.
 - To prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of congestion on sustainable modes of transport.
 - To meet air quality objectives and carbon reduction targets, and preserve the natural environment.
 - To ensure that changes to the transport network respect and conserve the distinctive character of the area and peoples quality of life.
 - To ensure the strategy encourages healthy and active travel, supporting improved wellbeing.
 - To manage the transport network effectively and efficiently.

Passenger Transport - The Strategy Approach

- In the short term, bus and guided bus priority measures will be introduced on radial routes and other key links in the bus network where congestion severely impacts on the timeliness and reliability of services.
- In the medium to longer term, comprehensive treatment of routes to give a consistent level of priority along the whole length will be sought. Road space will be reallocated to buses, cyclists and pedestrians in many areas of the city.
- Orbital bus movements will also be prioritised.

Technical note

- In the short term, development in the northwest of the city will facilitate bus links between Chesterton, Cambridge Science Park and West Cambridge, and onwards to Addenbrooke's and the Cambridge Biomedical Campus, either through the city centre or on the M11.
- In the longer term, we will look at options to complete the circuit to the east of the city, linking Cambridge Science Park, Cambridge Airport, Cherry Hinton, Fulbourn, Addenbrooke's and the Cambridge Biomedical Campus for bus movements.
- Where bus or guided bus services are the focus on a corridor, frequencies of every 15 minutes or better will be sought.
- Where rail services are the focus, a half hourly frequency or better will be sought at all stations on a route.
- Where bus services are the focus:
 - in the short term the objective is to address particular pinch points on the corridors that cause problems for buses.
 - In the medium to longer term, the objective is to introduce more comprehensive Guided Bus or bus priority infrastructure along a route.
 - Outer Park & Ride sites will be introduced to take advantage of the new infrastructure. Expansion or relocation of the current inner ring of Park & Ride sites will also be undertaken. Smaller rural interchanges will also be introduced.
 - The focus for High Quality Passenger transport provision / enhancement on the St Neots to Cambridge Corridor is **Guided Bus**, with a secondary focus on a **Park & Ride**.

Walking and Cycling - The Strategy Approach

The strategy recognises that to accommodate the significant number of additional trips on the transport network that new development in the area will bring, there needs to be a step change in the number of trips that are undertaken on foot or by bike if the network isn't to reach unacceptable levels of delay.

The strategy can be summarised as follows:

- Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
- Provision of additional links on the existing network to join up key destinations that are already partially served by the network.
- As part of wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate.
- Making better use of the off road and village links that already exist by improving the quality of surfaces and signage, crossing facilities and resting points.
- Improving cycle parking facilities so this does not present a major barrier to certain cycling trips.
- Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.
- Improving publicity on the current network – in particular providing information to tourists/visitors about the cycling facilities and pedestrian routes available in Cambridge and marketing and promotion to new residents.
- Working with partners such as the NHS to publicise the health benefits associated with cycling and walking.

Technical note

The Road Network -The Strategy Approach

The strategy recognises that to provide major new capacity for local car trips on interurban routes between Cambridge and the surrounding towns will increase congestion in Cambridge and those towns. If increases in congestion are to be minimised, both in Cambridge and on the radial routes, other modes of transport must provide the additional capacity needed. The backbone of the strategy will be a high quality passenger transport network of bus, guided bus and rail services, fed and complemented by comprehensive pedestrian and cycle networks.

In this context, any highway capacity enhancements that are provided must ensure that traffic can move efficiently in appropriate locations without interfering with passenger transport corridors. Measures to manage demand and allow the prioritisation of bus, pedestrian and cycle movements are likely to be needed.

Increased capacity along transport corridors and in rural areas will be limited to a few key locations where there are existing problems or there is a need to deal with trips generated from major new development. The major intervention that is planned and which relates to the A428 Corridor study is:

- A428(T) Caxton Gibbet to Black Cat improvement.
 - This scheme will address existing capacity problems between St Neots and Caxton Gibbet, and allow for new development at St Neots and Cambourne.

1.5. Strategic Economic Plan - LEP

- Greater Cambridge Greater Peterborough Enterprise Partnership (LEP) is a business-led organisation focused on driving forward sustainable economic growth in our area
- This Strategic Economic Plan aims to release the area's significant potential for continued economic growth, through a targeted range of interventions. It seeks the maximum leverage of private and public sector spend across our area, and makes the case for investment from the Government's Local Growth Fund. It is effectively a 'bid' document to Government and partners, seeking to agree a deal over support for the economy.
- The GCGP area is one of the UK's fastest growing and most dynamic areas and makes a strong contribution to UK plc, in the form of £30 billion gross value added (GVA) per annum. However, transport constraints represent a key challenge to supporting housing and employment growth and continued economic prosperity.
- Many of the constraints on business and housing growth concern transport:
 - road and rail 'bottlenecks' causing congestion and unreliable journey times,
 - limitations on the capacity of the rail network,
 - barriers to the delivery of housing for local workers
 - Limited public transport in rural areas.
 - east-west connectivity across the LEP area, and beyond,
 - potential for mode shift towards sustainable travel modes which are not fully realised,
 - Access issues in relation to Stansted and Luton Airports as well as Heathrow and Gatwick airports.

Vision and Strategy Approach

- The vision is for a transport network that is fit for this economically vital high growth area that helps to facilitate sustainable growth and enhance economic prosperity and enables efficient movement of goods and people.

Technical note

- Key economic hubs in Cambridge, Alconbury and Peterborough will be well connected to the east coast ports, airports and key economic centres by a network of high quality transport infrastructure, including fast and frequent rail links to London and further afield enabling greater connectivity and innovation.
- More people will travel by bus or rail or by healthy active travel options enabling more efficient use of the network. Improvements to key road corridors will address main barriers, capacity constraints and pinch points and enable more efficient and reliable travel between key destinations.
- New rail stations, improved links, and enhanced capacity and frequency on the rail network will help to ensure good connectivity to key markets and gateways including, London and the Airports, and key regional centres such as Norwich, Ipswich and Birmingham
- Improved East West rail links and access along the A428, A47 and A14, will enhance economic growth opportunities and connectivity with Milton Keynes, Oxford, Luton & Bedford and the East Coast Ports.
- In order to achieve this vision, the strategy is to develop a highly connected and efficient transport network which enables easy and reliable access to and between key employment clusters, growth areas and markets, and achieves these 4 main aims:
 - An integrated and reliable transport network that enables efficient movement of goods and people.
 - A highly connected and efficient rail network linking key destinations.
 - Sustainable transport capacity to support and unlock growth along key corridors / hubs.
 - Good and reliable access to and between the key economic clusters.

Trunk Road and Motorway schemes

The Highways Agency is developing route based strategies for all of the routes on the trunk road and motorway network. In the GCGPEP area, the route of relevance will be covered by the A14 and A428 Midlands to Felixstowe route based strategy, as outlined below.

Scheme	Issues addressed
A428 Caxton Gibbet to Black Cat improvement	A comprehensive capacity improvement to the A428 / A1 between the Caxton Gibbet roundabout and Black Cat roundabouts. <ul style="list-style-type: none"> • Scheme to be determined by Felixstowe to Midlands Route Based Strategy. • Options include on line dualling or a new route
A428 / A1198 Caxton Gibbet junction improvement A1 / A421 Black Cat junction improvement	Early implementation of grade separated junctions in advance of A428 Caxton Gibbet to Black Cat improvement. <ul style="list-style-type: none"> • Improved traffic flows and reduced congestion on A428, A1 and A421 trunk roads and on the A1198. • More reliable bus services on A428 corridor between St Neots and Cambridge.

1.6. Greater Cambridge City Deal

- The City Deal process allows named cities to negotiate a deal with Government over economic growth. Greater Cambridge has an agreed memorandum of understanding with the Government, with a signed and agreed City Deal pending shortly.
- The Government has agreed to commit £100m to Greater Cambridge until 2019/20, but the agreement could be worth up to £500m over the 15 to 20 years, dependent on the economic impact of investments made.

Technical note

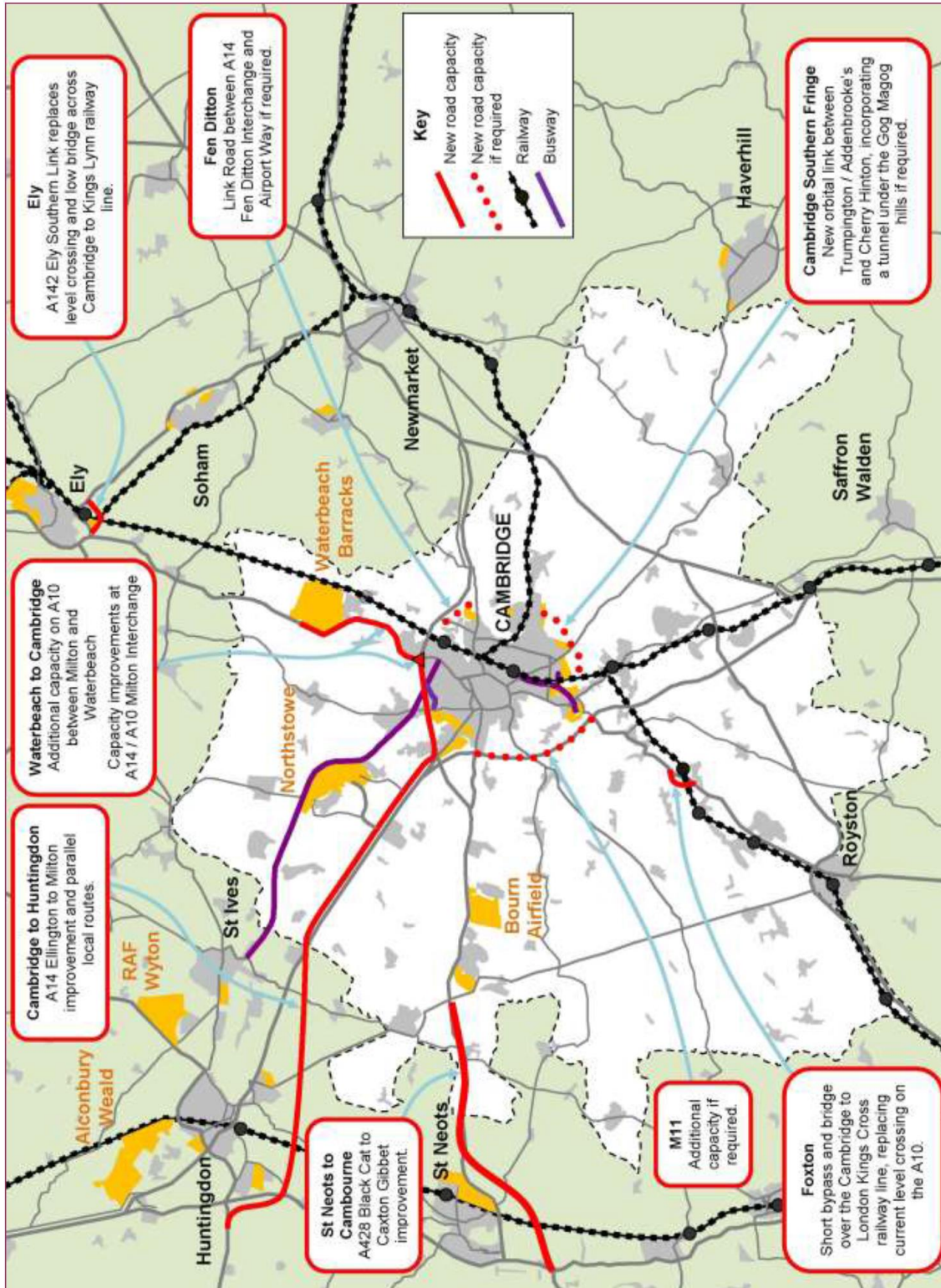
- The funding will be used to deliver infrastructure that is necessary to support housing and jobs growth in and around Cambridge, and will focus on radial and orbital movements in and around the city, and on several of the key outer radial corridors where housing and jobs growth is planned, including the A10, A428 and A1307.
- The schemes that will be delivered are all included in Cambridgeshire's Long Term Transport Strategy and a detailed programme for the use of this funding will be now be developed further as the deal has been agreed in principle.

Growth Fund links with the Greater Cambridge City Deal programme

- Four major schemes for which local growth funding is sought form part of larger schemes that will receive funding from the City Deal. The LGF scheme of relevance to the A428 Corridor is:
 - A428 to M11 segregated bus links – This scheme is a standalone priority to improve journey times and reliability of bus services on the A1303 into Cambridge. However, it is it is also a key component of the wider improvements needed to provide for the transport demand of development on the St Neots to Cambridge corridor, including at Wintringham Park St Neots, West Cambourne and Bourn Airfield.

Technical note

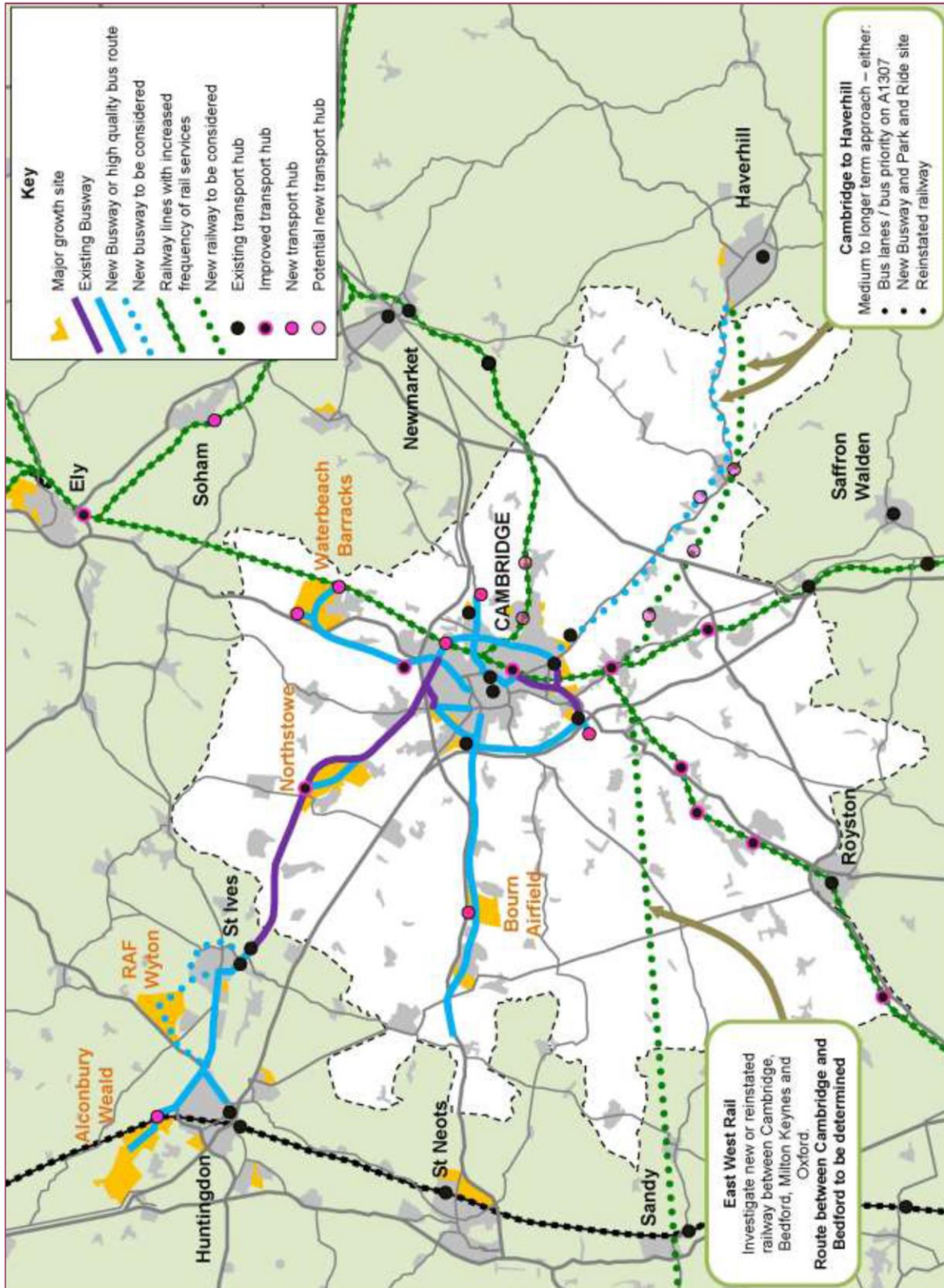
Figure 4.12. Major highway improvements.



© Crown copyright and database rights 2013 Ordnance Survey 100023205.

Technical note

Figure 4.2. Focus for HQPT provision / enhancement on main transport corridors between Cambridge and neighbouring towns.



© Crown copyright and database rights 2013 Ordnance Survey 100023205.

Technical note

The strategy will focus on achieving a journey time and quality of service for buses on this corridor that equals or exceeds the equivalent car trip in peak periods, as has been achieved on the Huntingdon corridor with the Busway. In the short term, this will involve measures on the existing highway to give increased priority for buses on the inbound trip into Cambridge on the A1303. In the longer term, a more comprehensive solution for both inbound and outbound services will be sought.

Key Transport Challenges and Opportunities

- The A428 had seen a 43% increase in traffic since 2001, the highest growth of any trunk road in Cambridgeshire. The stretch of the A428 between the A1 and the A1198 is the only section of the route between Milton Keynes and Cambridge that is single carriageway, and suffers from significant congestion around St Neots and at Caxton Gibbet.
- On the St Neots and Cambourne to Cambridge corridor Significant growth on the corridor at St Neots, Bourn Airfield and Cambourne is likely to exacerbate congestion on the A428 Trunk Road between St Neots and Caxton Gibbet, and on the A1303 between the A428 and Cambridge. If buses are caught in this congestion, services will not be able to offer a competitive journey experience to the private car for longer trips.
- Travel demand is likely to increase by 40% in the area to 2031 and some key road stretches already suffer severe congestion. The A14 is crucial to planned major development projects such as the new settlement at Northstowe. Other key cross county routes where significant growth is planned and capacity constraints need to be addressed include the A428 (Cambridge to Bedford road), A10 connecting London to Ely and A47 from Norfolk through to Peterborough.

Recent evidence in the Employment Land Review, building on the [Cambridge Cluster at 50 Study](#), suggests that the high tech cluster is maturing. Greater flexibility is needed to support its diversification enabling associated high tech manufacturing and headquarters functions.