

Greater Cambridge Partnership

Via email

18/07/2022

Your Ref:

Our Ref: 06558-L-01-A

Dear Sir/Madam

A New Road Classification for Cambridge Consultation 2022 – Brookgate Consultation Response

This letter has been prepared by PJA on behalf of Brookgate in response to the Greater Cambridge Partnership's (GCP) consultation on a proposed new road classification for Cambridge.

Brookgate

Brookgate is a development company, specialising in mixed-use regeneration projects and in Cambridge has been responsible for the development of the CB1 area around Cambridge Station, and has recently submitted a planning application for Phase 2 of development at Cambridge North adjacent to the station and forming part of the North East Fringe development.

Principles of the City Road Hierarchy

Brookgate's development of CB1 has been brought forward with low car parking ratios as part of a strategy which both recognises the location of the site in relation to significant public transport infrastructure, but also to seeks to manage the level of vehicular movements to and from the development specifically, and this part of the city more generally. The proposals for Cambridge North have been developed along similar principles. Due to these low levels of car parking provision, Brookgate would not wish to see access made more difficult, but recognises the benefits that the hierarchy could deliver as part of a wider, integrated package of measures to improve walking, cycling and public transport access across the City.

Levels of Access Afforded to Different Modes of Transport

CB1, and the proposals at Cambridge North include significant provision for pedestrians and cyclists, and Brookgate is supportive of the initial ideas around the level of access by these modes, and also by buses and emergency vehicles. At this stage however, Brookgate reserves its position regarding the proposals for cars and commercial vehicles, pending more detail on the design and implementation of the strategy.

Categorisation of Roads and Streets

Brookgate is keen to see access to Cambridge Station protected for rail users. As a result, it is suggested that Brooklands Avenue could be designated as an 'Area Access Street' given the role of this link in providing access to a wider part of the City for vehicles travelling along Truempington Road.

Coordination with GCP Making Connections Proposals

As mentioned above, Brookgate recognises the benefits that could be delivered if the scheme were to form part of an integrated package. It is felt however, that supporting infrastructure, such as improved bus public transport, would need to be in place at the outset in order to support the implementation and balance the 'carrots' and 'sticks'.

Bus Route Provision and Pedestrian and Cyclist Priority in the City Centre

Brookgate is supportive of the principle of 'Civic Streets' within the City Centre.

Delivery Strategy

Brookgate is supportive of the principle of restrictions on deliveries in city centre and promotion of low emission vehicles and/or e-cargo bikes.

Summary

To summarise, overall, Brookgate is broadly supportive of the high-level principles of the City Road Hierarchy, but reserves its position pending more detail on design and implementation. Brookgate would welcome further opportunities for engagement in the proposals as they develop and more detail emerges.

Yours faithfully

A handwritten signature in black ink, appearing to read 'E King'.


Associate