

Greater Cambridge Partnership

By email to consultations@greatercambridge.org.uk

18 July 2022

Dear 'A new road classification for Cambridge' team,

**Representations made by Marshall to the GCP 'A new road classification for Cambridge'
Introduction**

Marshall is promoting the Cambridge Airport site for redevelopment. The redevelopment is predicated on the relocation of parts of the Marshall business to an alternative location. Marshall has secured an Option Agreement with Cranfield University for a site at Cranfield Airport in Central Bedfordshire and following announcement of the site as its preferred location, is now preparing to submit an Outline Planning Application to facilitate the relocation of the Military Aerospace business to the site. The application is due to be submitted by early Autumn 2022.

This firm commitment has allowed the site to be identified in the Greater Cambridge Preferred Options version of the emerging Local Plan as being suitable for 7,000 homes and 9,000 jobs. Marshall therefore has a significant interest in the development of the improved access to and from the east of the city and how their land holdings and development aspirations can contribute to the process and the solutions identified as part of the emerging Eastern Access Projects.

Cambridge East being included in the Preferred Options version of the Local Plan reflects that the site can deliver thousands of new homes and jobs little more than 3 kilometres from central Cambridge. The delivery of homes and jobs in this location ensures that from a transport perspective travel patterns are inherently more sustainable than the same homes or jobs located elsewhere. Active travel, genuine low car living, complete, compact and connected neighbourhoods, sustainable last mile logistics, integrated strategic green and active corridors and a smarter choices programme will all form part of our design and transport philosophy.

Marshall is already working closely with the Greater Cambridge Partnership (GCP) to ensure that the 'longer-term' improvements identified by the Eastern Access Project which rely on Airport land continue to be progressed for the benefit of Cambridge East and east Cambridge more generally. However, this lettered response only addresses the current consultation which focusses on the 'New Road Classifications' proposed for Cambridge.

MGP Response***General***

In general terms we welcome the GCPs new road classifications proposals as we anticipate that the reclassification will then enable the easier delivery of specific schemes if the role and function

Marshall Group Properties Ltd

The Airport, Cambridge, CB5 8RX. T +44 (0)1223 373737 marshallgroup.co.uk/property

Registered Office: Airport House, The Airport, Cambridge CB5 8RY, England. Registration Number: 2051458

of the roads is changed to better reflect more sustainable ambitions for the city. The following are the stated aims of the project:

- support improved quality of life
- help meet the challenges of climate change
- help to create a sense of place as part of the highway network
- improve health and wellbeing by providing a nicer environment for physical activity
- lower air pollution
- improve access to work, education, leisure and green spaces.

We support all of these objectives but would add that 'helping to deliver a more reliable and accessible public transport network' should feature. Increased public transport usage will be essential for longer distance journeys and the changes to the classifications of the road network will be an important enabler to this goal, discouraging car travel into the city.

Through previous representations, Marshall have highlighted our support for the rebalancing of carriageway space in favour of the delivery of more sustainable modes of transport. Removing a percentage of cars from the road network in the city will have many benefits including those to public health and to the environment. In this context we make the following observations on the road classification descriptors themselves.

The greater granularity of purpose proposed is excellent. They provide much-improved clarity of message about the role that movement corridors will play and are therefore suitable for the reclassification for many of the existing roads within the city. However, there are also many new communities being developed and these categories and descriptions should also be suitable for the new communities to and we suggest that the descriptors should be made broader to include emerging typologies or possibly that a new category entirely is created.

For Cambridge East we are proposing that many of the neighbourhood streets that provide access to front doors are essentially car free. Cars will be parked away from the front door and not in the street meaning that street is active, planted and playful. Whilst car access may be permitted, the street is largely a space for people and low impact modes of transport. This as a typology does not appear to be reflected in the descriptions.

If a wholly new category cannot be created (noting that this is largely a reclassification of existing roads) then the categories of Civic Streets and Neighbourhood Streets could be changed to offer more flexibility in their application in new developments.

We suggest that the role of 'Civic Streets' should be broader than streets in the City Centre that are 'often historic narrow streets within shopping, tourist and leisure areas'. Whilst these streets do undoubtedly fall within this category, we suggest that these types of streets should be encouraged to be more prevalent in our neighbourhoods and new communities as well. Therefore, the category should be broadened to recognise that these types of streets will exist away from the historic centre. We also suggest that the neighbourhood street descriptions be amended to reflect different types of street typology that will become more prevalent going forward – characterised by landscape, play and restrictions on vehicle access to support healthy lifestyles. As an example, we suggest that Marmalade Lane would sensibly be categorised as a Neighbourhood Street that does not reflect the characteristics that are proposed and subject to

Marshall Group Properties Ltd

The Airport, Cambridge, CB5 8RX. T +44 (0)1223 373737 marshallgroup.co.uk/property
Registered Office: Airport House, The Airport, Cambridge CB5 8RY, England. Registration Number: 2051458

this consultation. A broadening of this category would assist Cambridge East to develop street designs that are consistent with the categories proposed by this consultation.

Our suggested amendments to these categories are set out below.

Category	Typical Movement Functions	Typical Place Characteristics
<p>Civic Streets (Mainly small streets in the city centre or in new people focussed neighbourhoods. Access for vehicles would be restricted)</p>	<p>Provide access to main shopping, entertainment and leisure areas of the city or areas where people will choose to spend time or play.</p> <p>Priority given to walking and cycling.</p> <p>Motor vehicle access:</p> <ul style="list-style-type: none"> Limited to residents, those with limited mobility and for deliveries/servicing Only allowed at certain times outside busy periods Buses not normally allowed; smaller buses could be allowed access to link to the wider bus network 	<p>Often historic narrow streets within shopping, tourist and leisure areas or streets that have been specifically designed as places to spend time or play. Large numbers of Characterised by pedestrians spending time rather than passing through. High-quality public space appropriate to the area.</p> <p>Street design:</p> <ul style="list-style-type: none"> May allow for street trading to encourage people to spend time in support of retail, leisure and tourism May allow for street performance and community/cultural events Help pedestrians and cyclists to use the area safely, with alternative routes provided for cyclists to avoid congested streets Street operations to reflect economic and social importance of the streets and address security aspects On-street cycle parking at various locations for short stays. Motor vehicles as guests into the space rather than designed for.
<p>Neighbourhood Streets (Access for vehicles would be allowed but through movements would be restricted)</p>	<p>Provide access to properties in local neighbourhoods</p> <p>Through movements to the wider road network only allowed by walking and cycling</p>	<p>Typically, residential streets where that reflect patterns of development that have grown up over time. Motor motor vehicle access is generally unrestricted. Some streets may however restrict vehicles when designed in conjunction with an area wide strategy. Significant space may be allocated to On-street parking for</p>

Marshall Group Properties Ltd

The Airport, Cambridge, CB5 8RX. T +44 (0)1223 373737 marshallgroup.co.uk/property

Registered Office: Airport House, The Airport, Cambridge CB5 8RY, England. Registration Number: 2051458

		<p>local residents may be provided with cycle parking provided to satisfy local need. Parking for car club vehicles would also be a common feature of the street scene to promote an alternative to car ownership.</p>
--	--	--

Roads in the Vicinity of Cambridge East

Whilst MGP are supportive of the new road classification proposals there are some matters that directly relate to the Cambridge East site and we highlight these below.

Newmarket Road and Barnwell Road, which bound the north and west of the Cambridge East site respectively, will be classified as ‘Primary Distributor Roads’. Airport Way to the east will be considered as a ‘Secondary Distributor’ and Coldhams Lane to the south, an ‘Area Access Road’. The Cambridge East site will likely need to take access from all these roads. The new road classifications will allow the closure of some routes to private vehicles and so this traffic may, as acknowledged in the consultation, be reassigned onto the primary roads. Whilst overall traffic on the network city-wide may have decreased, increased pressure may be put on these primary roads which will include Barnwell Road and Newmarket Road. The same could be argued for the Secondary Distributor Roads that connect the Primary Distributor Roads.

We would stress that whilst Barnwell Road and Newmarket Road have this function and are potentially required to accommodate an increase in traffic, this must not be at the expense of making these corridors more human and less hostile – they are still roads in the city around which existing and new communities will live. Despite their role in having to accommodate increases in traffic, we request that consideration is given to how designers can still improve these corridors for people and not high volumes of traffic throughput.

Additionally, the impact of additional traffic on Barnwell Road and Newmarket Road may affect the site’s ‘Trip Budget’ (CCC’s proposed mechanism for controlling the impacts arising from developing the Cambridge Airport site). We therefore request that any modelling of subsequent physical network changes will be explicitly captured and identified to ensure that a conversation around a fair and reasonable trip budget for the site is possible and that the deliverability of this inherently more sustainable site is not compromised in favour of longer distance car trips into the city that do not switch modes.

Airport Way is likely to be reclassified as a Secondary Distributor Road and so will serve a function of connecting the Primary Distributor Roads. It is also proposed that Secondary Distributor Roads are be subject to a 20pmh or 30pmh speed limit which would require reducing the current speed limit which is 40mph at its southern end and 50mph for the rest of its length. These changes would be complementary to our proposals where the barrier effect of the road will be reduced, and the corridor redeveloped with more frontage and therefore people-based activity.

Coldhams Lane would be classified as an ‘Area Access Street’. Its purpose would be to give access to and from the large areas of the city and whilst all vehicles will be permitted, the road will not allow traffic to travel from one distributor road to another meaning that improved

Marshall Group Properties Ltd

connectivity is provided to public transport. This vision for Coldhams Lane is consistent with the emerging Eastern Access Phase 2 project which is considering Coldhams Lane as the public transport route into the city centre.

Outside of the four roads surrounding the Cambridge East site, we note that Ditton Lane is to be included as a Primary Distributor Road. The logic is that Ditton Lane provides access to the A14. Our view is that the local community needs to be handled sensitively and if there are any opportunities to relieve the pressure on this road as a result of development at Cambridge East, we would gladly work with the GCP and CCC to explore it.

We note Davy Road is not currently annotated and therefore assumed to be a neighbourhood street. Whilst it has this role, we consider that it could also have a more significant role in providing sustainable access to Cambridge Station if Network Rail were to propose an eastern access into the station as a result of East West Rail and the need for an additional island platform. The naming conventions should reflect this potential.

Mill Road would be classified as an Area Access Road, and we hope that this presents an opportunity to develop a landscape / public realm led vision for the road that includes high quality cycling provision between Cambridge Station and the Cambridge East site. Mill Road has the potential to be a vibrant, healthy and active destination within the city and an important route between the City Centre and the east side of Cambridge. We hope that the reclassification can be the catalyst for some bold thinking for this important corridor, which would be the shortest route from Cambridge East to the station, and likely the focus of a lot of travel by active modes.

Summary

Whilst we have raised a few observations with regard to the impact on Cambridge East, Marshall supports the aims of the GCP's 'A new road classification for Cambridge'. The reclassification is a necessary steppingstone to delivering more ambitious changes to the network in coming years. We hope that you appreciate the contributions made and we are of course happy to discuss any specifics with you directly.



Marshall Group Properties Ltd

Marshall Group Properties Ltd

The Airport, Cambridge, CB5 8RX. T +44 (0)1223 373737 marshallgroup.co.uk/property
Registered Office: Airport House, The Airport, Cambridge CB5 8RY, England. Registration Number: 2051458