

Access and Movement

Pedestrian and Cycle Access

Pedestrian / cyclist access to the Proposed Development and the surrounding area is an important link between the Application Site and surrounding areas and central to the sustainable transportation offering of the Proposed Development. Specifically:

- connections with Huntingdon Road to the north-east are to be provided at five locations:
- along the orbital site vehicular access route to the Eastern Huntingdon Road access by a combined cycleway / footway;
- along the radial site vehicular route to the Western Huntingdon Road access by a combined cycleway / footway;
- at the northern end of the Ridgeway cycleway, located on Huntingdon Road opposite the Girton Road priority junction by a combined cycleway / footway;
- Bunkers Hill, located opposite the Whitehouse Lane priority junction, by a combined cycleway / footway;
- to the south of Howes Place priority junction by a footway-only connection.
- connections with Madingley Road to the south are proposed at two locations:
- along the radial site vehicular access route by a combined cycleway / footway;
- along Madingley Rise by a combined cycleway / footway;
- a connection to Storey's Way to the south-east by a combined cycleway / footway; and
- enhancements are to be made to the M11 pedestrian underpass to improve access to the countryside.

Vehicle Access

Vehicular access to the Development and the surrounding area will be met through three general vehicular accesses to the Proposed Development and one limited vehicular access point. These are:

- Huntingdon Road East - to the north-east to Huntingdon Road, a traffic signal controlled junction access to provide access to the south, and the NIAB Development to the north;
- Huntingdon Road West - to the north-west on Huntingdon Road, a traffic signal controlled junction;
- to the south on Madingley Road, adjacent to the Park and Ride, a crossroad traffic signal controlled junction to provide access to the north, and to the West Cambridge Development to the south; and
- to the south on Madingley Road, at Madingley Rise, a new toucan crossing.

The location of the Huntingdon Road West and Madingley Road West access points to the Proposed Development have been carefully set to intercept the maximum number of development-bound trips on the strategic highway network.



Access Parameter Plan

KEY

Contextual Information:	For Approval:
Existing and retained buildings	Application site boundary
Open land (reference NWC/OPA/PAR/03)	Primary street zone*
Open land within school site (reference NWC/OPA/PAR/03)	Secondary street zone*
Primary street	Primary pedestrian/cycle route zone*
Secondary street	Secondary pedestrian/cycle route zone*
Primary pedestrian/cycle route	Restricted Access Zone
Secondary pedestrian/cycle route	Market Square pedestrianised Zone

* Zones may overlap

The reason for this is to halt these trips travel through the residential areas of Cambridge, thus minimising the impact of the Proposed Development on the local highway network.

All routes within the Proposed Development will be designed to accord with the principles of the Department for Transport's suite of documents Manual for Streets, design guidance to reduce the attractiveness of these routes as rat-runs, by reducing vehicle flows by restricting speeds to 20mph and incorporating suitable high-quality passive speed management measures.

Public Transport Access

Bus access through the Proposed Development will generally reflect the vehicular access as identified above and enable existing and future bus routes passing along Huntingdon Road and Madingley Road to pass through and serve the Proposed Development. A bus gate is proposed on the Huntingdon Road – Madingley Road Link Road in the centre of the Proposed Development to be provided in the early stages, to prevent traffic from taking a direct route between Huntingdon Road and Madingley Road (although an alternative, longer and less attractive route would be available for all vehicles).