

Making Space for People

Supplementary Planning Document



Baseline Report

June 2019

BDP.

Planning, Landscape Architecture, Urban Design and Engagement advice

furban
flow

Transport advice



Local context advice



Local context advice



Turleys (previously Beacon Planning) - Historical analysis

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1. Introduction

The Baseline Report

This report provides an overview of the baseline findings for the Making Space for People Supplementary Planning Document (SPD).

This report summarises the outcomes of a comprehensive programme of meetings, workshops, online engagement, desktop review, analysis and site visits that have been undertaken to help formulate a thorough understanding of Cambridge and those who live and work in the city and the potential impacts of projected growth.

The report has been prepared by BDP and Urban Flow, on behalf of Cambridge City Council and has been funded by the Greater Cambridge Partnership. The SPD will address a wide range of issues, and as such, the baseline report has been produced by a multidisciplinary team: BDP, Urban Flow, Cambridge City Council, Greater Cambridge Partnership and Turley's, previously Beacon Planning.

1.1 Project Introduction

Rationale for Project

The 2018 Cambridge Local Plan sets an aspiration for the city of Cambridge to be a compact and dynamic city which caters to the needs of those living, working and visiting the city, whilst setting a worldwide exemplar for ideas and innovation.

Although echoed through its thriving institutions and economy, the city's built environment is yet to fully reflect this vision. Continued growth is adding pressure to the constrained historic core, streets and local infrastructure, challenging the city's ability to manage increased movement and demand over key city spaces. These issues have contributed to challenges, including congestion and poor air quality along with concerns about safety.

The 2018 Local Plan sets out a series of ambitious proposals to ensure the city's built environment achieves quality design and fosters an environment which allows the city to evolve physically. To take the policies of the Local Plan forward, an SPD is required to provide a series of guiding principles planning must follow when approaching development of the city's spaces and movement patterns. In order to formulate these principles this baseline report identifies best practice currently guiding city development at home and overseas.

This project supports the 2018 Local Plan by establishing a comprehensive strategy for movement and the protection and enhancement of the existing environment and future spaces in the city centre.

Purpose of the Supplementary Planning Document

The aim of the Making Space for People SPD is to provide a reference document, setting out an ambitious, coordinated and strategic approach for delivering an infrastructure of high quality spaces and ease of movement across Cambridge city centre for all. The strategy will look to:

1. Enhance and develop the city centre's unique identity
2. Develop a public spaces network establishing future roles and functions for the city's streets and spaces.
3. Identify key design principles to be incorporated in the creation of new or improved spaces, streets, cycleways and walkways, as well as opportunities for targeted investment that prioritises the enhancement of these spaces.
4. Development of a movement hierarchy
5. Further promote Cambridge as a place to live, work and visit.

The SPD aims to be ambitious and will set out a clear direction for further development of the city.

Image 1: River Cam



SPD Site Area

The Making Space for People SPD site area is defined by Local Plan Policy 10: City Centre, along with contextual adjoining opportunity areas which include: Policy 11: Grafton Area of Major Change; Policy 21: Mitcham's Corner Opportunity Area; Policy 22: Eastern Gate Opportunity Area; Policy 23: Mill Road Opportunity Area; Policy 24: Cambridge

Railway Station, Hills Road Corridor to the City Centre Opportunity Area and Policy 25: Old Press/Mill Lane Opportunity Area.

The intention of this SPD is to ensure that development proposals for the city centre take a strategic and integrated approach. As such, the SPD will give consideration to the contextual areas, where there are clear implications for the city centre.

Figure 1: SPD Site Area



- | | | | |
|-----|------------------------|--|---------------------|
| Key | | | |
| | Train Station | | SPD Area Boundary |
| | Railway | | Buildings |
| | SPD Site Area Boundary | | Natural Environment |
| | | | Water |

SPD Status

This project is undertaken by Cambridge City Council (CCC) as the local planning authority, in partnership with Cambridgeshire County Council (the County) and the Greater Cambridge Partnership (GCP).

The draft Making Space for People SPD will be prepared in accordance with paragraph 153 (plan-making) of the National Planning Policy Framework (NPPF) (2018) and Regulations 11 to 16 (Local Planning) of the Town and Country Planning (England) Regulations 2012.

The SPD will give effect to Policy 10 'The City Centre' of the Cambridge's 2018 Local Plan, providing a strategy for management and guide the design of public realm and movement improvements.

Once adopted, the SPD will be a material consideration in assessing planning applications within the site area boundary.

Relationship to GCP Transport Programme & City Access Strategy

The Greater Cambridge Partnership (GCP) is a consortium of public and private sector partners that work together to deliver infrastructure projects across the Greater Cambridge area. Specifically, the GCP Transport Programme will deliver a comprehensive and sustainable transport network across Greater Cambridge to accommodate the city's growth.

The GCP's City Access strategy is currently developing solutions that address the primary issues of congestion and mobility across the city, with the aim of achieving a 10-15% reduction in the 2011 peak-time traffic levels by 2031. The strategy looks to propose and deliver a series of measures through four workstreams documents: the Demand Management Study, the Clean Air Zone Study, the Public Transport Insight and Offer and the City Centre Spaces and Movement Strategy (now known as the Making Space for People SPD).

Once adopted, the SPD will guide city centre infrastructure investment, whilst working in tandem with the other three City Access Workstreams.

Figure 2: Relationship between Key City Access Workstreams



1.2 Baseline Report

Baseline Methodology

This report summarises the outcomes of a comprehensive programme of meetings, workshops, online engagement, desktop review, analysis and site visits that have been undertaken to help formulate a thorough understanding of Cambridge and those who live and work there, as well as a better understanding of the potential impacts of projected growth and the future of the city.

Meetings, discussions and workshops with technical and non-technical stakeholders have provided a comprehensive insight into the needs and requirements of the local community and stakeholders.

Quantitative and qualitative data has been collected and analysed by the GCP to develop proposals for demand management and air quality improvement across the wider city of Cambridge as part of the City Access projects. Although still in preparation at the time of writing, these documents work in tandem and are critical to the preparation of the final SPD. Therefore, it is essential these parallel documents inform each other to develop a shared vision for the city of Cambridge.

Baseline Report Structure

The baseline report sets the scene and provides a robust evidence base to inform the development of the Making Space for People SPD. The report has been structured in the following sections:

Chapter 2 - provides a context for the Spaces and Movement SPD, identifying the city context, its future ambitions, related planning policy and studies, best practice guidance and historical development of the city of Cambridge.

Chapter 3 - summarises the findings from the engagement strategy, conducted for the purpose of this report.

Chapter 4 - examines Cambridge city centre today, analysing the existing structure, spaces and character of the study area.

Chapter 5 - examines the city centre's current transport provision analysing how this impacts on movement and access.

Chapter 6 - provides a conclusive summary of the baseline findings, identifying strengths and weaknesses of spaces and movement across the city centre.

2. Context

This chapter provides a contextual setting for the SPD area to identify the city's past, present and future requirements, through an examination of patterns of growth, future ambitions of the city, relevant planning policy and studies, best practice guidance and a review of the city's historical evolution.

2.1 Wider City Context and Strategic Significance

The City of Cambridge

The city of Cambridge is situated in the south east of England, 50 miles north of London. Although only 40km sq in area, the city operates as a regional centre for the County of Cambridgeshire, attracting people from the surrounding area for retail, recreational and cultural activities and events.

Set on the River Cam, the city is characterised by its prestigious university, medieval streets and open spaces. What is more, the city's compact form and flat topography has contributed to it becoming the best known cycling city in the UK, nicknamed 'Britain's Cycle City'.

In 2016 the city's population was estimated at 131,800, whilst the Greater Cambridge area (including the city and the South Cambridgeshire district) has an estimated population of 265,000 people. Young adults represent the largest demographic grouping in the city at 30%, which is second highest in the UK (Centre for Cities, 2018). This is largely a product of the city's dominant education and economic sectors. In 2016/17 the student population of the University of Cambridge and Anglia Ruskin was 42,200 (Higher Education Statistics Agency, 2018).

Local & Regional Governance

The Greater Cambridge area is defined by the Cambridge City Council and South Cambridgeshire District Council Areas

The local authorities take responsibility for local services, budgets and planning policies.

Cambridgeshire County Council is made up of five districts including the two Greater Cambridge councils, East Cambridgeshire District Council, Huntingdonshire District Council and Fenland District Council.

The County Council's primary responsibility in the context of the SPD is to manage highways across the region.

In 2017 the Cambridgeshire and Peterborough Combined Authority was formed to provide regional autonomy. The authority is made up of seven councils, including those that form part of the GCP, and is chaired by a directly elected Mayor. The authority has been given devolved responsibility for boosting growth in the region.

Strategic Transport Connections

Cambridge is well connected to its neighbouring cities through a series of strategic links across the regional area. The London to Cambridge corridor provides a series of direct routes between London, Stansted airport, Cambridge and Peterborough. The link between Cambridge and Stansted airport ensures the city is globally accessible, whilst high speed train routes connect Cambridge to London and Cambridge to Peterborough in approximately 50 minutes.

On going movement proposals include dedicated road and rail links between Oxford and Cambridge, the country's two leading university cities. The importance of the two cities and their relationship is further emphasised through the recent announcement by the National Infrastructure Commission (NIC, 2017) of a new deal to develop one million new homes and infrastructure along the Cambridge - Milton Keynes - Oxford arc.

Figure 3: City Context

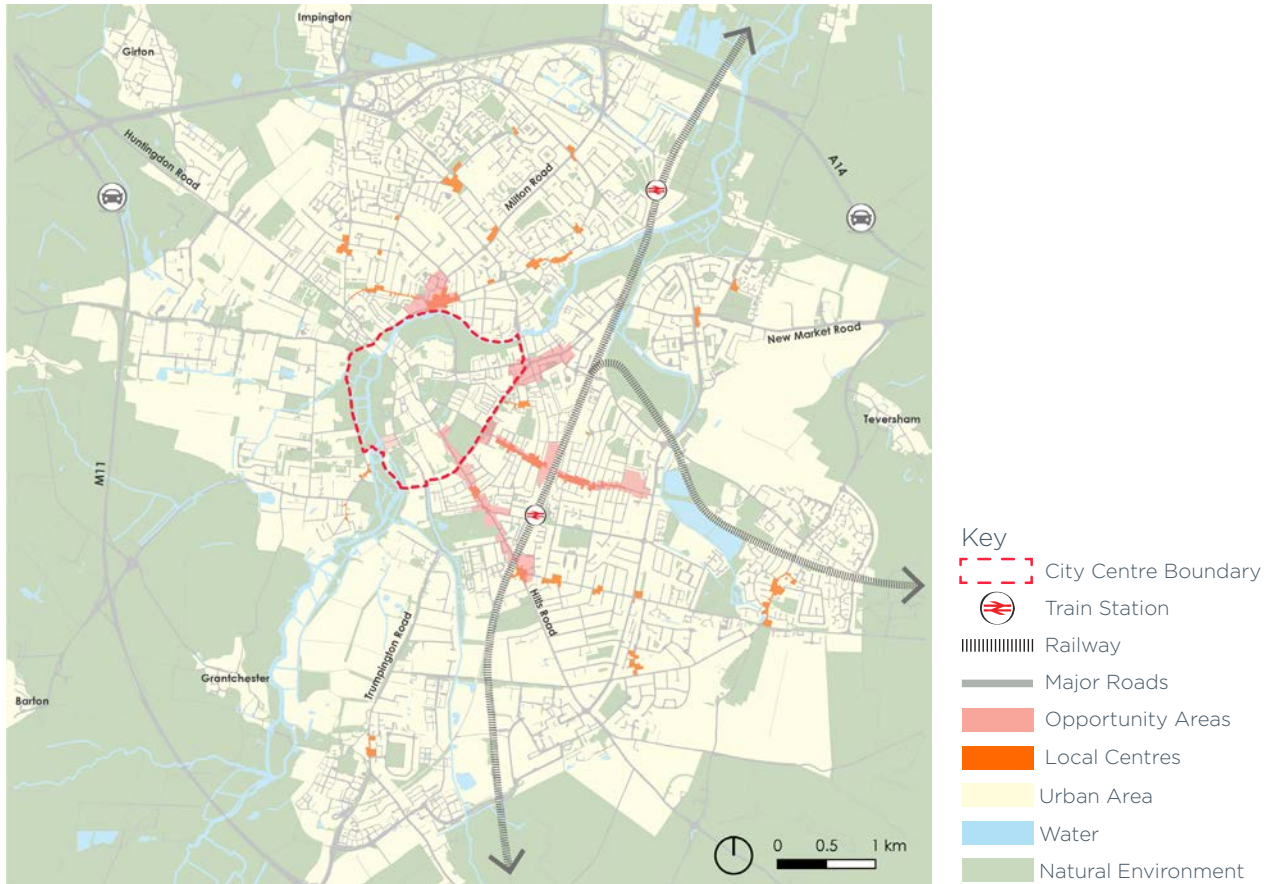
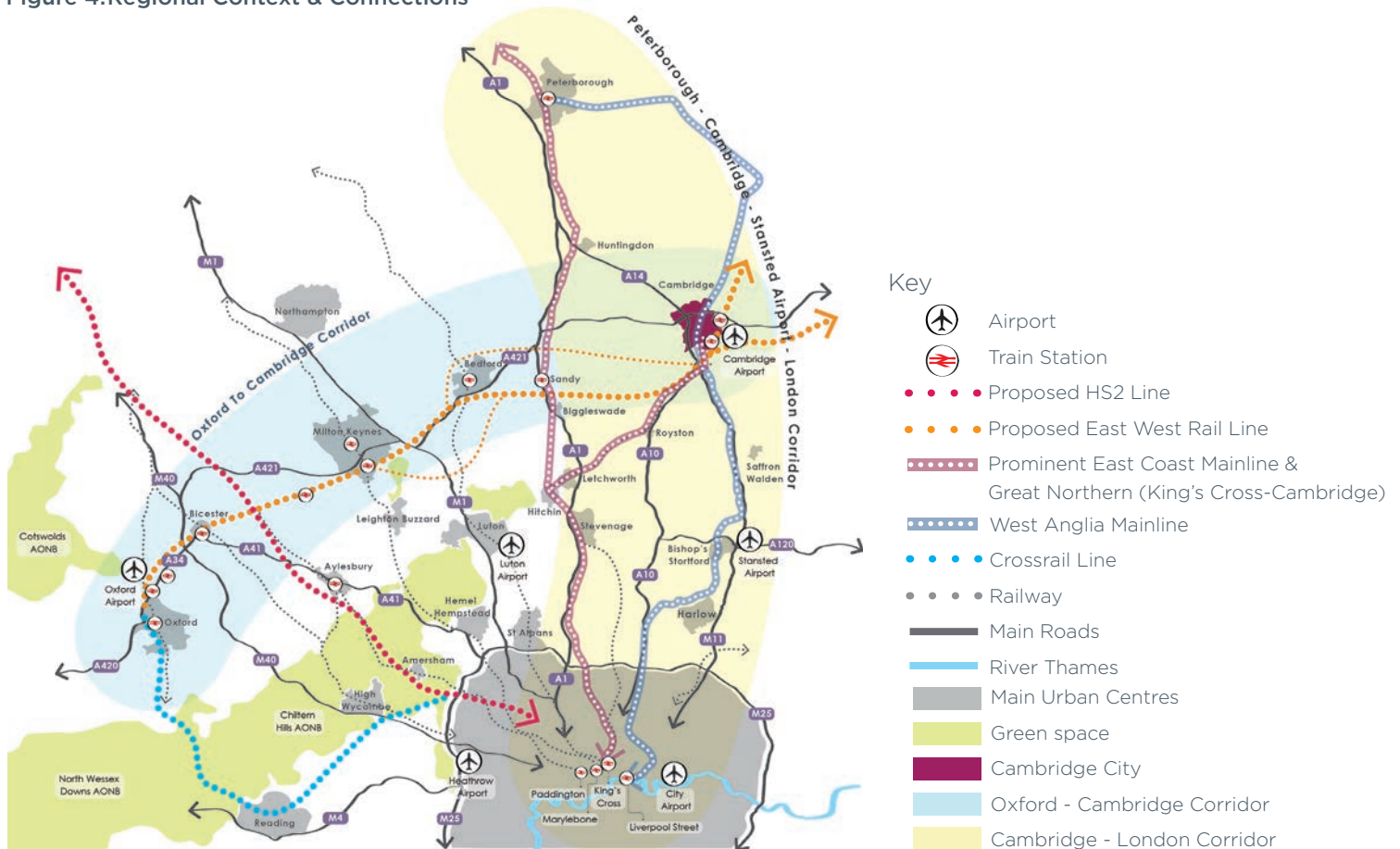


Figure 4: Regional Context & Connections



Centre of International Excellence: Cambridge Economy, Education & Ambition

Cambridge has a long and established history as an international centre of excellence in education, science, technology and the knowledge economy.

Home to one of the oldest and highest ranking universities in the world, education is the primary component of the city's identity. Cambridge's education sector accounts for 7% of the city's overall gross value added (GVA) (Irwin Mitchell, 2018), in part responsible for the city recording the sixth highest economic output in the country.

The city's reputation for outstanding achievement and innovation spreads beyond academia. The Cambridge Phenomenon, a term first coined by Peta Levi in a Financial Times article in November 1980, describes the incredible explosion of technology, life sciences and service companies that has occurred in the city since 1960 (<http://www.cambridgephenomenon.com/phenomenon>). This high profile clustering of globally significant hi-tech and bio-tech businesses has led to a rapid growth of start-ups in the area, with more patents published in Cambridge than in any other UK city. The network now comprises 1,000 technology and biotechnology companies, generating more than 40,000 jobs in these sectors.

Science and research, and technology-based business are two of five key sectors which underpin Cambridge's economy. The other primary economic generators include the city centre economy, tourism and the public sector (Cambridge Economy: Retrospect and Prospect study, 2011). Currently there are 24,649 companies based in Cambridge, with a

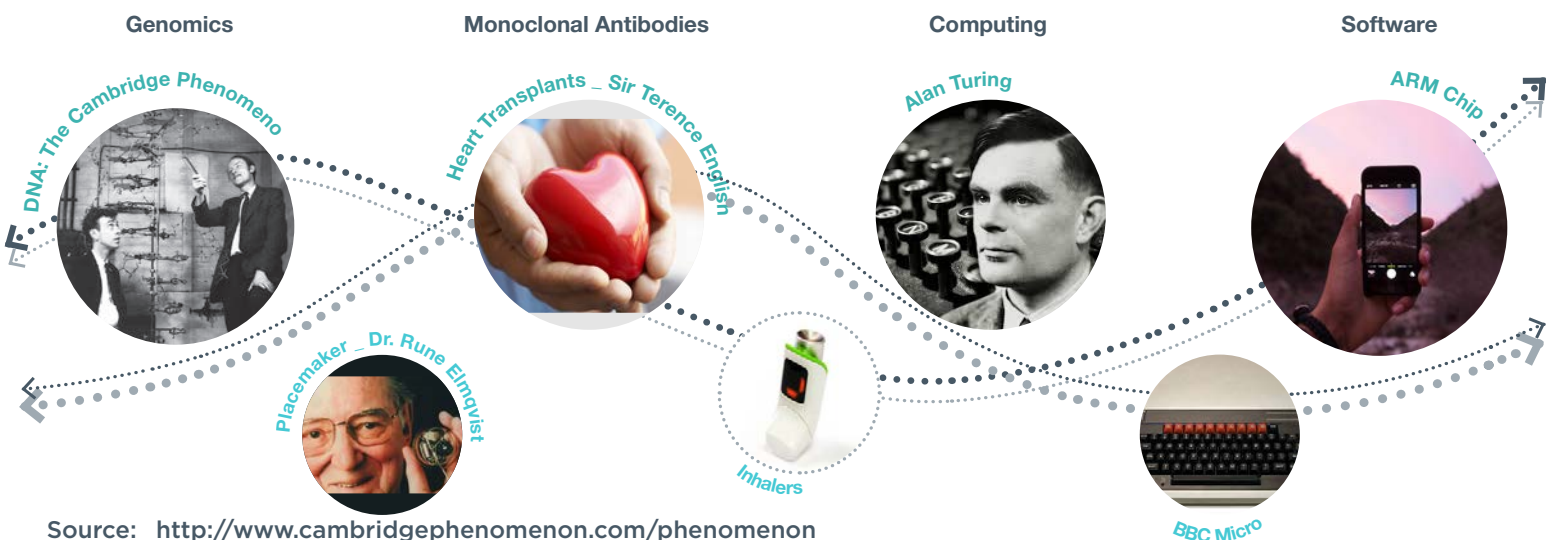
total turnover of £43.3 bn (Cambridge Cluster, 2018). This has led to the creation of 224,762 jobs overall in the area, making the city one of the five most competitive in the UK.

Cambridge has topped Grant Thornton's UK Vibrancy Economy Index, 2018 for the fifth year running. Here cities are judged on their ability to balance quality of life and economic growth, delivering common good across its citizens, technological readiness and position as a city gateway. Out of 324 local authorities, Cambridge came first for dynamism and opportunity and fifth for community, trust and belonging. Although ranking first overall, Cambridge's health, wellbeing and happiness fell some way below the national average, coming in at 232.

The city's position on the world stage, as a centre for academic excellence and start-up innovation, has been consistent and has set a standard for other cities to follow. However, leading global cities are not solely judged on what they currently provide, but how prepared they are for future requirements. Although coming 10th in the Financial Time's FDI Intelligence 2016/17 European Cities of the Future, the city failed to retain its spot on the 2018/19 list.

Whilst the majority of top ranking global cities operate on a larger scale than Cambridge, confidence is growing in the opportunities smaller cities can provide in leading innovation. Cambridge has established itself as an innovation leader through its industries, however there are still gaps in its ability to translate this to its built environment.

Figure 5: Cambridge Phenomenon Key Inventions Timeline



Source: <http://www.cambridgephenomenon.com/phenomenon>

Growth: Patterns & Pressures

The continued strength of Cambridge's education and economic sectors has contributed to significant growth in the city's population and visitor numbers. The population of Cambridge is predicted to rise from 124,350 in 2011, to 156,240 by 2031 (Cambridgeshire County Council 2015 based population forecast).

Cambridge has become the UK's fastest growing economy, generating 2.0% annual growth and forecasted to grow a further 2.2% (Irwin Mitchell 2018 UK Powerhouse City Tracker report). However, average wages in the city have fallen behind average house prices, making it increasingly difficult to purchase property in the city centre, with associated impacts on the number of people commuting in from surrounding villages and market towns.

The 2013 City Centre Capacity Study has identified the need for 22,000 new jobs, 70,200 sq.m of employment land, 40,000 sq.m of retail, 20,000s q.m of leisure space and 14,000 new dwellings across the city of Cambridge by 2031, to which the city centre must make a significant contribution.

Successful promotion of the city's resources and offer has led to high numbers of tourists. Although seasonal, these groups bring continuing pressure on Cambridge city centre's spaces and movement. The city hosts 5.3 million tourists a year, which is a 48% increase since 2010. Although tourism contributes £583 million to Cambridge's economy and generates 17% of local employment, reports indicate that figures are not as high as they could be on account of many

tourists only visiting for the day or just a few hours. (Visit Cambridge, 2013).

The city's growth is set to be managed through two primary frameworks, firstly through the City Council's Local Plan and secondly via investment projects from the Greater Cambridge Partnership (GCP).

The Cambridge Local Plan (2018) sets out to support the challenge of balancing and managing conflicts between two competing yet related dynamics: the sustainability and quality of life advantages of a compact and heritage-rich city, with the need to accommodate growth of competing uses, including residential and the five key business-sectors of the city's economy.

The Greater Cambridge Partnership looks to ensure that the city is taking a holistic approach to growth. The partnership seeks to secure sustainable economic growth for Greater Cambridge by unleashing a second wave of the 'Cambridge Phenomenon' through delivery of 33,500 new homes for all; 44,000 new jobs; better, greener transport; strong and healthy communities; and improvements in air quality through powers and investment worth up to £1 billion over 15 years.

Through these two spheres of management, the city of Cambridge looks to take control of increasing pressures on its services and infrastructure to ensure the city develops for the benefit of its population, environment and economy.

2.2 Future of Cambridge

Vision for Cambridge 2031

Cambridge Local Plan 2018

Setting out the city's vision for the future, the 2018 Local Plan lays out a proposed set of objectives for the City of Cambridge till 2031. At the heart is the attainment of a high quality environment with outstanding sustainable movement.

The city of Cambridge strives to be:

- A world class city that is compact, dynamic and has a thriving city centre.
- A more environmentally sustainable and successful low carbon economy.
- A continuing leader in higher education and research.
- A city with a range of good quality housing
- A city that encourages innovation and design excellence, contributing positively to Cambridge's distinctive identity.
- A city where green spaces, infrastructure and the River Cam are protected, enhanced and grown.
- A city that protects its heritage.
- An uncongested and clean city, where sustainable transport is the norm.
- A city that creates community and enjoys an enviable quality of life, where residents have a voice.
- A city that is inclusive for all, combining prosperity, affordability, health, safety and a good social mix.
- A city served by successful and easily accessible local centres, offering a choice of shopping services and community facilities

The City Deal

The regional City Deal (2014) has committed a set of pledges to ensure 'ease of movement' everywhere within the Cambridgeshire - Peterborough area. This will be achieved by:

- increasing capacity in key strategic corridors to and from the city (especially where there are new houses or new businesses);
- developing a 'sustainable transport network' (i.e. bus and train links, cycle routes and footpaths) between 'employment hubs' and 'high tech clusters'.

These will be delivered through a series of projects including:

- 'new high quality public transport links' into Cambridge on 'key corridors', 'connecting with major employment centres';
- a 'comprehensive network of pedestrian and cycle routes within Cambridge';
- ensuring that on 'the main radial routes' buses will have 'high quality priority measures'.

Vision of Cambridge 2065

A collaborative report published in 2015 brings together reviews by the City Council, Cambridge University, local businesses and interest groups outlining their future vision for Cambridge. The summary concludes:

....'the authors see Cambridge in 2065 as a city that is green and connected. Cambridge is seen as both a global leader and local hub, for high-tech innovation, culture and also communities. The very high quality of life associated with the city has been maintained and developed, providing a recreational and cultural match to its continuing intellectual and economic growth.

Above all, Cambridge is viewed as a beautiful city that attracts people from all over the world and whose citizens can live healthy, happy, and equal lives.'

These two visions for the city of Cambridge will guide and inform the objectives and principles set out in the Making Space for People SPD.

2.3 Planning Policy Review

This policy review provides an overview of the relevant development plan policies that will inform the design of the spaces and movement strategy going forward.

Adopted Policy

National

- National Planning Policy Framework (NPPF) March, 2018

Regional

- Transport Strategy for Cambridge and South Cambridgeshire, 2013
- Cambridgeshire Local Transport Plan, 2011-2026
- Cambridgeshire Green Infrastructure Strategy, 2011

Local

- Cambridge Local Plan, 2018
- Open Space and Recreation Strategy 2011
- Cambridge City Council Planning Obligations Strategy SPD 2010

Cambridge Local Plan, 2018 - 2031

Cambridge Local Plan sets out the planning framework to guide future development for the city till 2031.

The plan is made up of three primary documents:

- The Local Development Framework
- The North West Cambridge Area Action Plan
- The Cambridge East Area Action Plan

The Local Plan has been under development since 2011. The proposed plan was submitted to the Secretary of State for Examination In Public in 2014 and has since gone through a series of modifications, which were consulted during January and February 2018. The final document was adopted in October 2018.

Spatial Strategy

NPPF, 2018

Policies 11-14: requires Local Plans to be prepared with the presumption in favour of sustainable development.

Policies 15-19: Requires local planning authorities to produce a Local Plan for its area. Local Plans should be aspirational but realistic, setting out strategic priorities and opportunities for development.

Policies 20-23: states that strategic policies should set out an overall 15 year strategy for the pattern, scale and quality of development, and make sufficient provision for housing, employment, retail, leisure, infrastructure for transport, community facilities, conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

Cambridge Local Plan, 2018

The Local Plan's spatial strategy sets out related policies and designations designed to minimise the distance people need to travel, and make it easier to move around the city to access jobs and services by sustainable modes of transport.

Policy 1: lays out the assumption in favour of sustainable development. The policy provides a list of land use needs over the plan period (table 2.1), which includes the need of additional floor-space for both universities, hotels, retail, strategic leisure, waste and energy facilities.

Policy 2: Spatial Strategy for the Location of Employment Development - supports growth of the Cambridge Cluster of knowledge-based industries and institutions and other clusterings. Employment development will be focused on the urban area, areas of major change, opportunity areas and the city centre. Provision has been made for the development of at least 12 hectares of employment land (net) from April 2011 to March 2031.

Policy 14: Areas of Major Change & Opportunity Areas - Encourages development within the AOMCs and opportunity areas to include significant public realm improvements as well as sustainable transportation. High densities are to be encouraged in the City Centre, district centres and local centres and around key transport interchanges. OA include: Mitcham's Corner (Policy 22), Eastern Gate (Policy 23), Mill Road (Policy 24), Cambridge Railway Station (Policy 25), Old Press/Mill Lane (Policy 26), and the Fitzroy/Burleigh Street/Grafton Area of Major Change (AOMC) (Policy 12).

Ensuring the Vitality of Town Centres

NPPF, 2018

Policy 85: requires planning policies to positively support town centres, setting out policies for management, growth and adaptation. In drawing up Local Plans, local planning authorities should:

- define a network and hierarchy of town centres and promote their long-term vitality and viability;
- define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;
- retain and enhance existing markets and, where appropriate, re-introduce or create new ones;
- allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;
- where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre; and
- recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Cambridge Local Plan, 2018

Policy 6: Hierarchy of Centres in Cambridge, organises the centres into a series of categories including: the City Centre, district centres, local retail centres and neighbourhood centres, whilst setting out the policy implications.

Policy 10: identifies Cambridge City Centre, as the primary focus for developments attracting a large number of people and for meeting retail, leisure, cultural and other needs appropriate to its role as a multi-functional regional centre.

Development is expected to:

1. Add to the vitality and viability of the City Centre;
2. Achieve a suitable mix of uses;
3. Preserve or enhance heritage assets and their setting, open spaces and the River Cam;
4. Be of the highest quality design and deliver a high quality public realm; and
5. Promote sustainable modes of transport.

Policy 43: University Faculty Development requires that any land in the city centre acquired for intuitional growth must optimise the use of land, including a mix of uses on larger sites and take opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements as well as reductions in car parking provision.

Place Making & the Public Realm

NPPF, 2018

Policy 125: states that plans must set out a clear design vision and expectations to ensure quality of place. These policies must be developed with the local community to ensure they reflect local aspirations.

Policy 126: highlights the opportunity supplementary planning documents can create by producing design guides and codes to provide maximum clarity to design expectations. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place.

Policy 127: Planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Cambridge Local Plan, 2018

Policy 10: The City Centre - outlines the intended role of the city centre as a multi-functional regional centre, which looks to encourage development that adds vitality, viability and diversity, whilst preserving heritage assets, delivering high quality design and promoting modes of sustainable transport.

The policy also identifies the need for a public realm SPD to set out a coherent strategy for improvement to the capacity, quality, and connectivity of the city centre's public streets and spaces. Direct reference is made for the need to improve the public realm around Market Square, in order to enhance its role as the city's primary civic space.

Policy 55: Responding to Context - supports development which positively responds to its context and draws inspiration from the key characteristics of its surroundings. The development should enable the creation of distinctive and high quality places across the city.

Policy 56: Creating Successful Places - outlines that the design of a development should be attractive, high quality, accessible, inclusive and safe. Streets must be designed to respond to their level of uses, whilst preventing vehicular traffic to dominate. The policy also states the need for attractive places of appropriate scale, that are inclusive and provide natural surveillance. Public spaces and realm must respond to context, safe, usable, create active edges, provide amenities and are enjoyable. Materials, finishes and street furniture must be appropriate to its location.

Policy 59: Designing Landscape and the Public Realm - must take an integrated and designed holistically with its local context. The design must consider the needs of all users and adopt the principles of inclusive design. Materials must be of a high quality and respond to the context to help create local distinctiveness. An integrated approach should be taken to surface water management as part of the overall design. Trees and other planting is to be incorporated ensuring they are appropriate to both the scale of buildings and the space available. Existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area should be retained and protected.

Sustainable Transport

NPPF, 2018

Policy 102: emphasises that patterns of movement, streets, parking and other transport considerations must be integral to the design of schemes, and contribute to making high quality places. What is more, opportunities must be found to promote walking, cycling and public transport use. Policy 103: The planning system must insure that the transport system is balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Policy 104: Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.

Transport Strategy for Cambridge & South Cambridgeshire, 2013

Is a combined transport strategy between Cambridge City Council and South Cambridgeshire Council and adopted by the Cambridge County Council in 2014, which looks to achieve sustainable growth and economic prosperity across the County.

The Strategy supports policy 4 of the NPPF, looking to encourage more journeys to be made through sustainable modes to reduce further traffic levels and pollution. This is supported by a series of measures:

- Extra capacity for buses, cyclists and pedestrians on roads on the outskirts of Cambridge
- Expansion of the Park and Ride service
- Reduction of road space for cars
- Improving frequency and quality of public transport
- Encourage bus routes that connect economic hubs and the new Cambridge North station

Cambridge Local Plan, 2018

Policy 5: Sustainable Transport Infrastructure aims to connect employment hubs and hi-tech clusters through investment in sustainable transport. Specifically, the policy attempts to deliver greater pedestrian and cycle prioritisation where growth has been identified along the proposed city-wide 20mph zone.

Policy 80: Supporting Sustainable Access to Development - supports development which encourages walking, cycling and the development of high quality public transport provisions to the City Centre. The policy safeguards existing and proposed routes for these transport modes, whilst emphasising the need for them to feed into a wider network of safe and convenient routes.

Policy 82: Parking Management - prioritises development with an approach to the management of both vehicular and cycle parking infrastructure. The policy makes reference to the transport strategy, which prevents any net increase in overall vehicle parking levels (other than disabled parking) in the City Centre.

Conservation & Heritage

NPPF, 2018

Policy 170: requires planning policies to support and enhance the natural and local environment, through the protection of its existing character, improvement of access

Policy 184: requires planning policies to set out a positive strategy for the conservation and enjoyment of the historic environment.

Cambridge Local Plan, 2018

Policy 61: Conservation and Enhancement of Cambridge's Historic Environment - requires all new development to conserve or enhance the significance of the heritage assets of the city (buildings and spaces), their setting and the wider townscape, including views into and out of conservation areas.

Policy 67: Protection of Open Space - seeks to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, alternative locations and the replacement must be fully available for use before the area can be redeveloped.

Policy 69: seeks to protect Sites of Local Nature Conservation Importance. Where development is permitted it must enhance the existing value and prevent harm.

Policy 7: the River Cam - development proposals along the River Cam are required to:

- enhance views to and from the river,
- protect and enhance the unique physical, natural and culturally distinctive landscape of the river.
- raise the quality of the river, adjacent open spaces and the integrity of the built environment in terms of its impact, location, scale, design and form
- enhancement of the natural resources and offer opportunities for re-naturalisation of the river
- enable, where possible, opportunities for greater public access to the
- take account of and support, as appropriate, the tourism and recreational facilities associated with the river.

Planning Obligations Strategy SPD Draft 2014

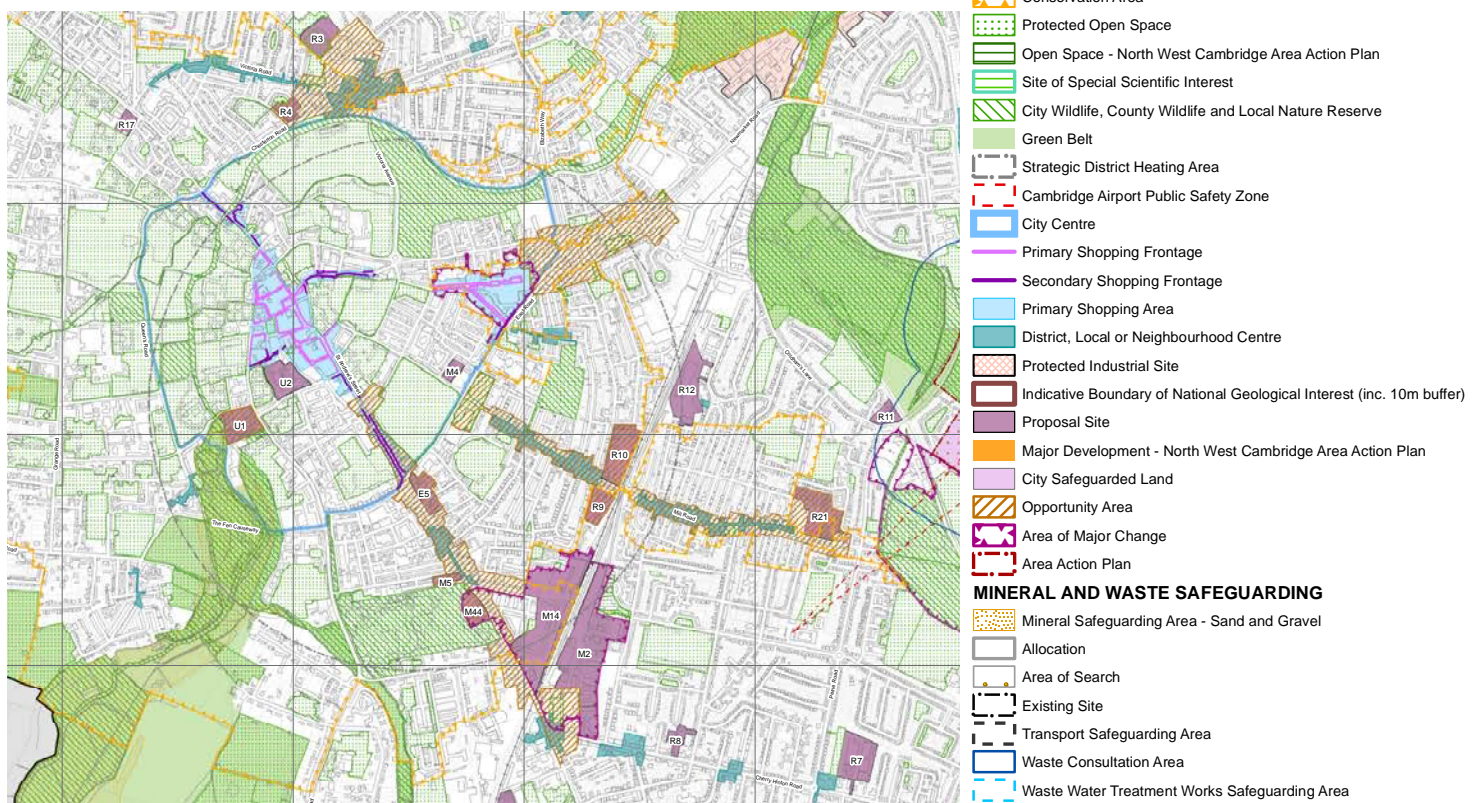
The policy document sets a programme to provide infrastructure to assist in the development of socially inclusive and environmentally sustainable communities, through the enhancement of open spaces, public realm, transport improvements sport and recreation, community, leisure, arts and cultural facilities.

City wide community infrastructure will be financed by the Community Infrastructure Levy (CIL), whilst on-site infrastructure will be funded through planning conditions and obligations.

The proposed CIL charging schedule lays out the following rates per sq.m:

- Residential (C3, C4, including sheltered accommodation) - £125
- Retail (A1 - A5 and sui generis akin to retail) - £75
- Student Accommodation - £125
- All other developments (including B, C1, C2 and D class uses) - £0

Figure 6: Extract of the Cambridge Policies Map 2018



Proposed Schemes & Initiatives

The City Council has outlined a series of policy Areas of Major Change, Opportunity Areas and Proposal Sites as part of the 2018 Local Plan to accommodate growth requirements. These schemes sit within the study area operating as local centres and key access routes into the historic core.

These policy areas must be considered and aligned with proposals for the city centre through the SPD strategy.

Grafton Area of Major Change

The Grafton Area of Major Change, as outlined in a Masterplan and Guidance SPD (2018) and Local Plan Policy 11 (2014), is supported as a location for expansion and redevelopment of retail, leisure, residential and student use. Development is required to improve the bus interchange, including an increase in capacity and better waiting facilities; support for sustainable modes of transport including improvements for pedestrians and cyclists such as a managed cycle parking facility, and with no increase in car parking above current levels; and development of linkages to the historic core.

Mitcham's Corner Opportunity Area

Mitcham's Corner Opportunity Area is outlined in Local Plan Policy 21 and a Development Framework SPD (2017). Development proposals must contribute to the creation of a low-speed environment restoring the balance between people and vehicles; emphasise 'place making' over vehicle movement; reinforce or re-establish historic routes; and create a more comfortable and simplified pedestrian environment. This will create safer, more active and inclusive streets, and a place where it is pleasant to live and work.

Eastern Gate Opportunity Area

The Eastern Gate Opportunity Area is outlined in Local Plan Policy 22 and a Development Framework SPD (2011). The vision for the OA is to reconnect people and places, responding to the negative outcomes of large-scale 1970's highway interventions and construction of unsympathetic bulky buildings that relate poorly to the public realm. Development proposals are required to create a low-speed traffic environment restoring the balance between people and vehicles; emphasise 'place making' over vehicle movement; re-establish historic routes; and create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, and response to desire lines.

Hills Road to City Centre Opportunity Area

The Hills Road to City Centre Opportunity Area aims to promote and coordinate the use of sustainable transport modes, and deliver and reinforce a sense of place through a low speed traffic environment and emphasis on 'place making'. The OA extends beyond the study area towards the railway station, and aims to create an improved, high quality link between these. It makes two provisions within the city centre, relating to the widening of pavements and improved cycle parking on Regent Street, and simplification of the pedestrian and cyclist user experience at Hyde Park Corner.

Old Press/Mill Lane Opportunity Area

The Old Press and Mill Lane Opportunity Area is outlined in Local Plan Policy 25 and a Development Framework SPD (2010). The site is located in the historic core of the city, and currently accommodates a range of the University of Cambridge's academic and administrative facilities. Relocation of the University's activities away from the site offers the opportunity to create a lively, attractive area with scope to enhance the public realm and setting of heritage assets, and address existing conflicts between vehicles and pedestrians.

Although located at the edge of the city centre, these locations will have a significant impact on the demand for goods, services and activities in the city centre.

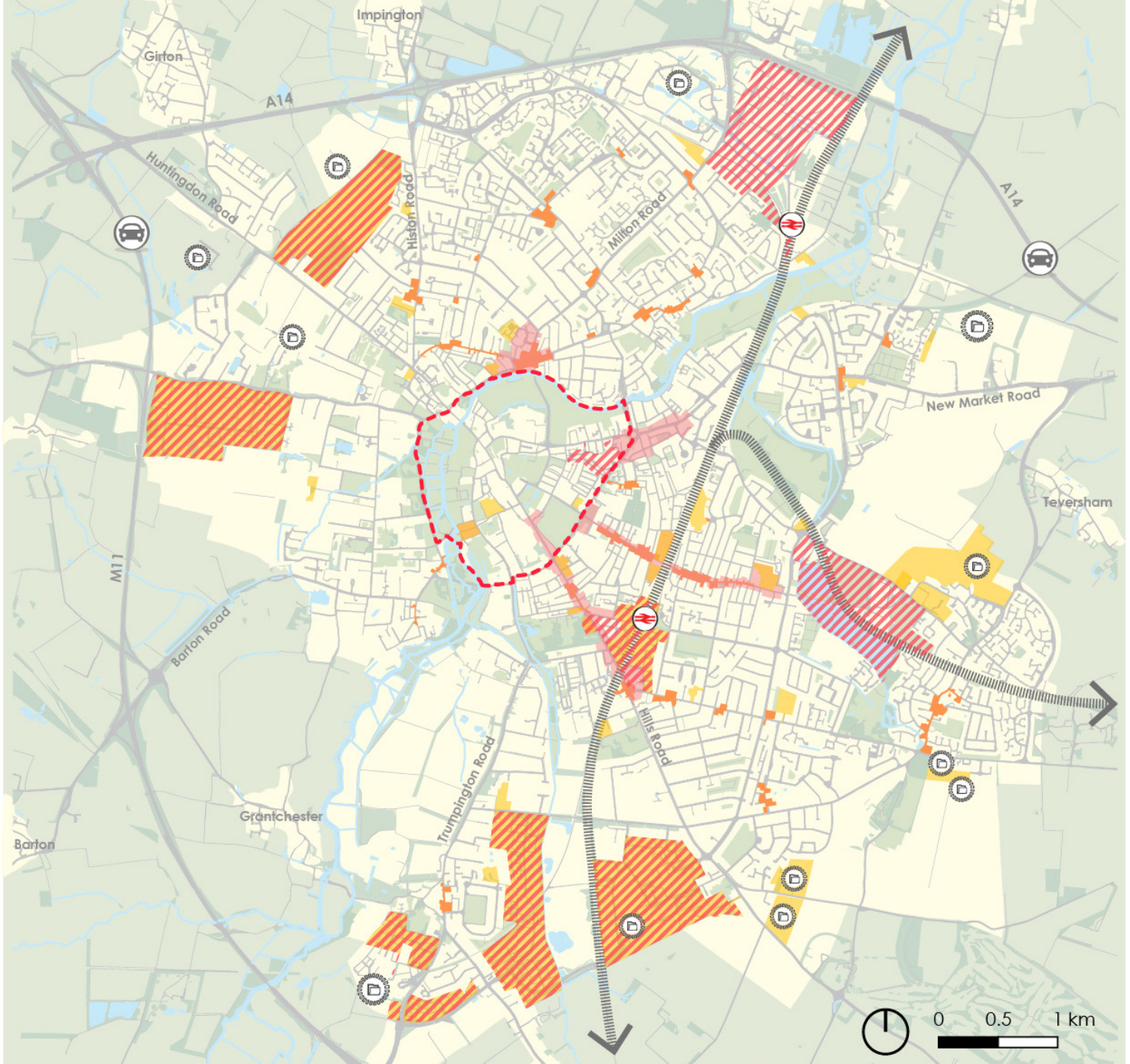
University of Cambridge Estate Development Framework

The development framework identifies how the University of Cambridge intends to grow and develop its estates, to ensure they are fit for purpose and that it stays competitive amongst the world's top universities. As many faculties have re-located to NW Cambridge, this leaves the opportunity for new life to be breathed into these central locations. The plan also sets to ensure that the University's growth continues to provide and enable local, national and international investment in the city's economy and infrastructure.

A sustainable travel strategy has been proposed to reduce the university's impact on congestion, air pollution and climate change

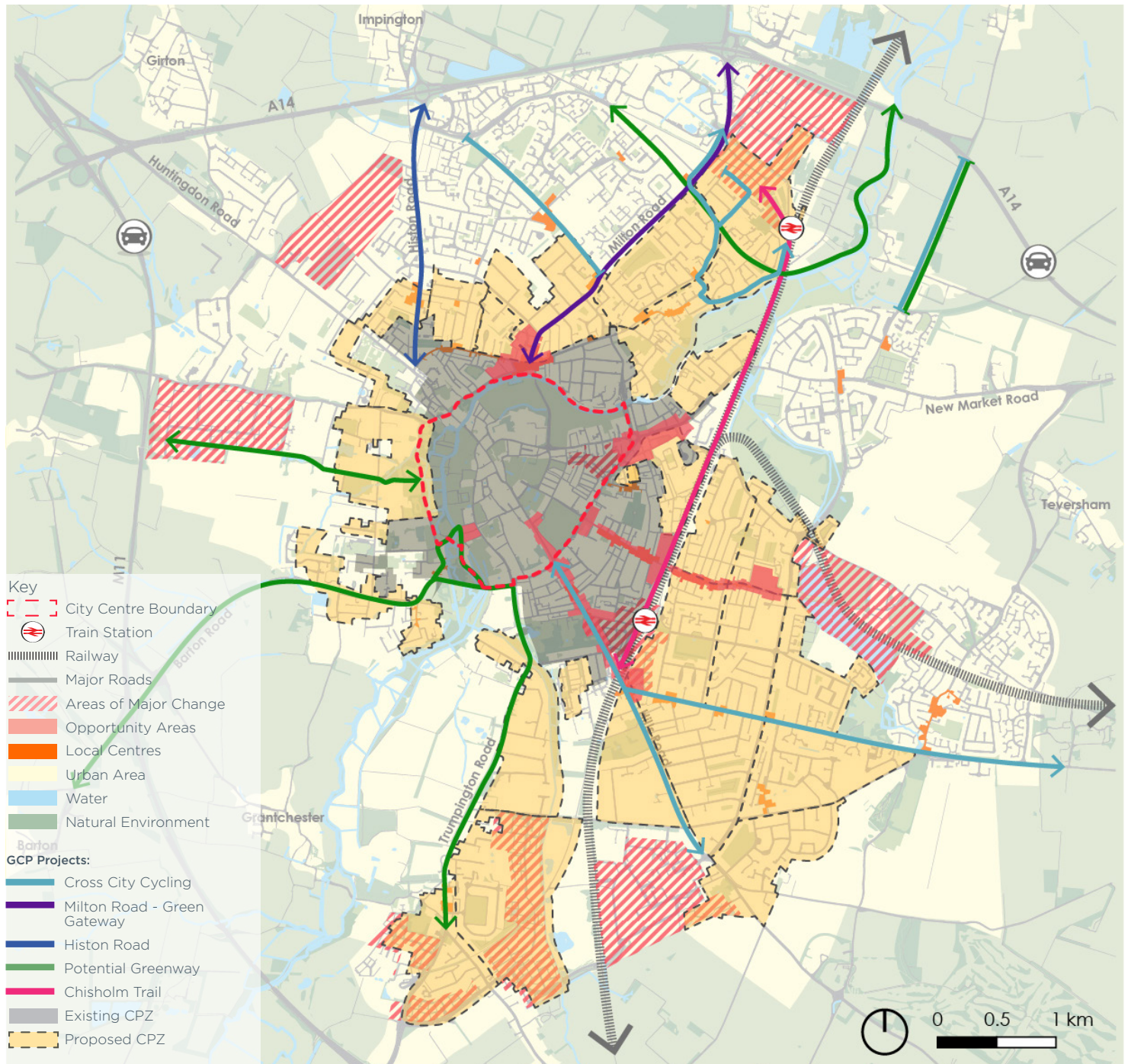
To meet changing demand, the University has identified a series of sites which will accommodate growth. Site masterplans will address: access, public realm improvements, place making, space requirements and sustainability.

Figure 7: Areas of Major Change, Opportunity Areas & Major Planning Applications



City Centre Boundary	Areas of Major Change
Train Station	Opportunity Areas
Large Planning Application	Local Centres
Railway	Urban Area
Major Roads	Water
Proposal Sites	Natural Environment

Figure 8: Areas of Major Change, Opportunity Areas, GCP Movement Initiatives and CPZs



Sustainable Environment & Movement

The GCP seeks to realise local and regional objectives through investment in a series of transport initiatives across the city of Cambridge, with the aim to improve sustainable strategic movement into and around the city centre.

These includes:

- Greenway Projects
- Chisholm Trail

- Histon Road
- Milton Road
- Cross City Cycling

The County Council proposed a series of new Controlled Parking Zones (CPZs) as part of a wider regional strategy to disincentivise private vehicle use across the city of Cambridge. This work, which is funded by the GCP, is currently ongoing.

2.4 Relevant Studies & Strategies

The following documents are relevant studies and strategies which inform the Spaces and Movement SPD strategy.

Ensuring Vitality of the Town Centre

- Cambridge Sub-Region Retail Study October 2008 (Amended September 2009)
- Tall Buildings and the Skyline guidance for Cambridge (2012)
- Cambridge Retail and Leisure Study Update (2013)
- Cambridge City Centre Capacity Study (2013)
- Employment land review for Cambridge City Council and South Cambridgeshire District Council update (2013)

Place Making & the Public Realm

- Cambridge Landscape Character Assessment (2003)

Conservation & Heritage

- Cambridge Historic Core Appraisal (2016)
- Parker's Piece Conservation Plan (2001)
- Trumpington Conservation Area Appraisal (2010)
- Open Space and Recreation Strategy (2011)
- Mill Road Area Conservation area Appraisal (2011)
- Coe Fen and Sheep's Green Conservation Plan (2011)
- West Cambridge Conservation Area Appraisal (2011)
- Newnham Croft Conservation Area Appraisal (2013)
- The Kite Conservation Appraisal (2014)

Transport

- Cambridge Local Transport Plan 2011 - 2031
- Cambridge City Centre Capacity Study, Arup, (2013)
- Cambridge City Deal (2014)
- GCP Transport Strategy - Future Transport Requirements (2018)

Sustainability

- Sustainable Design and Construction SPD and associated documents (2007)
- Design Codes for Strategic Development Sites within the Cambridge Fringe Areas (2012)

2.5 Best Practice Guidance

This section reviews key themes under current best practice guidance for how cities should consider growth and development in light of climate change, changing social and economic needs, new technologies and ways of living.

Global Cities

The notion of a successful global city has shifted international focus from economic competitiveness to a more holistic, liveable and sustainable approach. Cities are required to set the bar and take responsibility for shaping what future urban living means. Cities are being assessed on broader measures, beyond binary Gross Domestic Production (GDP) and Gross Value Added (GVA), through a city's ability to provide an environment and quality of life that puts people first, is inclusive, and healthy in tandem to economic success (Grant Thornton, 2018).

Heritage & Historic Landscapes

UNESCO's New Life for Historic Cities (2013)

UNESCO's New Life for Historic Cities (2013) report sets out a best practice for how cities should consider their historic landscape. It states 'Cities are dynamic organisms. There is not a single 'historic' city in the world that has retained its 'original' character: the concept is a moving target, destined to change with society itself. To preserve the urban historic landscape, strategic and dynamic alliances need to be built between various actors in the urban scene, foremost between public authorities that manage the city and developers and entrepreneurs that operate in the city.'

Consequently, it sets out the following guidance:

- Undertake a full assessment of the city's natural, cultural and human resources;
- Use participatory planning and stakeholder consultations to decide on conservation aims and actions;
- Assess the vulnerability of urban heritage to socio-economic pressures and impacts of climate change;
- Integrate urban heritage values and their vulnerability status into a wider framework of city development;
- Prioritise policies and actions for conservation and development, including good stewardship;
- Establish the appropriate (public-private) partnerships and local management frameworks;
- Develop mechanisms for the coordination of the various activities between different actors

Global Urban Agenda & Sustainable Development

UN Sustainable Development Goals (2015)

The United Nations (UN) Sustainable Development Goals (SDGs) set out a series of targets for how cities should approach growth, development and social transformation, in the context of modern global issues. Sustainability and resilience are at the heart of the UN's 2030 Agenda, which stresses the necessity of compact cities of human scale to enable healthy, high quality, sustainable urban environments endorsing cities to implement of green city policies. The most direct reference is SDG Goal 11:

'To make cities and human settlements inclusive, safe, resilient and sustainable (United Nations, 2015),'

It is further supported by Goal 9 - 'to build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation', along with Goals 8 and 12 which call for the development and implementation of policies and monitoring mechanisms for sustainable tourism that promotes local culture and products and generates jobs.

The New Urban Agenda (2016) - Habitat III

The New Urban Agenda (2016) outlines UNESCO's commitments for supporting the UN SDG's.

One of UNESCO's core pledges includes the encouragement of cities to create and maintain well-connected and well-distributed networks of open, multipurpose, safe, inclusive, accessible, green and quality public spaces and promoting a wide range of transport and mobility options' where walking and cycling, and public transport are prioritised over private motorised transportation.

UNESCO pledges to encourage national, subnational and local governments to expand and develop their pedestrian and cycling infrastructure and technology-based innovations to reduce congestion and pollution while improving efficiency, connectivity, accessibility, health and quality of life.

Urban freight must also be planned for to support its contribution to sustaining the city whilst minimising its impact on the environment and the livability.

Cities for People

The compact human scale city narrative has been perpetuated most notably through the writings of Jane Jacobs in 'Life and Death of Great American Cities' (1961) and more recently in Jan Gehl's 'Cities for People' (2010). Gehl encourages cities to re-evaluate their approach, designing public space and the urban environment to put people first rather than the motor vehicle. Subsequently, Gehl has proposed 5 rules for designing great cities:

1. Stop building architecture for cheap gasoline
Cities should be designed to encourage walking, cycling and access to public transport, discouraging the use of private motor vehicles
2. Make public life the driver of urban design
Design to encourage people to interact and dwell in public space
3. Design for multisensory experience
Urban environments must consider all the senses to create high quality spaces
4. Make public transport more equitable
This can be achieved through accessibility, efficiency, and as a reasonable alternative to cars
5. Ban cars
The car is not the smartest method of travel across a city. Large numbers of vehicles reduce space on the street for other activities.

Gehl's vision has resulted in many admired interventions across leading cities, such as New York's pedestrianisation of Times Square, and Copenhagen and Melbourne's public space and cycle networks. Gehl states that 'a good city is like a good party, you know it's working when people stay for much longer than really necessary, because they are enjoying themselves.

Supporting Sustainable Regeneration & Growth

Greater London Authority (GLA) & Transport for London (TfL) Transport

The GLA and TfL lead the way nationally and internationally in supporting sustainable growth, transport and movement. At the time of writing this baseline document, the Mayor set out an ambitious transport strategy for the city with the aim of 80% of trips to be made on foot, by cycle or using public transport by 2041.

This strategy aims to ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth and including local people in local decisions to provide the greatest benefit for everyone.

The programme of investment will draw on TfL best practice guidance including Road Taskforce and Healthy Streets to deliver the following three themes:

Healthy Streets & Healthy People

Investment will focus on improving the experience of being in the places where people live, work go to school, spend time and travel. Reducing traffic dominance and prioritising walking, cycling and public transport use will help Londoners live active, healthy lives and help create a city that works well for its residents.

A Good Public Transport Experience

With the right blend of planning and investment will ensure that public transport becomes an increasingly attractive alternative to using a car. Proper planning for the whole journey will help integrate public transport and street-level investment. Making sure the right services are available where people need them, reducing overcrowding and keeping fares affordable will help to reduce car dependency.

New Homes & Jobs

Transport improvements are vital to the creation of new homes and jobs and can ensure that London's growth supports healthy lives. Appropriate investment will help to create communities where local amenities are within walking and cycling distance and public transport is available for longer journeys, reducing car dependency and improving quality of life.

2.6 Historic Context

The historical evolution of the city of Cambridge's built form is integral to understanding what makes the city successful, along with the current space and movement challenges it faces today.

Early Settlement

There is evidence of human occupation in the Cambridgeshire area since the Bronze Age. The City of Cambridge originated as a settlement from the two bridgeheads that guarded the crossing of the River Cam. This point of the river was desirable due to its higher and flatter terrain, far less prone to flooding.

During the Roman era, the settlement was situated on the present Castle Hill, to the north-east of a natural crossing of the river. The city had been walled by the late 4th century AD, by which time there was also extensive occupation of the lower town around Bridge Street and Jesus Lane. However, the Roman settlement dissipated between 410 and 450 AD.

Medieval Development of the City

Early Saxon occupation appears to expand the Roman settlement further, covering both sides of the river. Grantabrycge, as the town was then known, had its own mint and up to six churches; (St Bene't still survives).

The King's Ditch, believed to be formed during the Danish era, developed a defensive boundary on the western side of the city following the river from today's Magdalene College down to Mill Lane.

The River Cam

By the 10th century, Cambridge had an established trading function based on river and sea-borne traffic. The town's value as an inland port, providing access to the North Sea and the Continent, gave it valuable commercial and strategic positioning. Businesses looked to take advantage of this, locating along the river's edge.

A river crossing on or very near to the site of Magdalene Bridge can be seen dating back to 875. All routes, both local and long-distance, had to converge on this crossing point, giving it strategic importance. The convergence of both land and river routes at the crossing was a significant factor in the growth of early Cambridge.

By the 11th century, the town began to take its current shape with a bridge at the loop in the river linking the old Roman town to the main town. Cambridge was a port town until 1295.

Growth of the City

The town remained wealthy under the Normans, as evidenced by the number of religious foundations of which are still in existence (for example the Round Church). Today's street-pattern, formed by a primary north-south route owes its origins to the Norman period.

By the 13th century, Cambridge was booming but as the town was tightly encircled by open fields, the city became densely populated. The Market Place and St Mary's Church became the commercial hub, with 'rows' of shops, a guildhall and inns around. Royal Charters of 1201 and 1207 established the town as a corporation whilst the first migration of scholars from Oxford marked the origins of the University.

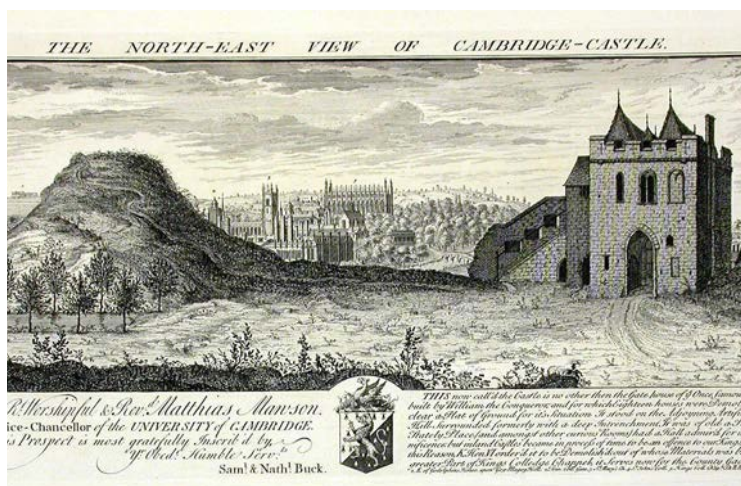


Image 2: Cambridge Castle 1730, Buck Brothers

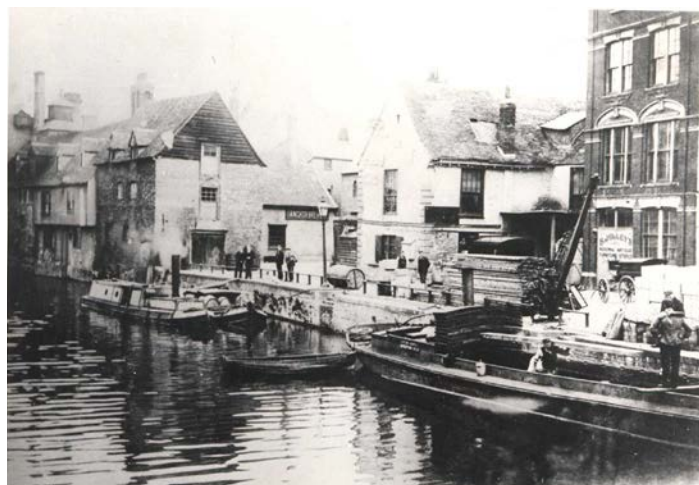


Image 3: Quayside 1900

Growth & Development of the University

The Early Modern Period, Land Acquisition

The Black Death hit Cambridge during the 14th century, damaging the economy. The colleges seized this opportunity to cheaply acquire property and the University subsequently grew rapidly over the 14th and 15th centuries. The town's dense centre meant that the first colleges had to look to the marshy ground beyond the King's Ditch and on the eastern edge of the river for sites for building. These early colleges, outside of medieval Cambridge, were quite simple and surpassed in architectural quality by the religious foundations. However, this changed on account of the Reformation, as the colleges began to acquire and adapt former religious buildings.

Garret Hostel Bridge was originally developed as a public route from Milne Street to the river as a replacement to Salthithe Lane, which had become privatised as the town had granted it to the King (Henry VI) for his college in 1455. The building of King's College cut Milne Street (now Queens Lane) in half, with Garret Hostel Lane provided as an alternative river crossing.

The Cam was canalised in the 14th/15th century to aid the river trade and maintain a powerful water supply to the mills. However, the construction of the 'Royal' Colleges around this time, gradually erased most of this commercial and industrial area around the river, fuelling the 'town and gown' disputes which were to rage for many centuries.

17th & 18th Centuries, Continued Growth

In the 17th century the University's control over the city was evident from the marked contrast between the grand college architecture and the simple residential and commercial 'town' buildings. Concern at the state of the dense town, with its tenements and narrow courts saw new building controls introduced.

Key*

- Castle Hill (original settlement)
- Built environment
- River Cam
- Kings ditch
- Arterial route
- Secondary access routes
- Railway line
- Bridges

*The key corresponds to all historic maps of the present section, highlighting Cambridge's key elements and their evolution.

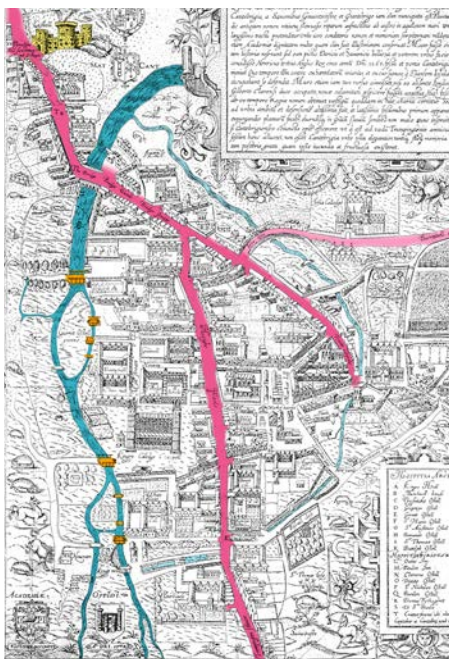


Figure 9: 1574 by Richard Lyne

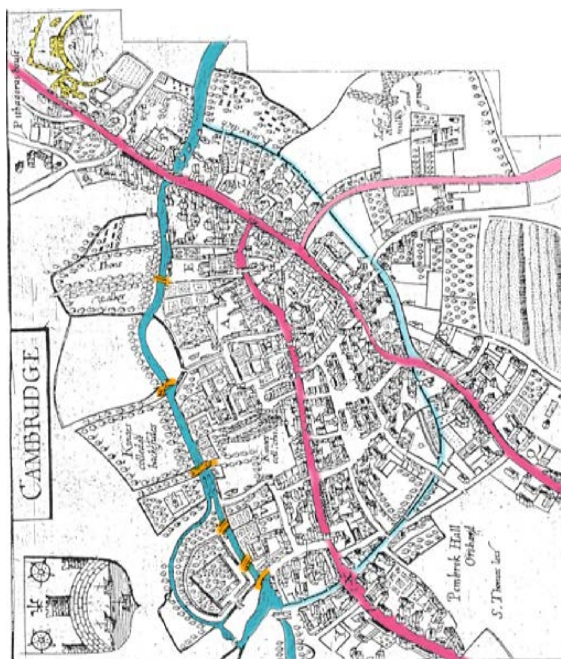


Figure 10: Cambridge 1610 by John Speed

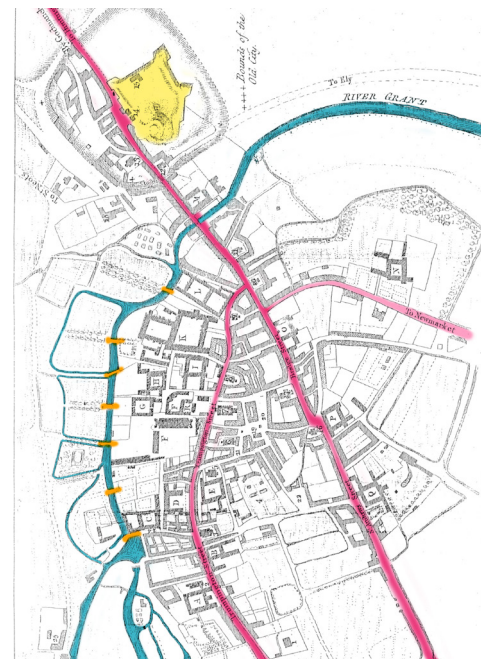


Figure 11: Cambridge 1763

Land swaps occurred to meet the requirements of the expanding university. Trinity College exchanged Parker's Piece for some land to the rear of the College and this together with land acquired by St John's was the origin of 'The Backs' which remains a defining feature of the city today.

The 18th century saw a greater cooperation between the townsfolk and the University. Improvements made around the Old Schools and Senate House saw the demolition of slums, whilst King's Parade and Trumpington Street were widened as King's and St Catharine's Colleges bought up property. A botanic garden was laid to the south of the market and major public buildings (including Addenbrooke's Hospital just south of the City Centre) were erected.

The pattern of the old medieval town surrounded by commons, open fields and marshes (by now often in the ownership of religious institutions and colleges) and the pre-enclosure open fields remained, had put a tight constraint on new development.



Figure 12: Cambridge 1830 by Alan R.H Baker

The Railway & City Expansion

The first railway line which linked Cambridge to London and Norwich, was opened in 1845. The Eastern Counties Railway constructed the railway station a mile from the city centre to avoid the need for wholesale demolition of existing property and, according to local legend, was favoured by the University as students would not be lured to the vice dens of London – reflecting the power and influence of the University over the city.

The coming of the railway signalled the end of the River Cam as the economic artery of the town, with some industries such as ironworks, breweries and mills (e.g. Foster Mills and The University Press) moving to be near to the railway.

19th & 20th Centuries, Expansion beyond the Historic Core

The eastern and western fields were subsequently built upon, expanding the city beyond the historic core. The latter was acquired to build large houses and low density college institutions; characterised by red-brick Arts and Crafts and Queen Anne-style houses. The eastern fields were in complete contrast with high density terraced houses. This new town was first built south of the city centre with later developments further east off Mill Road and Newmarket Road.

Jesus Green, originally part of Midsummer Common, was separated due to the construction of Victoria Avenue bridge to meet the needs of expanding residential areas. Originally used for grazing cattle, the green became a primary space within the city for recreational activity.

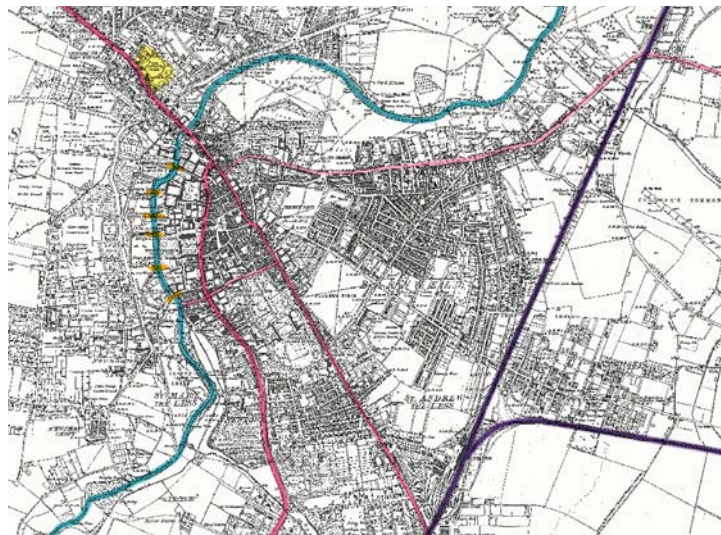


Figure 13: Cambridge 1889

Streets and spaces within Cambridge were principally designed for pedestrians, with limited access available for horse and cart and bicycles. However, whilst the streets and spaces have primarily remained the same, the arrival of Cambridge station, subsequent growth around Cambridge, coupled with the later arrival of the private motor vehicle resulted in a rapid increase in the number of people visiting Cambridge.

The railway brought with it a new era of industry and job creation to the city. This in turn meant that more houses were built around the railway station, to accommodate railway workers, such as in the Railway Cottages on Mill Road by the Railway Bridge. Cambridge Railway Station thrived as a goods yard when built in 1896.

As the city has expanded, many of the earlier industrial buildings which lined the railway fell into disuse and have been redeveloped. The impact of the railway was seen by 1851, when movement out of the city centre was increasing, with many families moving to new suburbs such as Chesterton. This migration of families to the suburbs meant that areas within the city centre were opened up for colleges and town centre uses.

In the late 19th and early 20th century, expansions of the University curricula led to the relocation of the Botanic Garden to the south of the city and the re-purposing of the land for science teaching.

The later 20th century expansion of Cambridge has mostly been in suburbs further south and east of the city with the hospital also relocating to the south. This has developed through to today's expansion of transportation hubs, residential and employment developments beyond the city centre to the north, south and east of the city, such as Cambridge North station, Science Park and the former industrial land adjacent the railway.

Central Cambridge still retains many aspects of its historic character. Extensive open space is within easy walking distance of the Market Square. The juxtaposition of small medieval and Georgian houses set against grand Colleges, creates outstanding townscape, intimate streets and spaces.



Image 4: Market Square 1920



Figure 14: Cambridge 2018, Wider Expansion of the City

Figure 15: Cambridge City Centre 2019



2.7 Summary

The city of Cambridge has a long and successful history as an economic and political regional centre, an international education centre of excellence and a visitor destination.

The historical review identifies that the city centre streets and spaces are largely unchanged, retaining their medieval street pattern and re-purposing many historic buildings to meet modern needs. The preservation of the city's built form, large green spaces and waterway have resulted in a constrained city centre, limiting growth to the city's fringes.

As building uses have continued to evolve, the city centre's role and function have changed from one largely based on trade and education to include new uses such as retail, leisure, tourism and science and technology businesses.

Whilst this has brought about significant interest and urban character, it also presents challenges and constraints, notably in terms of how to accommodate modern needs such as housing, employment, tourism and complex transport requirements within a constrained street pattern and protected landscapes. This change has principally been organic and piecemeal in terms of streets and places, resulting in increasing pressure within the city centre.

Future projections for the city are looking to address this, placing greater emphasis on ensuring Cambridge grows sustainably to support and enhance its environment and historic assets, and to encourage a healthy community and economy.

3. Stakeholder Engagement

3.1 Engagement Process

The engagement process has been a critical component to formulating the SPD. Stakeholders and members of the public have been engaged throughout the project to ensure there have been multiple opportunities for input from local stakeholders.

The strategy included multi-channelled engagement aimed at reaching a broad demographic. This included: one to one discussions; the online surveys; stakeholder workshops; public exhibitions; website material; social media; newsletters and mailing list updates.

Statutory Consultation

The draft SPD will be presented to the Planning and Transport Overview and Scrutiny Committee for approval to go out to public consultation. This is anticipated to take place in 2019 and take place for a period of 6 weeks. The SPD will then be formally adopted by the City Council.

The SPD is anticipated to be formally adopted by the City Council in early 2020.

Baseline Engagement

The first stage of engagement - the formulation process, was in 3 phases, aimed at informing the direction of the document. These included: identifying challenges and opportunities, setting a vision and strategies, and outlining key projects and delivery. This baseline consultation incorporated a mix of online public consultation and stakeholder workshops. Consultation for an SPD is not statutorily required at this stage. However, the City Council see engagement at this stage to be essential to the development of a successful document.

Three stakeholder workshops were programmed to hear the opinions and requirements of a range of local interest groups, whilst providing a channel for collaborative discussion between them. The workshops were themed and scheduled to ensure stakeholders were involved at each stage of the development process.

- Workshop 1: Challenges and Opportunities - July 2018
- Workshop 2: Design Principles - August 2018
- Workshop 3: Vision and Strategies - November 2018

Engagement So Far

The following engagement has been undertaken, which has informed the baseline analysis in order to build a collaborative vision between the Council, local community and service providers.

- A public online survey
- Public engagement events were held at the Guildhall, the Grand Arcade and the Grafton Centre.
- Stakeholder surgeries - a series of one to one sessions were held with stakeholders on 7th and 8th June 2018
- Workshop 1: Challenges and Opportunities held on 4th July 2018
- Workshop 2: Design Principles - 17th August 2018
- Schools workshop: Form the Future - 29th September 2018
- Engagement with students at the October 2018 Freshers' Fair
- Workshop 3: Vision and Strategies - 22nd November 2018

3.2 Public Engagement

An online public engagement was conducted by Cambridge City Council for a 4 week period from 21st June until 16th July 2018.

Members of the public were asked to feedback on:

- Open spaces - how could they be improved and what is important to safeguard?
- Cycling and walking routes - what new routes would you like to see and how can existing routes be improved?
- Street improvements - where would you like to see new benches, play areas and other street furniture?
- Are there opportunities for creating new spaces?

The engagement platform comprised of:

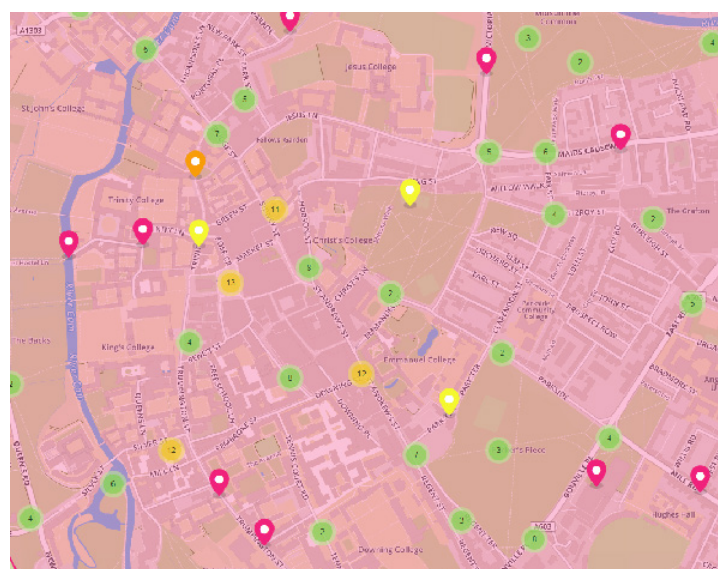
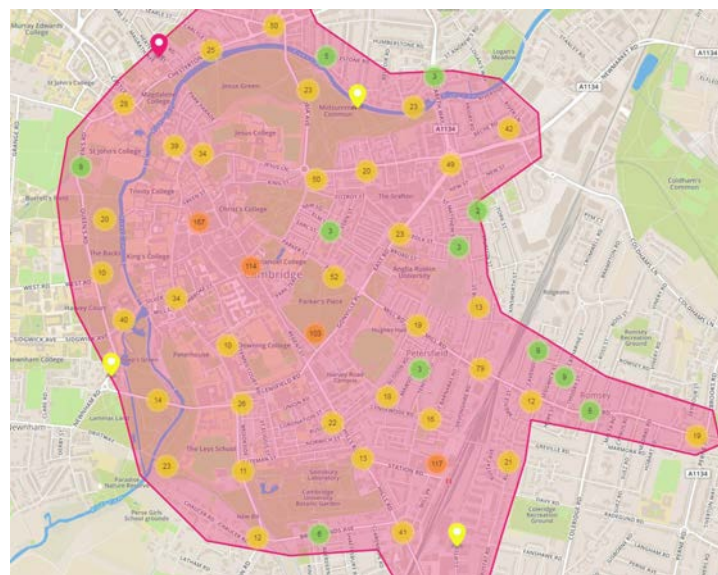
- Interactive map - allowing members of the public to pin exact locations where they identify issues and opportunities in the City Centre
- Survey - asking questions which allowed people to feedback on broad strategic issues and opportunities.

478 people engaged and provided feedback via the map and/or survey. The web page was visited 2.320 times.

The map provided a powerful tool in its ability to spatially plot public opinion. It was particularly useful in identifying small scale issues across the City, where individuals experience the most conflicts. Most of the 832 responses addressed transport challenges.

As with the interactive map, the 346 people completed the survey tended to focus on movement conflicts along particular streets.

Image 5: Interactive Maps Used During Online Engagement



3.3 Stakeholder Engagement

Stakeholder Surgeries

Stakeholders, representing local communities and interest groups, including community groups, Councillors and service providers, were invited to have one to one conversations with the Council discussing opportunities and constraints, and what approach the document should take.

Workshop 1

On 4th July 2018 32 stakeholders gathered at Anglia Ruskin University, for a half-day workshop to address movement and public realm proposals for Cambridge city centre's emerging Making Space for People SPD.

The workshop was the first in a series of three, providing a critical opportunity for local and regional representatives to hear each other's perspectives and collectively problem solve.

The intention of the first workshop was to review challenges and opportunities identified in the stakeholder surgeries, through roundtable discussions, whilst addressing barriers to change. Attendees were asked to discuss and present their ideas in small groups. These ideas, along with the wider engagement platforms, have informed the direction of the SPD, allowing the consultant team to generate a series of proposals to take forward to Stage 2: Vision and Strategy.

Through the discussions and presentations many ideas emerged, as potential priorities the City Council and GCP need to explore in order to deliver the brief, these include:

- Public transport improvement
- Enhancement of character and offer in areas outside of the historic core
- Creation of street hierarchy
- Review access restrictions
- Review of parking options

Workshop 2

On 17th August 2018 the same group of stakeholders gathered at Anglia Ruskin University, for a second half-day workshop to review the challenges and opportunities within some of the city centre's core streets.

The stakeholders were initially asked to review areas of the city centre based on best practice principles for quality streets. In the second half of the workshop the group analysed how the identified issues manifest on particular streets.

Workshop 3

On 22nd November 2018 the same group of stakeholders gathered at Gonville and Caius College.

This third half-day workshop aimed to assist the project team in developing a vision for the future of the city centre identified by interest groups who represent the local community.

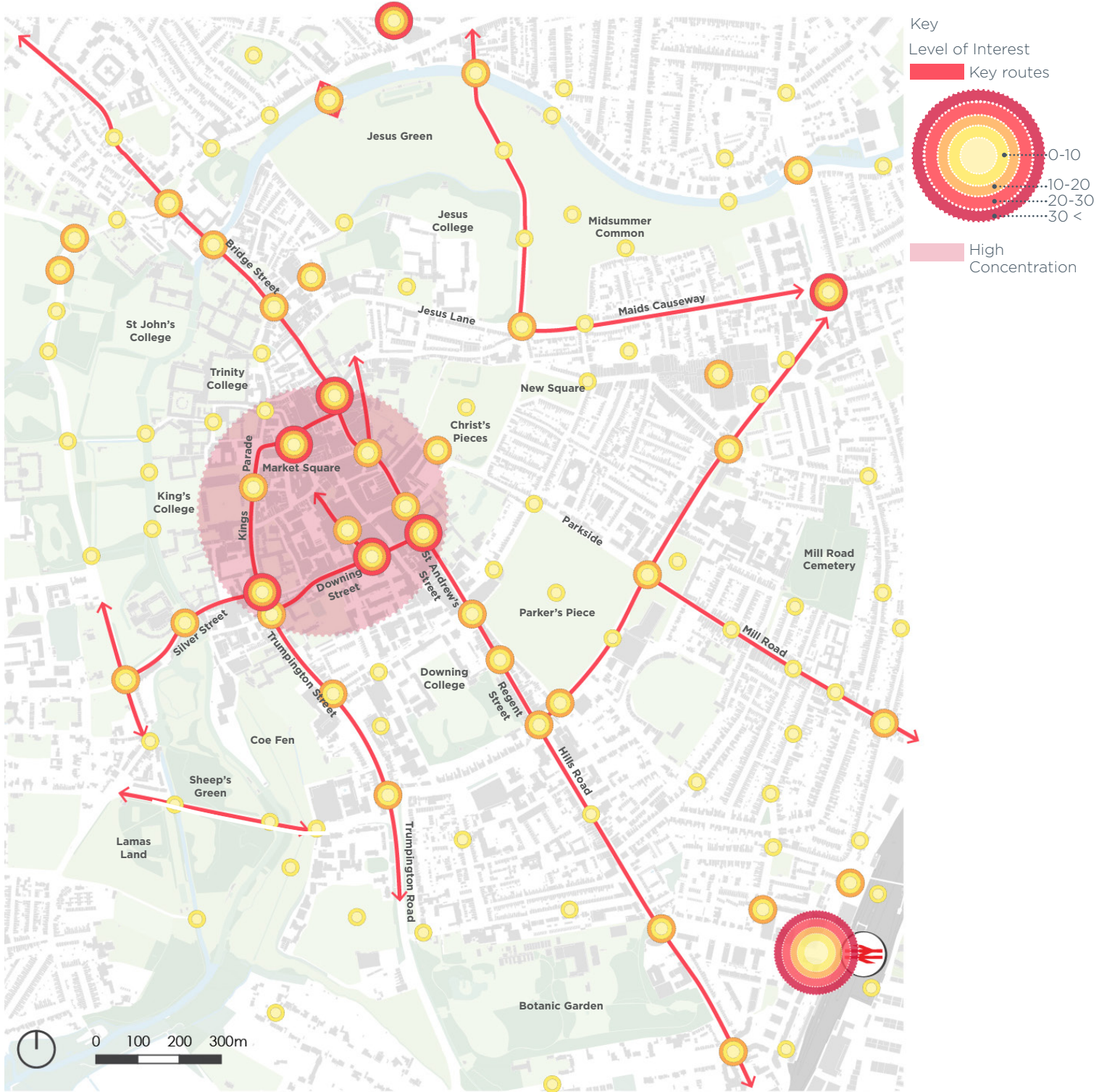
Reflecting on the challenges and opportunities, collected from earlier engagement, the workshop began by asking stakeholders to identify the city centre's future potential. The second half of the session asked participants to collectively develop a series of guiding principles and strategies for achieving the proposed vision.

Overall, the workshops were successful in identifying relevant themes and issues, generating a collaborative sense of ownership of the SPD amongst stakeholders, along with the desire for joint working to ensure delivery. As a result the project team has become more informed of local opinion, needs and demands.



Image 6: Snap Shot from Workshop 1

Figure 16: Summary of Engagement Interest Locations



4. Cambridge Today:

Urban Form, Character & Spaces in the City Centre

This chapter looks to identify and review Cambridge city centre's urban structure, its character and open spaces that exist today. Through this examination the baseline will identify strengths and weaknesses which will inform a series of opportunities and a future strategy presented through the SPD.

The analysis in this chapter has been informed by a comprehensive desktop review, programme of meetings, workshops, online engagement, and site visits that have been undertaken to help formulate

a thorough understanding of the issues that persist across the city centre.

The review will come together in chapter 6 to form a summary understanding of how the needs of each transport mode are coming into conflict with one another.



Image 7: The City of Cambridge, Birds Eye View, 2018 (Google Maps, <https://www.google.co.uk/maps/>)

4.1 Urban Structure

City Centre & Urban Grain

Cambridge city centre continues to retain its compact urban grain (the pattern of streets and paths that has evolved over time, composing the city's street and block structure), which is structured on a medieval street pattern. Preserving its origins, the urban form remains tied to its organic structure, with indirect and narrow streets. The resulting city blocks are disproportionate to the size and frequency of the adjoining streets.

A primary axis divides the city centre into two parts, running from north to south. Whilst this primary axis offers a direct connection through the city, there are few complementary streets providing a similar connection.

City blocks are larger in the west of the city centre, where the urban form has been defined by the River Cam and college grounds. To the southeast the city blocks begin to fragment, allowing for a greater number of connections into the city centre.

While the preservation of the historic urban grain within Cambridge city centre creates positive character and interest, it also results in a relatively restricted street and movement structure. With large footprint block types and curved streets, movement is less permeable, when compared to a city with a traditional rectilinear urban grid. To the southeast, blocks become smaller and set to a more orthogonal street pattern that provides a greater degree of permeability.

Cambridge today boasts 25 bridges along the River Cam. Garret Hostel, Magdalene and Silver Street bridges are still gateways to the historic core and transition points between the tranquil green spaces and the bustling activity of the city centre.

The historic core is largely separated from the expanding Cambridge of today by a ring of open land formed by the Commons and the Backs. The latter are riverside grounds jointly owned by several colleges. The Backs were originally meadows liable to flooding and so were used as common pasture.



Image 8: Garret Hostel Lane



Image 9: The River Cam



Image 10: Sidney Street



Image 11: The Backs

Figure 17: Structure of the Medieval Pattern of Cambridge (Urban Grain)



- Urban Blocks
- Green Spaces
- Study Area Boundary
- River Cam & Other Water Bodies

Built & Unbuilt Area

The following plan shows the structure of the buildings across the city centre, reflecting the built (occupied) and unbuilt (open/unoccupied) space.

The existing built form is densely clustered within the historic core and the eastern side of the city centre. This corresponds to the historic layout within the centre of the city, and the mainly residential areas within the eastern half of the city centre. These residential areas are grouped around large areas of green space, and this is responsible for the large proportion of unbuilt land within both the eastern and western edges of the city centre.

The built form comprises of a variety of blocks and building patterns, creating irregularity and diversity across the city centre. Relatively dense blocks form the city centre's heart, reflecting the civic and mixed uses present. Whereas the western edge of the city centre is formed of built space characterised by square blocks with courts, originally built for religious use however now occupied by the university colleges.

Residential areas are typified by terraces of buildings which are synonymous with the Victorian era, although larger villas are also found across the centre.

On the eastern side of the city centre (within the SPD area) the following plan exhibits large unbuilt areas signifying the extent of the located open green space.



Image 12: Dense Historic Core



Image 13: The Residential Terrace Streets, New Square



Image 14: King's College



Image 15: Double Tree by Hilton Fronting River Cam

Figure 18: Buildings within the City Centre



- Built Structures within the Study Area B
- Built Structures outside the Study Area
- ▭ Study Area Boundary

4.2 Land Use & Character

Land Use & Key Destinations

Figure 20 demonstrates the gathering of uses and activity across the city centre. The city centre's wide range of uses are primarily zonal and grouped. Key uses seen within the city centre include education/employment, retail, cultural and residential. Employment and educational related uses are mainly located within western and central parts of the city centre, whereas residential uses are located within the south-east. Mixed-use retail uses are focused within the central core located along the main axial routes. Tourist attractions are concentrated to the west of the city centre, clustering around the central university Colleges, River Cam and Market Square.

The Historic Core - Mixed Use

The core of the historic centre comprises of a mix of shopping, leisure and educational activities accompanied by architectural assets, listed buildings, chapels and religious places. High street and independent retailers, cafes, restaurants and theatres operate at ground level, with residential uses at the upper floors. Market Square is considered the main civic space of the city. The square is well visited for its daily market, attracting tourists, retailers and locals.

Other important landmarks found at the core of the historic centre include the Guildhall, the Corn Exchange, Kettles Yard gallery, and the New Museums Site.

Primary Retail Locations

Primary retail activity is clustered in the historic core spanning off the arterial route. A more recent clustering of retail activity has developed on the eastern side to accommodate local retail demand. There are two primary indoor shopping centres - the Grand Arcade and the Grafton Centre.

The Grand Arcade is located in the heart of the city centre. Anchored by John Lewis department store, the arcade contains a number of high street retailers, complementing the retail offer of the local independent shops found elsewhere in the city centre. Renovation to the site brought the existing Lion Yard shopping centre and the Grand Arcade under one roof. The centre is enclosed, providing a public route that runs through Grand Arcade, creating a desirable pedestrian access route into the core of the city centre, away from vehicles and cyclists. The Grand Arcade also hosts the New Cambridge Magistrate's Court, the Cambridge Library and a multi-storey car and cycle parking facility.

The Grafton Centre is located on the eastern edge of the city centre. The shopping centre's location attracts local Cambridge residents due to its position surrounded by residential developments, away from the historic centre. The centre offers retail facilities and a cinema. Currently, the Grafton Centre is in the process of refurbishment, whilst subject to proposals under the Grafton Area of Major Change and Masterplan SPD (2018).

Employment Locations

Within the study area, employment activities are primarily found within the colleges, retail locations and along the river.

In Cambridge there are two main universities, the University of Cambridge and the Anglia Ruskin University. The University of Cambridge is a confederation of six schools and 31 colleges, which are governed by their own regulations, however they are integral to the University of Cambridge. Positioned in the city centre, the most renowned colleges of the Cambridge University are King's College, Trinity College, Jesus College, St. John's College, Queen's College and Downing College. The colleges, despite their main educational purpose, are also regarded as primary attractions and landmark points of the city. These conglomeration of buildings incorporate teaching spaces, student accommodation, dining spaces, event spaces, museums, chapels, sports facilities, gardens and park areas (University of Cambridge website).

Figure 19: Main Employment Areas

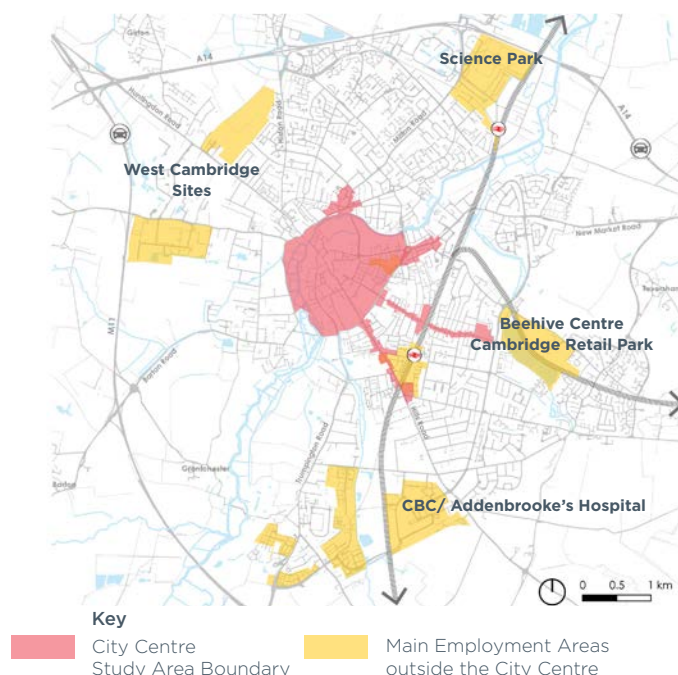
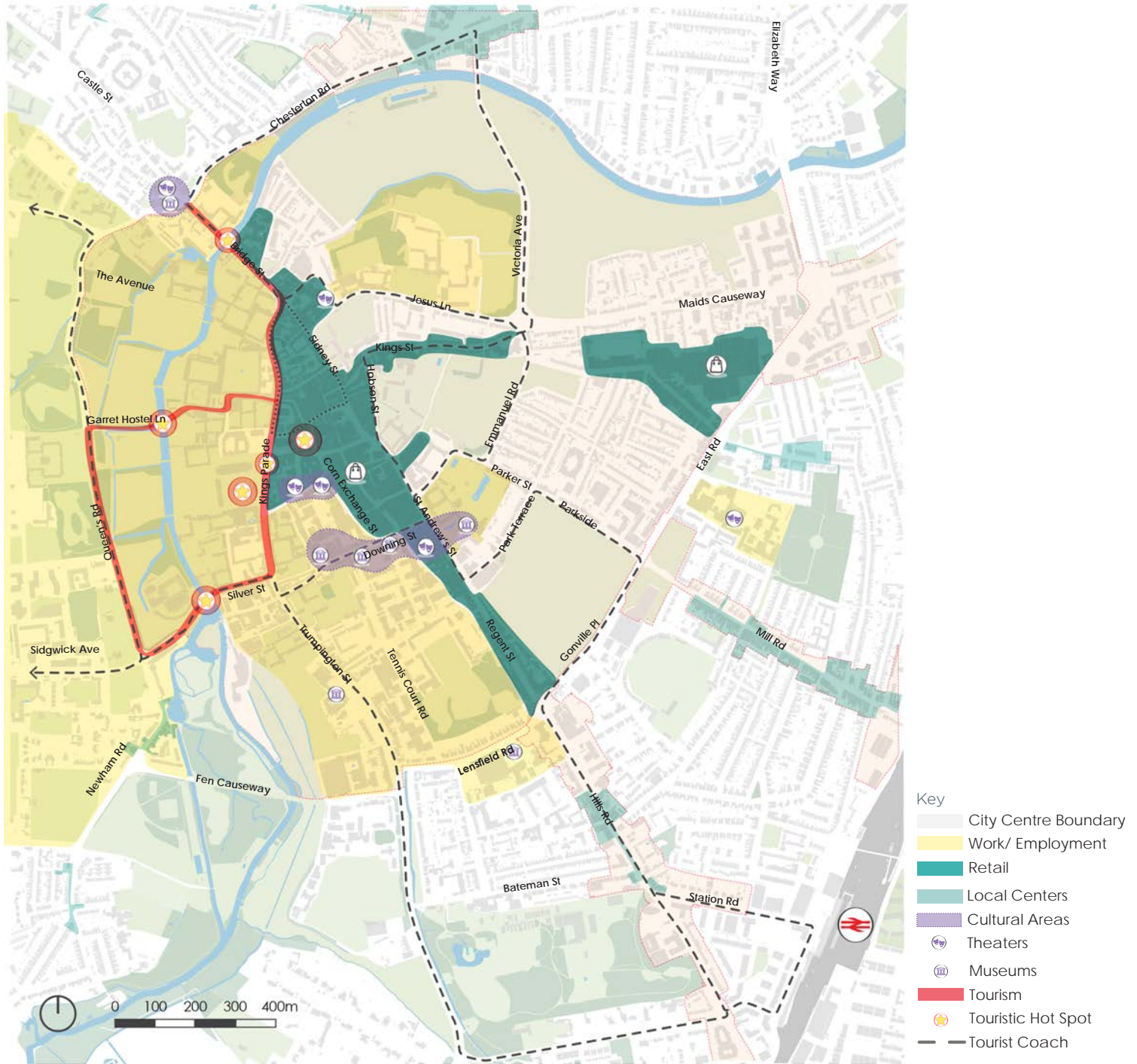


Figure 20: City Centre Uses & Hot Spots



Recreational Activity

Recreational activity principally occurs within the parks and green spaces through sports, play facilities and regular annual events.

Cultural Activities

Cultural activities are scattered across the historic core, with a grouping of museums situated along Downing Street. The primary museums in the city centre of Cambridge are owned and integrated into the Cambridge University, providing key attractions in the city centre, with many buildings of architectural merit. The historic core plays host to a range of seasonal and temporary events throughout the calendar year.

Built Heritage & Conservation

Cambridge city centre is covered by the Central conservation area with additional conservation areas abutting. These areas are supported through conservation area appraisals which provide guidance on what features and character within the area must be preserved. The central conservation area is the largest, comprised of the historic core and open spaces including the college backs, Jesus Green, Midsummer Common and the Botanic Gardens. The only area absent from a conservation area designation is the area around the Grafton Centre at the eastern-north part of the city centre.

The city's 1,500 listed buildings are largely clustered at the central and western part of the city centre. Buildings of local interest are more evenly spread across the whole city centre. The list ranges, from the remains of Roman buildings to medieval and Gothic churches, college grounds, historic townhouses and shopping parades, and offices built in the 1970's. Examples of the range of historic buildings can be found on the adjacent page.



Image 16: Kings College



Image 17: St. John's College

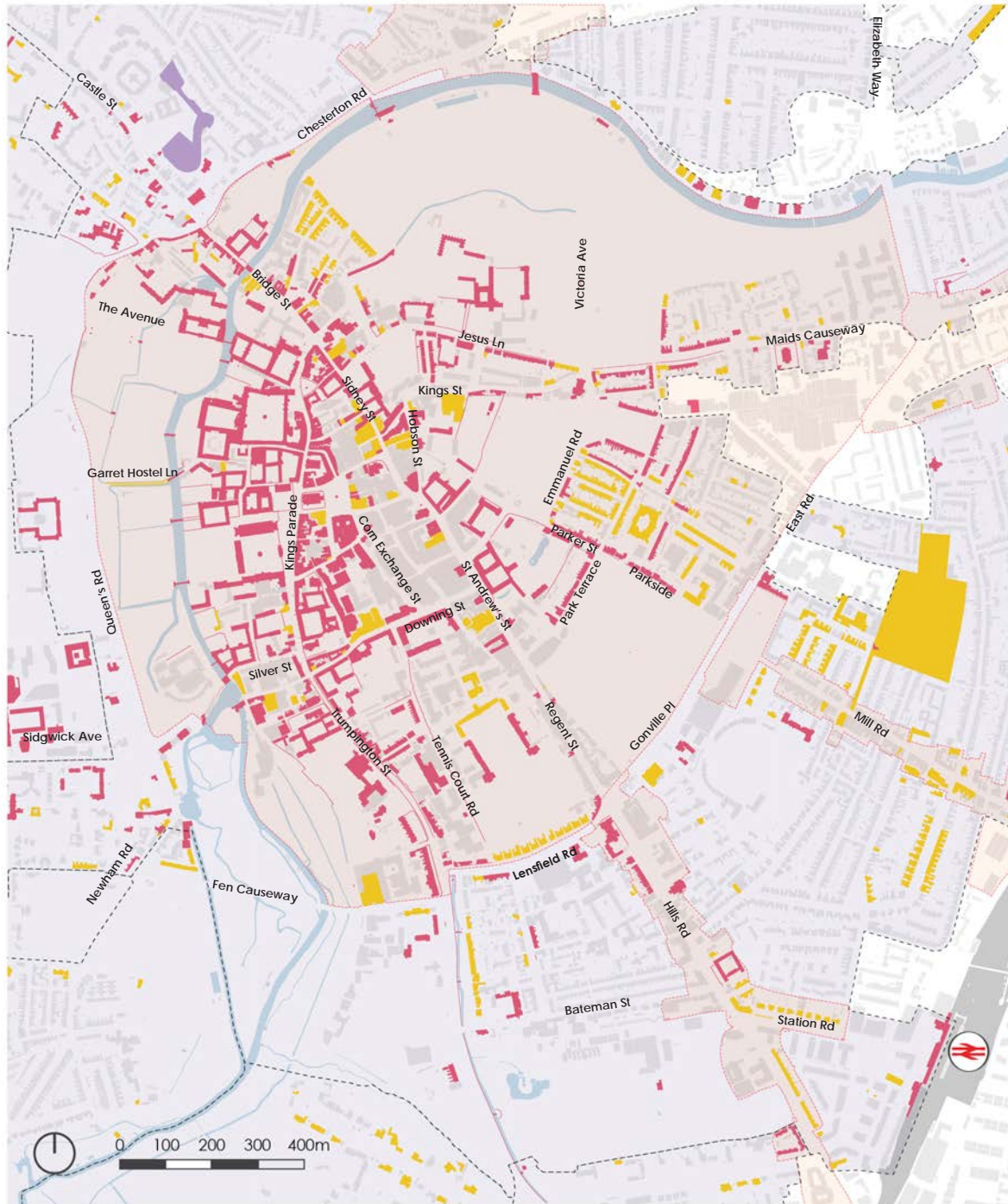


Image 18: The Mathematical Bridge



Image 19: Fitzwilliam Museum

Figure 21: Architectural Heritage & Character



- Conservation Areas
- Listed Buildings
- Buildings of Local Interest
- Ancient Monuments
- Existing Buildings
- Study Area Boundary

Streetscape Character

A Historic Core Appraisal was conducted by Cambridge City Council to assess the townscape characteristics of the city centre. A street by street analysis was conducted awarding each a rating to identify its level of significance. Images 23 to 26 show key streets and the historic significance of these streets as defined in the Historic Core Appraisal.

Figure 22 provides a conclusive summary of the appraisal, identifying that the most significantly important streets are on the western side of the city centre on account of their buildings of historic significance and architectural merit. The streets with the lowest rating are mostly found to the east. Central streets with low ratings, such as Corn Exchange Street, are due to their lack of activity, active frontage and architectural interest.

The appraisal notes that the preservation of the historic urban form is the foundation of the city centre's streetscape characteristics today, largely composed of narrow intimate streets, lined with a number of high-quality well designed buildings. The majority of streets retain an active frontage. This has ensured that streets are overall busy and active throughout the day. Many buildings are designed to the footpaths edge with narrow pavements, resulting in a densely compact core with very few street trees.

The Historic Core Appraisal is a street-by-street analysis that provides a detailed audit of every street within the core area, assessed on a scale of difference significance (low significance street, significant street, high significance street, very high significance street). This is displayed on the following plan (figure 22).

Image 20: Very High Significance Street, Trinity Street



Image 21: High Significance Street, Sidney Street



Image 22: Low Significance Street, Corn Exchange Street



Image 23: Significant Street, Regent Street



Figure 22: Map Based on Historic Core Appraisal for Streetscape Character



Identified Streetscape Issues

In summary of the overall streetscape environment the following streetscape issues have been identified in regard to character:

Low Quality Streetscape Character on Approach Roads and to the East of the Historic Core

Expansion and modern improvements have meant that heritage character of the city is not always reflected in the public realm.

High Quality Streetscape Character Found within the Historic Core

Preservation of historic design, materials and detailing. However this is not carried through to all streets, resulting in a fragmented approach to street design.

Vehicle Focused Streets

Many streets across the city centre have been designed or adapted to favour vehicles resulting in reduced comfort for pedestrians and cyclists.

Lack of Coherent Wayfinding & Signage

Existing signage is piecemeal, lacks a consistent design and sometimes placed along footways that creates barriers to movement. This prevents legibility across the city centre.

Street Clutter

Unnecessary use of signage, railings and bollards create street clutter, preventing pedestrian ease of movement and accessibility for all users. Some necessary street furniture such as bins and cycle stands are poorly located along the streetscape, causing obstacles.

Lack of Seating & Dwelling Space

Some of the primary spaces and streets across the city centre lack sufficient seating space, discouraging people from dwelling. This results in movement dominated streets.

Lack of Tree Planting & Green Infrastructure

Narrow streets have prevented space for planting resulting in limited streetscape character.



Image 24: Lack of Quality & Consistent Materials



Image 25: Street Clutter along Footways, Hills Road



Image 26: Lack of Designated Seating & Dwelling Space at King's

4.4 Open Spaces

The city centre of Cambridge comprises of the city’s primary commercial core, University Colleges, residential clusters and a variety of open spaces. These open spaces offer a range of typologies, including parks and gardens; College grounds; natural and semi-natural green spaces; civic spaces; and a couple of outdoor sports facilities, providing an integral component of the city’s character and setting.

The city as a whole is overwhelmingly green, containing 740 hectares of protected open space. Within this, 66 hectares can be found in the centre’s Market ward.



Typology

The majority of the open space is green, with only Market Square, Fisher Square and Quayside offering paved public open space.

Open space is diverse, from riverside parks to grassy commons and flower gardens, shaping Cambridge’s landscape as much as the historic buildings and urban grain.

The centre includes a range of flexible, active green park spaces used for play and events. Each of these spaces vary in character.

Tranquil green spaces are found at the northern and southern ends of the city centre, a 10 minute walk from Market Square. These grassy commons are rural in nature, incorporating a range of biodiversity, including grazing cows. Due to limited paved open space, many of these spaces are used to host annual events.

The River Cam, for which the city takes its name, runs along the western edge of the city centre, structurally framing the city’s central core. The Cam has become a recreational hub for tourists and locals alike, in particular for punting and offering spaces for relaxation.

These spaces are currently being supported by the City Council’s 2011 Open Space and Recreation Strategy, which has set out a vision “towards a City which draws inspiration from its iconic historic centre and achieves a sense of place in all of its parts, with generous urban open spaces and well-designed buildings.”

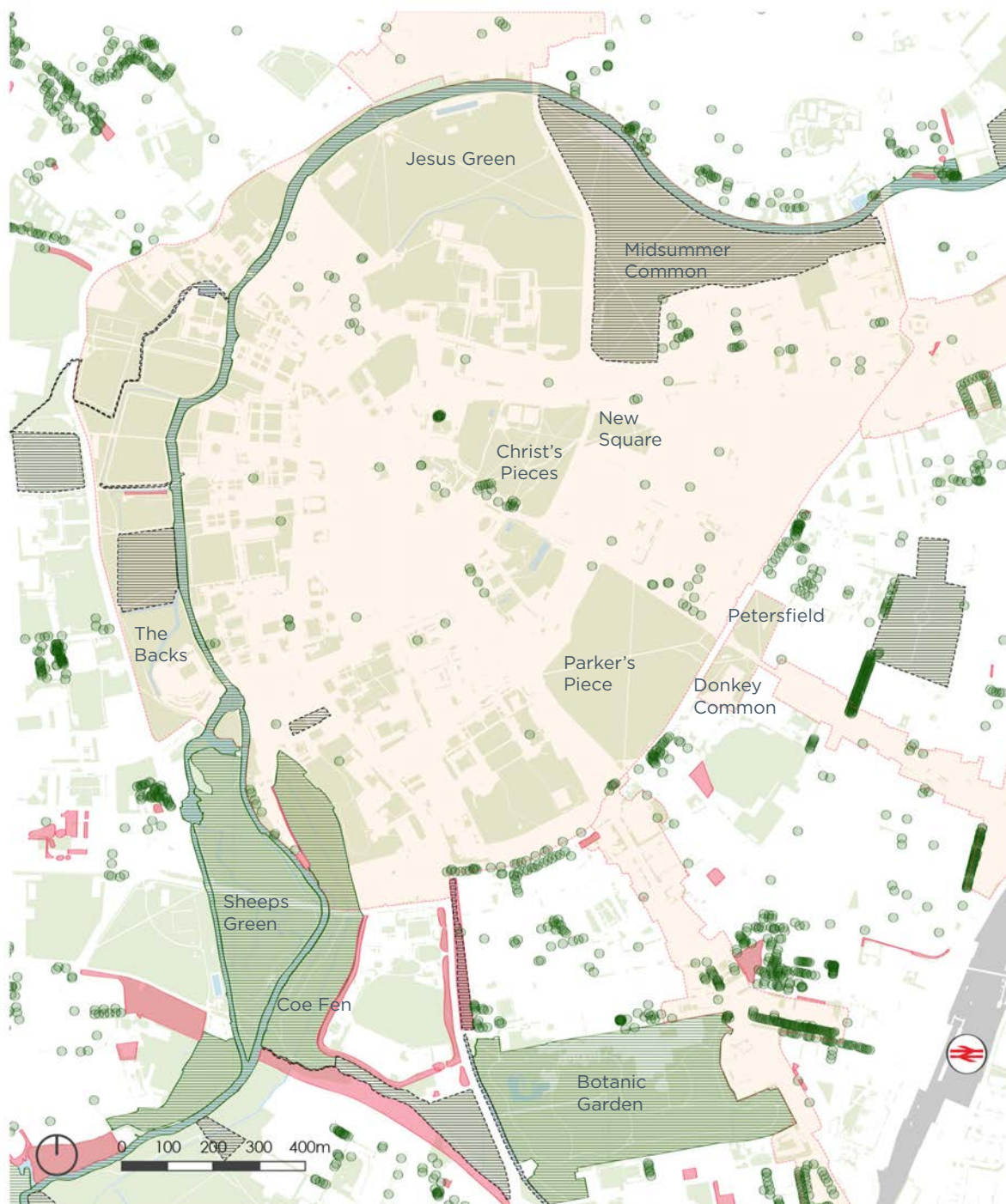
Figure 23: Proportion of open space typology (Open Space & Recreation Strategy, 2011)

Typology	Sites
Amenity Green Space (AGS)	2
Cemeteries and Churchyards (CEM)	2
Civic Spaces (CIV)	2
Natural and Semi-Natural Green Spaces (NAT)	2
Provision for children and young people (CYP)	3
Parks and Gardens (P&G)	19
Allotments (A)	1
Outdoor Sports Facilities (SPO)	2
Total:	30

Figure 24: Protected Open Spaces



Figure 25: Nature Designations



- TPOs
- County Wildlife Sites
- City Wildlife Sites
- Open Green Areas
- Study Area Boundary

Open Space Appraisal

This section appraises the open spaces found within the city centre to understand the character, typology and range of facilities that currently exist.

Primary Open Space

Primary open spaces include civic spaces, market squares, large parks, gardens and nature reserves.

Market Square is the primary town square and public space of the city centre. A road frames the outer edge, whilst a permanent market food and craft is erected in the centre of the square, dictating the use of the square. A historic fountain is located in the centre, however it is hidden by the market. The Square is active by day but the fixed market structures restrict activity at night. Retail, eateries and buildings of significance, such as the Guildhall and Great St Mary's Church situated around the edge of the square, generate high levels of activity throughout the day.

Type: Civic Space

Ownership: Public

Facilities: daily market and street food

Activities and Events: Buskers and Street Performers festival, night market, film screenings, protests

Christ's Pieces is a 2018 Green Flag award winning Victorian park designed with tree-lined avenues. The formal seasonal bedding displays planted 'petal beds' near Emmanuel Road, while ornamental shrub beds are located around the perimeter adding extra colour and interest. Christ's Pieces and the New Square create an important link between the historic city centre and the Grafton shopping centre, providing extremely well-used and visited spaces. A 10 year management plan has been developed.

Type: Park and Garden

Ownership: Public

Facilities: playground, refreshment kiosk, bowling green, 4 tennis courts, table tennis, public toilets,



Image 27: Market Square



Image 28: Christ's Pieces

Jesus Green is an open green which sits along the River Cam. The park is characterised by its avenue of London Plane trees providing a leafy canopy over its footpaths.

Type: Park and Garden

Ownership: Public

Facilities: outdoor swimming Lido; refreshment kiosks; six tennis courts; children's playgrounds; skate park; table tennis; barbecue area; and public toilets

Activities and Events: Jazz and Brass in the Park, beer festival, fairgrounds



Image 29: Jesus Green

Midsummer Common is an ancient area of grassland bordered by the River Cam. The University College boathouses are positioned along the waters edge. Between April and October the Common is grazed by a locally cherished herd of cattle. Midsummer Common Management Plan, 2014-2019 provides a 5 year plan to protect and enhance the Commons' environmental quality and biodiversity. The plan also sets a strategy for sustainable drainage, environmental projects and events hosted.

Type: Natural and Semi-Natural Green Space

Ownership: Public

Annual Events: Midsummer Fair, the Cambridge Marathon, the bonfire night festival and the Strawberry Fair.



Image 30: Midsummer Common

Parker's Piece is a large green open space at the edge of the historic centre. The space is relatively open, which allows it to accommodate a variety of formal and informal activities, including regular use as a playing field by local schools and for major public events. The park is famously known as the place where, in 1848, students agreed a set of simple guidelines for football which were to influence the development of the Football Association rules. Petersfield and Donkey Common provide additional green space adjacent to the main green.

Type: Park and Garden

Ownership: Public

Facilities: playing fields; public toilet

Annual Events: The Big Weekend, the Ice Rink, Buskers and Street Performers festival, Town and Country Show, University of Cambridge Freshers Fair, cricket matches.



Image 31: Parker's Piece

Coe Fen is a Local Nature Reserve following the edge of the River Cam, at the southern end of the Backs. The space resembles characteristics of the countryside, incorporating water meadows, grazing cows and a range of wildlife. Punting is available at Silver Street and can be taken downstream along the Backs or upstream toward Grantchester. The fen is popular with picnickers and as a spill over from the neighbouring pubs. Spaces in the Fen can be hired for private events.

Type: Natural and Semi-Natural Green Space

Ownership: Public



Image 32: Coe Fen

Sheeps Green is a local nature reserve, which runs along the west bank of the River Cam, adjacent to Coe Fen. The reserve is rural and tranquil in character, however includes a range of facilities and infrastructure for activities. From April to October the Green is grazed on by cattle and horses.

Type: Natural and Semi-Natural Green Space

Ownership: Public

Facilities: Learner pool; bowling green; play area; refreshment kiosk



Image 33: Sheeps Green

The Backs are a stretch of Grade I historic parks and gardens which run along the backs of the colleges and the edge of the River Cam. Framed by lavish facades and stately courts of the colleges, each of the greens vary in size and landscaping. St John's College was notably designed by the famous landscape architect Lancelot 'Capability' Brown. The parks are privately managed and maintained by the Colleges and are primarily for students and faculty members. Members of the public are limited to restricted hours, some of which are chargeable. The views of the colleges and positioning of famous bridges along this section of the River, including the Bridge of Sighs and the Mathematical Bridge, makes it a popular spot for tourist punters.

Type: Park and Garden

Ownership: Private



Image 34: The Backs

College Courtyards and Gardens are green manicured squares located in the centre of the most famous University of Cambridge colleges. The courtyards are privately managed and maintained by the Colleges and are primarily for students and faculty members. Members of the public are limited to restricted hours, some of which are chargeable.

Type: Park and Garden

Ownership: Private

Annual Events: The Shakespeare Festival



Image 35: College Courtyards & Garden

Kings Parade/ Senate House Hill are adjoining streets that operate in tandem as spaces due to their hosting of many of the city's key attractions and accommodating the centre's lack of required civic space. The streets wide width and use of shared surface accentuates the feel of this street as a space, in contrast to the surrounding narrow streets. Buildings of significance and high architectural quality create an active frontage to the western, whilst the eastern frontage is comprised of historic townhouses hosting commercial activity. Uniformity is created through the consistency of building height (2 storeys), architectural features and lawn setting.

Type: Civic Space and Street

Ownership: Private with fully public accessibility

Facilities: adjoining cafes, shops and restaurants



Image 36: King's Parade

Secondary Open Spaces

Secondary open spaces include: small greens, paved sit out-areas, children's play spaces or other areas of a specialist nature, including nature conservation areas.

Fisher Square is a small paved public space at the back of the Grand Arcade shopping centre. The square offers secluded seating space accompanied by tree planting and sculptural element. Only half of the frontages around the square are active shop fronts. The Square provides a key pedestrian exit from the Grand Arcade.

Type: Civic Space

Ownership: Public

Facilities: seating, public toilets

Activities and Events: Buskers and Street Performers festival and spill out activity from the night club



Image 37: Fisher Square

Quayside is a small public realm space adjacent to the River Cam at Bridge Street which is not protected public space in the Local Plan. The space has become a tourist hotspot on account of the punting pick up spot at the water's edge and restaurants with outdoor seating.

Type: Amenity Space

Ownership: Public

Facilities: seating

Activities: Punting pick up, restaurants, shops



Image 38: Quayside

New Square is a small green lawn adjacent to Christ's Pieces and residential houses. The only landscaping is trees which frame the western edge. The space is mostly used by locals to relax and sit on the grass.

Type: Park and Garden

Ownership: Public

Facilities: seating



Image 39: New Square

Petersfield is a small green space adjacent to Parker's Piece, along East Road and Mill Road. The space includes a large number of trees, planting along the edge and a playground.

Type: Park and Garden

Ownership: Public

Facilities: playground

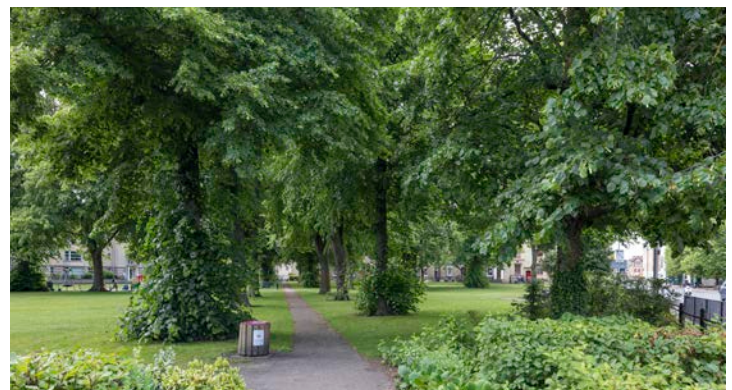


Image 40: Petersfield

Donkey Common is a green space surrounding Parkside gym, adjacent to Parker's Piece and along East Road and Mill Road. Limited infrastructure is present except for a small half pipe for skateboarding. Trees line the northern edge.

Type: Park and Garden

Ownership: Public

Facilities: Skate Park



Image 41: Donkey Common

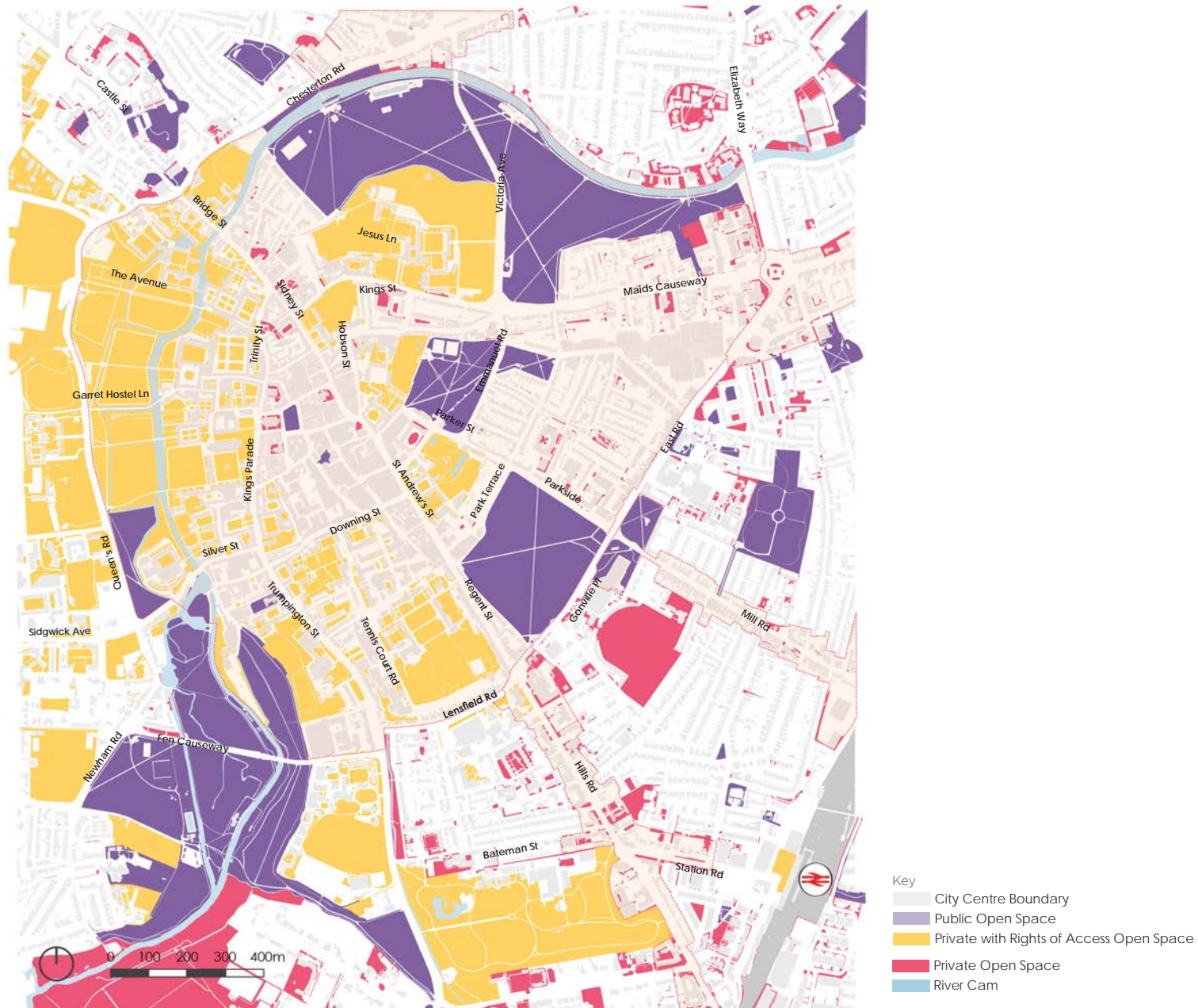
Ownership of Open Spaces

Public open spaces are predominantly on the eastern side of the city centre, whilst large privately owned open spaces are clustered to the west. This is a consequence of the clustering of Cambridge University Colleges who first reclaimed land along Senate House Hill from religious institutions in the 14th Century (University of Cambridge, 2018).

Accessibility

- The primary public green open spaces are accessible 24 hours 7 days a week
- Civic spaces are accessible 24 hours 7 days a week
- University College grounds operate as private open space with rights of access. Students and faculty can access these spaces at any time, whilst members of the public can only access for visitation during specified day time hours, some of which are chargeable.

Figure 26: Ownership of Protected Open Spaces



Spaces Analysis

Cambridge's history and heritage are celebrated within its city centre spaces through the protection of nature and biodiversity, use of materials and surrounding built form.

Main Identified Issues

Lack of Hard Space

Cambridge city centre offers a good range of inner city green spaces which are flexible and provide space for rest and relaxation. However, the city centre lacks hard open space for flexible use.

Facilities Lacking

Although the majority of Cambridge's open spaces are widely adored, the engagement process has revealed concerns regarding a general lack of facilities within the city centre's existing spaces, with particular emphasis placed on the lack of seating and the provision of spaces for people to dwell within.

Other facilities lacking include outdoor gym facilities and a range of play facilities for a variety of ages. Currently, the three playgrounds that exist in Jesus Green, Petersfield and Christ's Pieces would be classed as LAP's (Local Area for Play) which are targeted at under 6's.

Inadequate lighting of green spaces and inconsistent across streetscape

Users feel unsafe using these spaces during darker hours. This limits movement and access particularly afternoons during the winter months.



Image 42: Poor Provision of Seating in Market Square

Access

Whilst Cambridge city centre holds a high proportion of open green space, however a significant amount of this space is privately owned, particularly within the western half of the city centre. This results in restricted access for locals and visitors alike.

Streets as spaces and spaces as streets

The nature of Cambridge's compact historic streets has resulted in many becoming spaces in themselves, which is evident from the honey-potting of tourists and residents alike. Examples of this include King's Parade, Bridge Street and Sidney Street. However, these streets also hold a primary function as a movement and access routes.

On the other hand, due to the lack of street space capacity, many spaces within the city centre have become key movement routes for pedestrians and cyclists. This results in conflict between people using the space to dwell and moving within the space.

Meeting Future Need - Lack of New Space

The historic built form on the western side of the city centre leaves little opportunity for new public space. However, existing public space could be reevaluated to accommodate present and future needs.

There is a greater area of public open space, and public highway, within the eastern half of the city centre. This side could work harder to develop its identity and alternative offer.



Image 43: Vehicles in Key Public Spaces, King's Parade

Primary Spaces

Market Square is a well proportioned hard space that holds heritage elements, including the listed fountain and historic set paving. However, as the most prevalent feature of the space, the market use currently hides many of these features. No tree planting exists within the square. However, limited tree planting can be found in the gardens to Great St. Mary's, these are specimen trees of good quality.

The connection between the central market and surrounding buildings is currently compromised by the presence of a surrounding broad carriageway used for servicing and deliveries. Views towards key facades are restricted by the central market, in particular prominent buildings such as Great St. Mary's and the Guildhall.

During the day, Market Square provides daily activity for local people and visitors to enjoy. However the existing layout prioritises vehicles and cyclists, coupled with significant clutter and poor market arrangements doesn't create a space for people to dwell and enjoy. After dark police crime statistics and engagement feedback note that the area can become a hotspot for antisocial behaviour.

Parker's Piece provides a flexible green space that accommodates varied uses and large scale events, character is defined by its flexibility. Landscape variation is low in terms of space type, detailing and variation in planting mixes, but this is a consequence of its broader function as a flexible space and use as a playing field.



Image 44: Primary Civic Space at Market Square Designed for Vehicles

Christ's Pieces is a green space of high quality and use, evident from its Green Flag status. The space provides a variety of typologies (intimate and open) due to its good range of facilities and planting variations. However, facilities such as the playground could be updated to encourage more create play and cater for a wider range of ages. Good access is provided for cyclists and pedestrians travelling into the historic core.

Midsummer Common offers a good sense of place due to its semi-rural character with grasses left uncut and cows allowed to graze through the year. Landscape variation is low with little in terms of detailing or variation in planting mixes. The large open lawn is successful in providing amenity space for large scaled events. The space offers good connection and views towards the river and boat houses. Good access is provided for cyclists and pedestrians travelling into the historic core.

Jesus Green provides a good range of space types and facilities. However, facilities such as the playground could be updated to encourage more create play and cater for a wider range of ages.

The space offers good connection and views towards the river. Good access is provided for cyclists and pedestrians travelling into the historic core.



Image 45: Strawberry Fair at Midsummer Common

The Backs are high quality green spaces which are well maintained and manicured creating an inviting and tranquil setting along the river. Green spaces provide a good setting to the historic college buildings. Public use is limited as access is restricted.

King's Parade offers a good quality public realm with high level of detailing and quality of materials. The public realm and mature tree planting successfully provides a setting for the historic college buildings, as evident from the high volumes of tourists clustering along the streetscape. Street furniture is limited, resulting in King's College frontage wall providing popular informal seating for visitors and residents. The street is activated by café's and shops activating the built edge of the street. This space is also compromised by the number of taxis and other vehicles that use it and have to turn round to exit in this confined space which is busy with pedestrians and cycles.

Secondary Spaces

Although small **Fisher Square** is one of the few paved centrally located, open spaces. The square provides public seating, however, the lack of facilities and active frontages limits activity.

Quayside has become a tourist hotspot due to its punting and dining facilities facing the river. However, the space has become dominated by punting users, preventing a range of users and other activity from occurring.

New Square provides a quieter seating spot for many looking to rest away from the contrastingly busier Christ's Pieces. However, the lack of seating, infrastructure and biodiversity results in the space offering minimal character and limited accessibility.



Image 46: Jesus Green Playground



Image 47: Fisher Square, A Missed Opportunity

Donkey Common's current design and limited biodiversity results in a low quality green space with little in the way of character. The space also does little to provide a context for the indoor gym set within it. Its proximity and frontage to two busy main roads results in the space largely being used as a movement corridor, rather than a space to visit.

Like Donkey Common, **Petersfield's** proximity to two busy main roads results in it largely being used as a pedestrian movement corridor. However, its landscaping and tree planting make it a more inviting space to dwell. Police crime statistics have noted issues of anti-social behaviour, particularly during evening hours.

Gateways & Nodes

Many junctions into the city centre currently lack character and a sense of place that evokes a sense of arrival. This results in an under-whelming environment as you enter the city centre. These gateway junctions and views into the centre are key spaces which are currently dominated by movement.

Bridge connections at Silver Street, Garrett Hostel Lane and Magdalene Bridge are popular tourist locations offering good views along the riverside. However, as key nodes into the historic core, pedestrian dwelling time is restricted by transport movement.



Image 48: Skate Park on Donkey Common



Image 49: Gateway into the City Centre from Hills Road