Pell Frischmann

The Kingsfields, Land to the West of Cambourne

Transport Written Representation

F1

Report Ref.	104677-PEF-XX-XX-RP-TR-000000
File Path	**P:\1046--\104677 - Land West of Cambourne\01 - WIP\Documents\Transport Planning\Representations Document (Transport)\104677-PEF-XX-XX-RP-TR-000001.docx**

Rev	Suit	Description	Date	Originator	Checker	Approver
D1		Draft for Client	01/12/2021	DW	PS	PS
F1		For Issue	13/12/2021	DW	PS	PS

Ref. reference. Rev revision. Suit suitability.

Prepared for

Church Commissioners for England (CCfE)

Prepared by

Pell Frischmann

5th Floor, 85 Strand
London
WC2R 0DW

Pell Frischman

Contents

Figures

Appendices

1. Introduction

1.1. General

1.1.1 Pell Frischmann (PF) has been commissioned by the Church Commissioners for England (CCfE) to provide transport planning advice with regards to their strategic site situated to the west of Cambourne, Cambridgeshire. This note provides written representations for transport to support the case for the allocation of the site within the emerging Local Plan.

1.1.2 This note provides information relating to the wider context of the site, in terms of emerging strategic transport infrastructure improvements and the proposed Cambourne to Cambridge (C2C) public transport corridor and sets out the emerging development proposals and the supporting transport strategy to facilitate delivery.

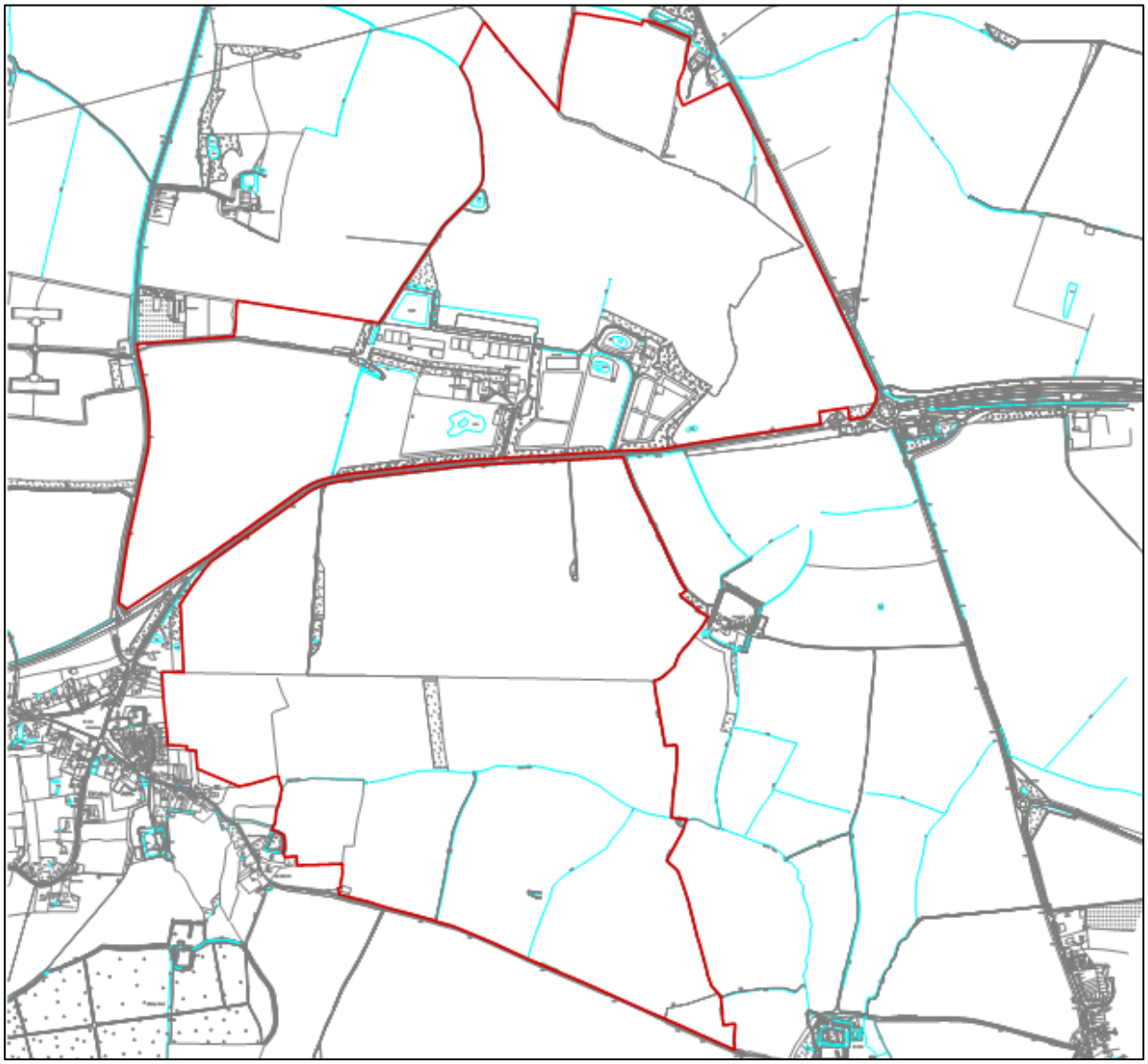
2. Wider Context

2.1. Site Location

1.1.3 The location of the site is shown in Figure 2.1. This is located west of Cambourne and is ideally situated to benefit from the following transport schemes that are currently being progressed:

- East-West Rail;
- Cambourne to Cambridge (C2C) transport corridor; and
- A428 Black Cat to Caxton Gibbet highway scheme.

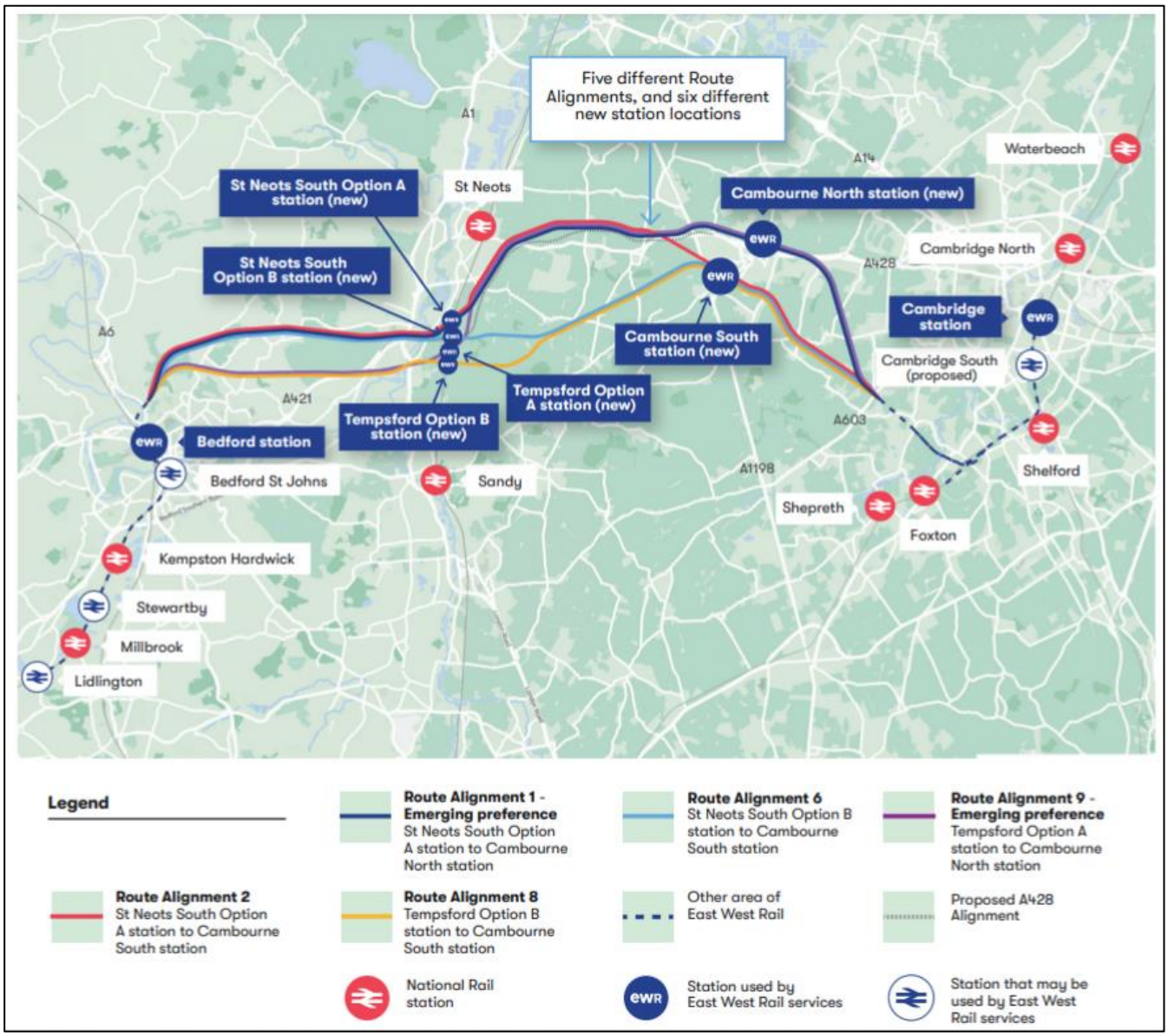
Figure 2.1: Site Location



2.2. East-West Rail Link

2.2.1. The alignment of East-West Rail will follow a new route between Bedford and Cambridge. There was consultation undertaken on five alternative route alignments in 2021 and the consultation responses are currently being reviewed by the East West Railway Company. The alignments are shown in Figure 2.2This shows that there are route options for alignments and stations both north and south of the A428.

Figure 2.2: Consultation options for East-West Rail alignment



Source: https://eastwestrail.co.uk/the-project/bedford-to-cambridge

2.3. C2C public transport corridor

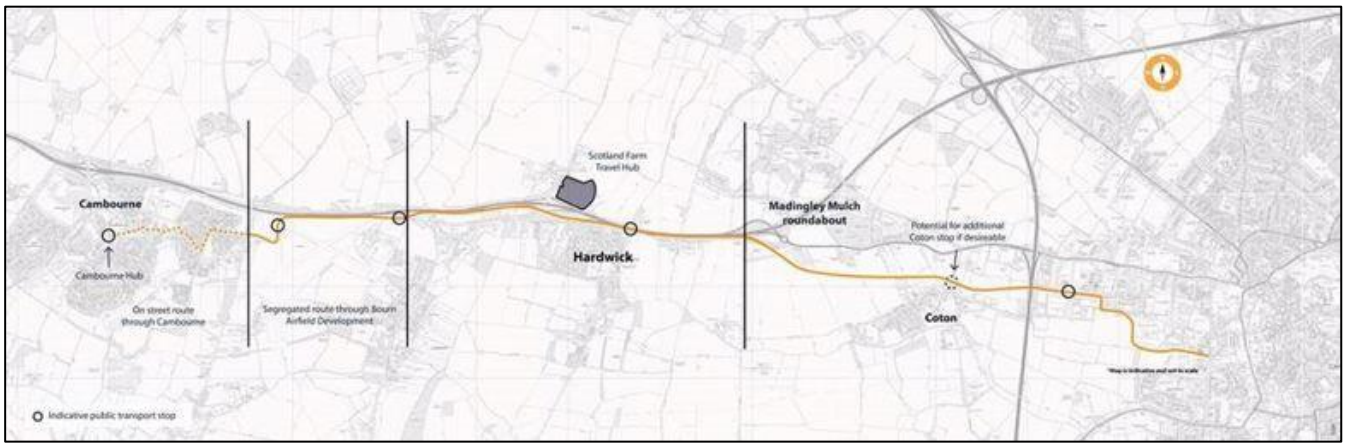
2.3.1. The Cambourne to Cambridge (C2C) Better Public Transport Project is one of four corridor schemes that form a key part of the Greater Cambridge Partnership's (GCP) sustainable transport programme.

2.3.2. The GCP Executive Board agreed in December 2020 to undertake an independent audit review of the C2C scheme. The results of the audit were discussed by the GCP Executive Board at its meeting on 1 July 2021, and subsequently the decision was made to progress to the next stage of the application process, which is to undertake an Environmental Impact Assessment.

2.3.3. The GCP has recommended a preferred route from Cambourne to Cambridge. The route also includes a travel hub to encourage people to get out of their cars and use public transport, walk, or cycle into the city. The route is shown in Figure 2.3 and is made up of three elements:

- A public transport route between Cambourne and Cambridge;
- A new travel hub site off the A428/A1303; and
- New cycling and walking facilities.

Figure 2.3: Alignment of the C2C corridor



Source: https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge

2.4. A428 Black Cat to Caxton Gibbet scheme

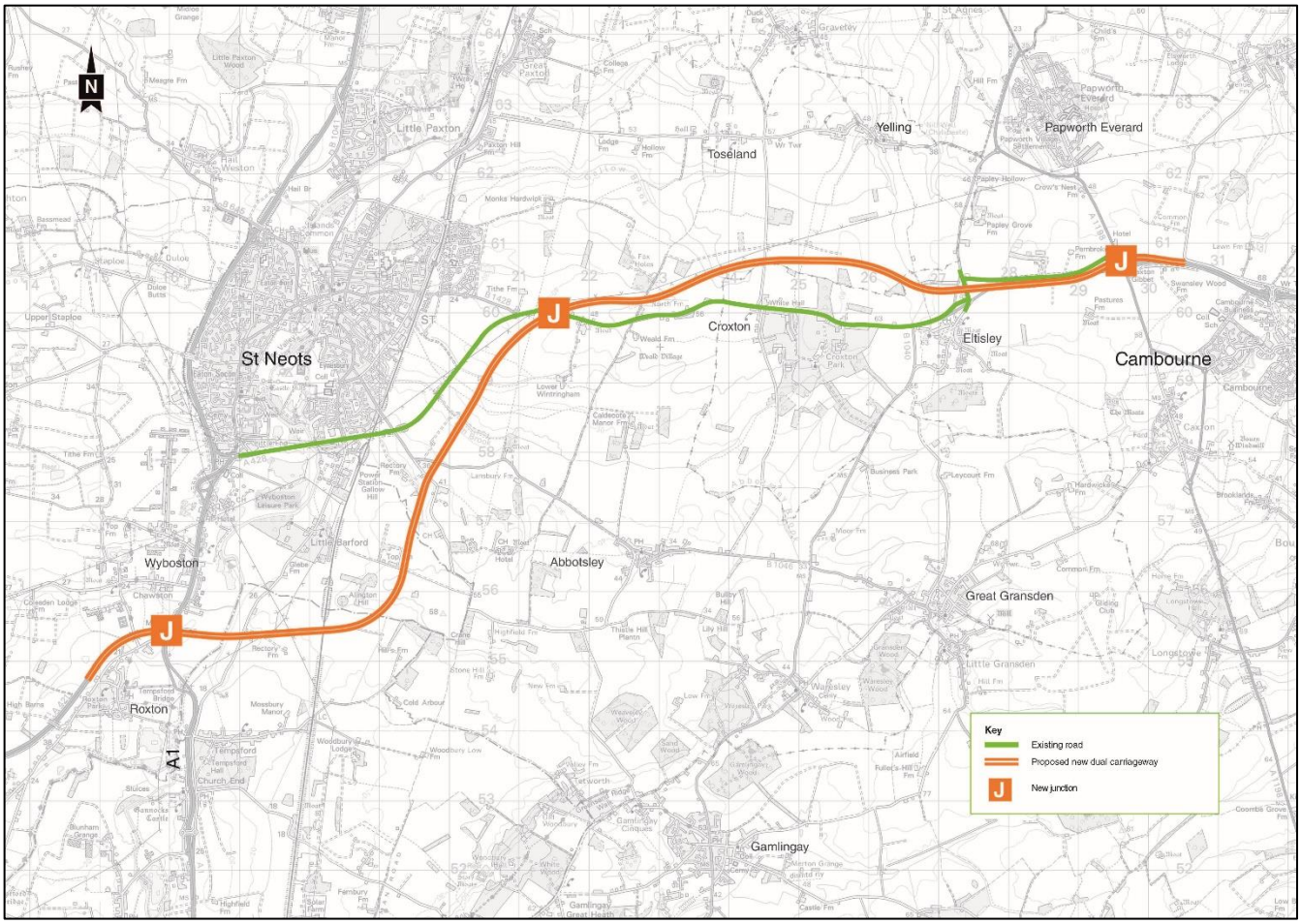
2.4.1. National Highways is proposing to upgrade the route between the Black Cat Roundabout and Caxton Gibbet Roundabout to dual carriageway standard and also implement a number of junction improvements. The scheme is currently seeking permission through the Development Consent Order (DCO) process and entered the examination stage on the 18th August 2021.

2.4.2. National Highways outline the benefits of the proposed improvements as creating more capacity on the Strategic Road Network which will:

- Providing quicker, safer, and more reliable journeys.
- Supporting local and regional economic growth.
- Helping life in local villages.
- Improving the environment.
- Improving travel for walkers, cyclists, and horse riders.

2.4.3. The alignment of the new A428 and the locations of upgraded junctions are shown in Figure 2.4. This shows a new junction is proposed at the Caxton Gibbet roundabout.

Figure 2.4: Alignment of the new A428



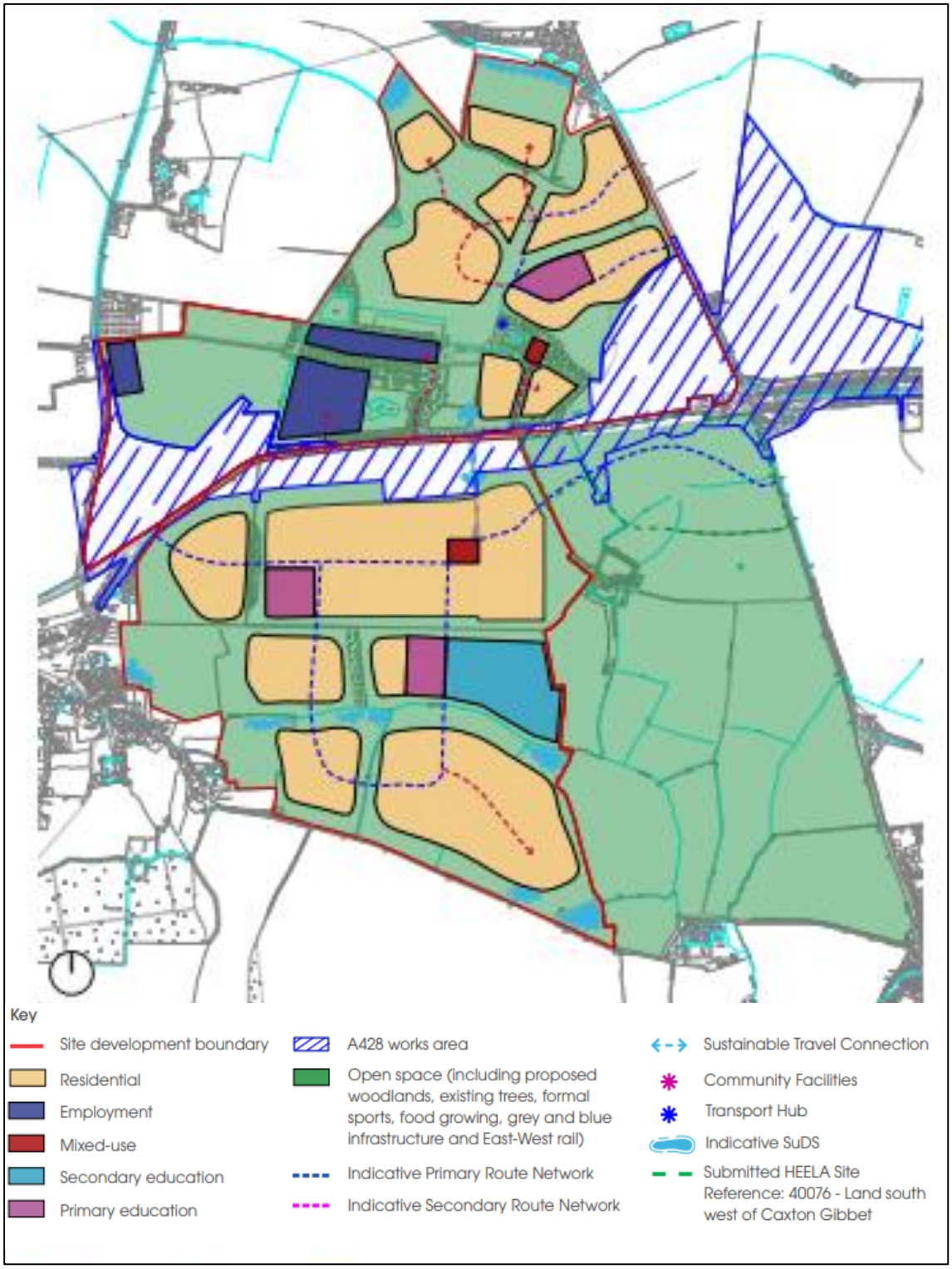
Source: https://nationalhighways.co.uk/our-work/a428-black-cat-to-caxton-gibbet/about-the-scheme/

3. Site Proposals

3.1. Masterplan

3.1.1. Figure 3.1 shows the masterplan, with a mix of residential, employment, retail and education facilities provided.

Figure 3.1: Masterplan



4. Transport Strategy

4.1. Walking and Cycling

4.1.1. Sustainable travel modes are at the heart of the proposed transport strategy, with accessibility both to and from the site being achievable by walking and cycling.

4.1.2. The site would include local employment, retail and community facilities and a primary school meaning that a lot of travel would be self-contained within the development. The local retail and community facilities and primary school would likely occupy a more central position, and therefore is likely to be within a 15 minutes' walk for all residents of the planned development.

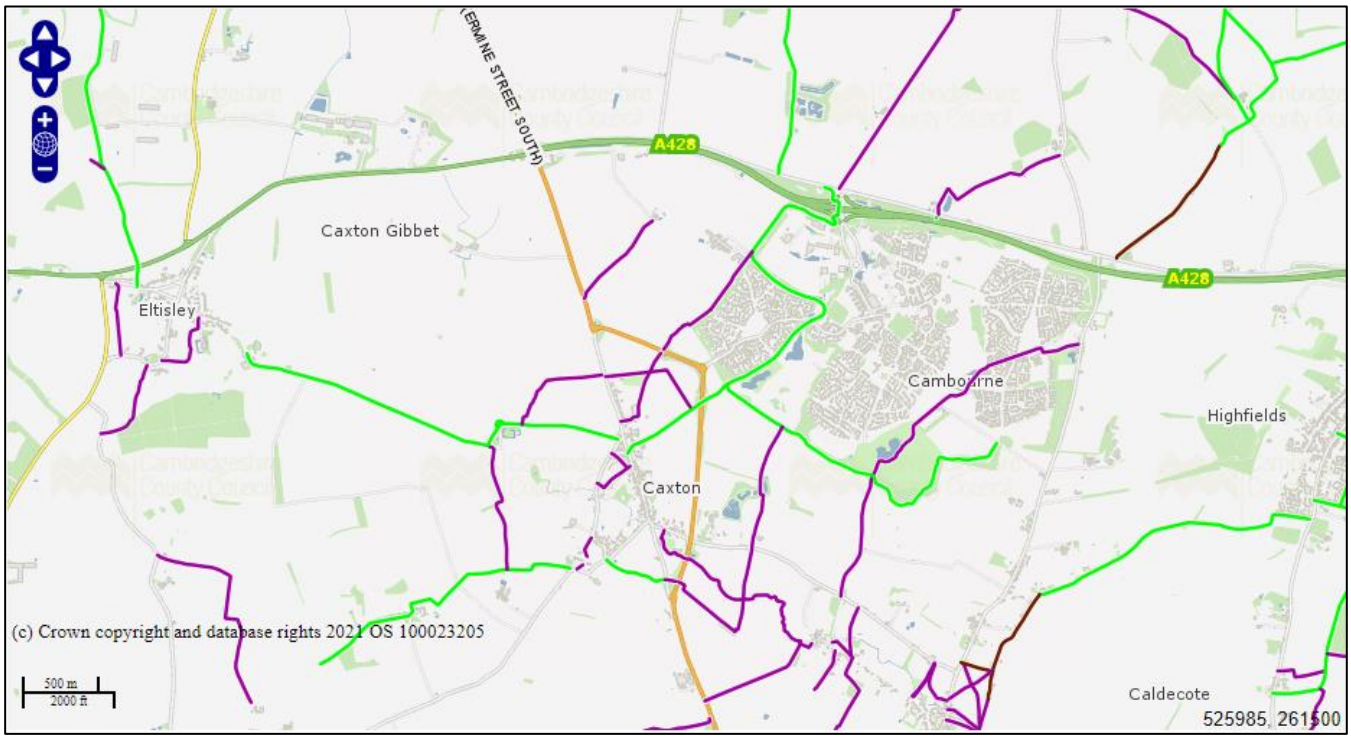
4.1.3. It is proposed to provide a non-motorised user link across the A428 in the form of bridge to connect the two areas of land either side of the new road alignment.

4.1.4. The internal pedestrian and cycle connections would be designed in accordance with Manual for Streets, LTN 1/20 and other local design guidance. These would be designed to accommodate commuter and recreational travel by people of all ages and abilities through inclusive design.

4.1.5. The neighbouring areas of Lower Cambourne, Great Cambourne, and Upper Cambourne contain retail, employment, education, and leisure/ recreational facilities. The site is within 2km of the edge of Lower Cambourne and Cambourne Village College. Great Cambourne and Upper Cambourne are within 5km, which is approximately 25 minutes by cycle. Therefore, there is a significant opportunity for residents of the planned development to travel to these areas by more sustainable modes of transport.

4.1.6. Connections from the site to the neighbouring areas could be provided through upgrade of existing public rights of way and new pedestrian and cycle links. The existing footpaths and bridleways are shown in Figure 4.1.

Figure 4.1: Existing public rights of way



Source:https://www.cambridgeshire.gov.uk/residents/libraries-leisure-culture/arts-green-spaces-activities/rights-of-way

4.1.7. In addition to upgrading the Public Rights of Way, a new segregated pedestrian / cycleway could run alongside any new vehicle connection which runs east to west across the site providing a new connection to the east of the site (as shown in Figure 3.1).

4.1.8. School Lane (through Lower Cambourne) has a continuous shared footway/ cycleway up to the High Street in Great Cambourne, and therefore connecting to this would provide an east-west cycle route between the site and the centre of Cambourne (where a food store is located) as well as the Cambourne Hub of the planned C2C public transport corridor.

4.1.9. The masterplan in Figure 3.1 shows alignments of the pedestrian and cycle connections both through the site as well as between the site and the neighbouring urban areas.

Micromobility

4.1.10. Micromobility can be defined as the use of lightweight vehicles such as bicycles or scooters (particularly electric ones) that can be employed for short journeys. Often these are provided by a self-service scheme in which people hire vehicles for short-term use to travel to local services or to connect into the wider transport network.

4.1.11. In addition to walking and cycling, the proposed development will be designed to accommodate Micromobility opportunities. These will benefit 'first mile / last mile journeys' made to and from other larger transport hubs such as the station as well as the centre of Cambourne. This will provide a convenient, faster alternative to walking (or reliance on personal ownership of a bicycle), particularly as Micromobility solutions are usually electric or electrically assisted which allow people to travel longer distances, faster with less energy expended.

4.2. Public transport

4.2.1. There are currently no bus stops within the site, however buses do operate to Eltisley (Stagecoach route 18) and Great Cambourne (Whippet services X2 and X3 Express, and Stagecoach routes 4, 18 and 905). The provision of a strategic scale development would represent an opportunity to enhance the local bus service.

4.2.2. The East West Rail alignment has not yet been confirmed with the route still be defined within a broad corridor. There are also options for the new Cambourne Station to be located north or south of the A428. Whilst locating the station south of the A428 would be closer to the proposed development, quality pedestrian and cycle connections would ensure that a northern station would also be accessible from the development, and therefore locating the station north or south of the A428 presents no concern in terms of accessibility.

4.2.3. As discussed previously, the provision of an east-west cycle route would provide a quality connection to the planned C2C hub in Cambourne. This would provide another public transport option for the residents of the planned development and would improve accessibility to Cambridge and destinations in between.

4.3. Vehicular access

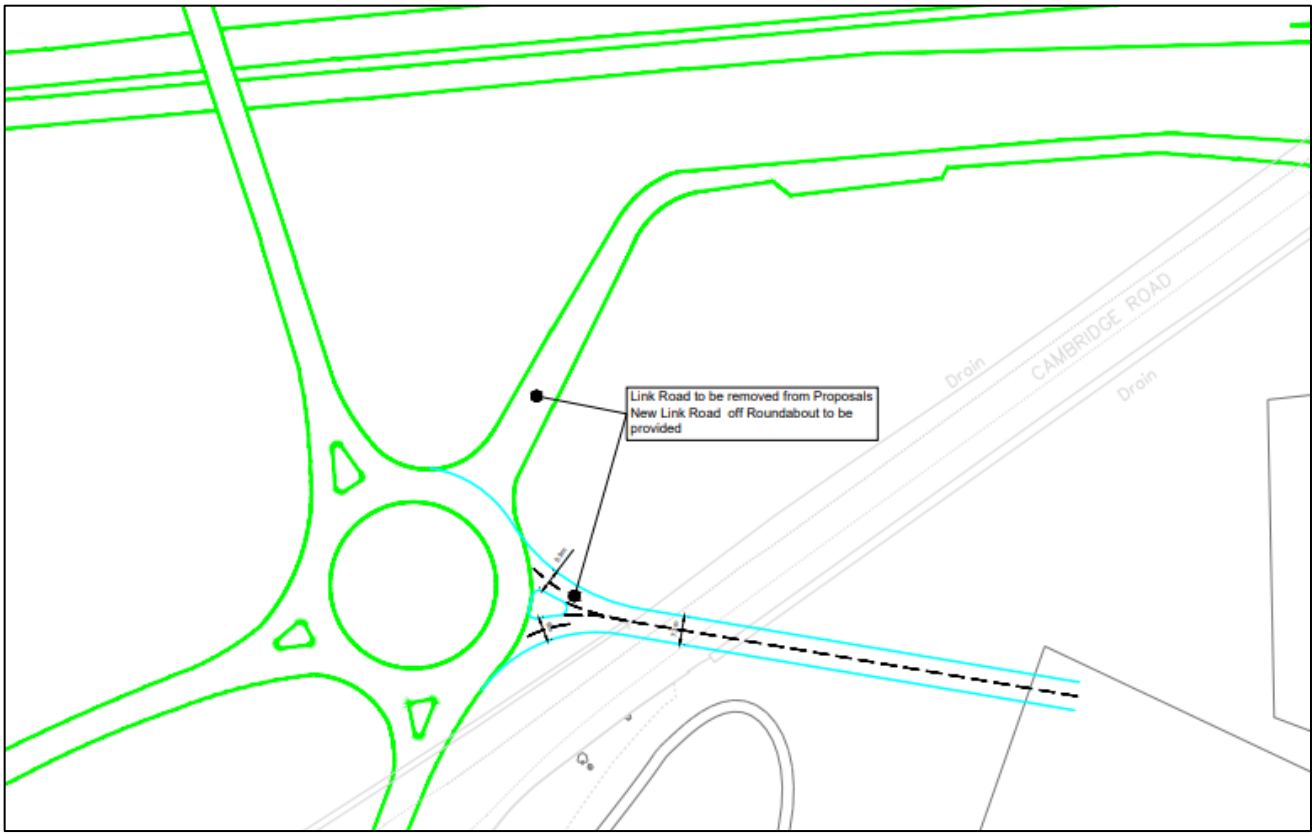
4.3.1. Vehicle access into the site has been considered for the areas of land to both the north and south of the new A428 alignment.

Southern Land - Western Access

4.3.2. For the southern area of the site an access off the new roundabout north of Eltisley (part of the A428 works) has been designed and is shown in Figure 4.2. The roundabout is already designed to have four arms and it is proposed to redesign the roundabout in order to relocate the eastern arm (retained for access into the site) to provide a more direct access into the heart of the site.

4.3.3. Vehicles looking to access the A428 from the site would then travel north and turn right onto the old de-trunked A428 alignment, where they would continue east until they reach the new Caxton Gibbet junction, which provides an all-movements junction onto the new A428 alignment.

Figure 4.2: Western Access

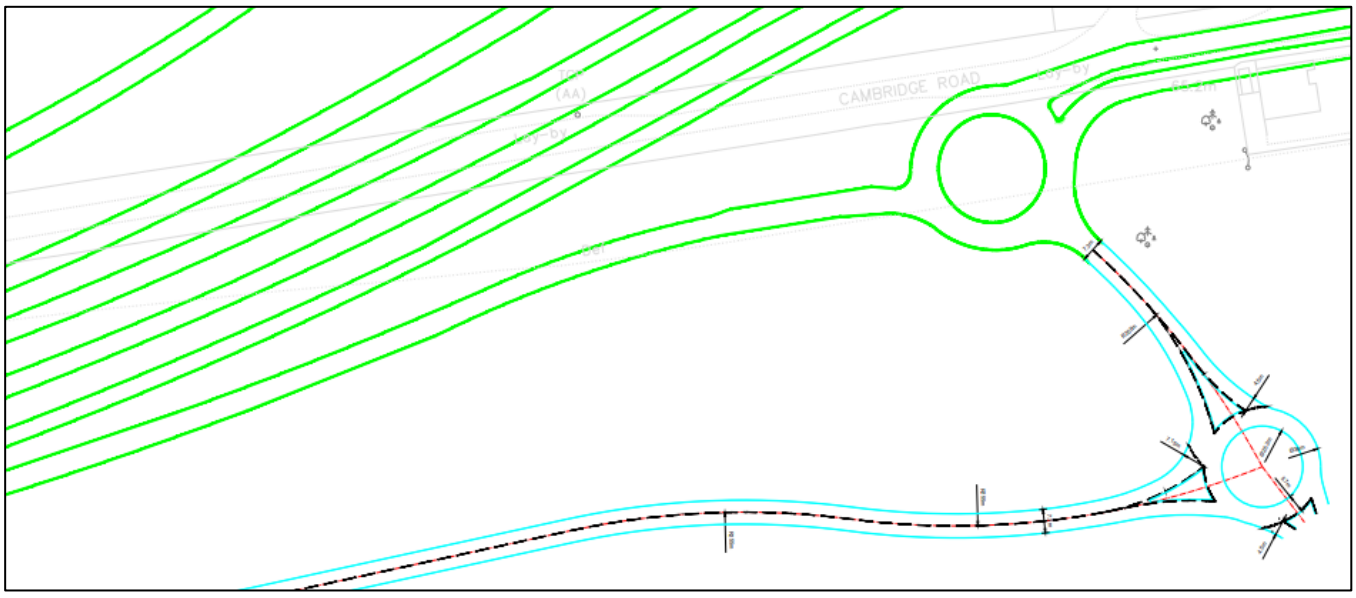


Southern Land - Eastern Access

4.3.4. An opportunity for access from the east (Option A) is via a new roundabout that connects to the roundabout proposed by National Highways as part of the works to the Caxton Gibbet junction. This would utilise the proposed southern arm of the roundabout where National Highways have indicated reprovision of the existing farm access. The new access is shown in Figure 4.3 and provides direct access onto the new roundabout provided as part of the works at Caxton Gibbet.

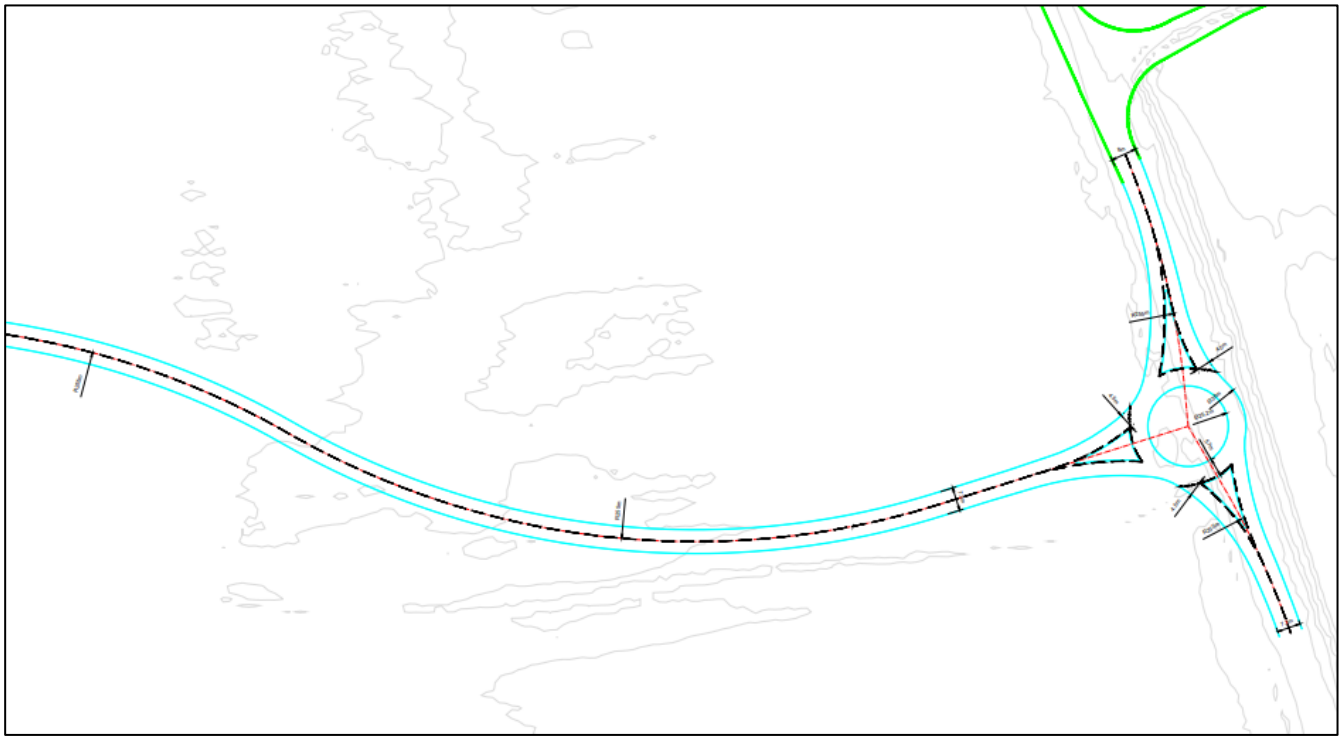
4.3.5. This new access could then connect through the site via a spine road to the new roundabout north of Eltisley described above.

Figure 4.3: Eastern Access Option A



4.3.6. An alternative vehicle access to the south east (Option B) is suggested which provides a direct connection to the A1198. This access option is shown in Figure 4.4 below and would result in a new three arm roundabout on the A1198 south of the Caxton Gibbet Park Service Area.

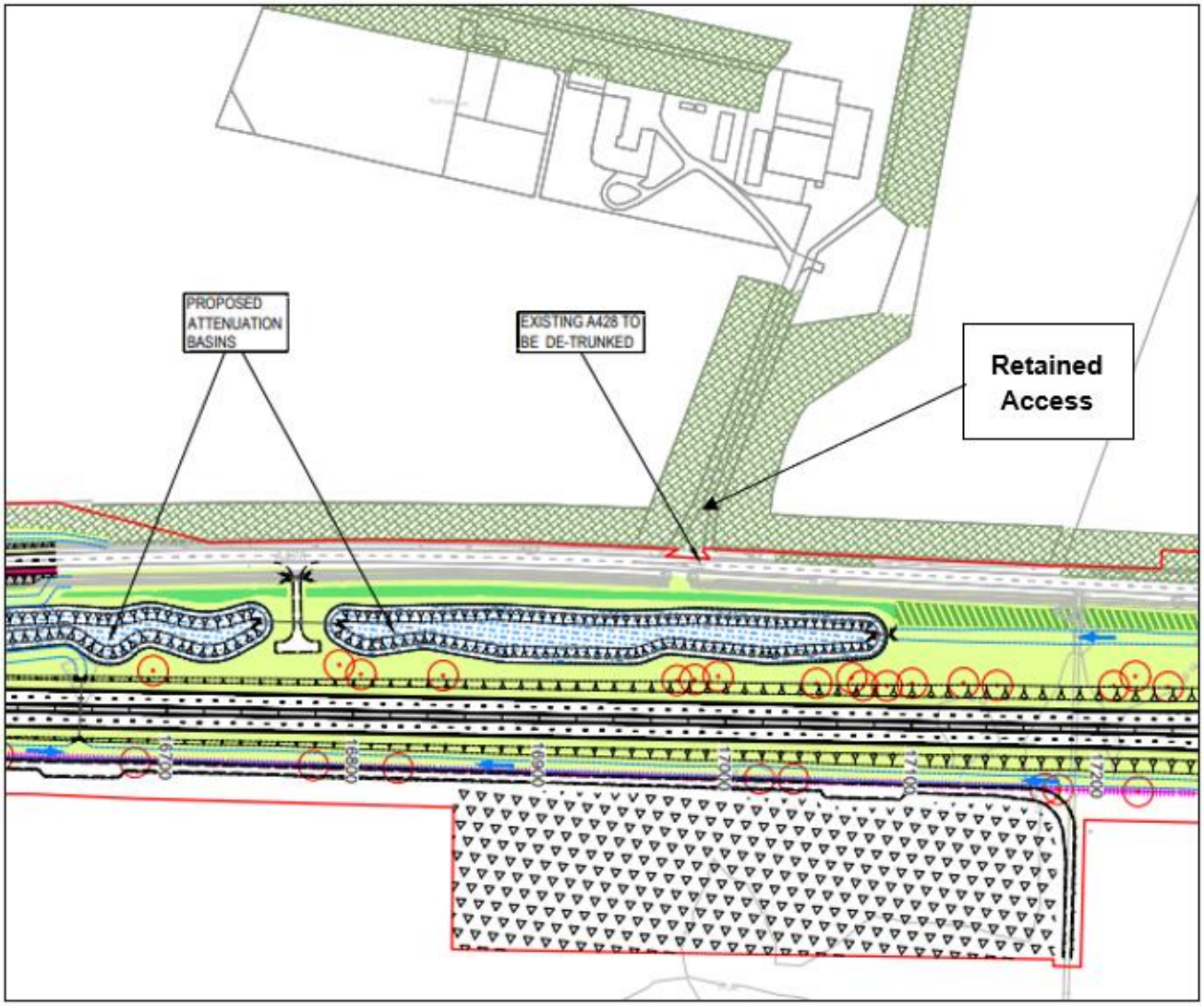
Figure 4.4: Eastern Access Option B



Northern Land – Southern Access

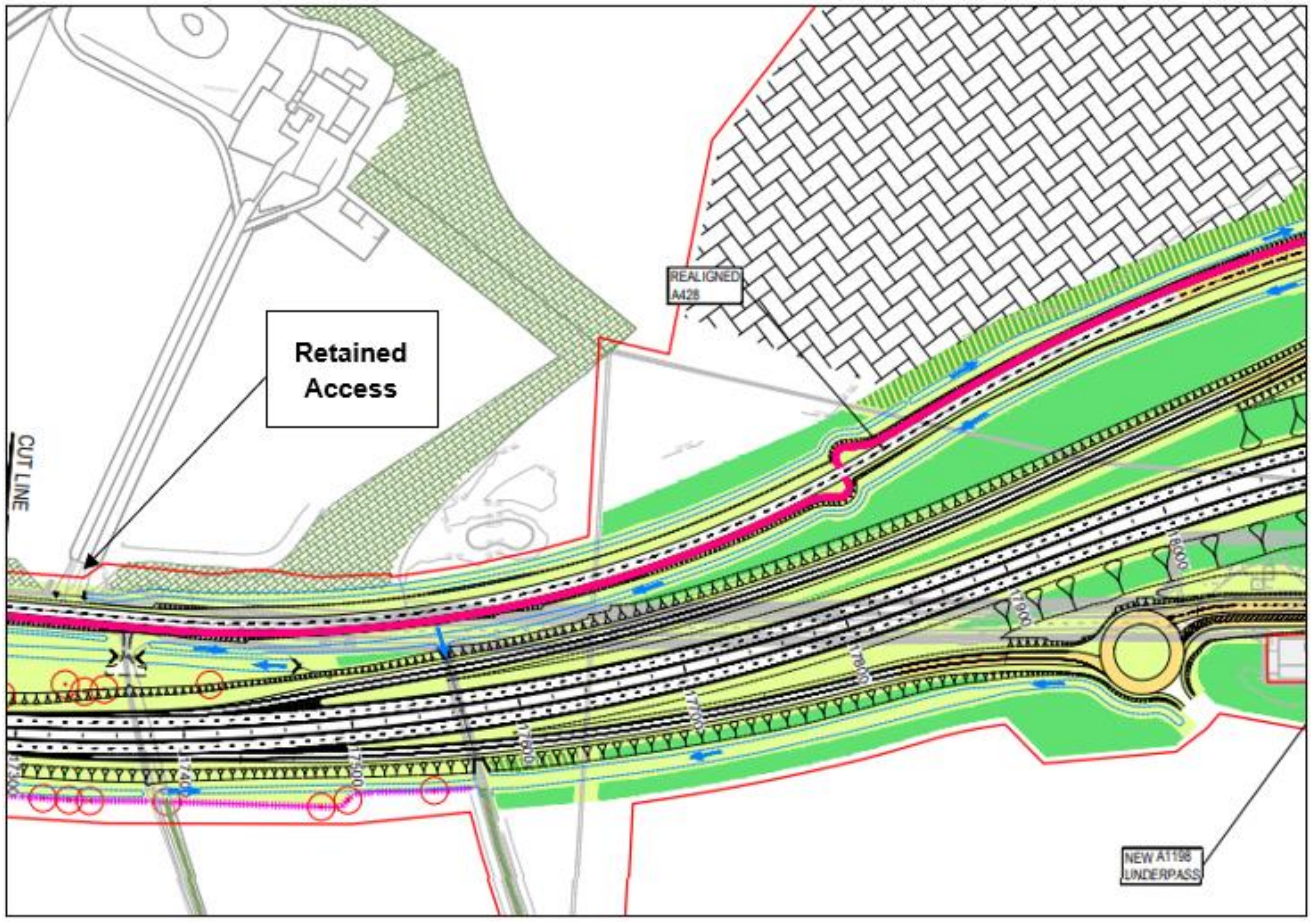
4.3.7. For the northern parcel it is suggested the main access points could be taken from the downgraded A428 alignment which is indicated on National Highways plans to be retained as part of the works to the new A428 proposals. These retained points of access are shown in Figure 4.5 and Figure 4.6.

Figure 4.5: Access onto De-trunked A428 (west)



Source – National Highways

Figure 4.6: Access onto De-trunked A428 (east)



Source – National Highways

Northern Land – Eastern / Western Access Points

4.3.8. Secondary access points could be taken from Ermine Street along the eastern boundary of the site and locations are shown on the masterplan (Figure 3.1). A third access location into the northern parcel may be achieved from St. Ives Road along the western boundary of the site.

5. Summary and Conclusions

5.1.1. The site benefits from the newly proposed infrastructure, including the improved A428, the East-West rail link and the C2C public transport scheme.

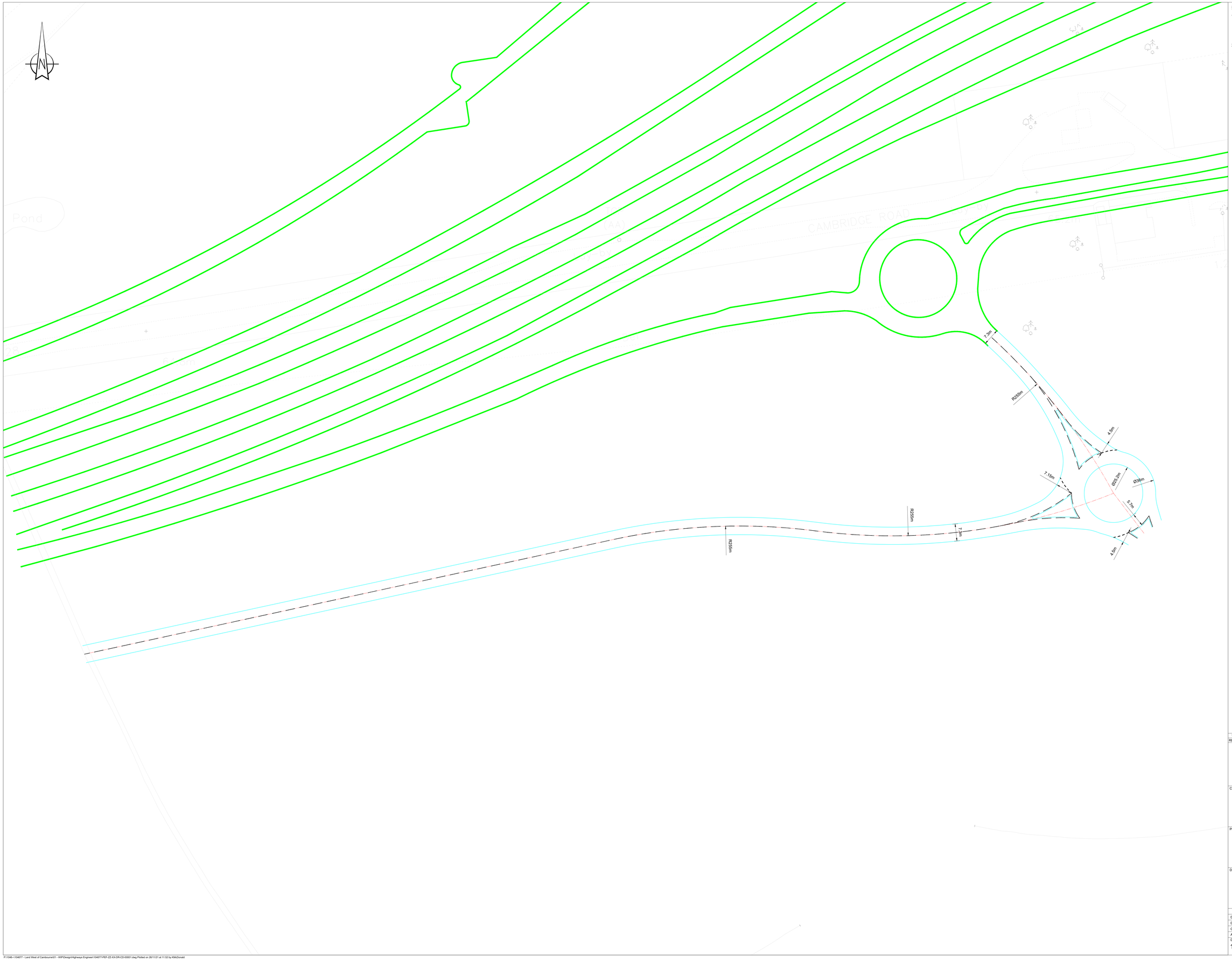
5.1.2. Pedestrian and cycle links will be provided to connect the site with the existing settlement of Cambourne as well as the new public transport infrastructure outlined in this Report.

5.1.3. Proposed options for vehicle links to the local road network have been designed, which in turn provide access onto the Strategic Highway Network.

5.1.4. Overall, the new infrastructure provided within the vicinity of the site, makes it an ideal location in terms of transport connections to support sustainable travel at the site.

Report Ref.		**Land West of Cambourne - Transport Representations**				
File Path		**P:\1046--\104677 - Land West of Cambourne\01 - WIP\Documents\Transport Planning\Representations Document (Transport)\Land West of Cambourne - Transport Representations.docx**				
Rev	**Suit**	**Description**	**Date**	**Originator**	**Checker**	**Approver**
D1		Draft for Client	01/12/2021	DW	PS	PS
F1		Final for Issue	13/12/2021	DW	PS	PS
Ref. reference. Rev revision. Suit suitability.						

Appendix A – Proposed Access Options



NOTES:

1. Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
2. This drawing shall be read in conjunction with all other Electrical, Mechanical, Public health & Architectural Drawings & The Specification.

REV	DESCRIPTION	DRN	CHK	APP	DATE
-	-	-	-	-	-

Pell Frischmann

5 MANCHESTER SQUARE LONDON W1U 3PD

Telephone +44 (0)20 7486 3661
Email: pflondon@pellfrischmann.com
www.pellfrischmann.com

Client

Church Commissioners For England

Project

Land West of Cambourne

Drawing Title

Eastern Junction Connection

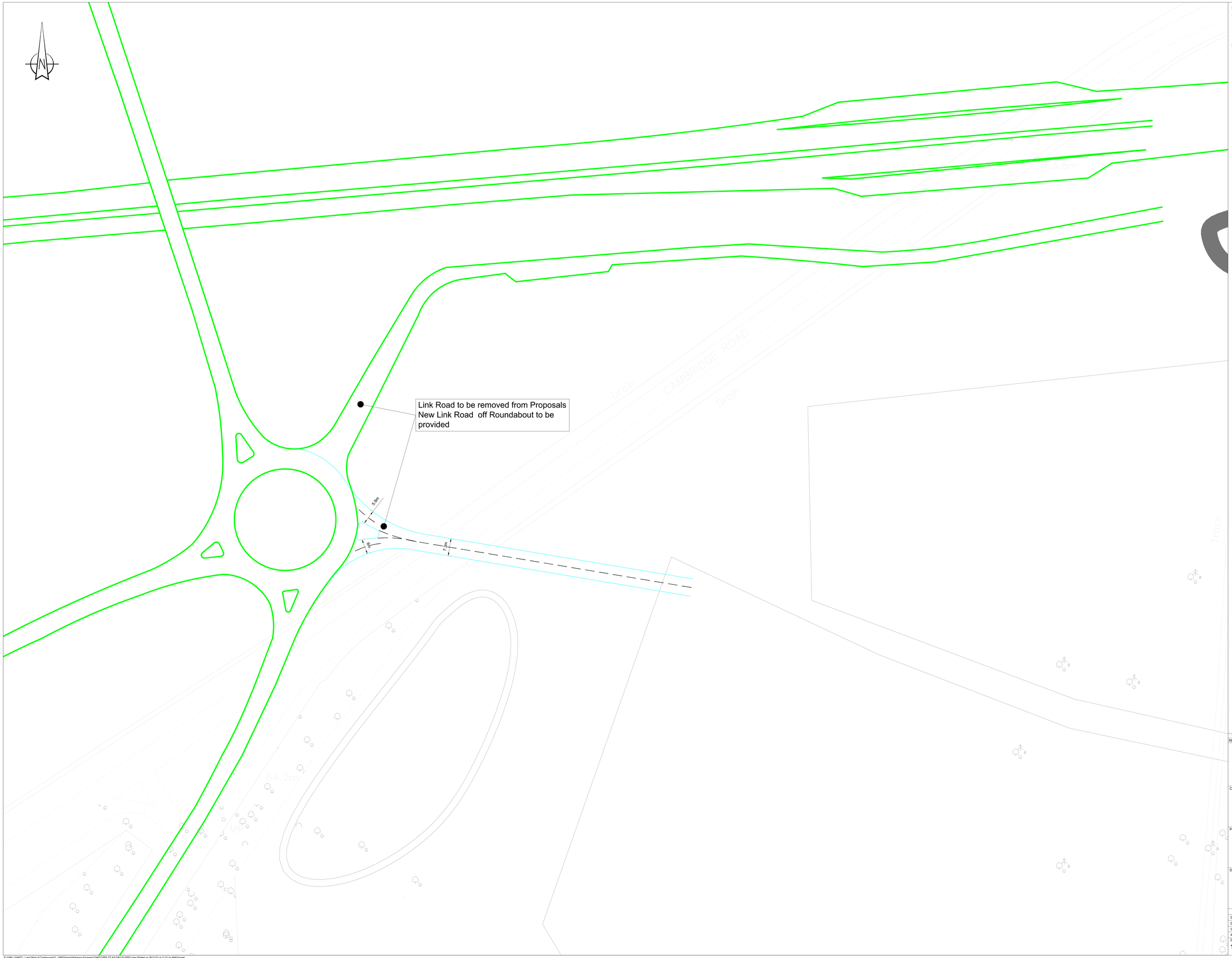
	Name	Date	Scale	1:500 @ A0
Drawn	KM	Nov 2021		
Designed	KM	Nov 2021	File No.	104677-PEF-ZZ-XX-DR-CD-00001.dwg
Checked	TM	Nov 2021	Drawing Status	Preliminary
Approved	TM	Nov 2021		

Drawing No.

104677-PEF-ZZ-XX-DR-CD-00001

Revision

P00



NOTES:

1. Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
2. This drawing shall be read in conjunction with all other Electrical, Mechanical, Public health & Architectural Drawings & The Specification.

REV	DESCRIPTION	DRN	CHK	APP	DATE
-	-	-	-	-	-

Pell Frischmann
5 MANCHESTER SQUARE LONDON W1U 3PD
Telephone +44 (0)20 7486 3661
Email: pflondon@pellfrischmann.com
www.pellfrischmann.com

Client
Church Commissioners For England

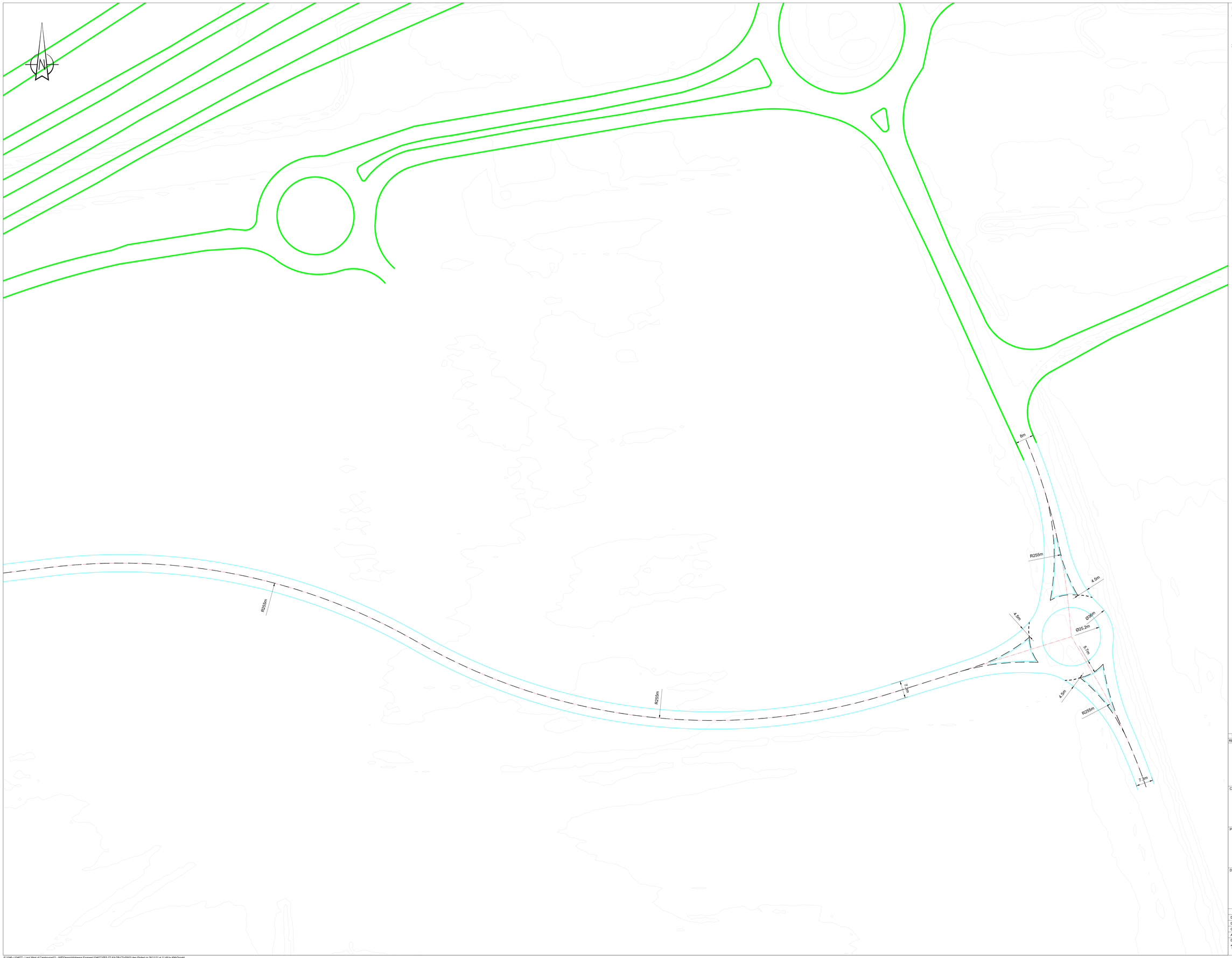
Project
Land West of Cambourne

Drawing Title
Western Junction Connection

	Name	Date
Drawn	KM	Nov 2021
Designed	KM	Nov 2021
Checked	TM	Nov 2021
Approved	TM	Nov 2021

Scale 1:500 @ A0
File No. 104677-PEF-ZZ-XX-DR-CD-00001.dwg
Drawing Status Preliminary
Drawing No. 104677-PEF-ZZ-XX-DR-CD-00002
Revision P00

P:\1046--\104677 - Land West of Cambourne\01 - WIP\Design\Highways Engineer\104677-PEF-ZZ-XX-DR-CD-00001.dwg Plotted on 26/11/21 at 11:51 by KMcDonald



NOTES:

1. Where the Contractor undertakes or engages a third party to undertake temporary works design, or varies the Pell Frischmann design in any way, then the Contractor will take full responsibility and liability for all design aspects, including a Design Risk Assessment. The Contractor shall inform Pell Frischmann of any proposed variances to the design.
2. This drawing shall be read in conjunction with all other Electrical, Mechanical, Public health & Architectural Drawings & The Specification.

REV.	DESCRIPTION	DRN	CHK	APP	DATE
-	-	-	-	-	-

Pell Frischmann

5 MANCHESTER SQUARE LONDON W1U 3PD

Telephone +44 (0)20 7486 3661
Email: pflondon@pellfrischmann.com
www.pellfrischmann.com

Client

Church Commisioners For England

Project

Land West of Cambourne

Drawing Title

Eastern Junction Connection Option 2a

	Name	Date
Drawn	KM	Nov 2021
Designed	KM	Nov 2021
Checked	TM	Nov 2021
Approved	TM	Nov 2021

Scale: 1:500 @ A0

File No.: 104677-PEF-ZZ-XX-DR-CD-00003.dwg

Drawing Status: Preliminary

Drawing No.: 104677-PEF-ZZ-XX-DR-CD-00003

Revision: P00