

Filtering Traffic from Central Cambridge

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What I will talk about

- Where we have been
 - Cambridge Access Strategy
 - Core Traffic Scheme
 - Parking Strategy / Bus Priority / Park & Ride
- Where we are now
- Where next?
 - Growth context
 - Greater Cambridge Partnership
 - Combined Authority



The Cambridge Access Strategy and Cambridge Core Traffic Scheme

- 1960s: King Street / Senate House road closure
- 1982-1992: Triangle road closures / historic centre pedestrianised
- 1996: Core Scheme 1 – Bridge Street
- 1998: Green Street improvements
- 1999: Core Scheme 2 – Emmanuel Road

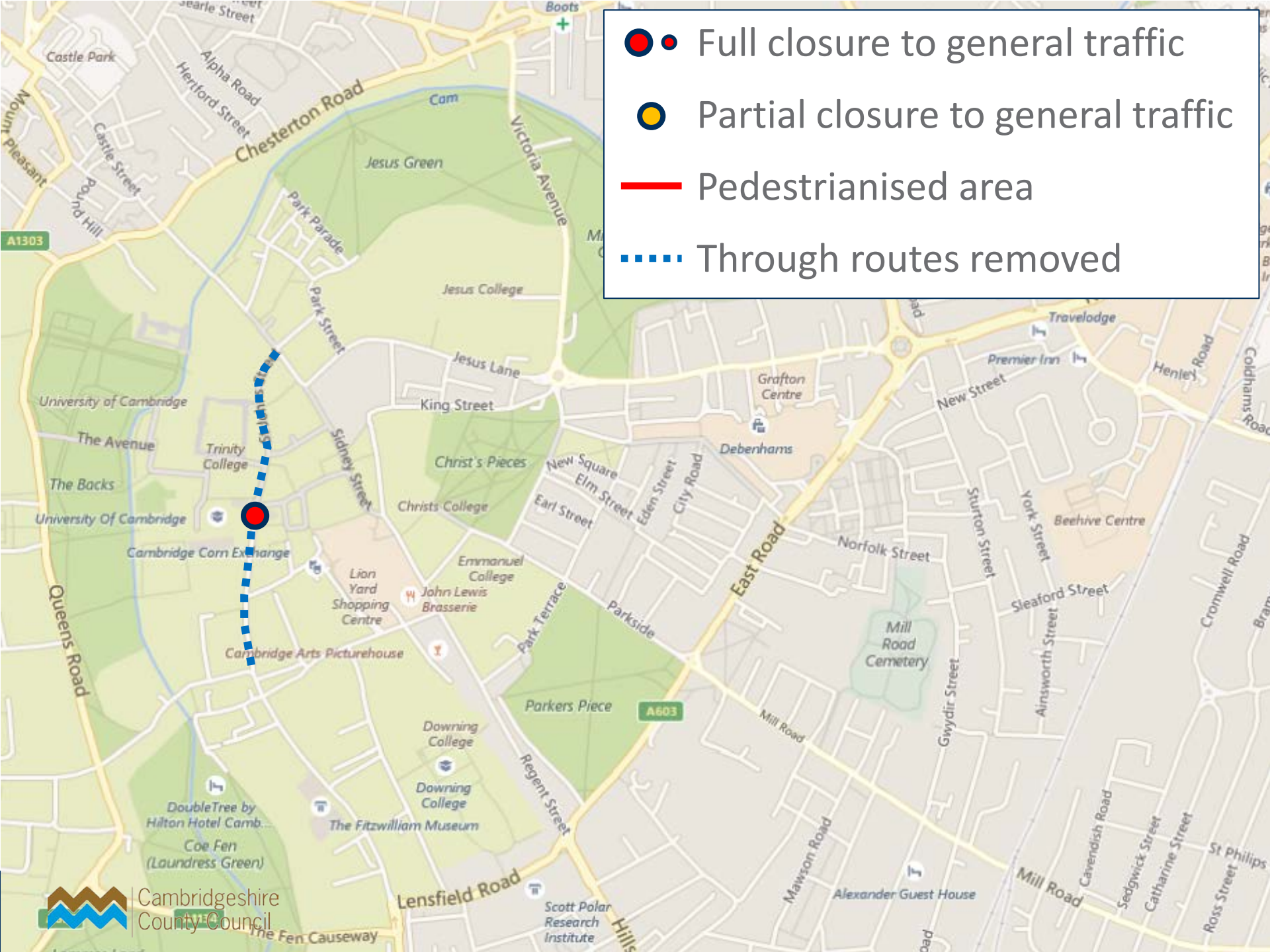


The Cambridge Access Strategy and Cambridge Core Traffic Scheme

- 2001: Kings Parade and Bridge Street streetscape schemes
- 2003: Core Scheme 3 – Silver Street
- 2008: Core Scheme 4 – Emmanuel Street / St Andrew's Street
- 2017: Rising bollards replaced with camera enforcement

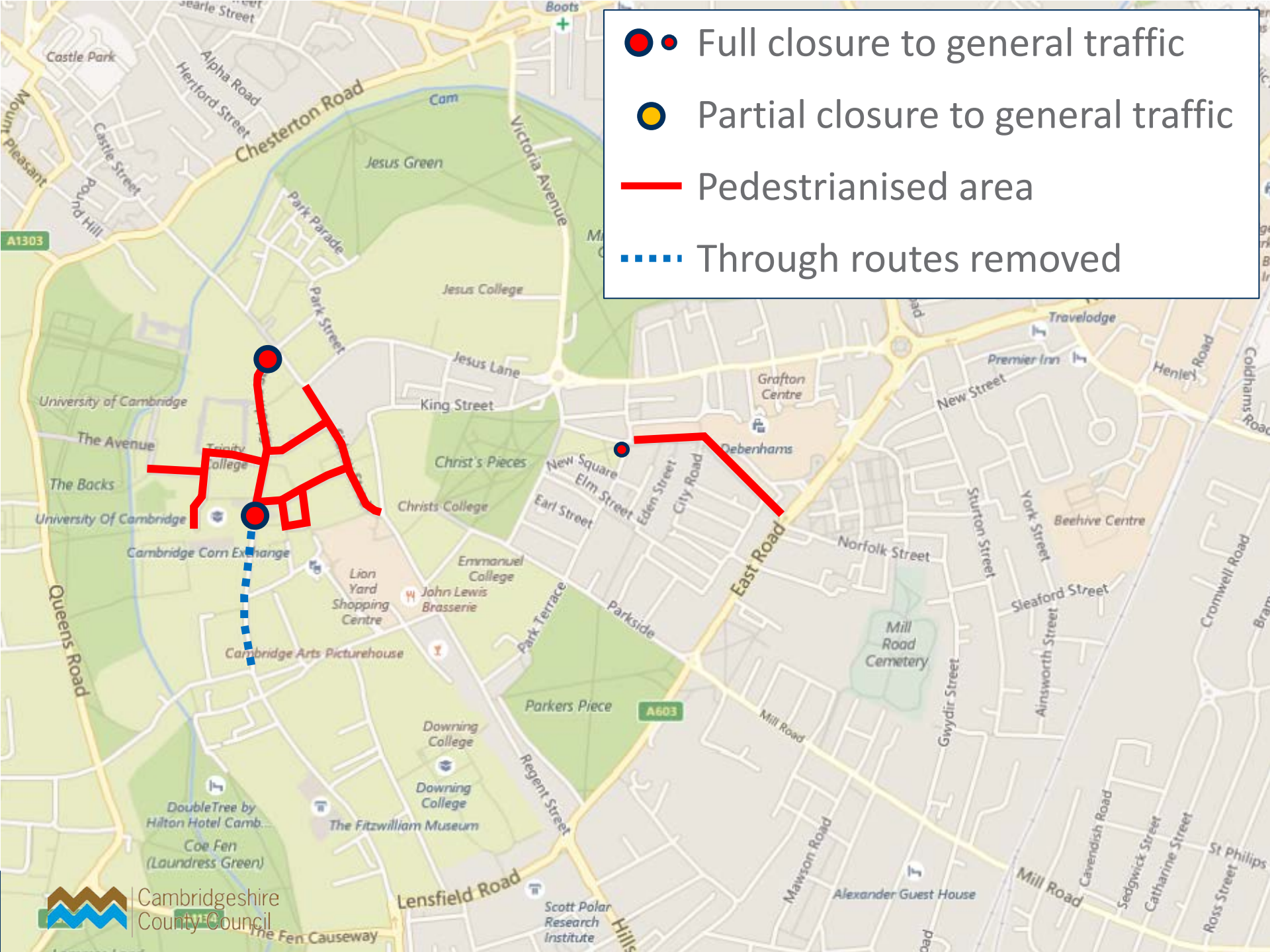


- Full closure to general traffic
- Partial closure to general traffic
- Pedestrianised area
- Through routes removed

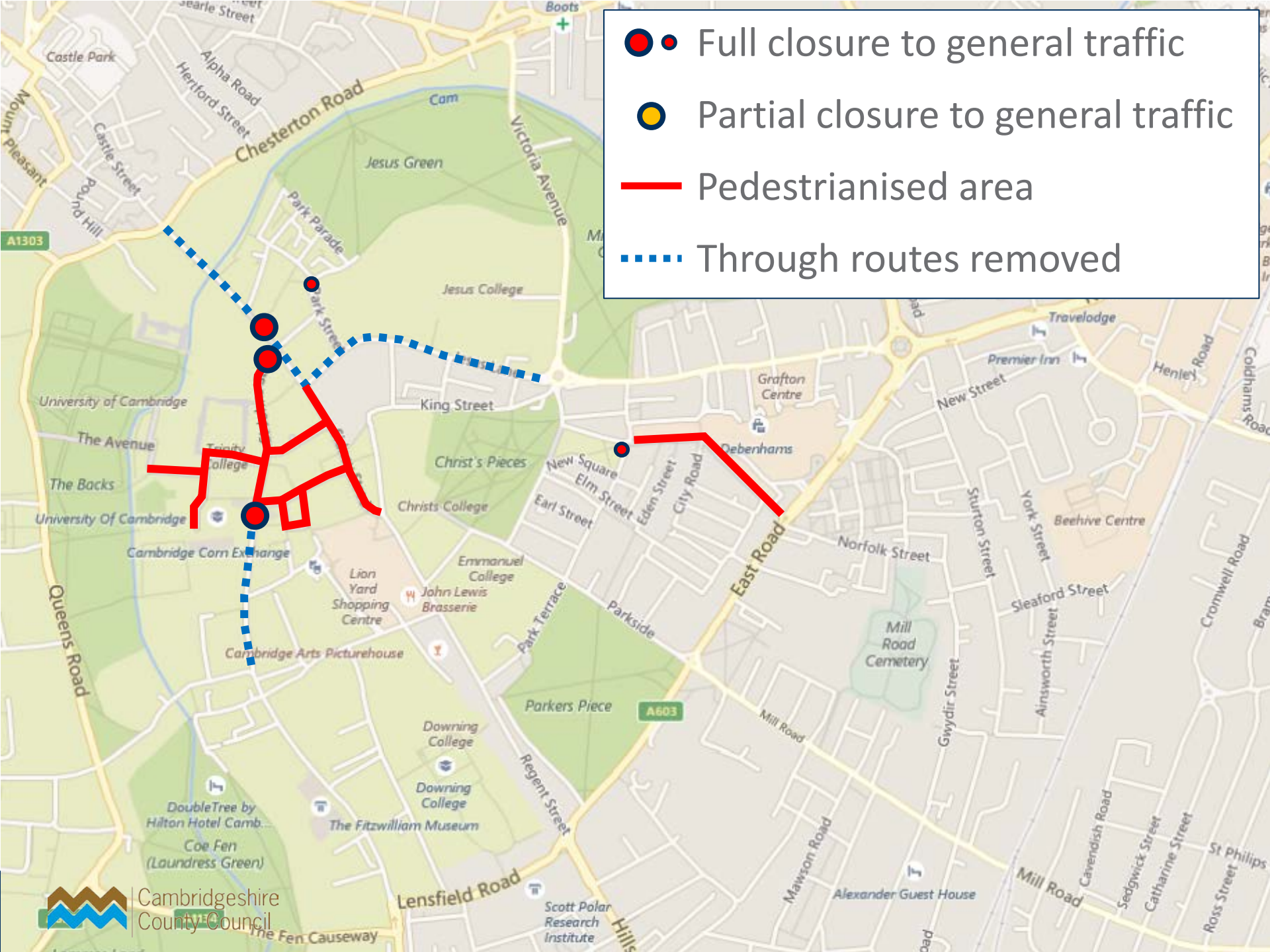


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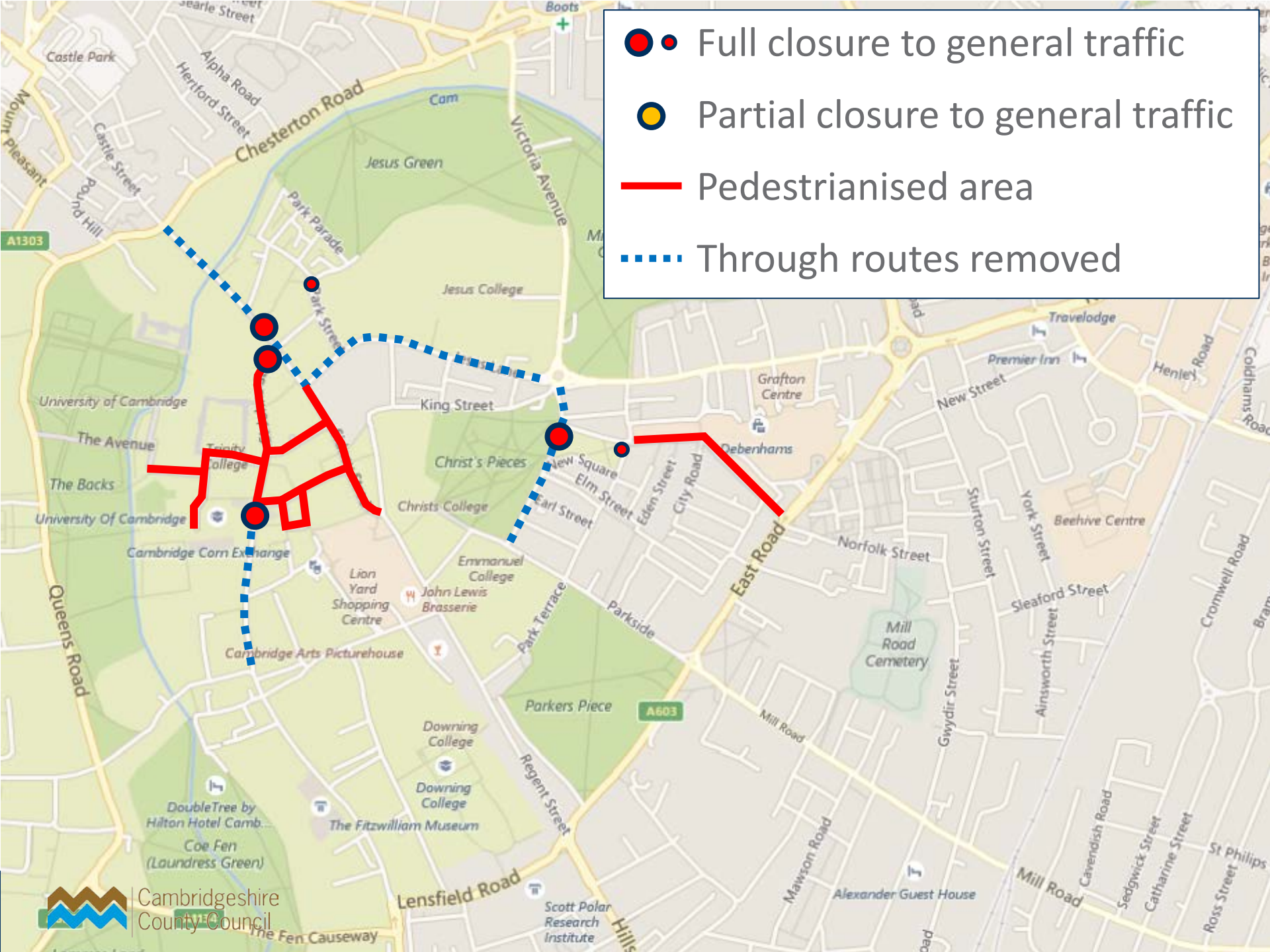
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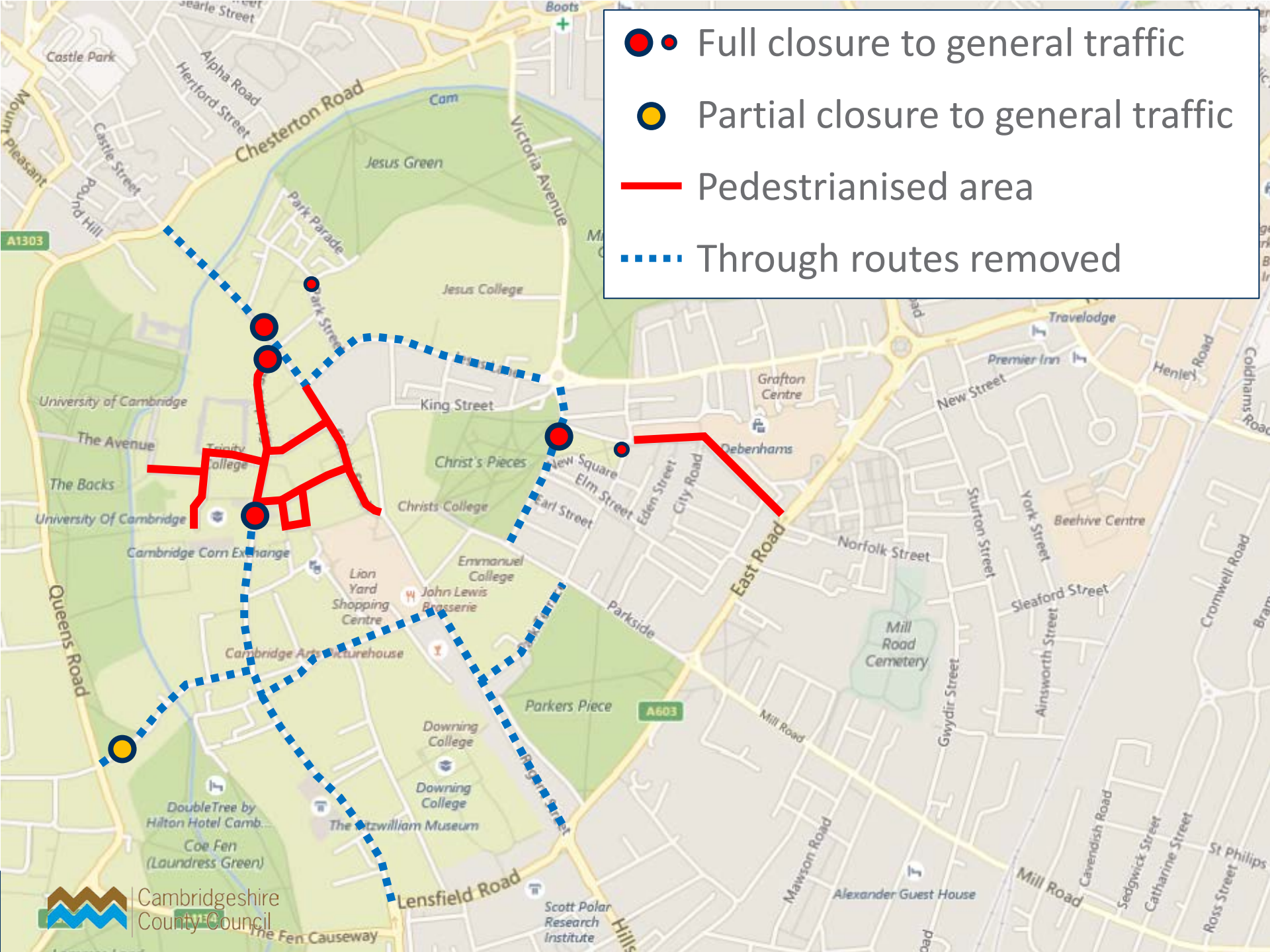
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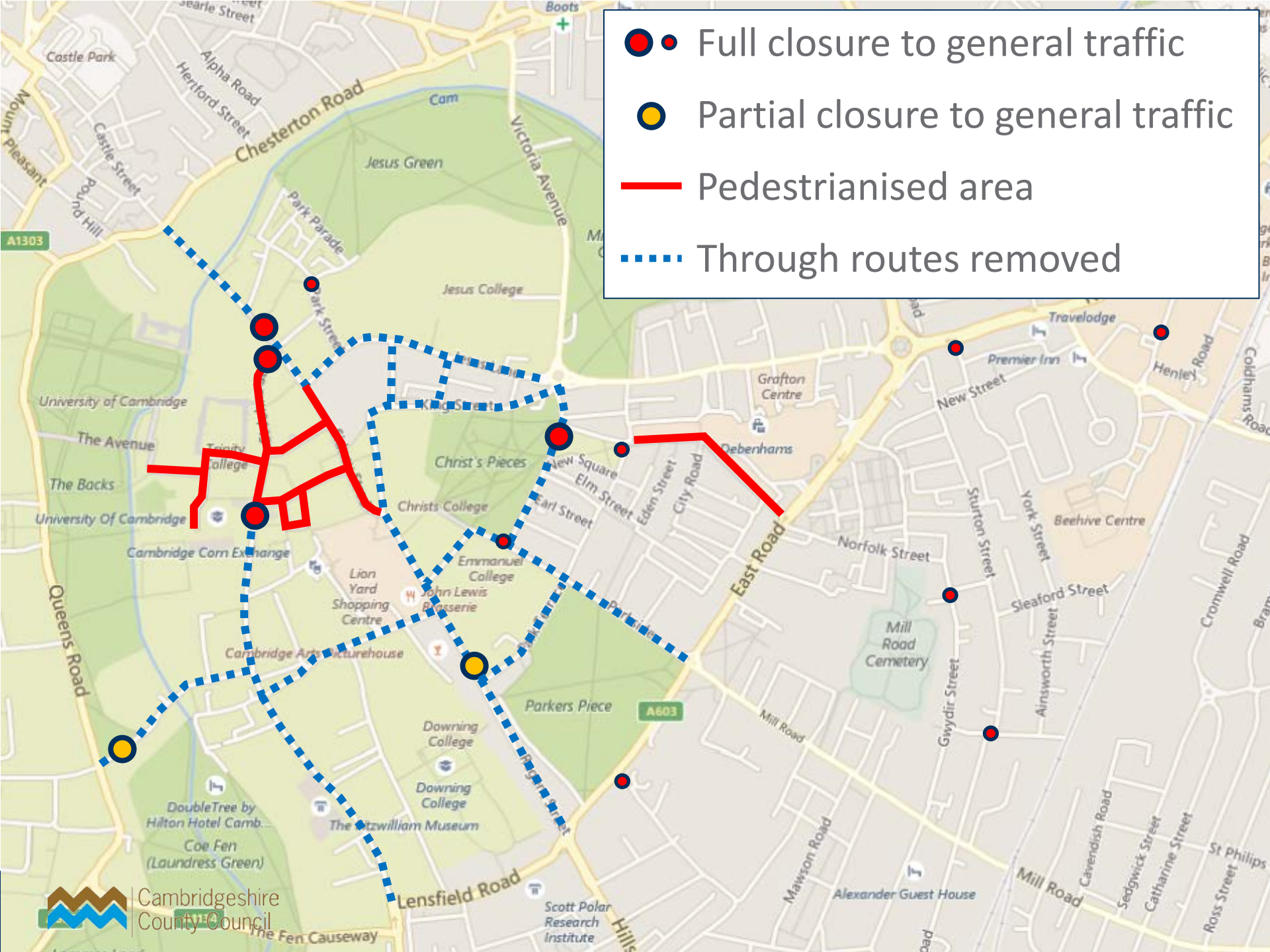
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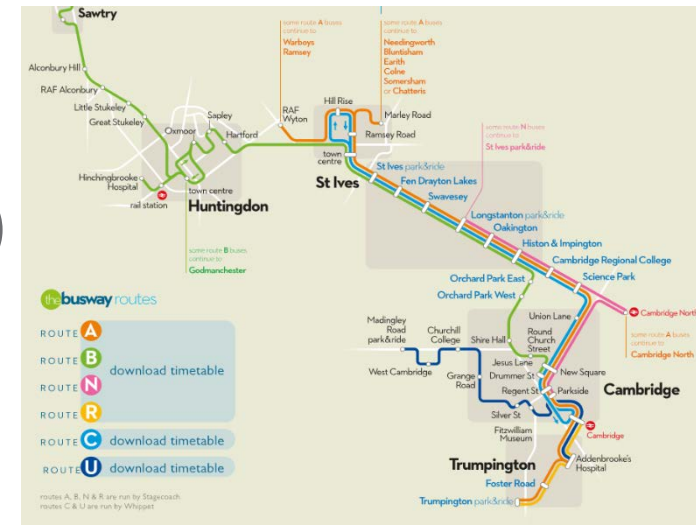
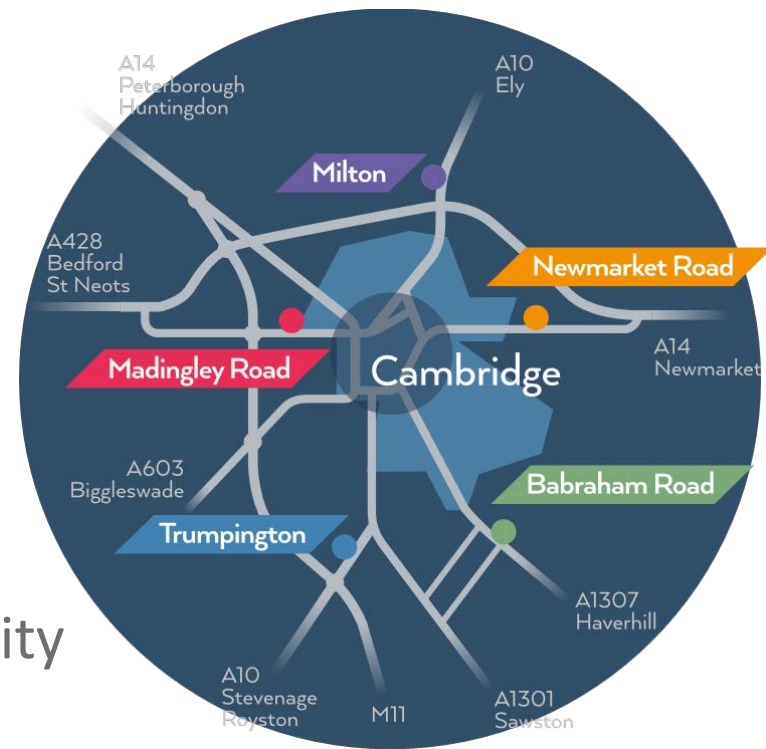


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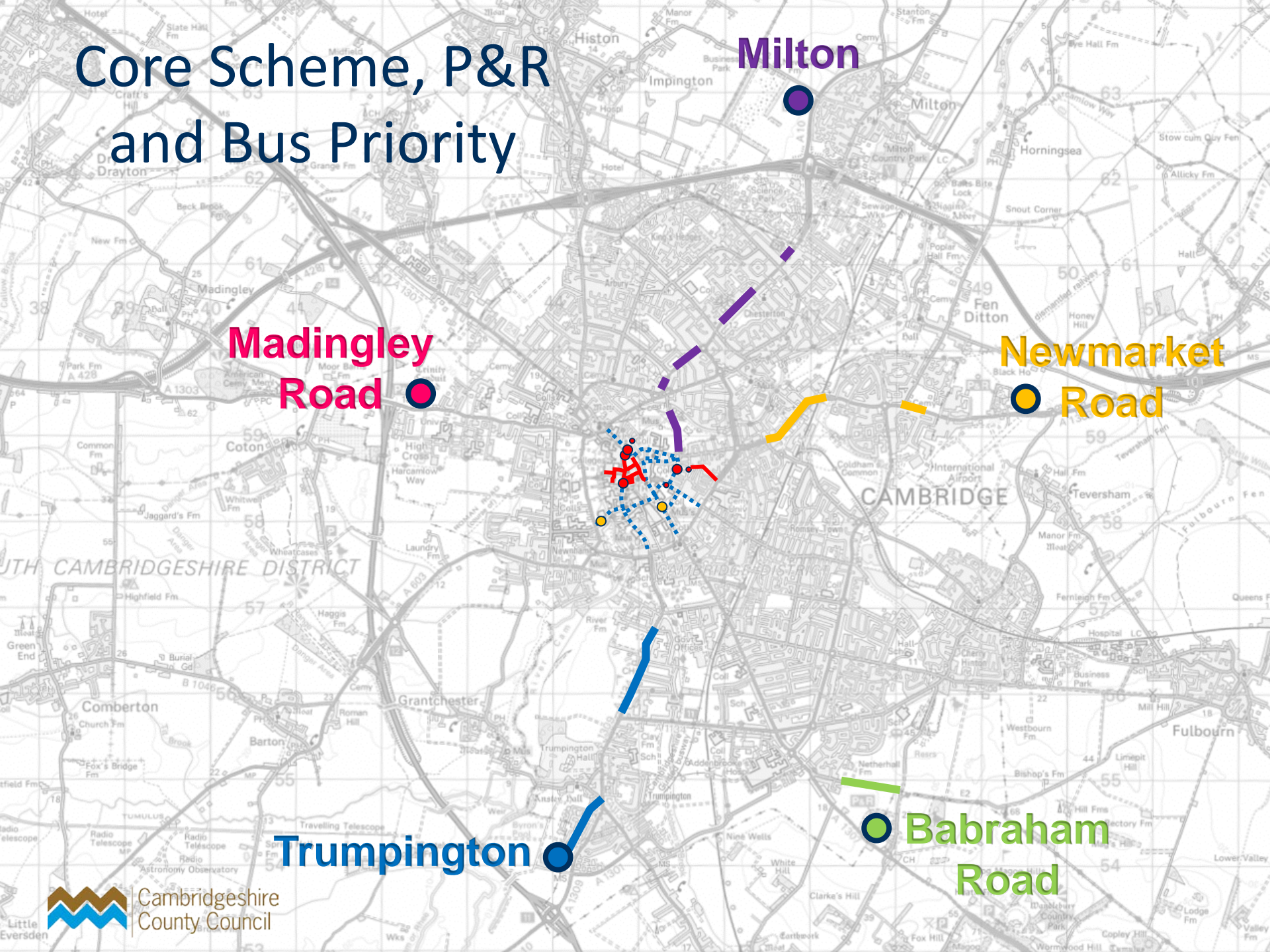


From mid 1990s - Parallel provision of Park & Ride

- 1970s: Clifton Rd P&R
- 1989: Cowley Rd P&R / bus priority
- 1996: **Madingley Rd P&R**
- 1997: **Newmarket Rd P&R** / bus priority
- 1999: **Babraham Rd P&R** (replaced Clifton Rd, extended 2002 and 2012)
- 2001: **Trumpington P&R** / bus priority
- 2008: **Milton P&R** (replaced Cowley Rd)
- 2011: The Busway (including **St Ives P&R** and **Longstanton P&R**)



Core Scheme, P&R and Bus Priority



Milton

Madingley
Road

Newmarket
Road

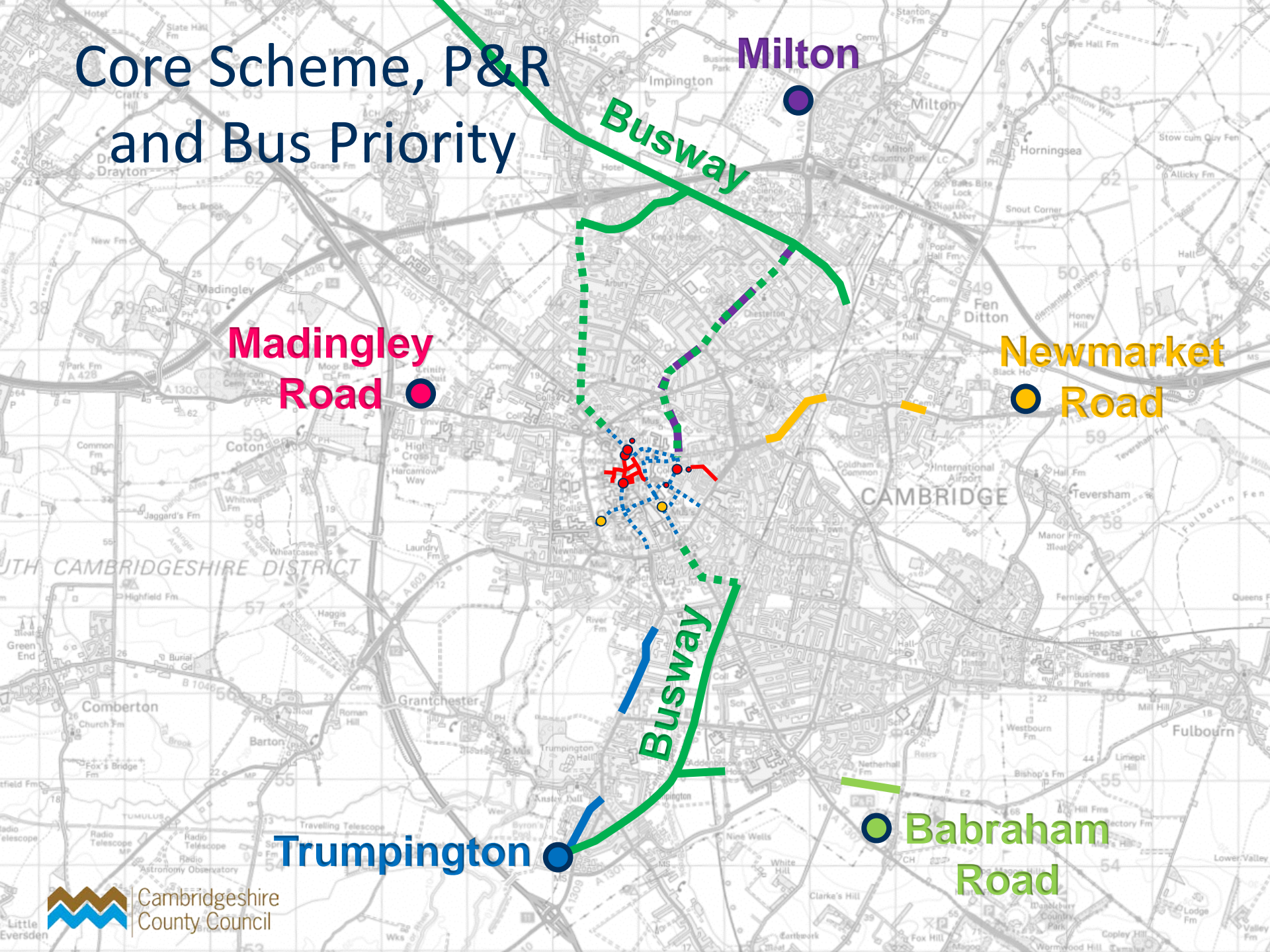
Trumpington

Babraham
Road



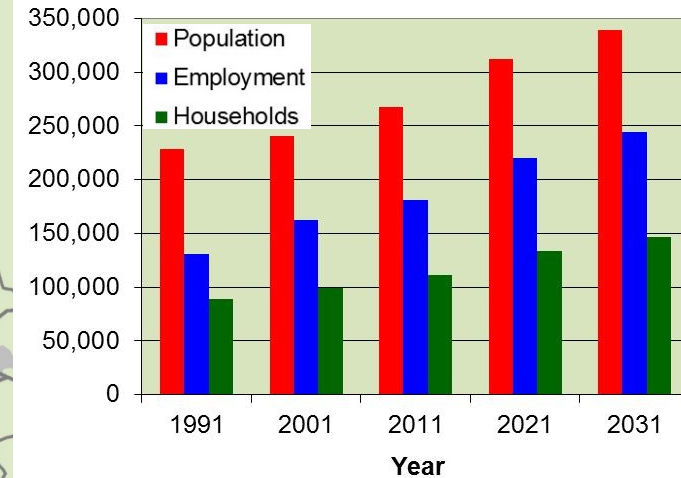
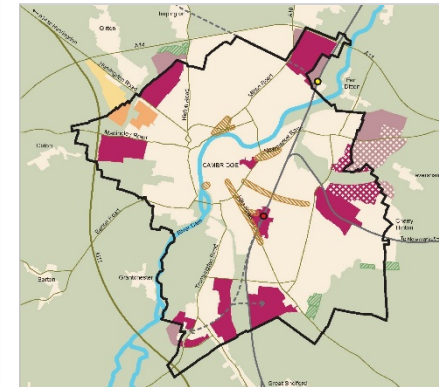
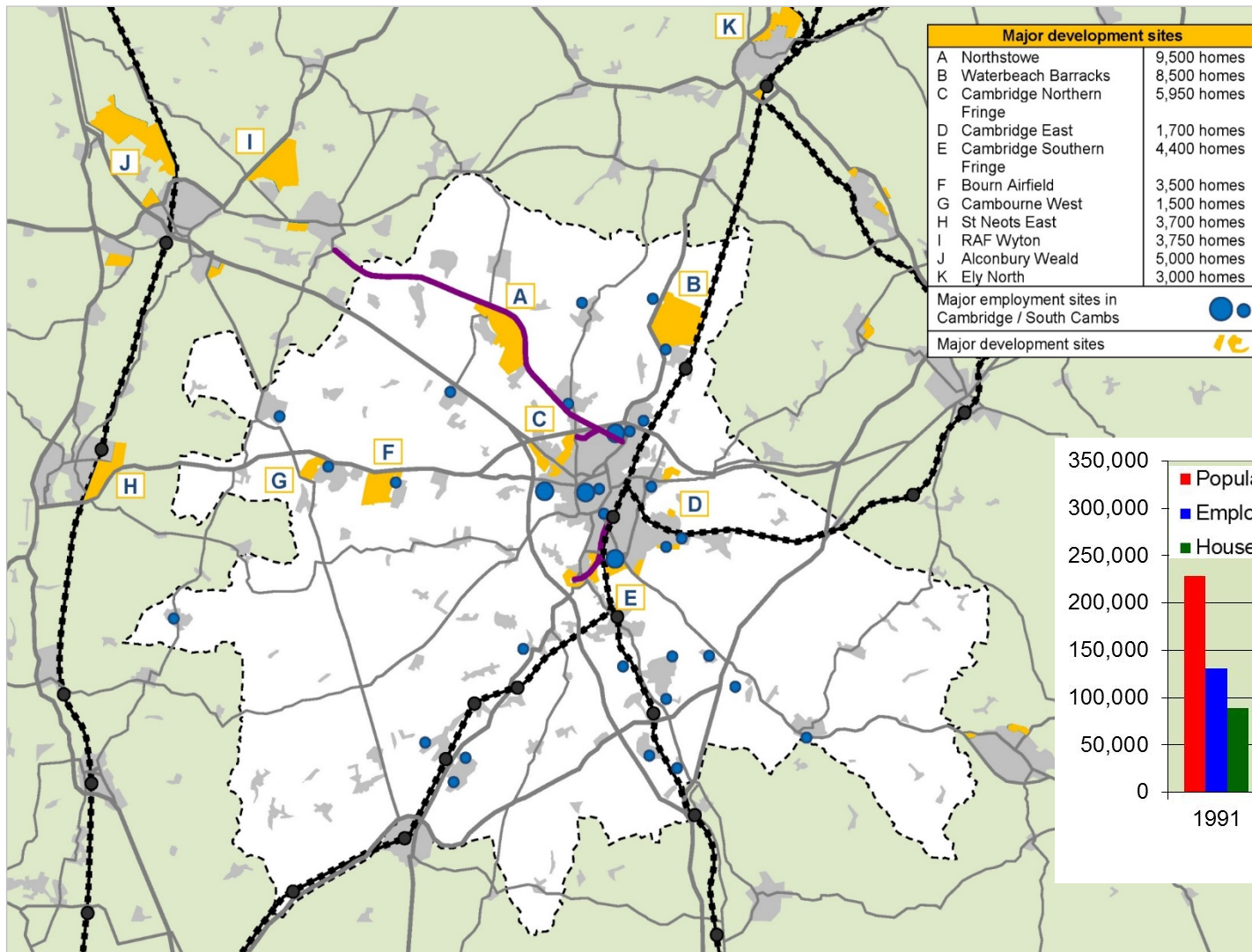
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Core Scheme, P&R and Bus Priority



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Growth in the Greater Cambridge area



The Transport Challenge

Over
50,000



workers travel into
Cambridge each day.

Over
206,000



motor vehicles come in or
out of the city every day.

Nearly
10.5 million



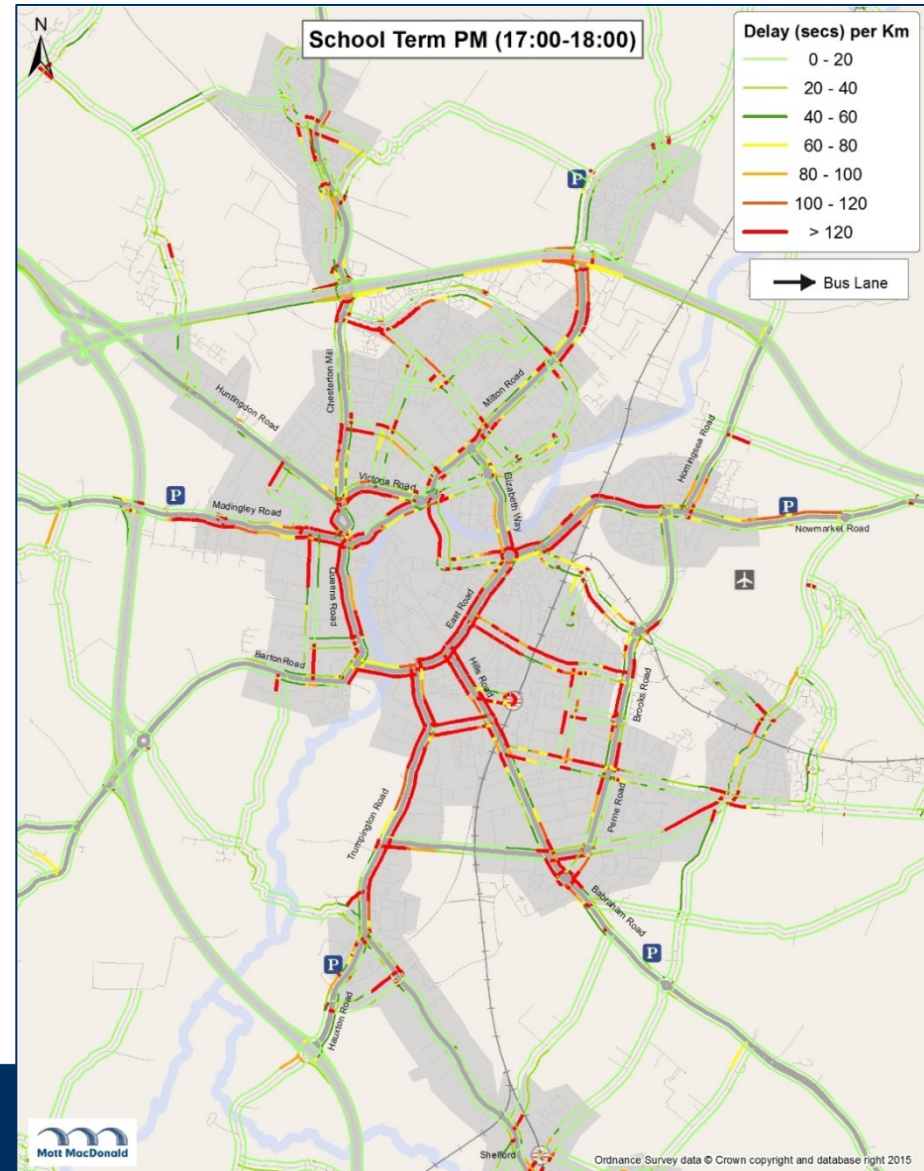
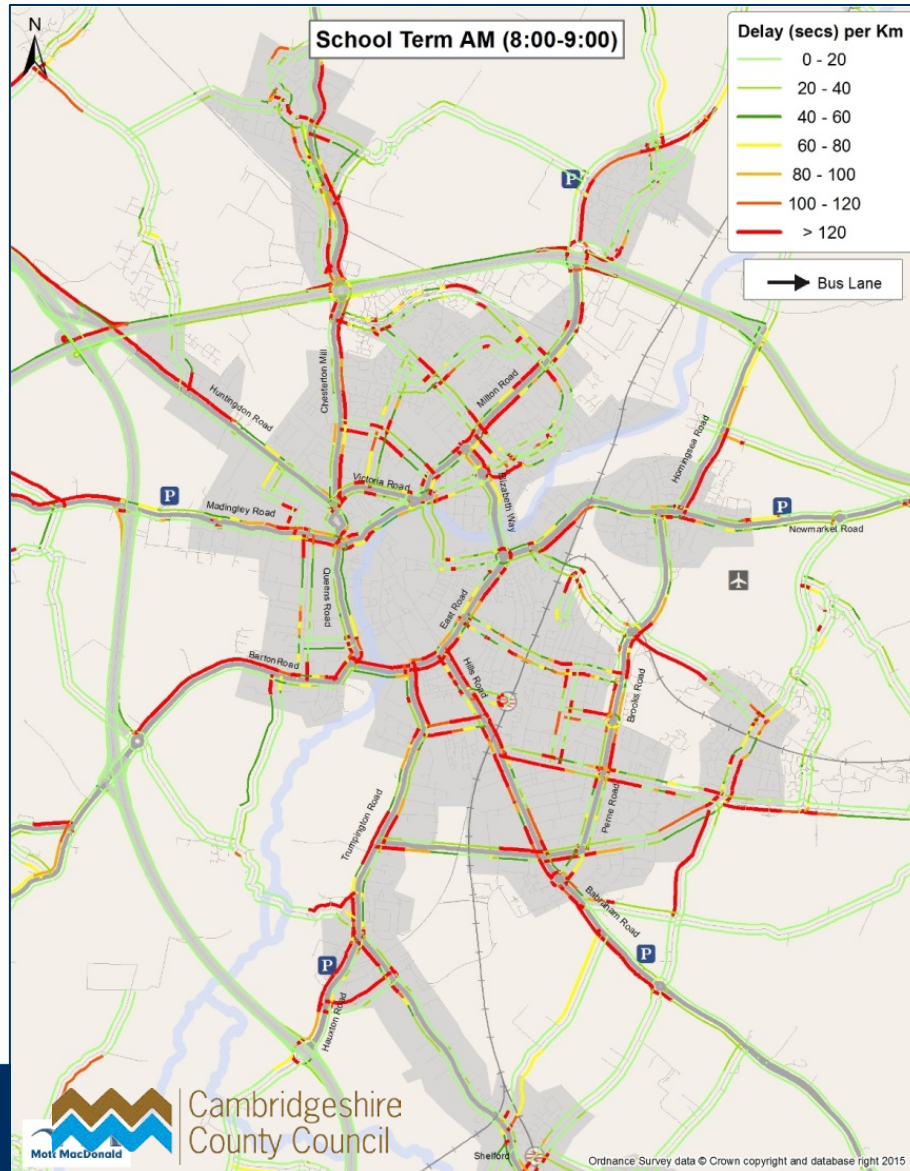
rail passengers travel
to/from Cambridge each year.

**If we carry
on as we
are by 2031**



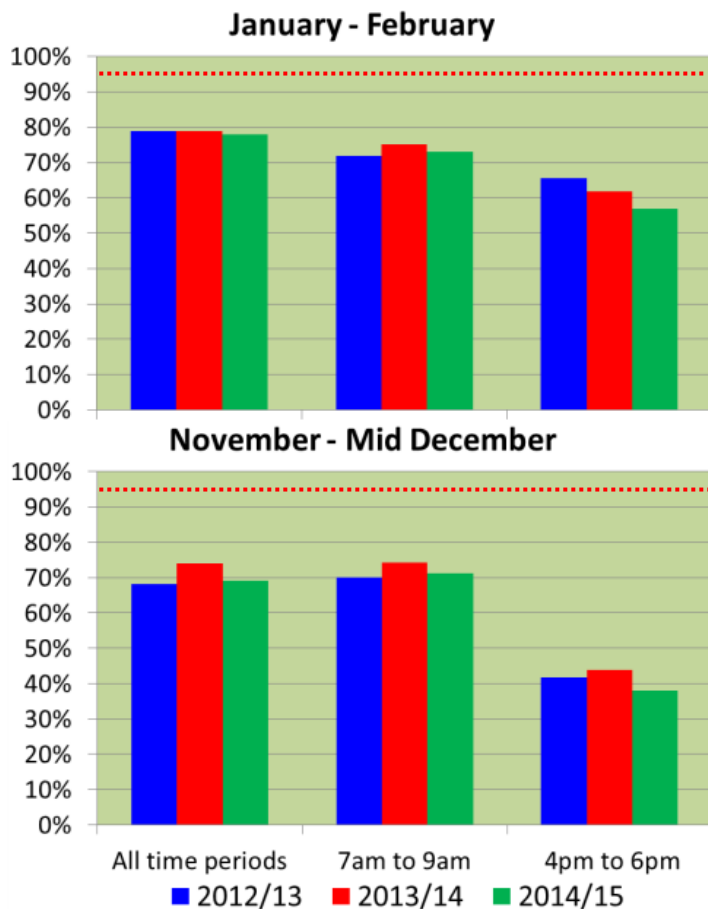
- Traffic in Cambridge will increase by over 30% in the morning peak.
- Traffic in South Cambridgeshire will increase by almost 40% in the morning peak.
- The time spent in congestion will more than double.

Congestion in peak periods



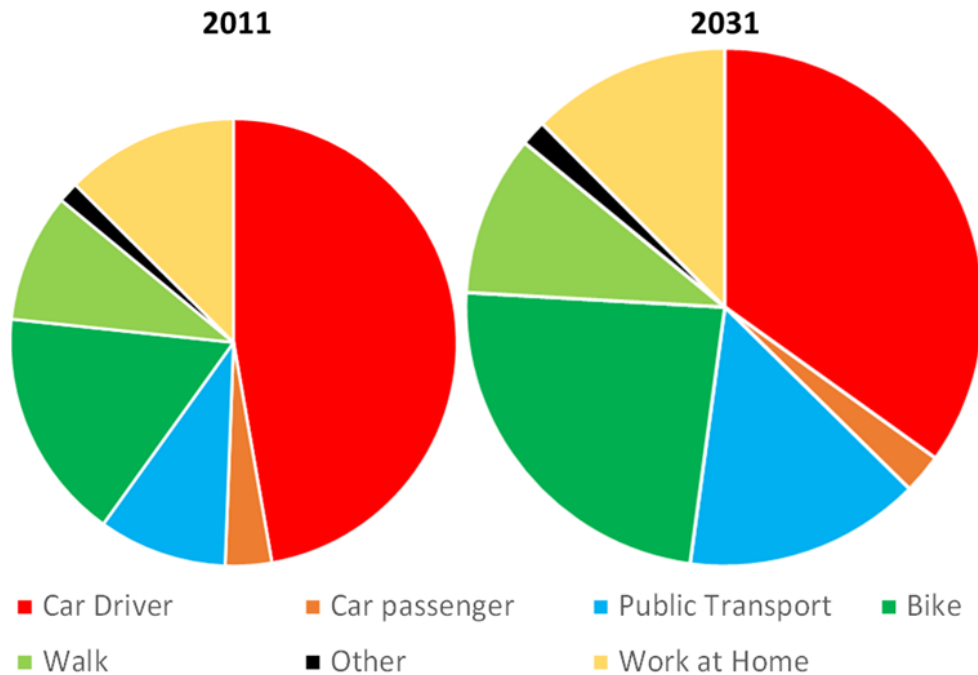
Bus reliability

Cambridge bus reliability



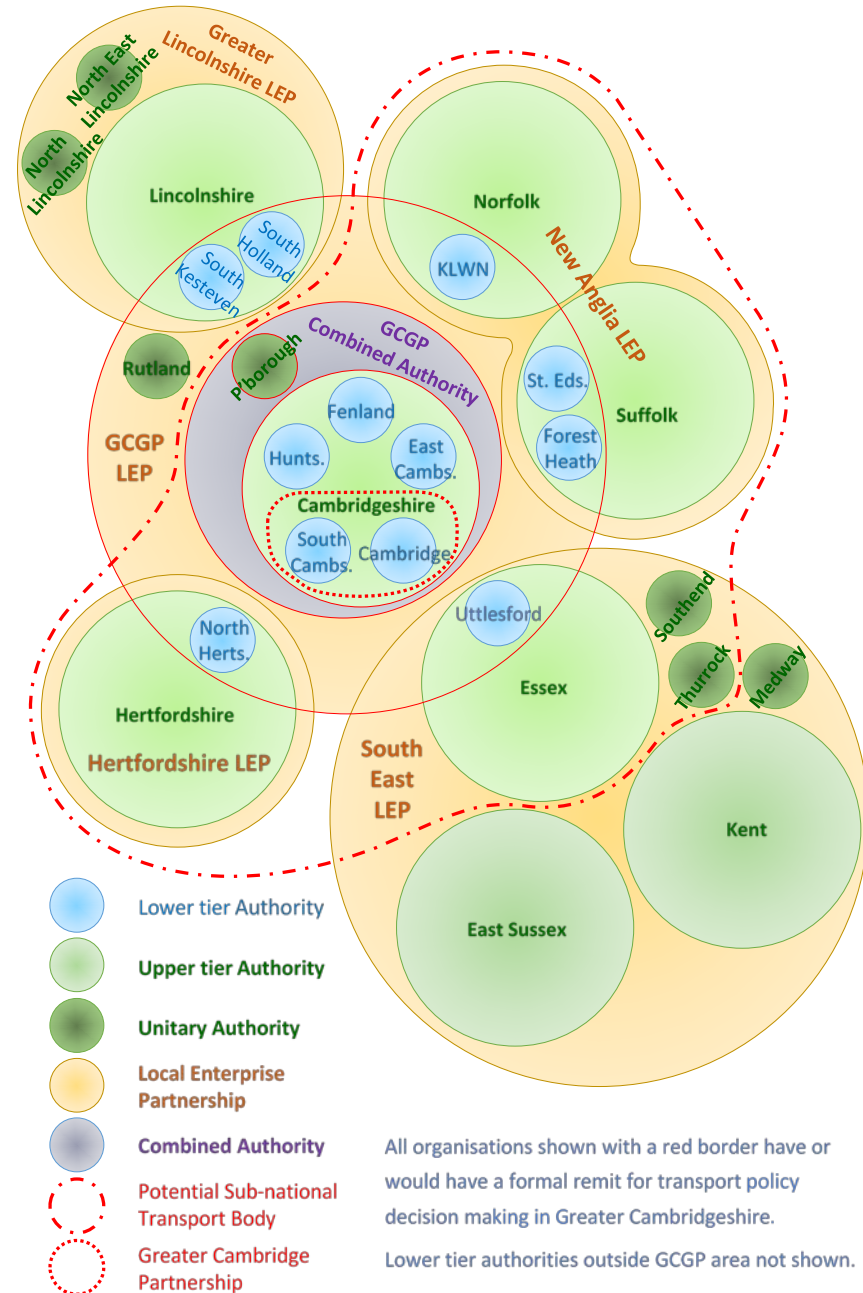
Future congestion?

Indicative change in mode of travel to work in Cambridge and South Cambridgeshire needed just to keep congestion at current levels



The Greater Cambridge Partnership and City Deal

- GCP partners – Local Authorities / LEP / Cambridge University
- City Deal with government:
 - GCP has up to £500M capital over 15 years for transport
 - Will be used to provide the transport capacity needed to provide for economic and population growth



Policy approach: the basic principle

- Provide for additional travel demand by enhanced and new provision for public transport, walking and cycling trips.



High Quality Passenger Transport focus

Date	Primary HQPT	Other HQPT
Ely and Waterbeach	Rail	Park & Ride / Guided Bus
Newmarket	Rail	Park & Ride
Haverhill	Rail or Guided Bus	Park & Ride
Saffron Walden	Rail	Park & Ride
Royston	Rail	Park & Ride
St Neots and Cambourne	Guided Bus	Park & Ride
Huntingdon and St Ives	Guided Bus	Park & Ride

So... where next for filtering traffic in Cambridge?

- Issues previously faced in city centre seen in wider city
 - Increasing congestion, worsening air quality, unreliability of bus services.
 - Accessibility for vehicles vs quality of life and environment.
 - Need to accommodate more movement in the same space



So... where next for filtering traffic in Cambridge?

- Greater Cambridge Partnership (GCP)
 - City Access project
- GCP / Combined Authority
 - Public transport strategic options appraisal



Thank You

<https://www.greatercambridge.org.uk/transport/>

