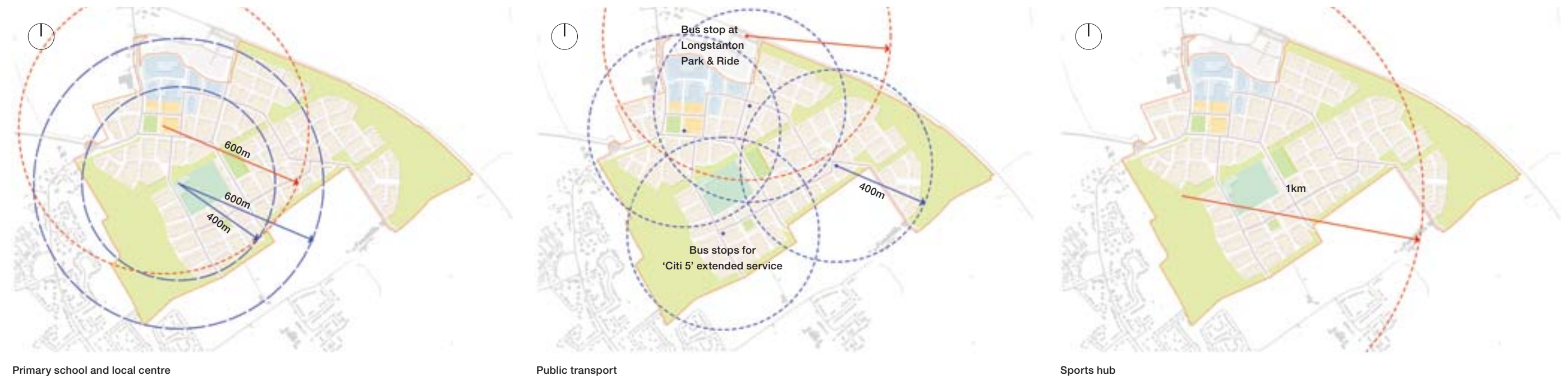


Figure 6.16 Walking catchments



Movement, access, streets and parking

The movement strategy aims to maximise the potential for people to walk and cycle along attractive routes connecting directly with important destinations both within and beyond the site.

A further key aspiration of the movement network is to create walkable neighbourhoods. The walking catchments to the main destinations are illustrated on figure 6.16.

- Local centre and primary school
- Public transport
- Sports hub

Access and movement

The primary road access to the site will be from the B1050, which will be subject to highway improvements with the introduction of a new junction adjacent to the local centre. A junction will also be introduced to serve the employment land. The parcel of land in Phase 1 on the western side of the B1050 will be accessed via a further junction approximately 100m to the east of the B1050 west Longstanton bypass / Station Road roundabout. An additional bus only access will be introduced through from the northern edge of the site to the Longstanton P&R.

The movement network is illustrated on figure 6.17

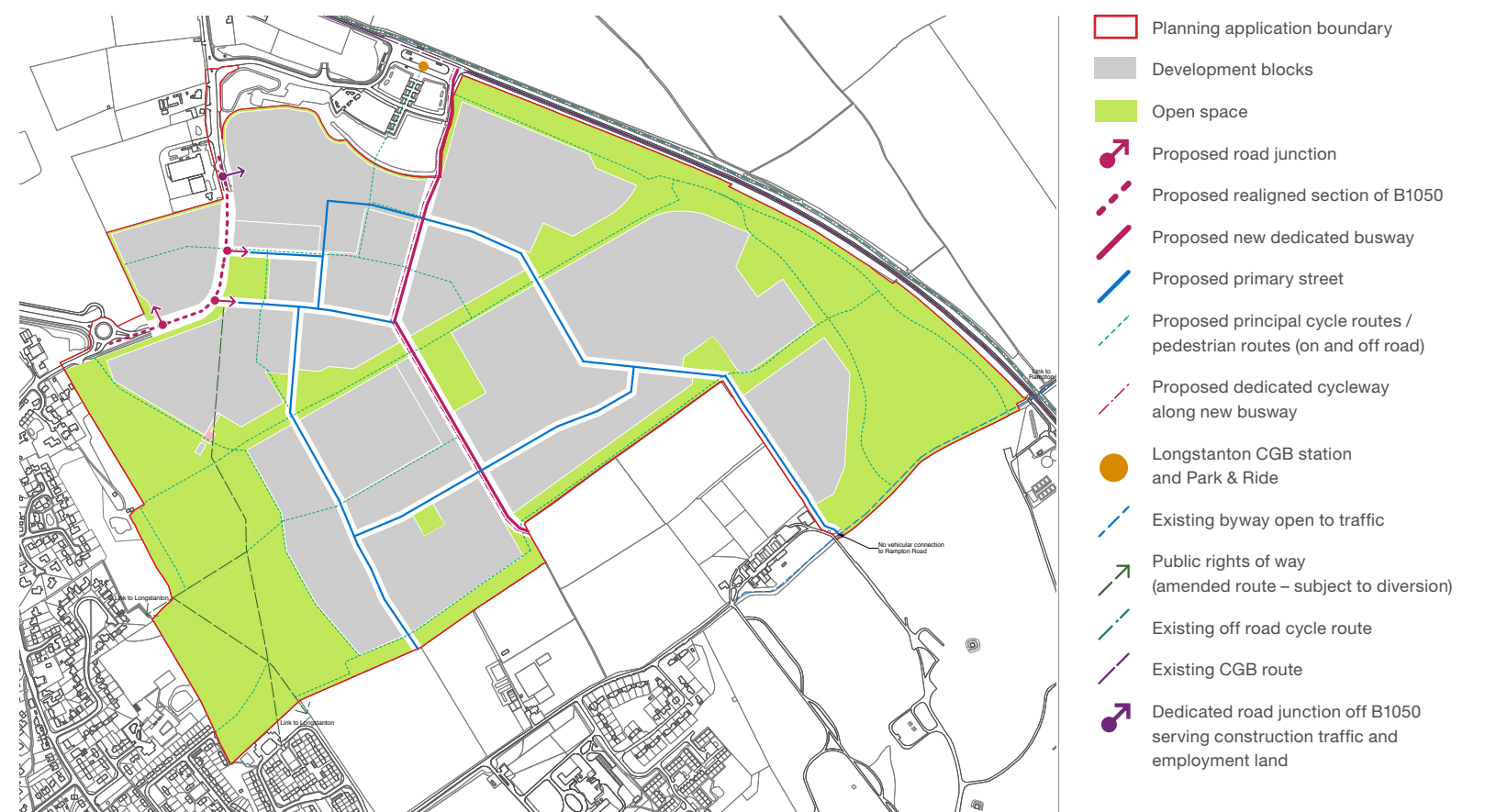


Figure 6.17 Movement and access
(plan 2 of parameter ES)



Public transport

Phase 1 will benefit from the Cambridgeshire Guided Busway, providing ‘green travel’ for all residents at the outset. Before the CGB run along the dedicated busway this service will be accessed via the bus stop at Longstanton Park & Ride. In addition, the local ‘Citi 5 Fen’ bus service will be extended to serve the development with a route looping around the main primary streets via the Longstanton Park & Ride and CGB station, connecting to the proposed primary school and local centre. The layout ensures that all residents will be within 400m walking distance of a bus stop. The location of bus stops are shown on figure 6.16.

Pedestrians and cyclists

Pedestrian and cycle routes have been designed to be direct, safe, overlooked and free of unnecessary obstacles such as excessive signage. A faster commuter cycle route is provided along the dedicated busway corridor which will continue through later phases of Northstowe. Along the primary street a shared cycle and pedestrian path runs parallel to the carriageway. There are also shared cycle and pedestrian paths through the greenways. Elsewhere cyclists will use the street network. Wherever possible, connections to existing public rights of way, the wider countryside, settlements to the east and to Longstanton have been provided. The applicant is also committed to upgrading existing footpaths between Phase 1 and Longstanton, to ensure good connections to existing and new facilities.

The philosophy of shared space at key public spaces will be developed through the design code process.

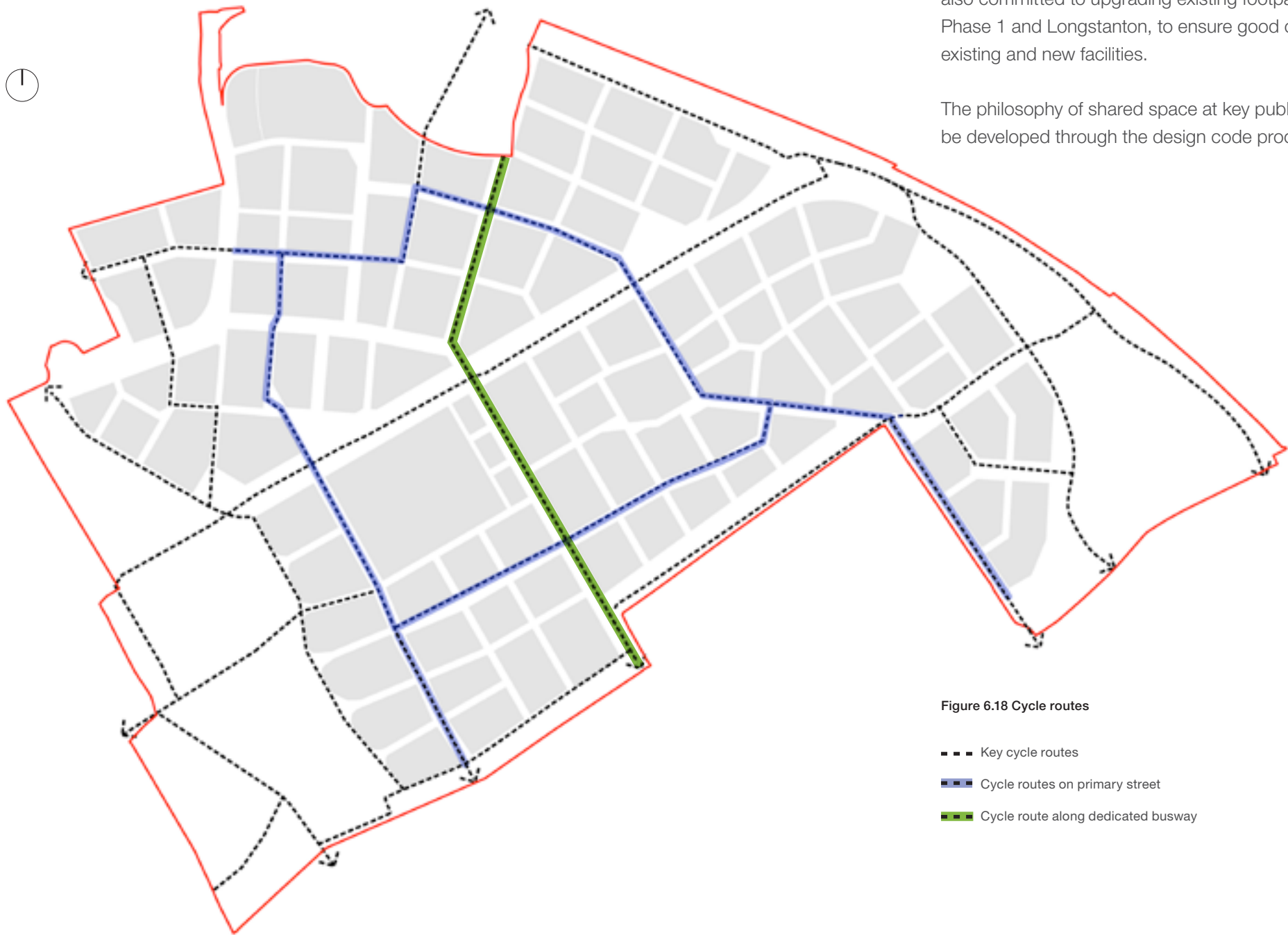


Figure 6.18 Cycle routes

- Key cycle routes
- Cycle routes on primary street
- Cycle route along dedicated busway

Dedicated busway

The design speed of the dedicated busway will be 30mph. The primary streets, along which local buses will run, will also be classified as 30mph, although speeds will be reduced to 20mph through a combination of traffic calming measures at important locations such as the primary school or public squares. Secondary streets will be traffic calmed and designed to provide safe and direct pedestrian and cycle routes. The network as a whole will achieve high levels of connectivity and legibility.

The busway corridor has been designed so that it can run through the whole of Northstowe. As a key direct route it will have a dedicated cycleway alongside which will provide a convenient route for cyclists to travel through Northstowe as well as linking with the CGB cycleway route alongside Northstowe. At locations along the corridor local residential roads will join the corridor thereby providing access to the front of residential blocks. These roads will not have any physical connection to the busway thereby ensuring that local movements do not affect the operation of buses.

There will be a limited number of primary road crossings (see figure 6.19). These will be controlled by traffic signals, which could also incorporate the local residential road if necessary. The traffic signals will be designed so that the primary road will receive most of the green time. However, when a bus is approaching the junction the traffic signals could change so that the bus receives priority at the junction. This could be achieved either by the technology currently operating on the CGB or any other relevant detection system at the time of implementation. Where appropriate the minor road also needs to be included within this operation to ensure that all movements are undertaken safely. Pedestrian movements across the busway and the primary road can be achieved within this staging strategy. Private vehicles will not be permitted to join the busway at these crossing points. This can be achieved by a design that prevents the movements taking place with supporting signs and markings to reinforce this.

Community park

Dedicated busway

Local road

Commuter cycle route

Staggered avenue

Junction where primary street crosses dedicated busway

Local road



Figure 6.19 Dedicated Busway plan - indicative layout

Street network

A clear hierarchy of streets is proposed, reflecting key movement routes and the distribution of land uses. These are shown on figure 6.20 and comprise:

- Dedicated busway with separate parallel local roads
- Primary streets
- Secondary streets
- Side streets / mews / private driveways

Figure 6.20 Street hierarchy

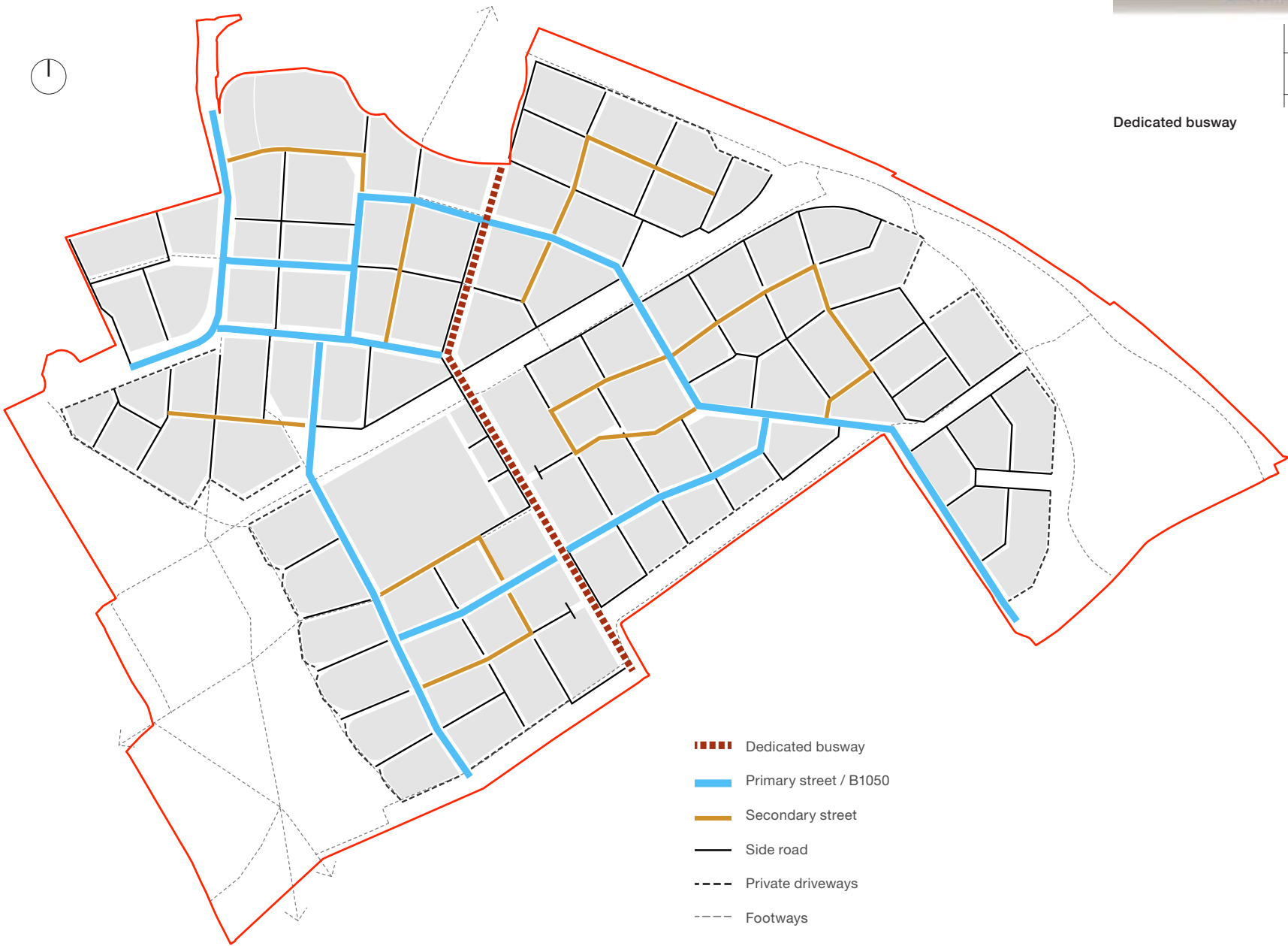
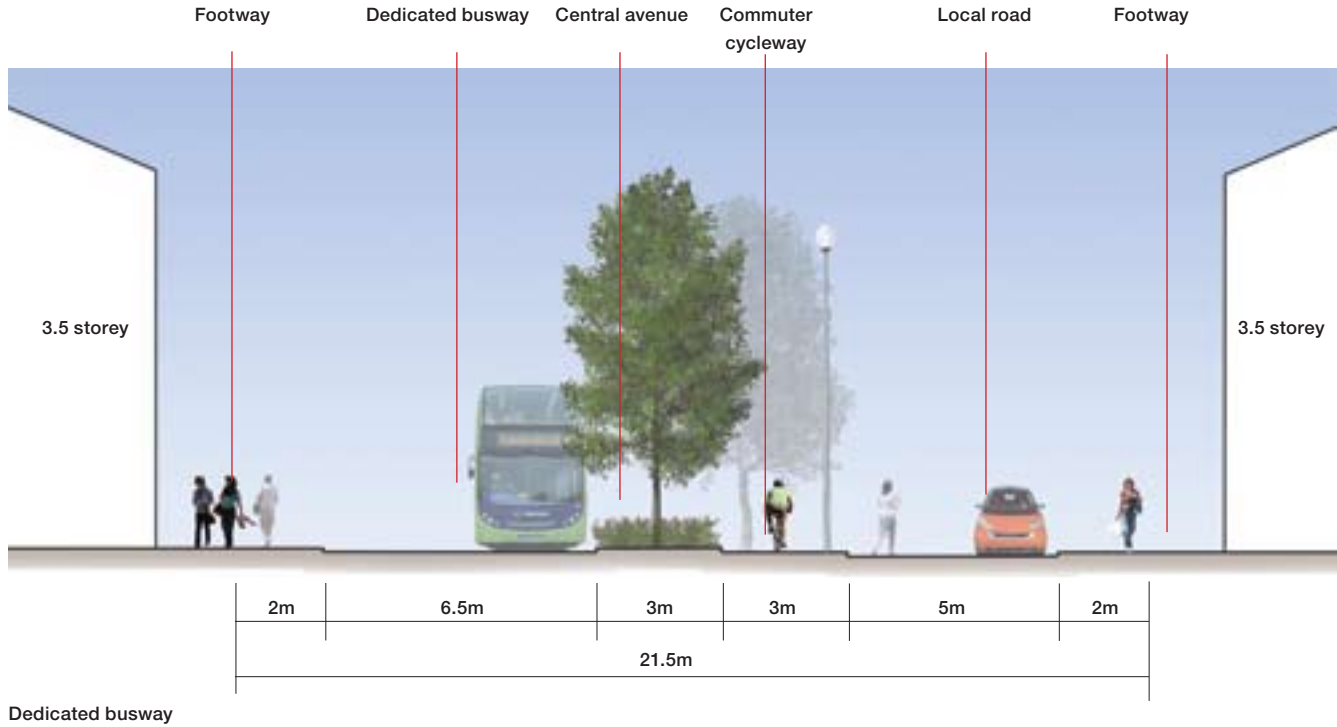
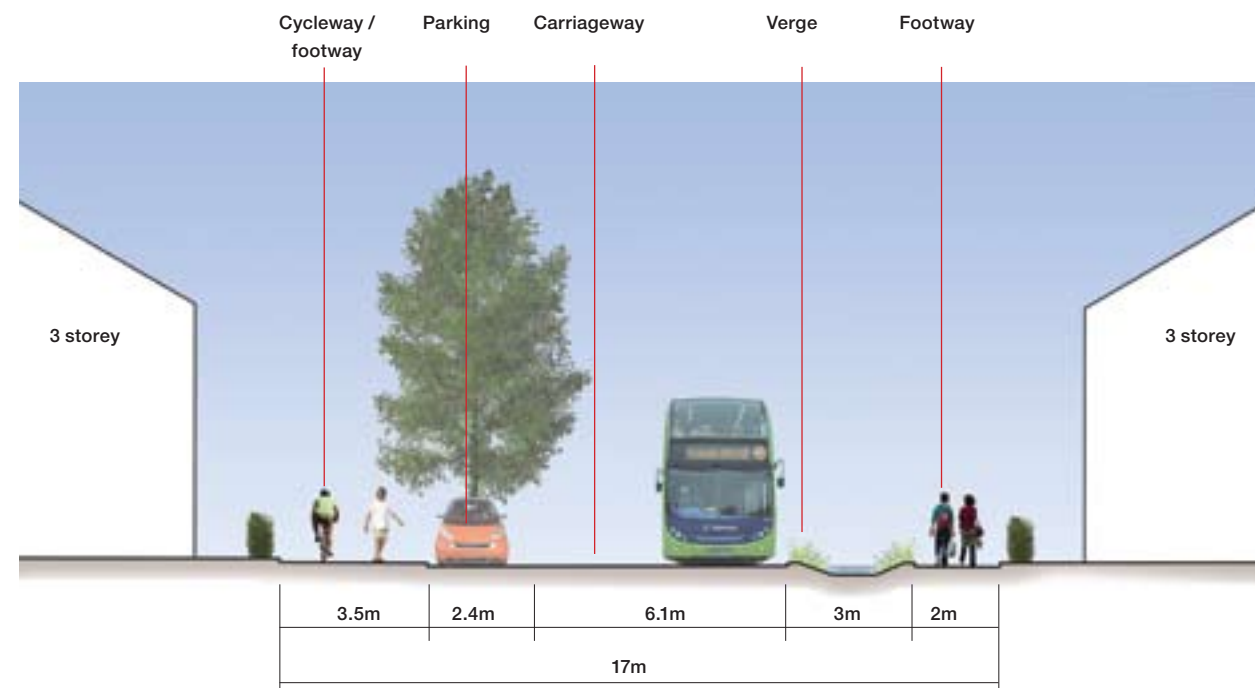


Figure 6.21 Street Profiles

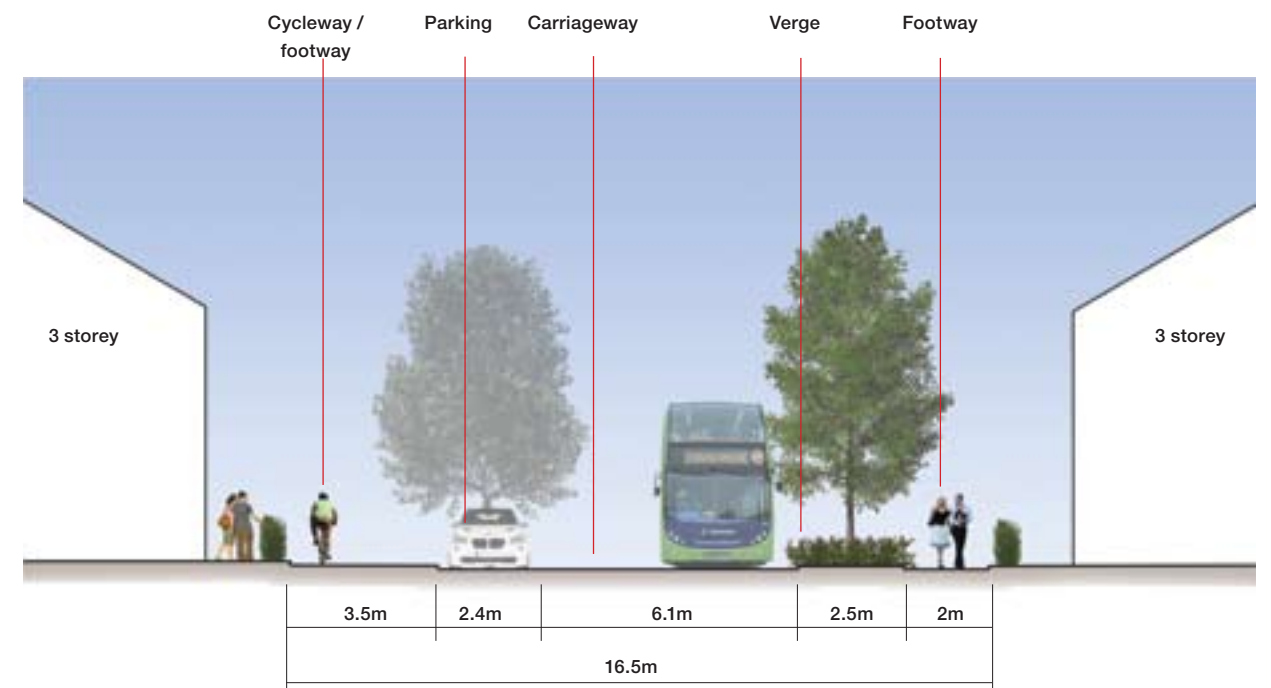


The primary streets will provide the main vehicular network within Phase 1 and a number of key facilities such as the local centre and primary school are located on this network. Along primary streets that run north south, swales will run along one side of the carriageway connecting with the main drainage ditches within the greenways. For primary streets that run east-west a 2.5m landscape strip with avenue trees will be incorporated within the street profile.

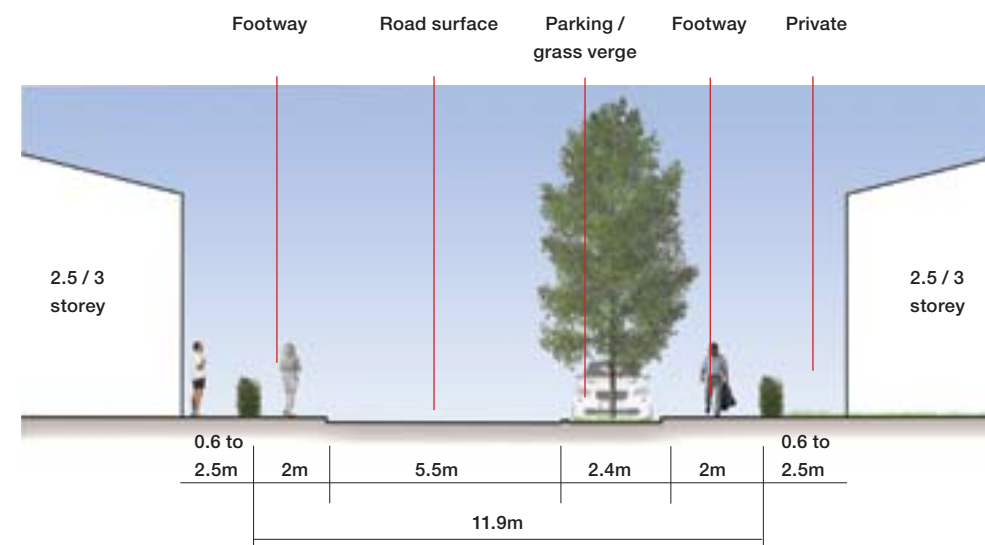
The profile of all streets including secondary streets and side streets / mews are illustrated on figure 6.21.



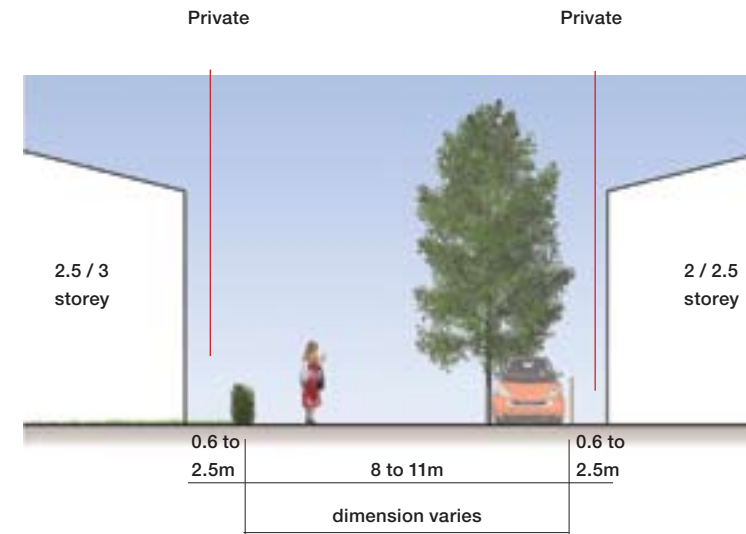
Primary street – north-south alignment with swale



Primary street – east-west alignment with treed avenue



Secondary street



Side street

Parking strategy for car and cycles

All residential properties will be provided with at least one allocated car parking space. An average of 1.5 allocated car parking spaces is proposed which would equate to a total of 2,250 spaces. This is consistent with the Development Control Policies DPD but will need further discussion with the local authorities. This average varies across Phase 1 with two or more spaces proposed within lower density areas.

Car parking should take account of guidance contained in Manual for Streets and the English Partnership guide, *Car Parking, What Works Where*, March 2006.

Key principles for car parking include:

- Accommodate the car within the development without being visually intrusive
- Create high quality streets that incorporate cars without detracting from the sense of place
- Provide car-parking arrangements that are convenient and safe to use
- Preferably, residents should be able to access parking via their front doors
- Secure by Design principles and natural surveillance

Given the relatively low density of Phase 1, it is proposed that a high percentage of car parking is provided via on-plot arrangements. On street (unallocated) parking will also be used throughout the scheme, although this is concentrated on the primary street and at the local centre. The use of courtyard parking will be minimised, although it is proposed for a number of the housing parcels fronting the dedicated busway, due to the design of the street profile (see figure 6.21). The parking strategy for cars is illustrated in figure 6.22.

Cycle parking will be designed as an integral component of the housing plot layout and will be provided in key public spaces including the mixed-use local centre, employment area and the public square by the primary school. Cycle parking for residents will be provided in secure, covered and lockable enclosures, and should as a preference be within the footprint of the building. If parking is located within garages, the size of the garage must allow for the requisite number of cycle parking spaces required for that type of dwelling.

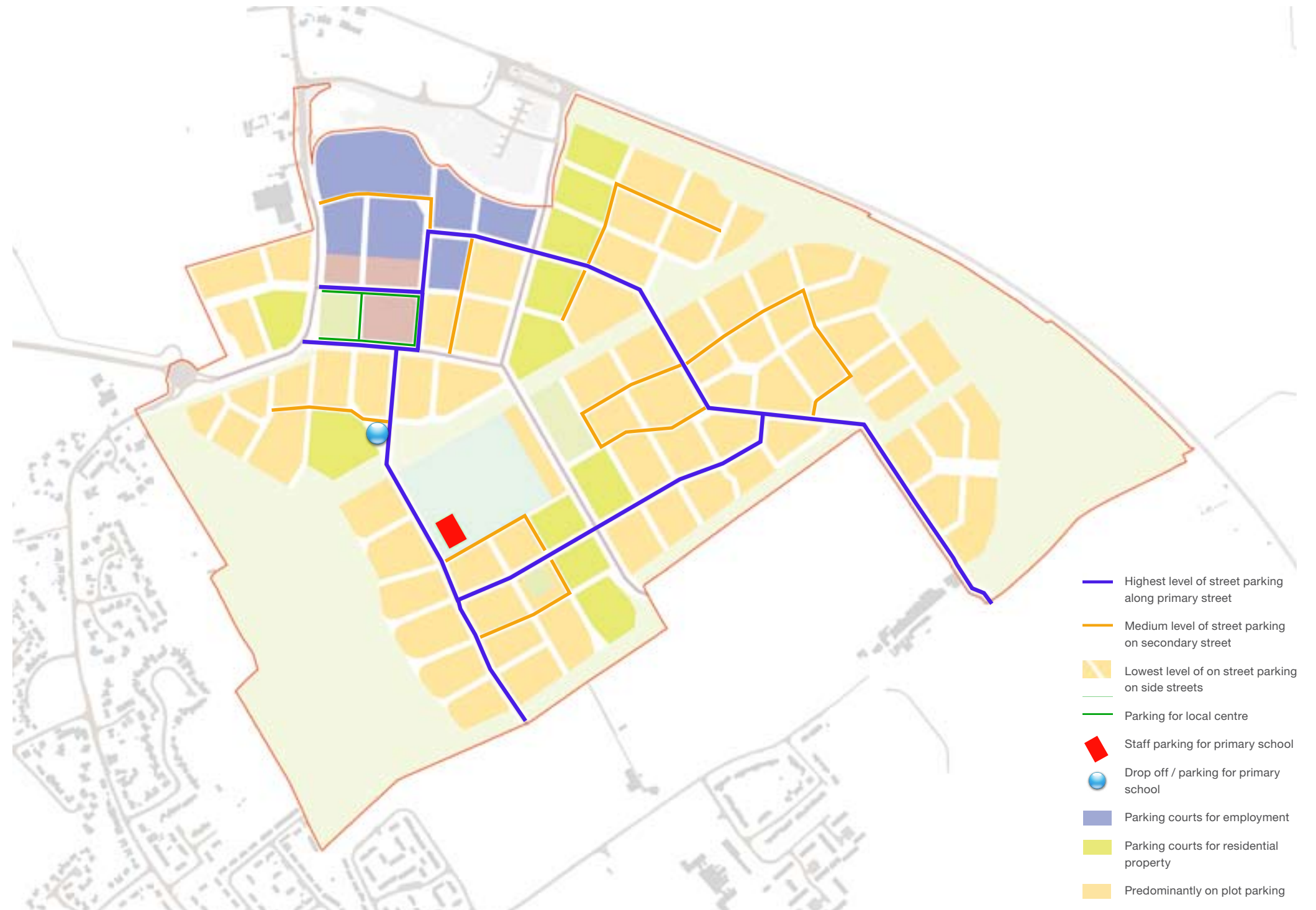


Figure 6.22 Car parking strategy

Car and cycle parking details for housing typologies will be developed in detail as part of the design code.





Figure 6.23 Illustrative sketch of dedicated busway