

CAMBRIDGE

PLANNING PROPOSALS

by

WILLIAM HOLFORD and H. MYLES WRIGHT

MAPS AND PLANS

CLP
43

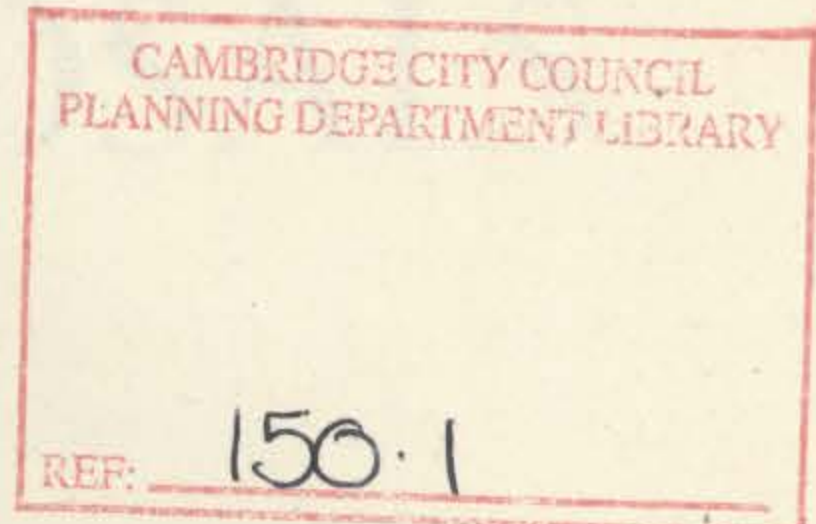
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CAMBRIDGE PLANNING PROPOSALS



A Report to the
Town and Country Planning Committee of the
Cambridgeshire County Council

WILLIAM JOSEPHSON, M.A., F.R.I.B.A., M.C.P.
Professor of Town Planning in the University of London

and
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VOLUME 2 MAPS AND DRAWINGS

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LIST OF MAPS AND DRAWINGS

NOTE

The planning proposals for Cambridge and neighbouring land and villages are published in two volumes, of which this is the second. The first volume contains the text of the report together with the Appendix and photographs. The present volume contains the maps and drawings.

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1. Urban Cambridge.
2. Growth of the Cambridge road pattern since 1830.
3. Existing main and secondary roads.
4. Past and present proposals for bypass roads.
5. West Cambridge proposals.
6. Road proposals (*folding map, see pocket*).
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8. Railway station subway and forecourt.
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10. Improvements at Mitcham's corner.
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LIST OF MAPS AND DRAWINGS—*continued*

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57. Summary of through traffic flows.
58. Summary of local traffic flows.

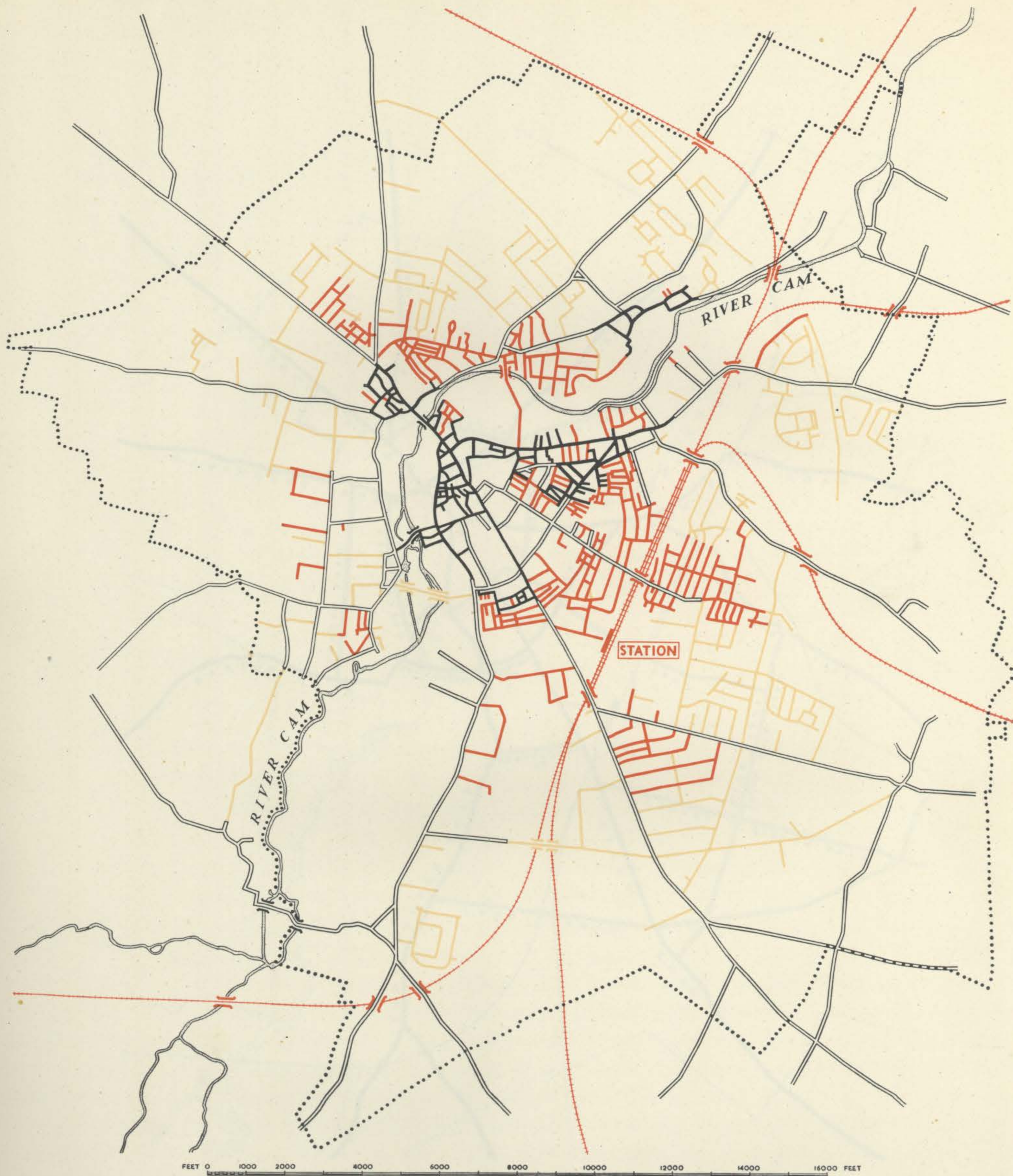
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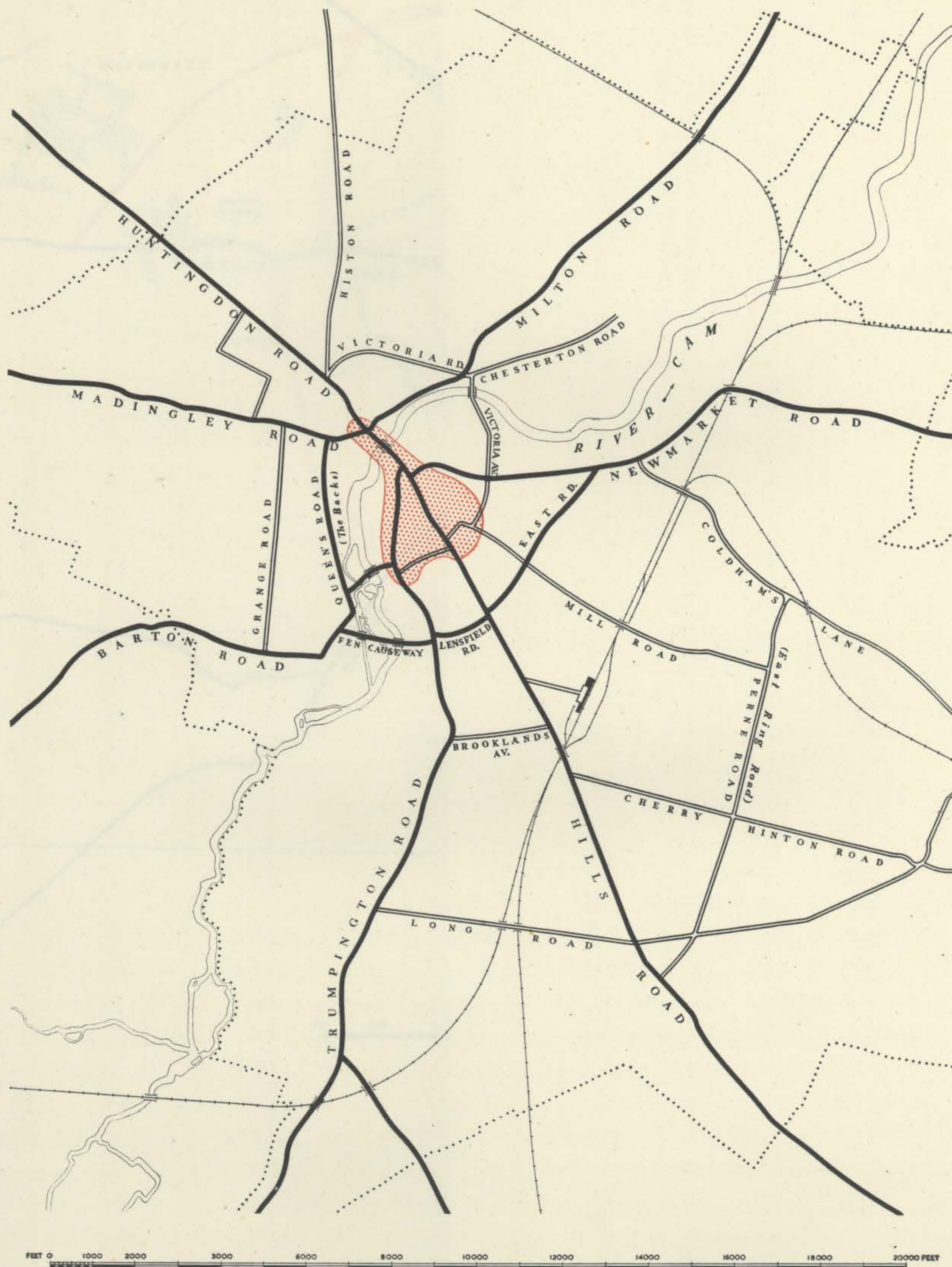
Built-up areas
 Boundary of Urban Cambridge
 Borough boundary

URBAN CAMBRIDGE, BOROUGH BOUNDARY AND BUILT-UP AREA

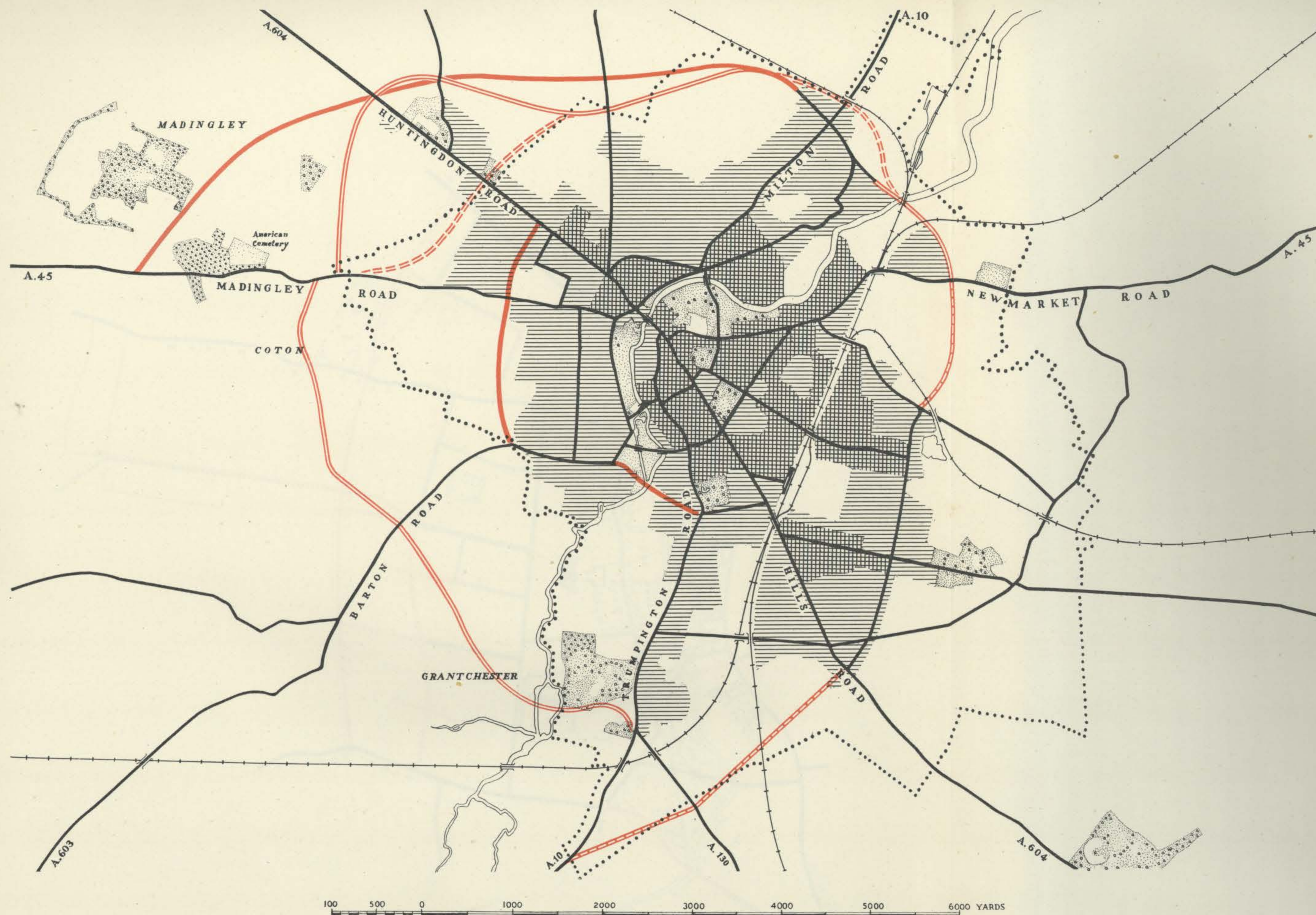


- | | |
|--|--------------------------------|
| — Pre-1830 urban roads | — Pre-1830 country roads |
| — Roads constructed 1830-1906 | — Roads constructed since 1906 |
| - - - Railway constructed mid-nineteenth century | |

GROWTH OF THE CAMBRIDGE ROAD PATTERN SINCE 1830

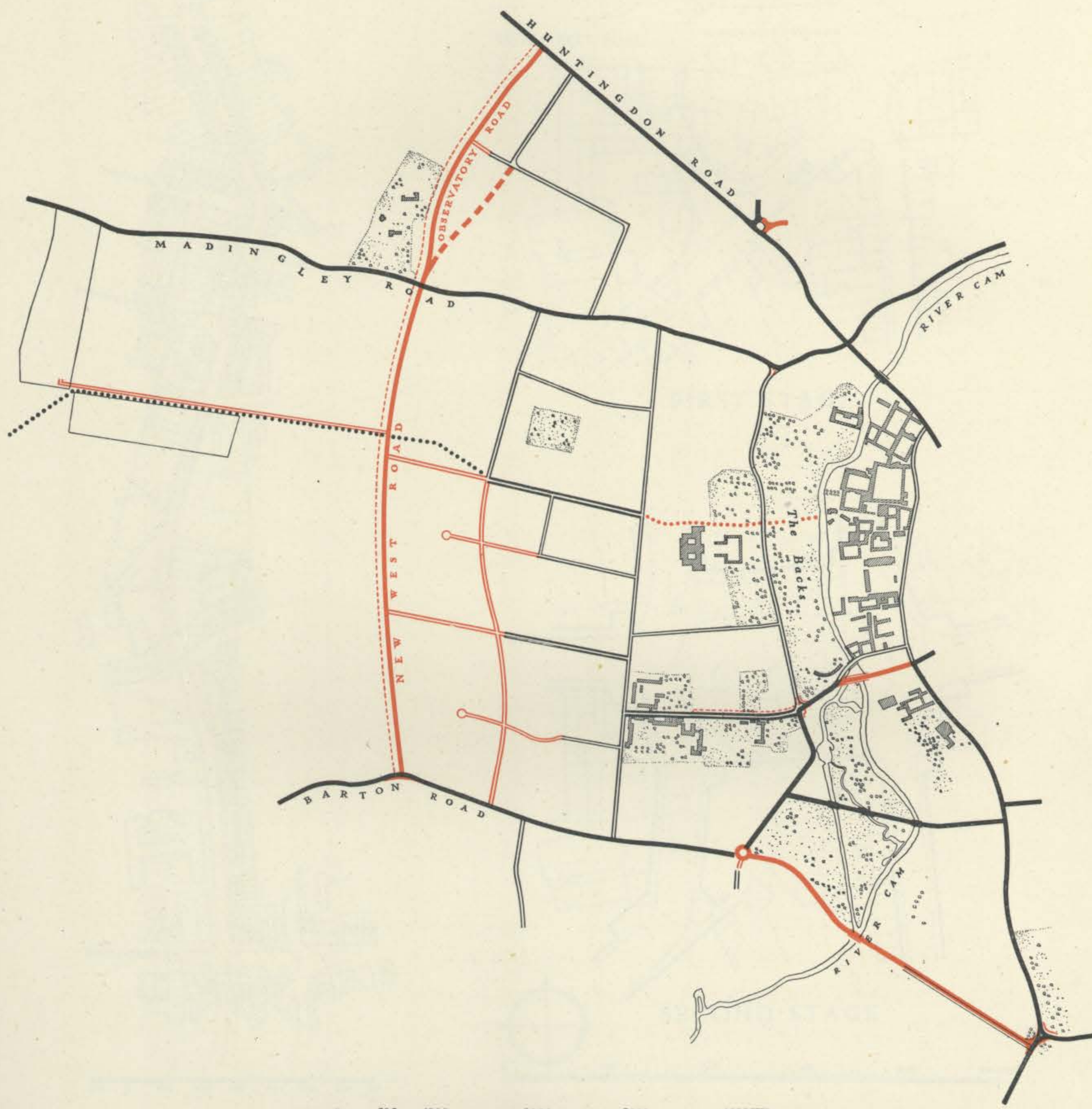


EXISTING MAIN AND SECONDARY ROADS



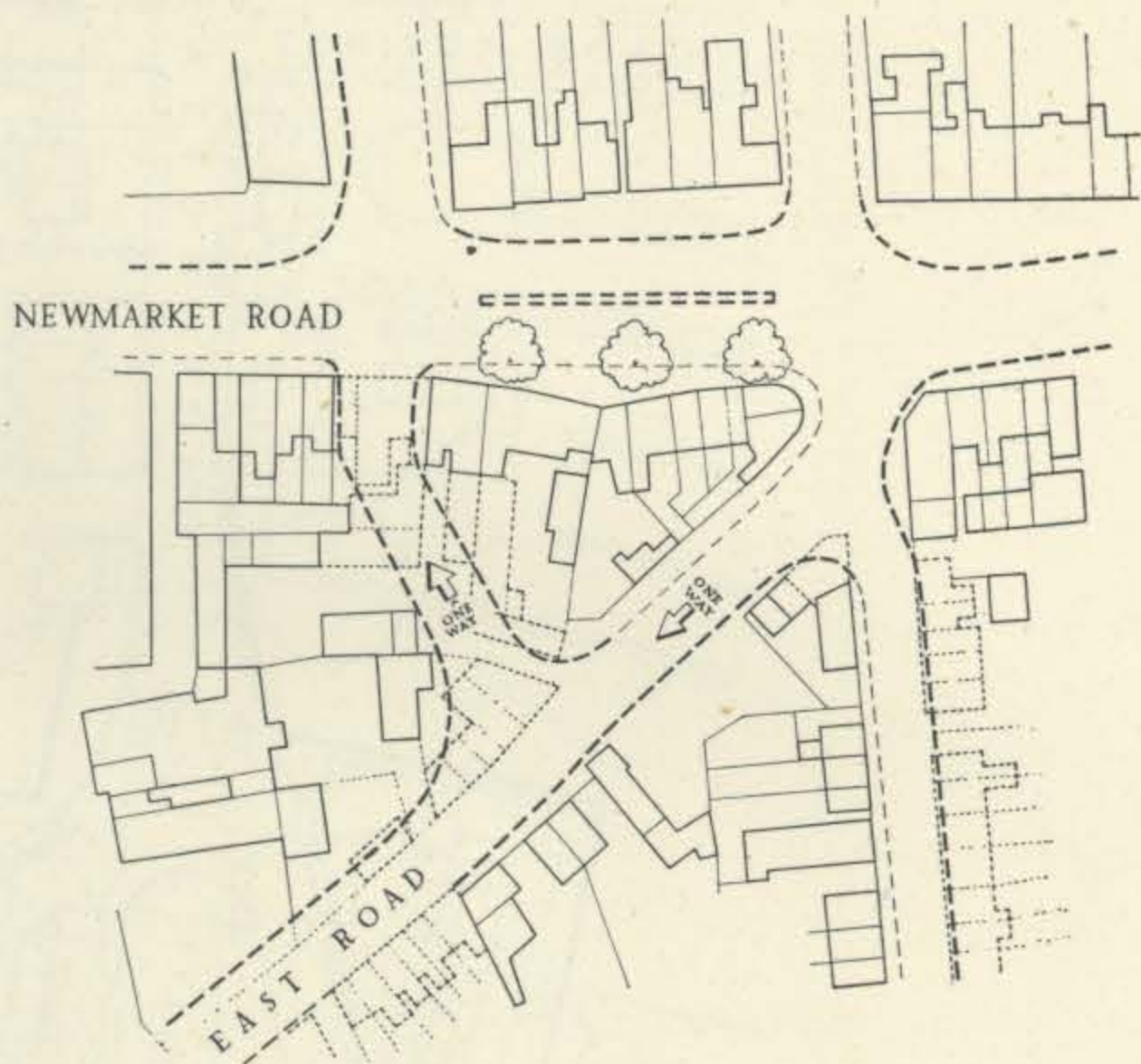
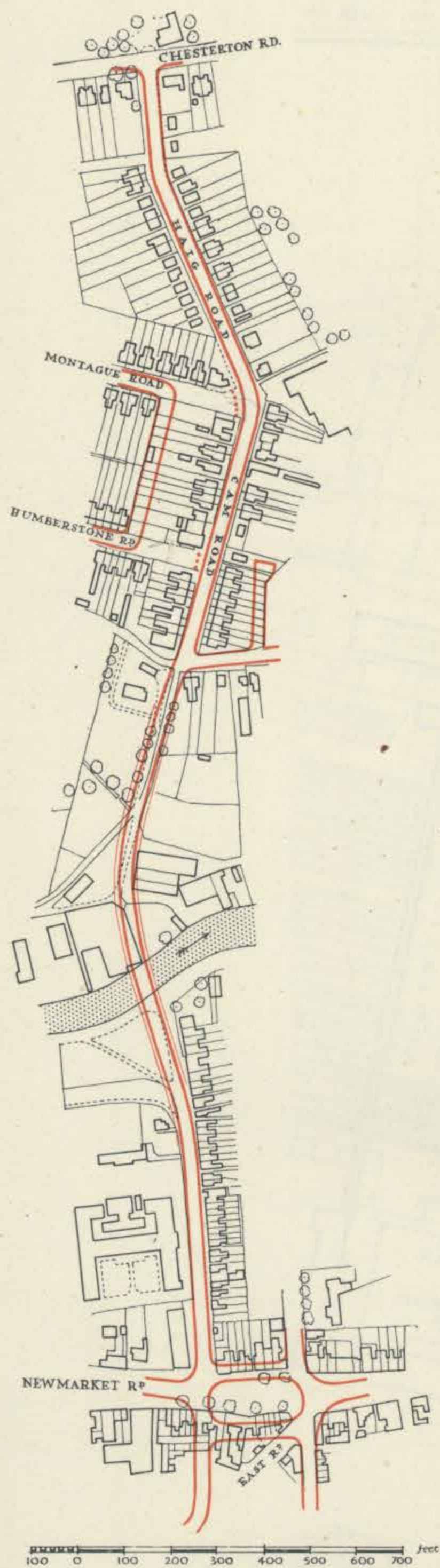
- Pre-war draft scheme proposals for by-passes
- - - Subsequent alternative proposals prior to 1948
- · - Draft scheme proposals now recommended for completion
- Proposed new by-passes

PAST AND PRESENT PROPOSALS FOR BY-PASS ROADS

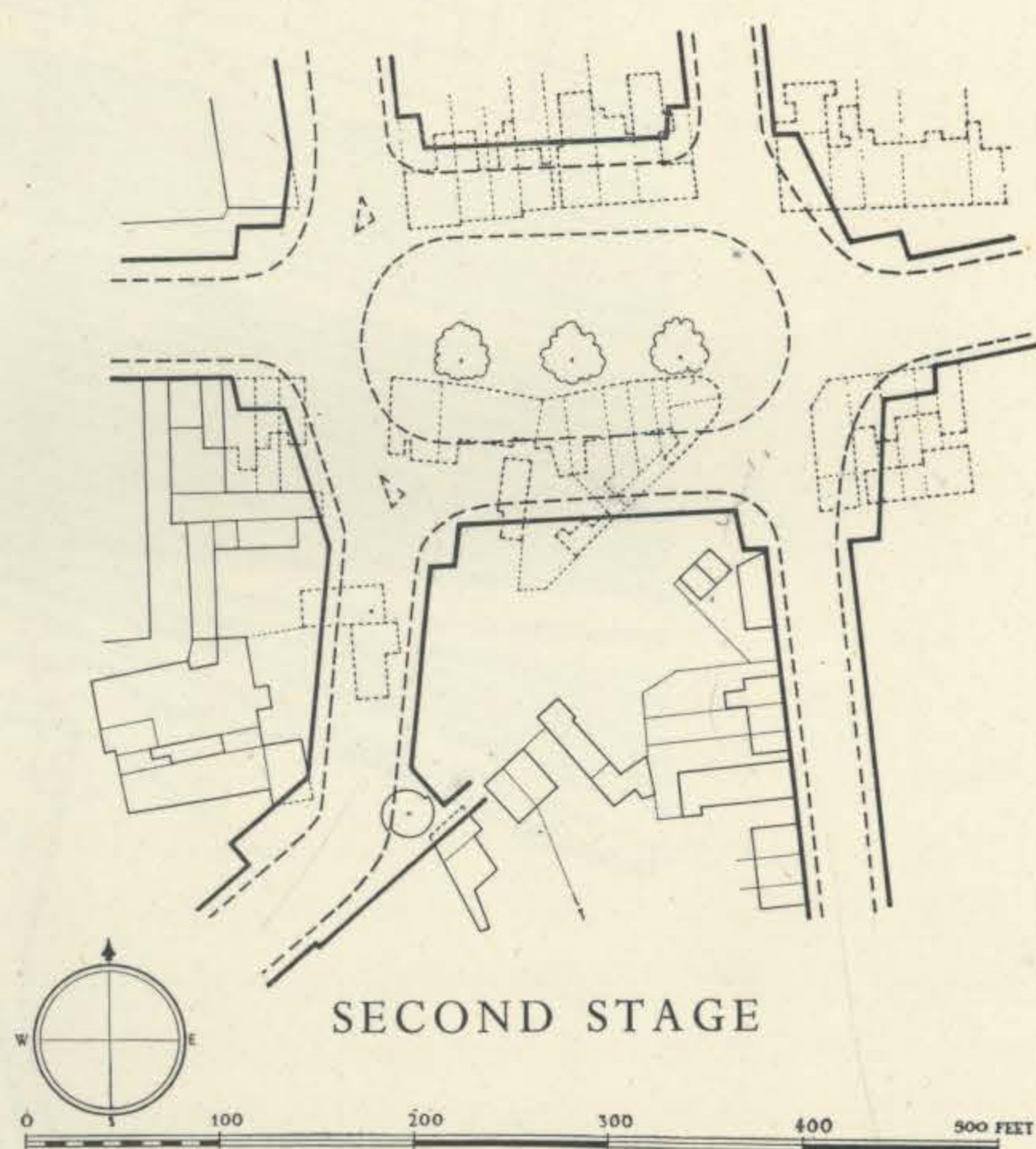


- 0 500 1000 2000 3000 4000 FEET
- New boundary road and future extension
 - Development roads
 - Improved pedestrian and cycle way

WEST CAMBRIDGE PROPOSALS



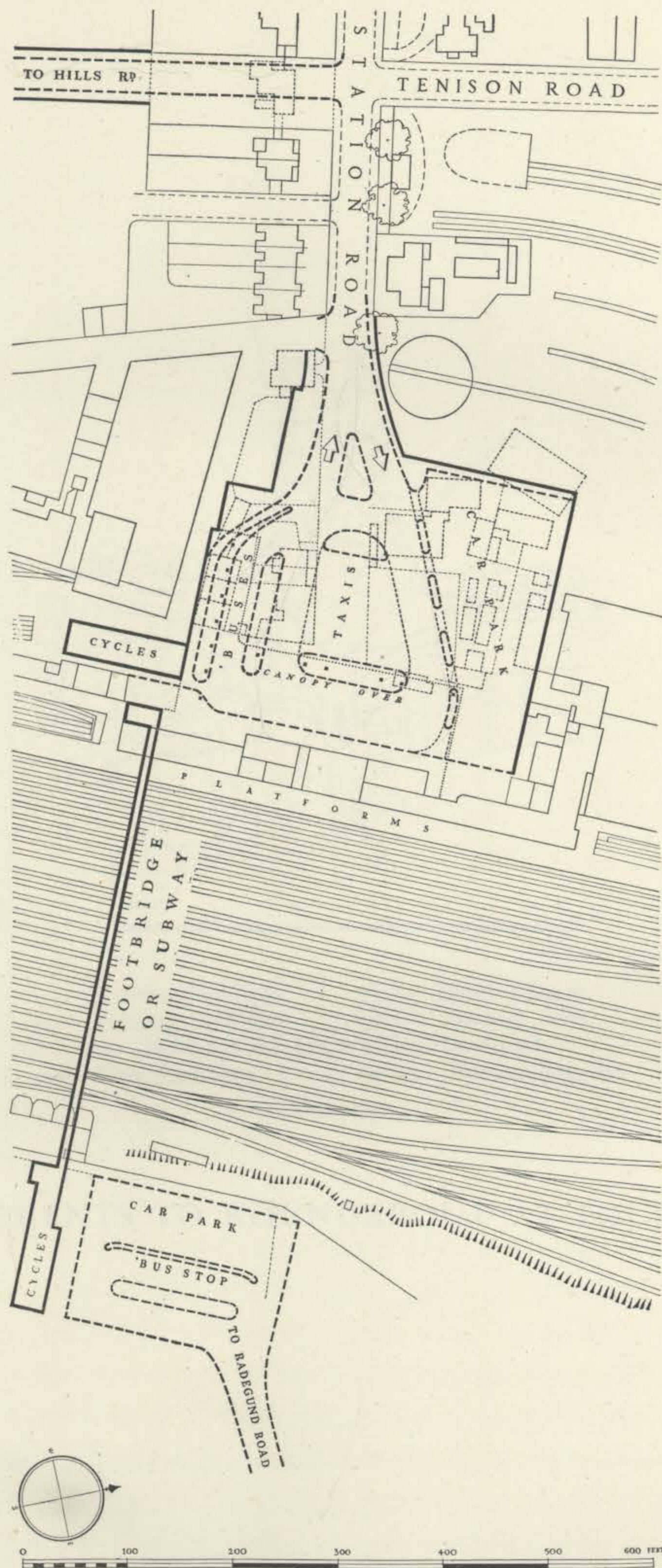
FIRST STAGE


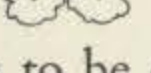



SECOND STAGE

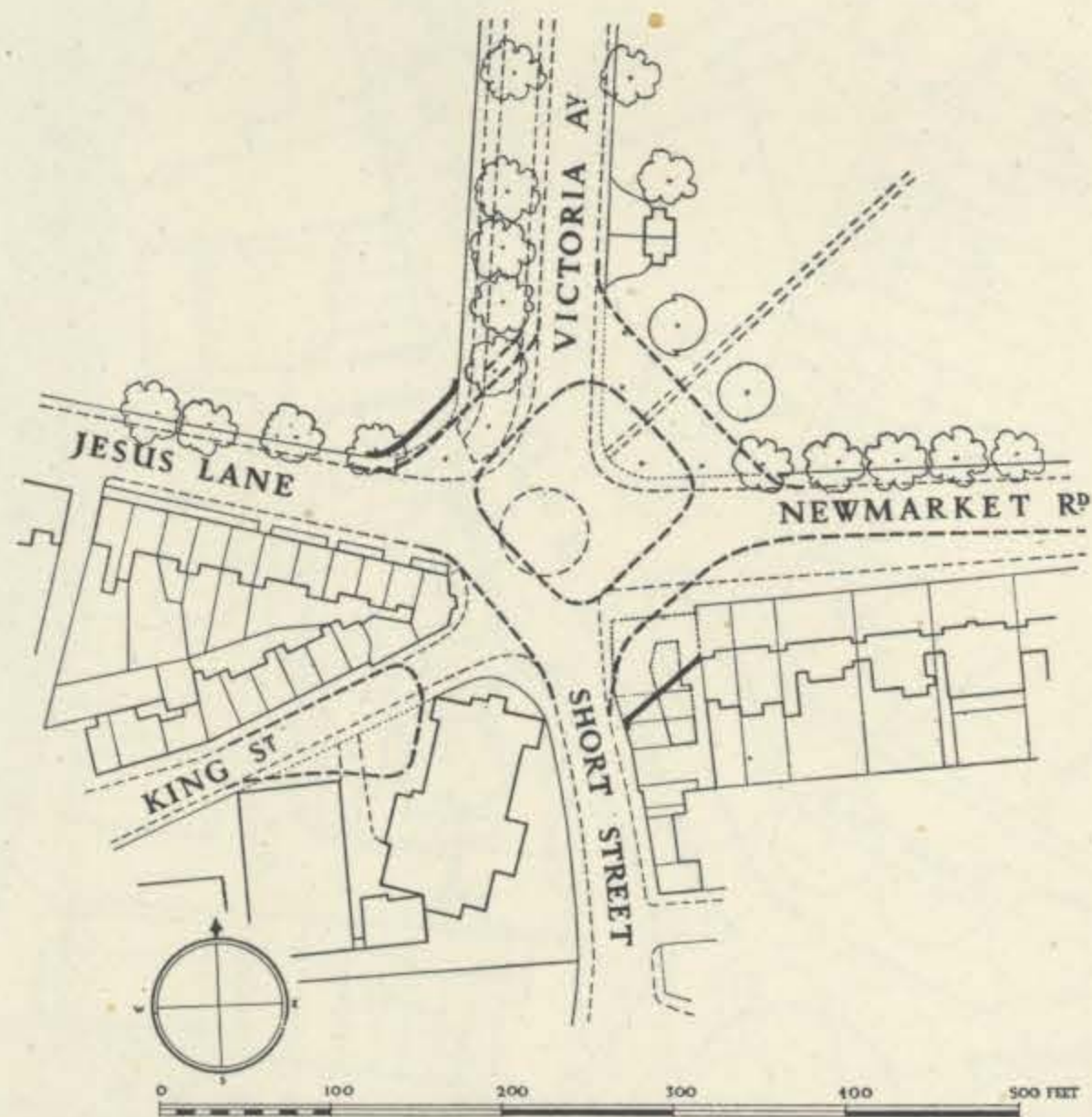
- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

CHESTERTON BRIDGE AND APPROACHES, SHOWING DETAILS OF
NEWMARKET ROAD—EAST ROAD ROUNDABOUT



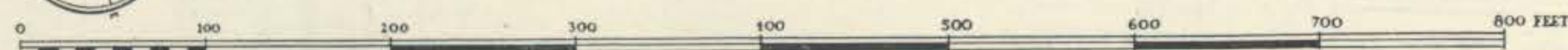
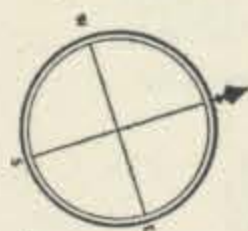
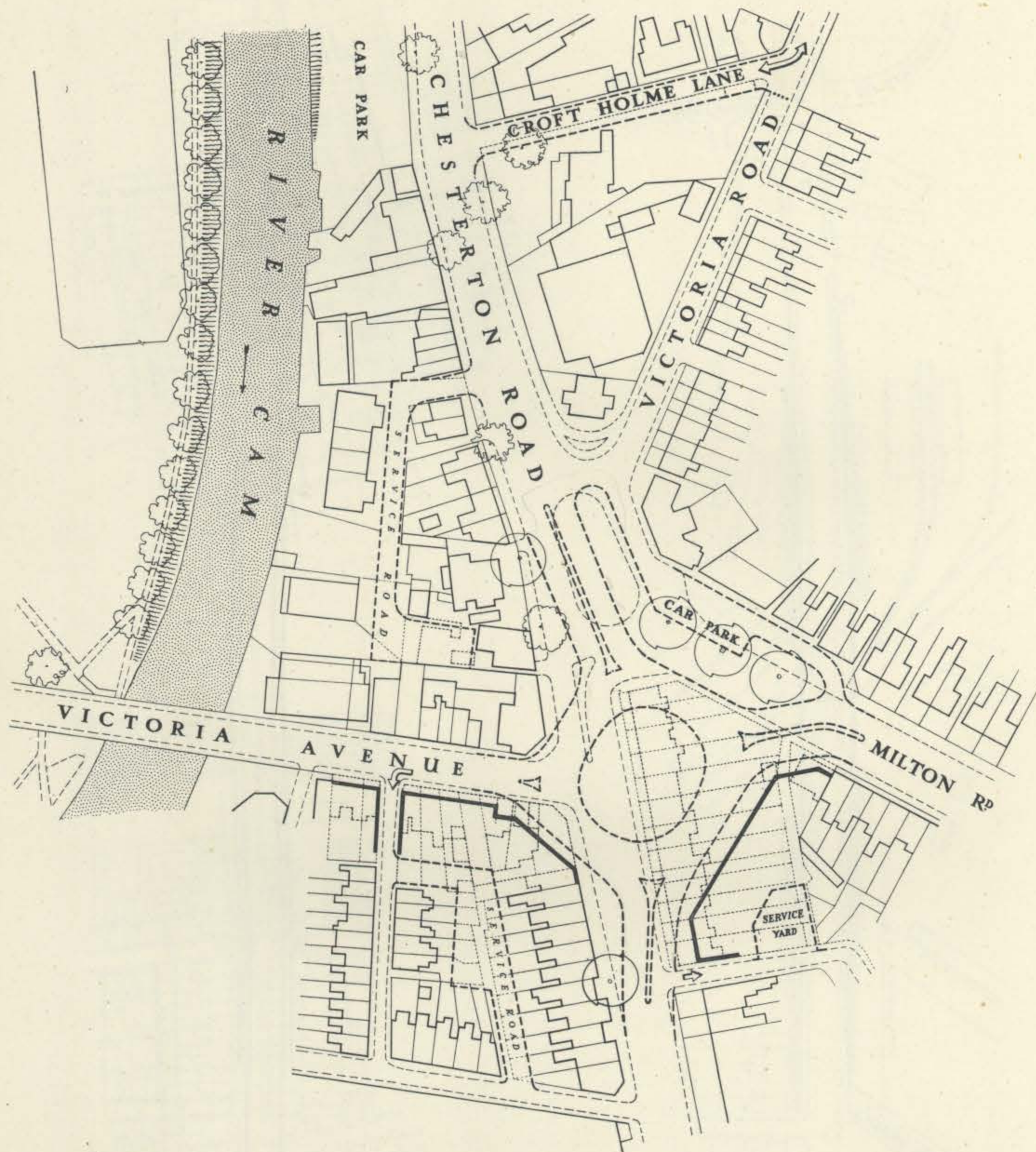
- | | |
|---|---|
| — Existing buildings |  Existing fences |
| - - - Existing road line |  Existing trees |
|  Buildings and fences to be demolished | |
| - - - New road lines | — New building line |

RAILWAY STATION FORECOURT



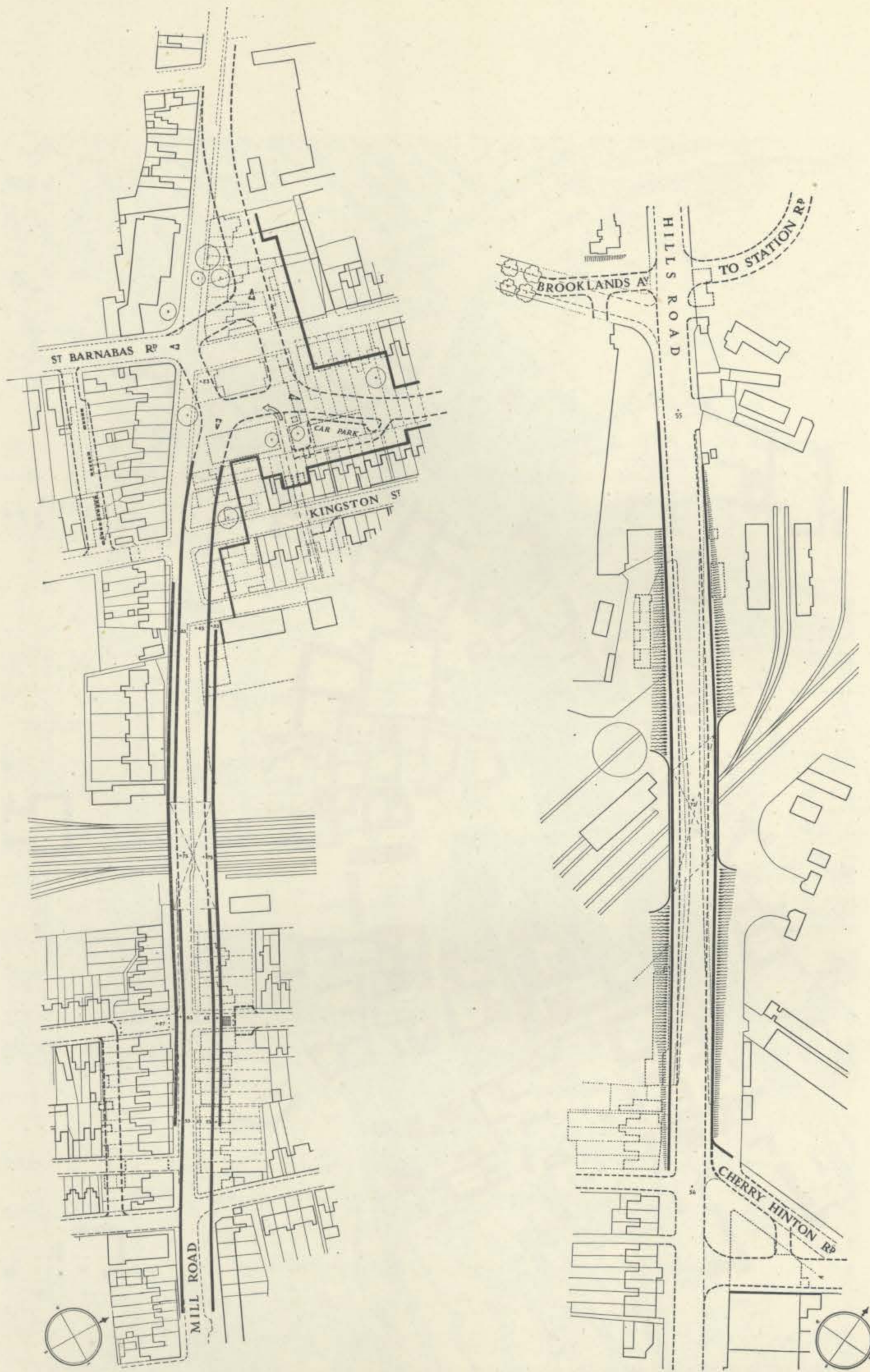
- | | |
|---------------------------------------|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

IMPROVEMENTS TO ROUNDABOUT AT FOUR LAMPS



- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

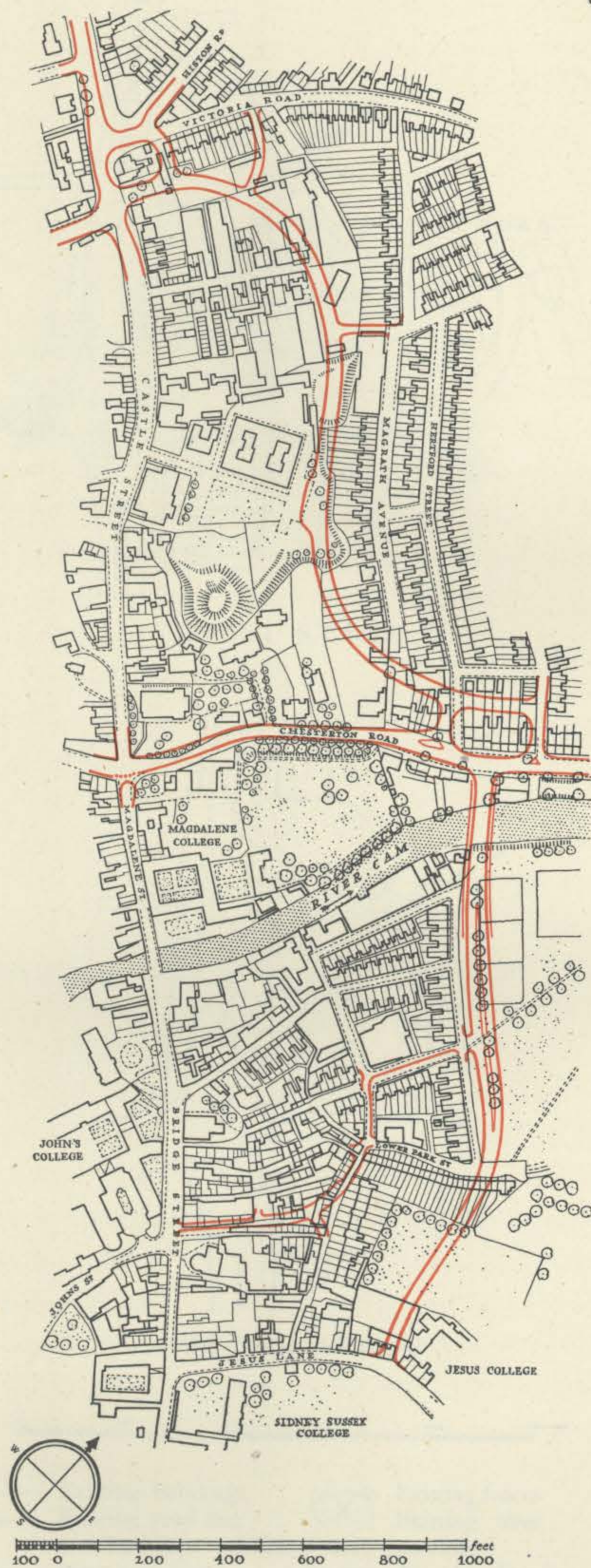
IMPROVEMENTS TO MITCHAM'S CORNER



MILL ROAD HILLS ROAD

- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | — New building line |
| - - - New road lines | New trees |

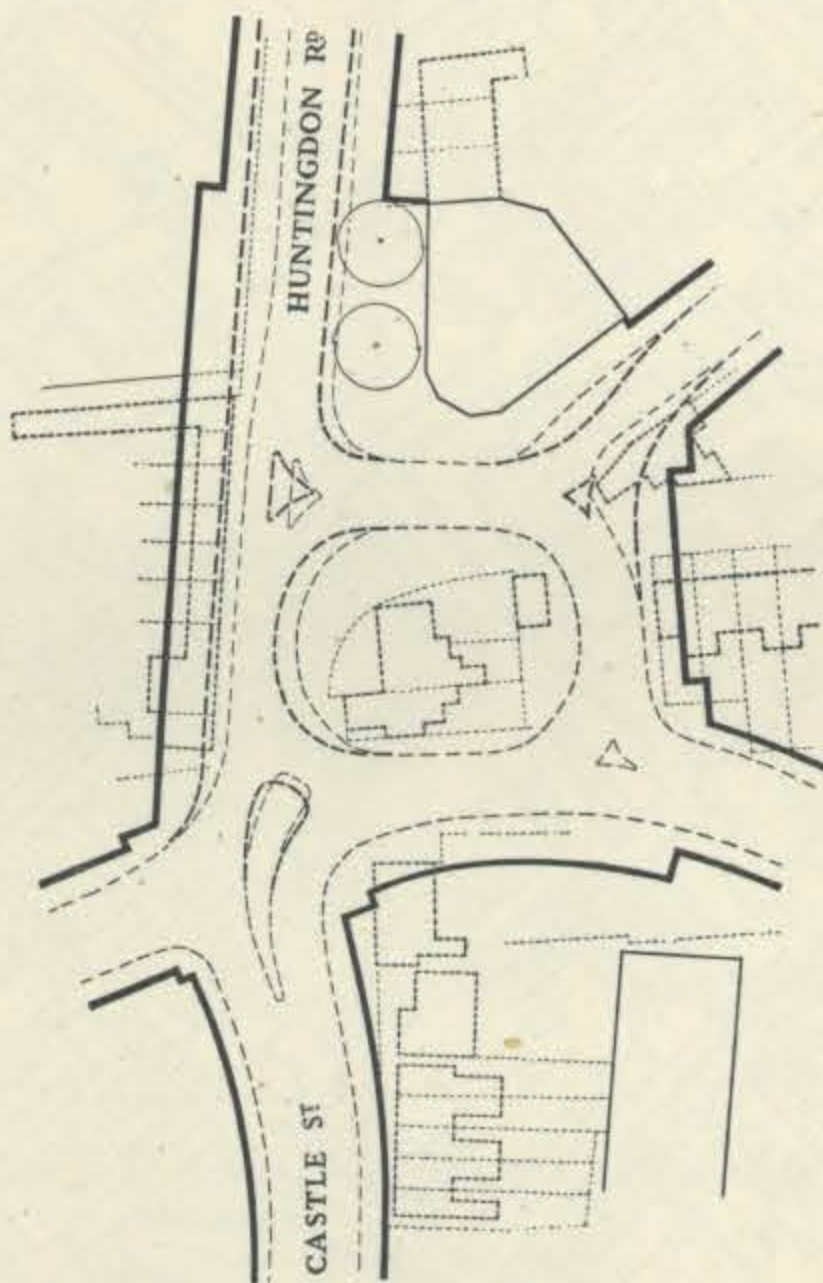
NEW RAILWAY BRIDGES



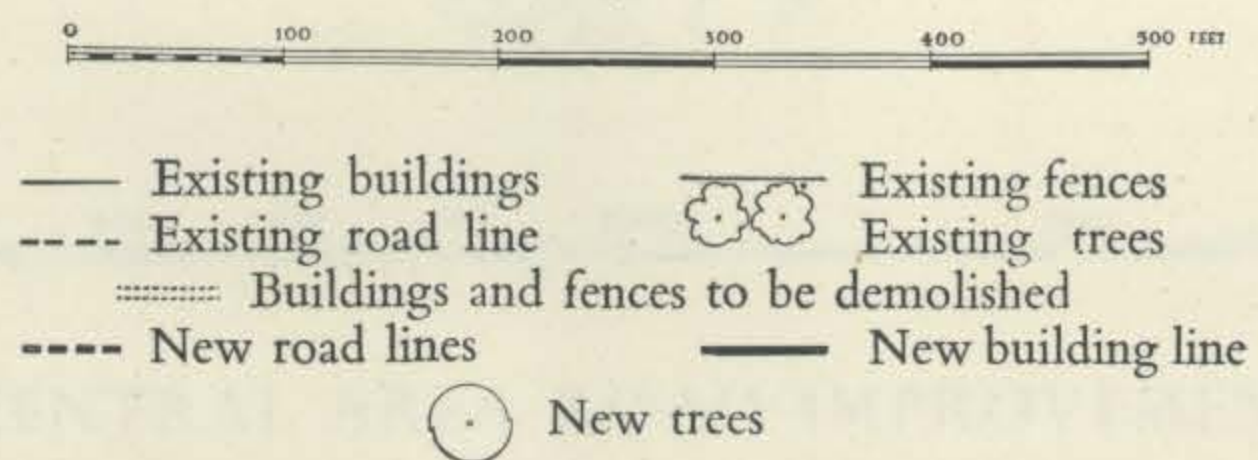
SPINE RELIEF ROAD—NORTHERN PORTION—
HISTON ROAD CORNER TO JESUS LANE



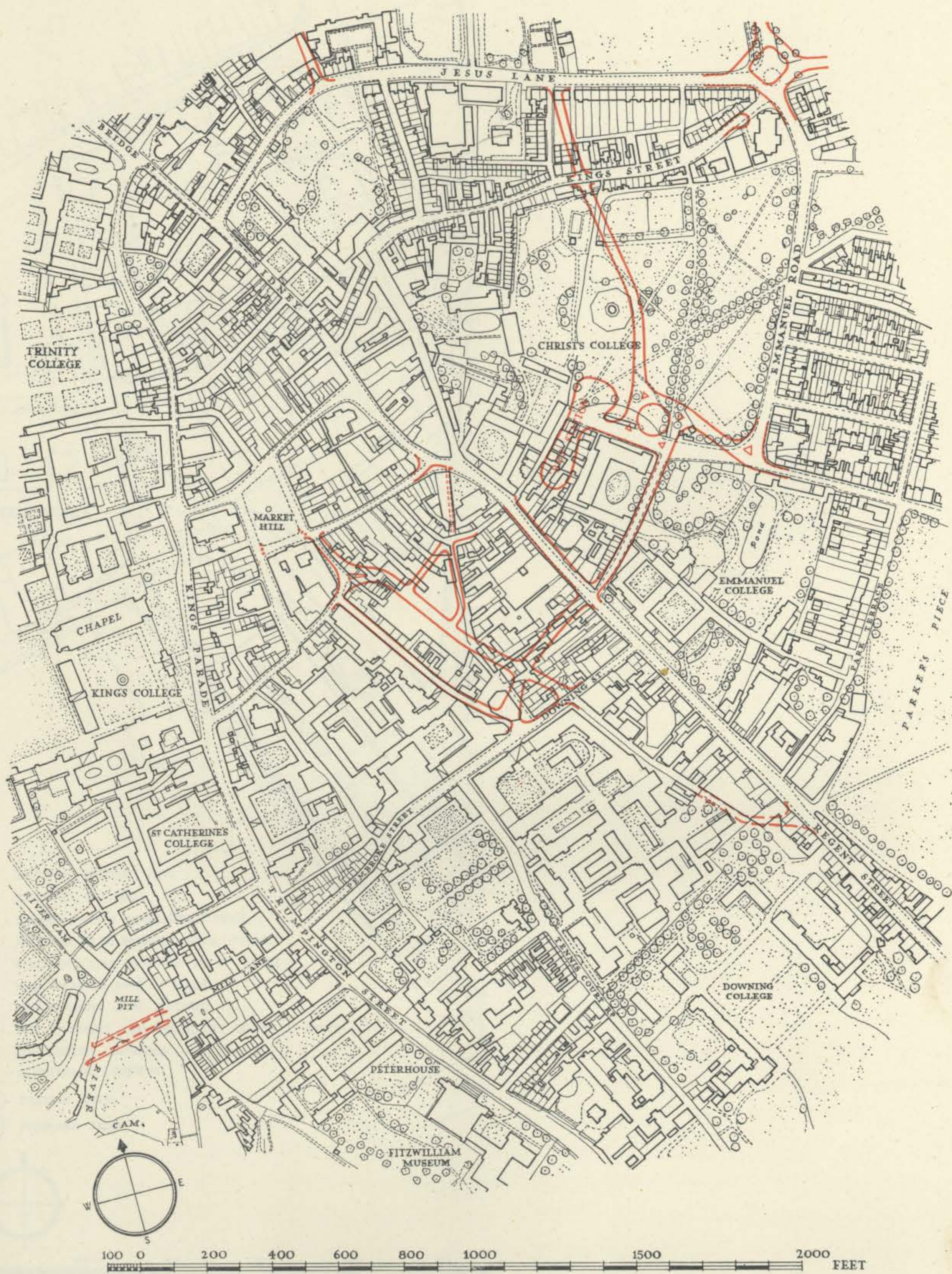
FIRST STAGE



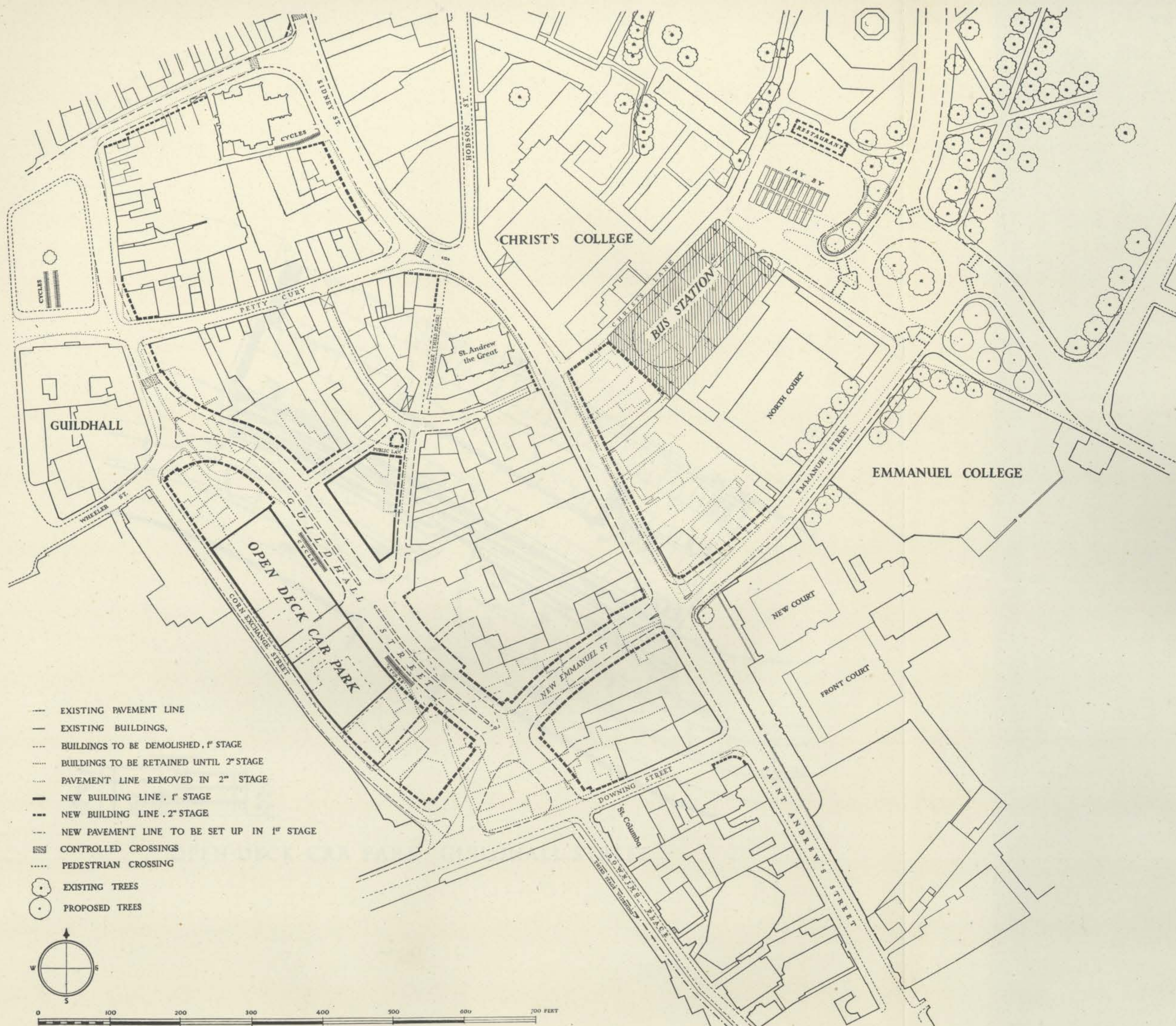
SECOND STAGE



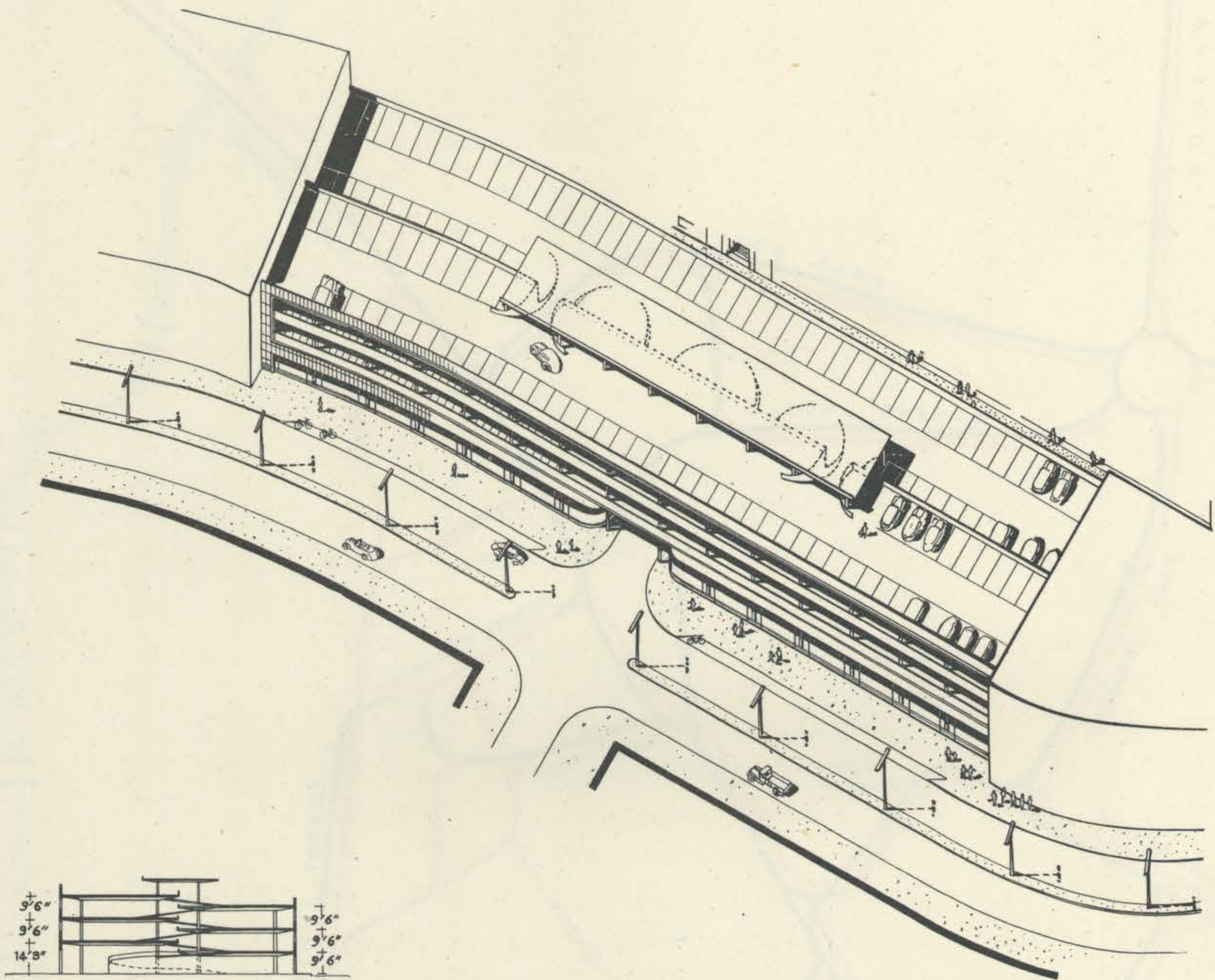
NEW ROUNDABOUT HISTON ROAD CORNER



CENTRAL AREA ROAD IMPROVEMENTS

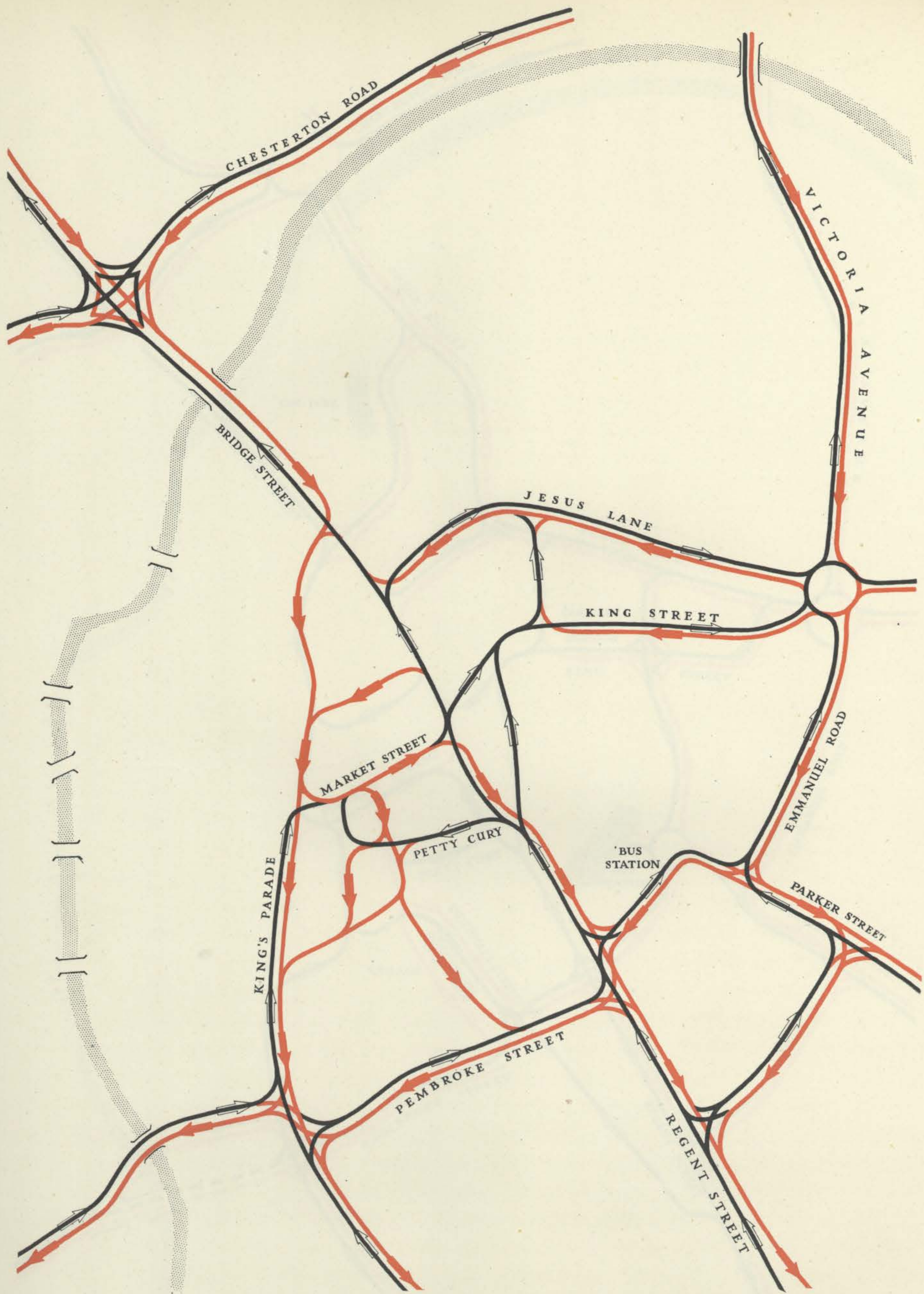


GUILDHALL STREET AND THE NEW BUS STATION

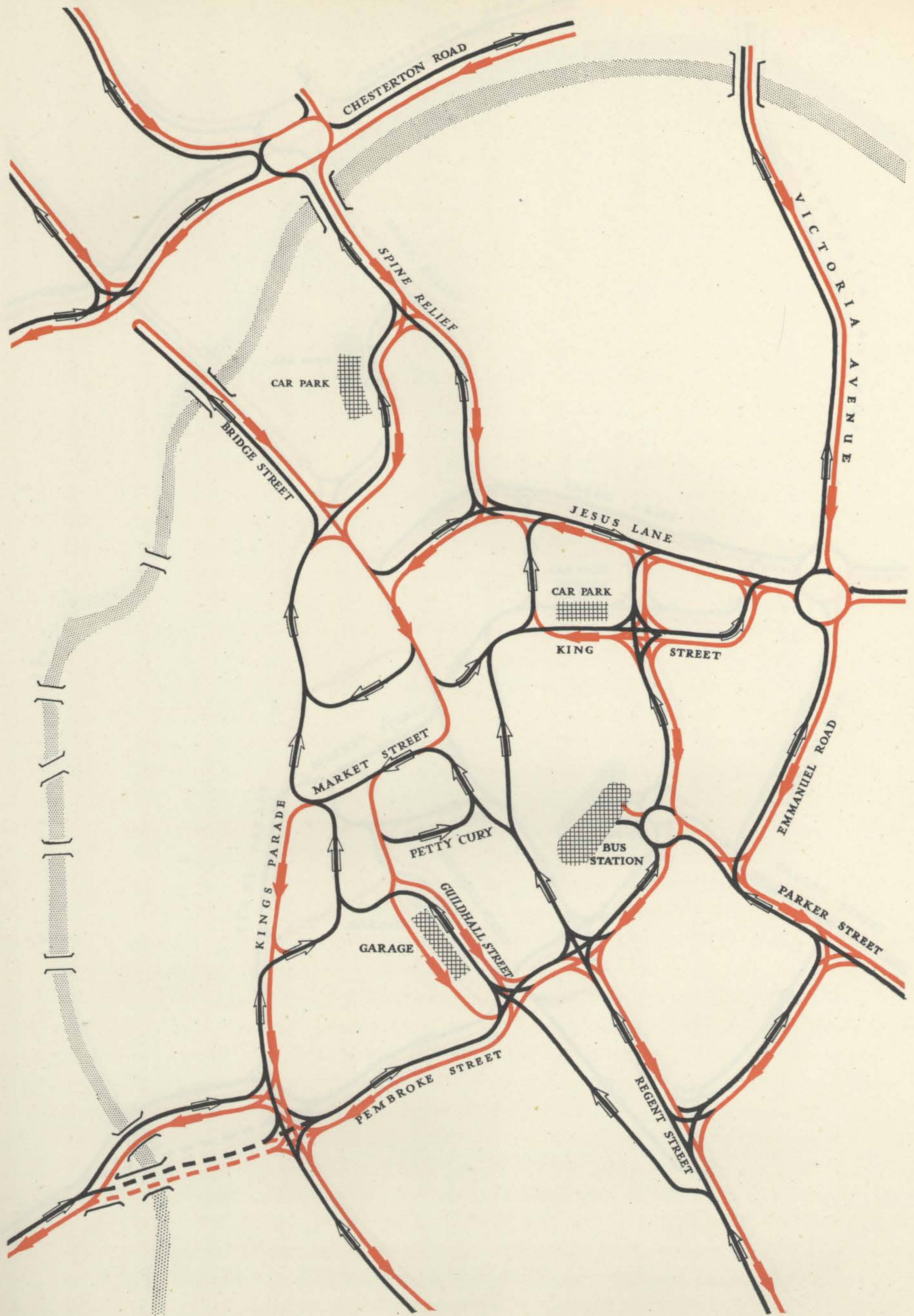


OPEN-DECK CAR PARK: GUILDHALL STREET

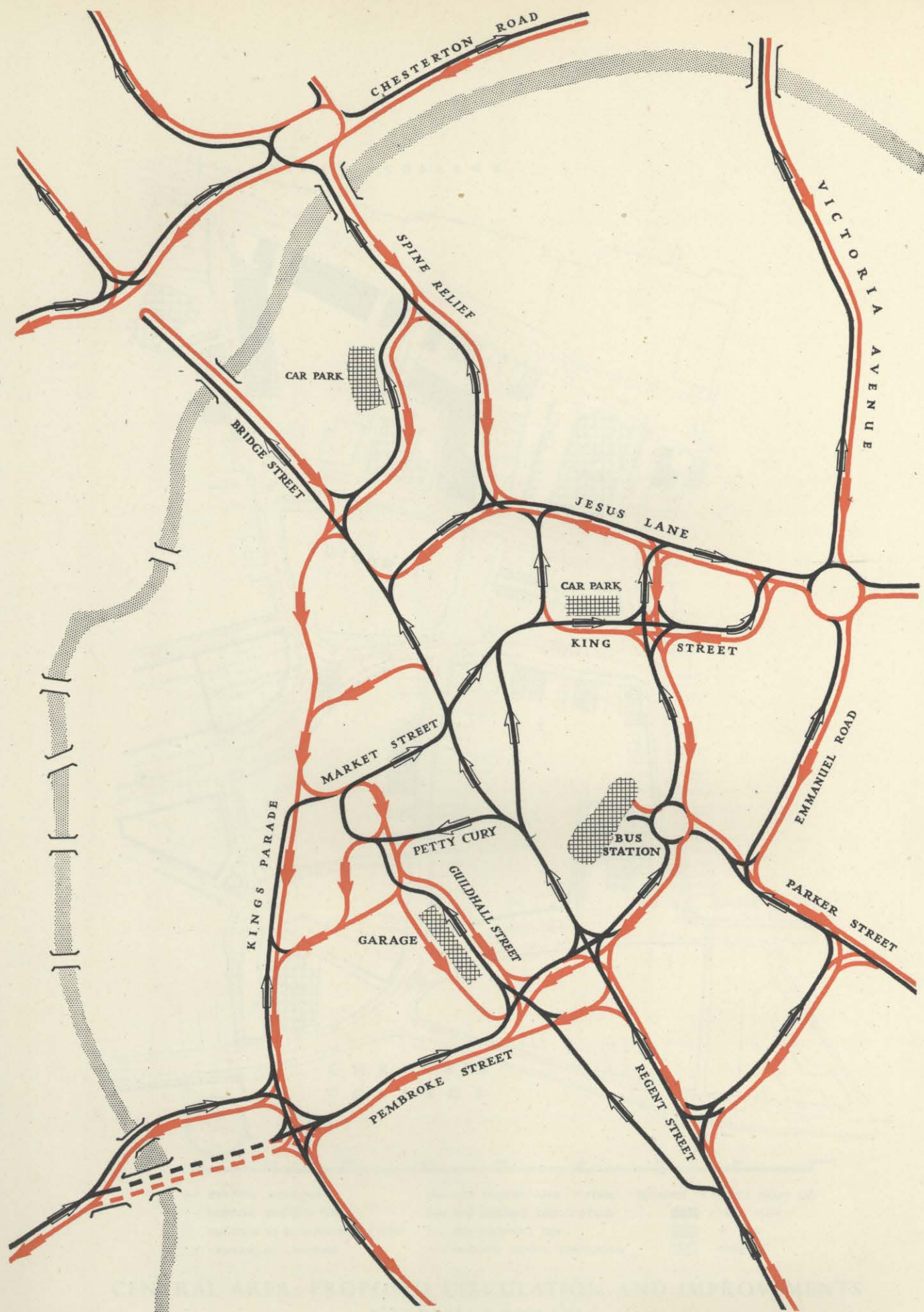
CENTRAL AREA - EXISTING EXCAVATION



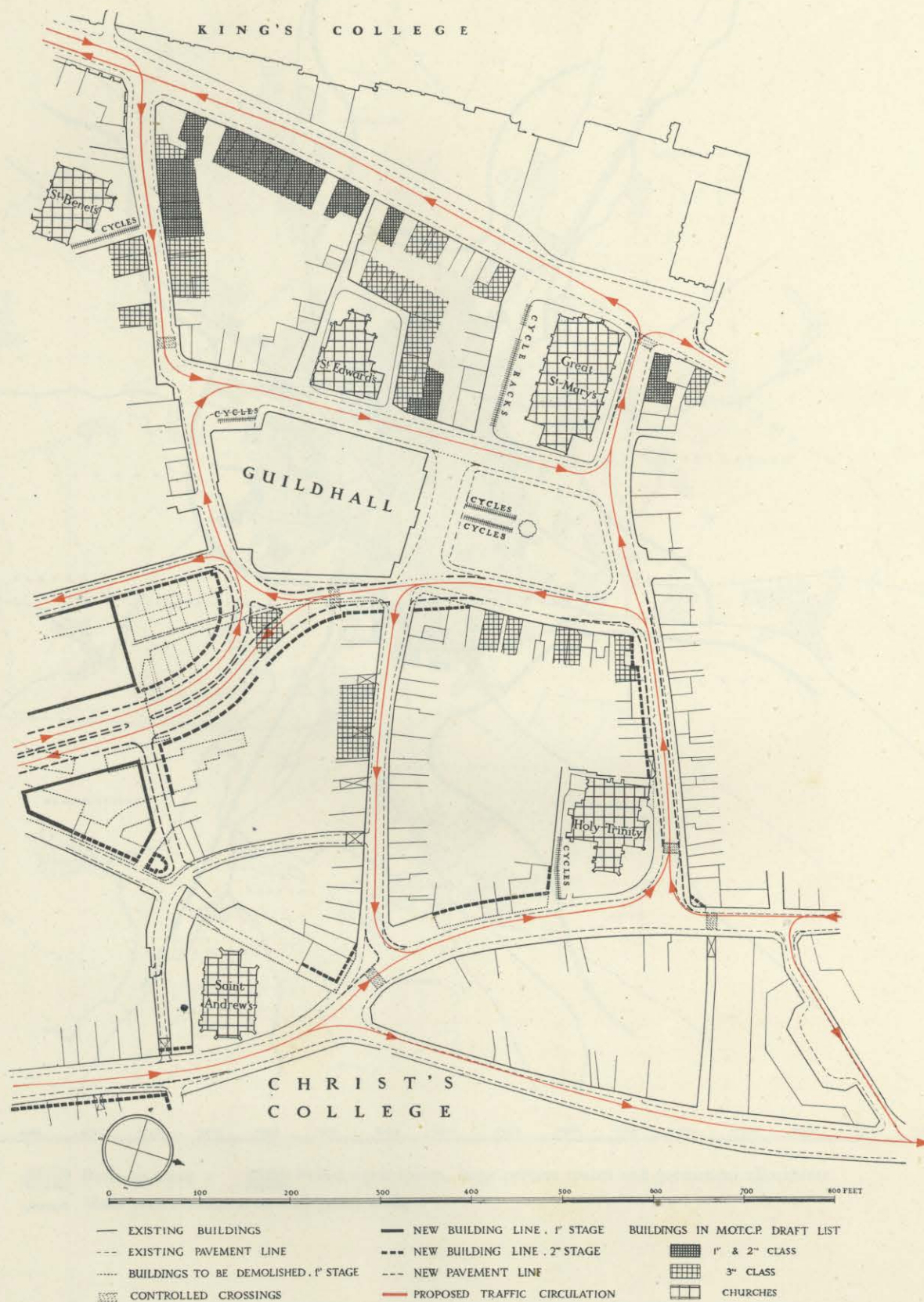
CENTRAL AREA: EXISTING CIRCULATION



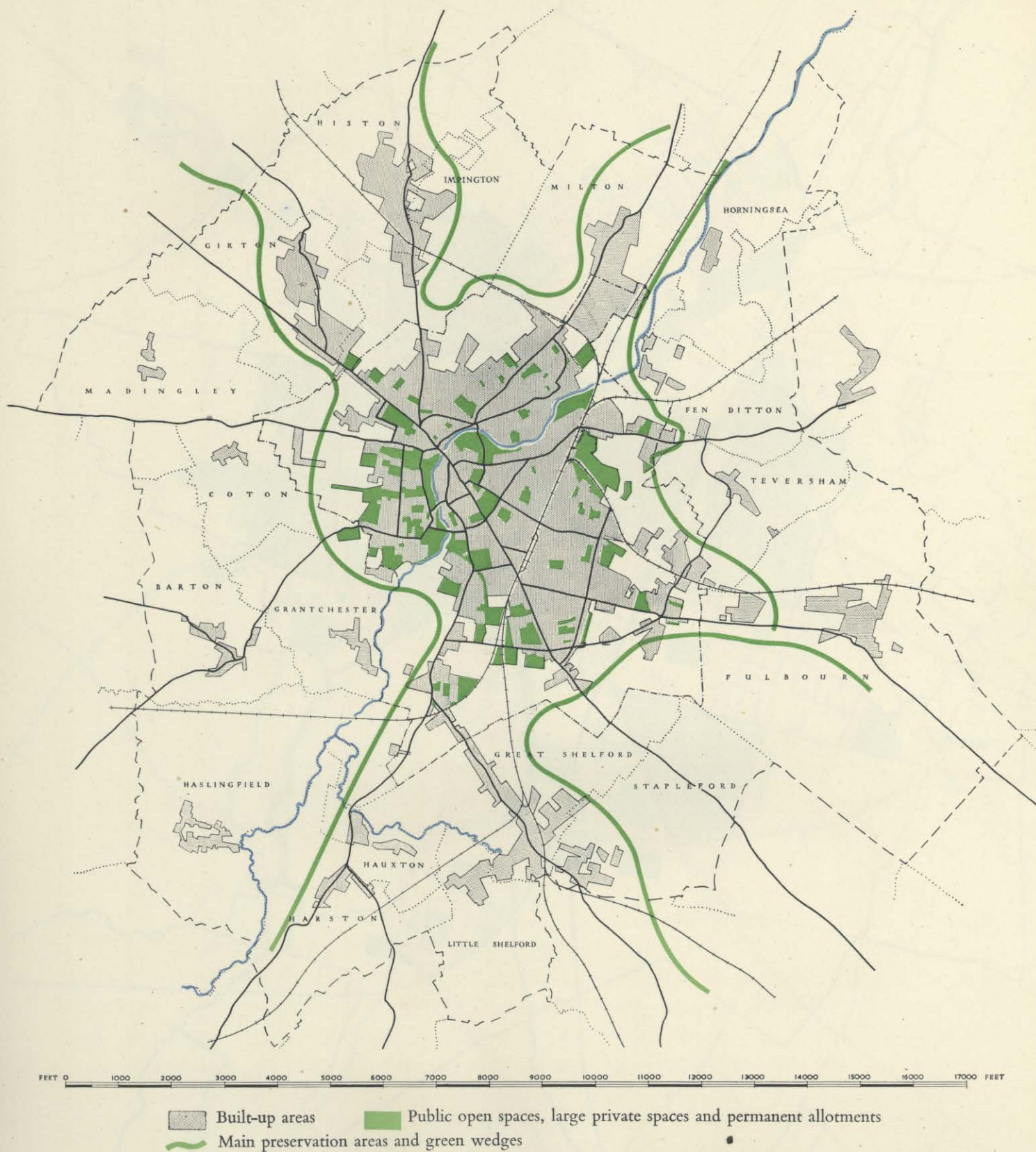
CENTRAL AREA: PROPOSED CIRCULATION



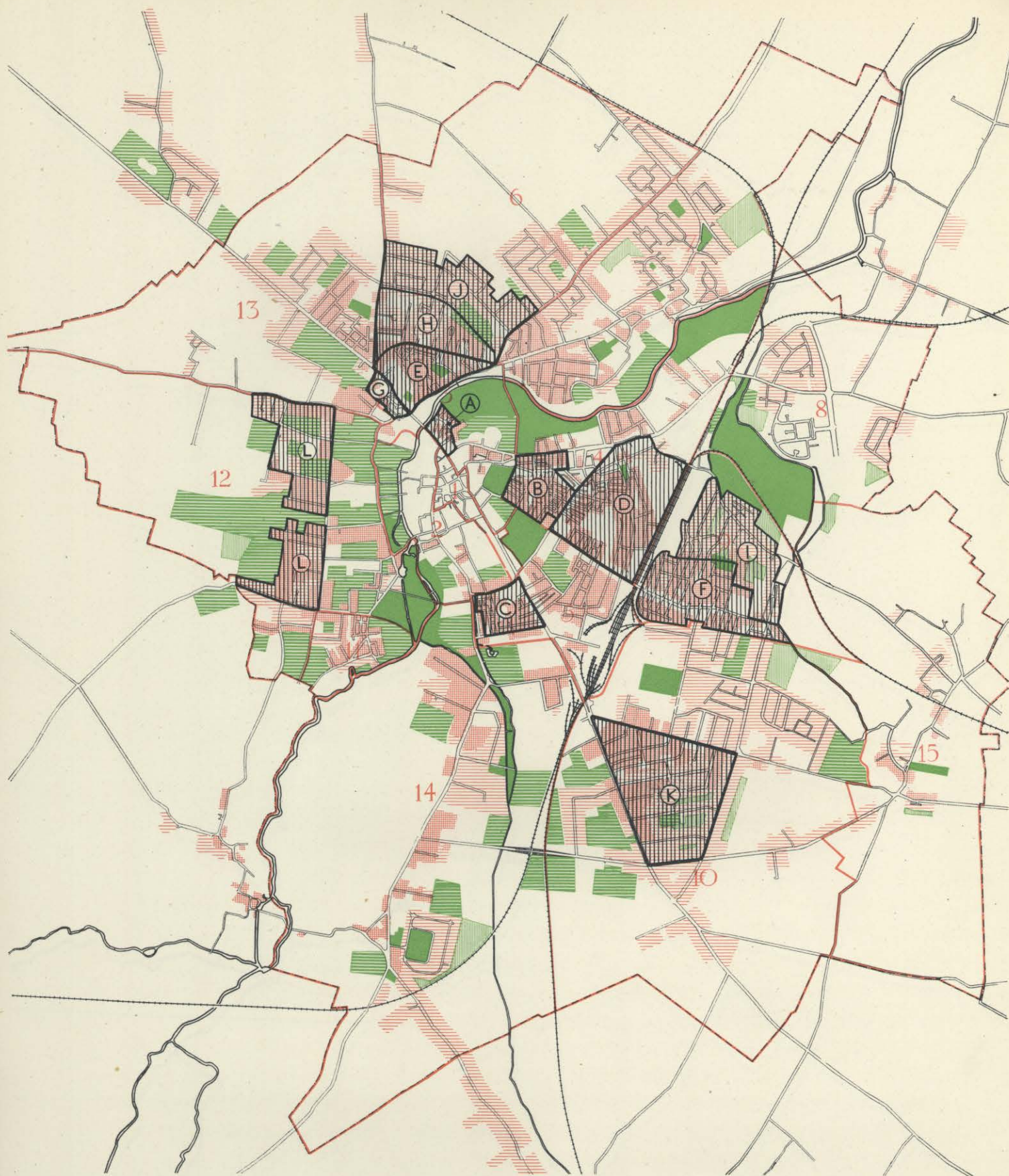
CENTRAL AREA: EXISTING CIRCULATION ADAPTED TO
NEW CENTRAL AREA ROAD PROPOSALS



CENTRAL AREA: PROPOSED CIRCULATION AND IMPROVEMENTS
NEAR MARKET HILL



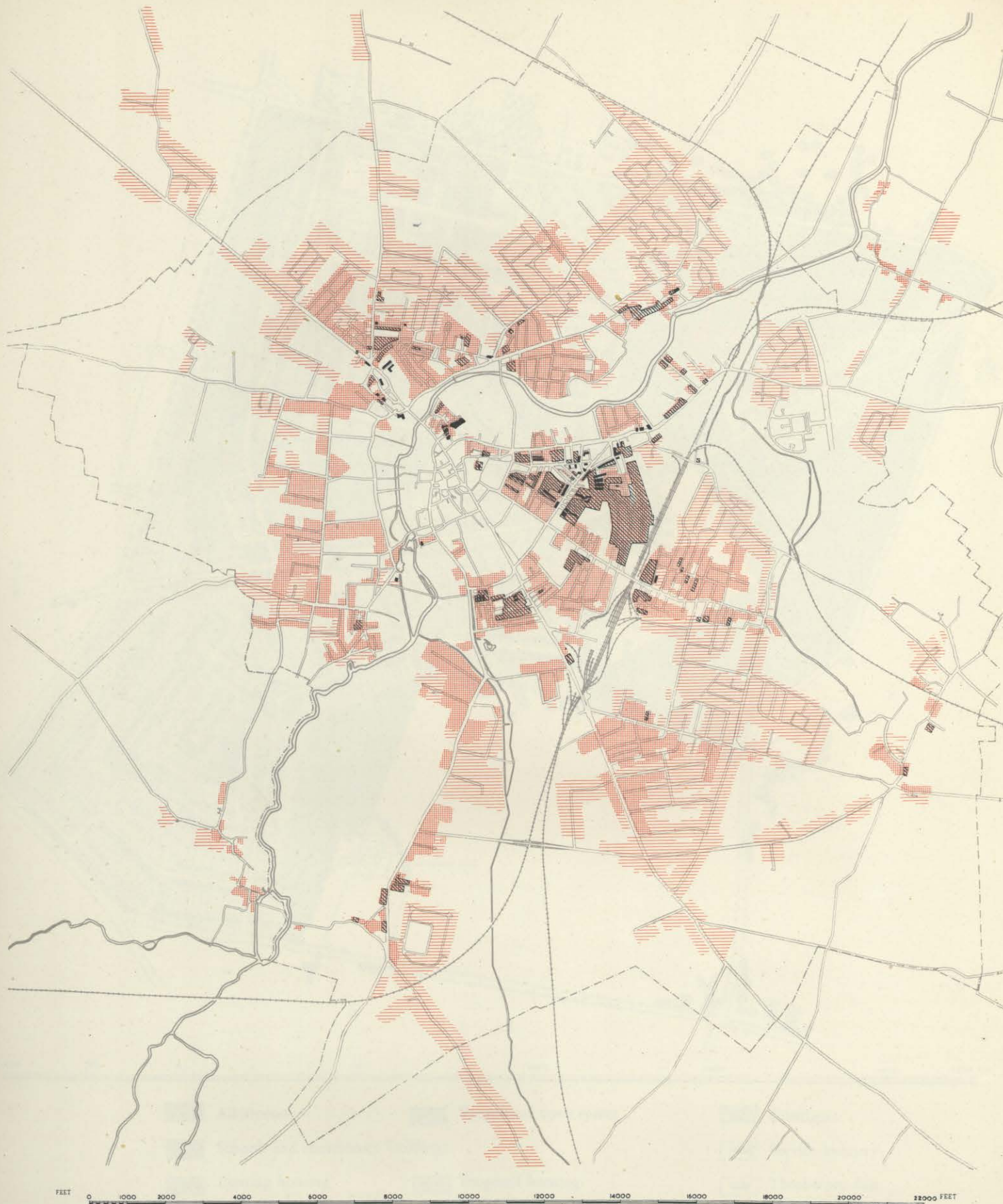
URBAN CAMBRIDGE: BUILT-UP AREA, OPEN SPACES
AND GREEN WEDGES







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- | | | |
|--|----------------------|-----------------------|
| Pre 1919 housing | Public open space | Gross area boundaries |
| Post 1919 housing | Permanent allotments | Net areas |
| Private open space and University open space | | |

CAMBRIDGE BOROUGH GROSS AND NET POPULATION DENSITY AREAS












 Post 1919 housing
 Pre 1919 housing

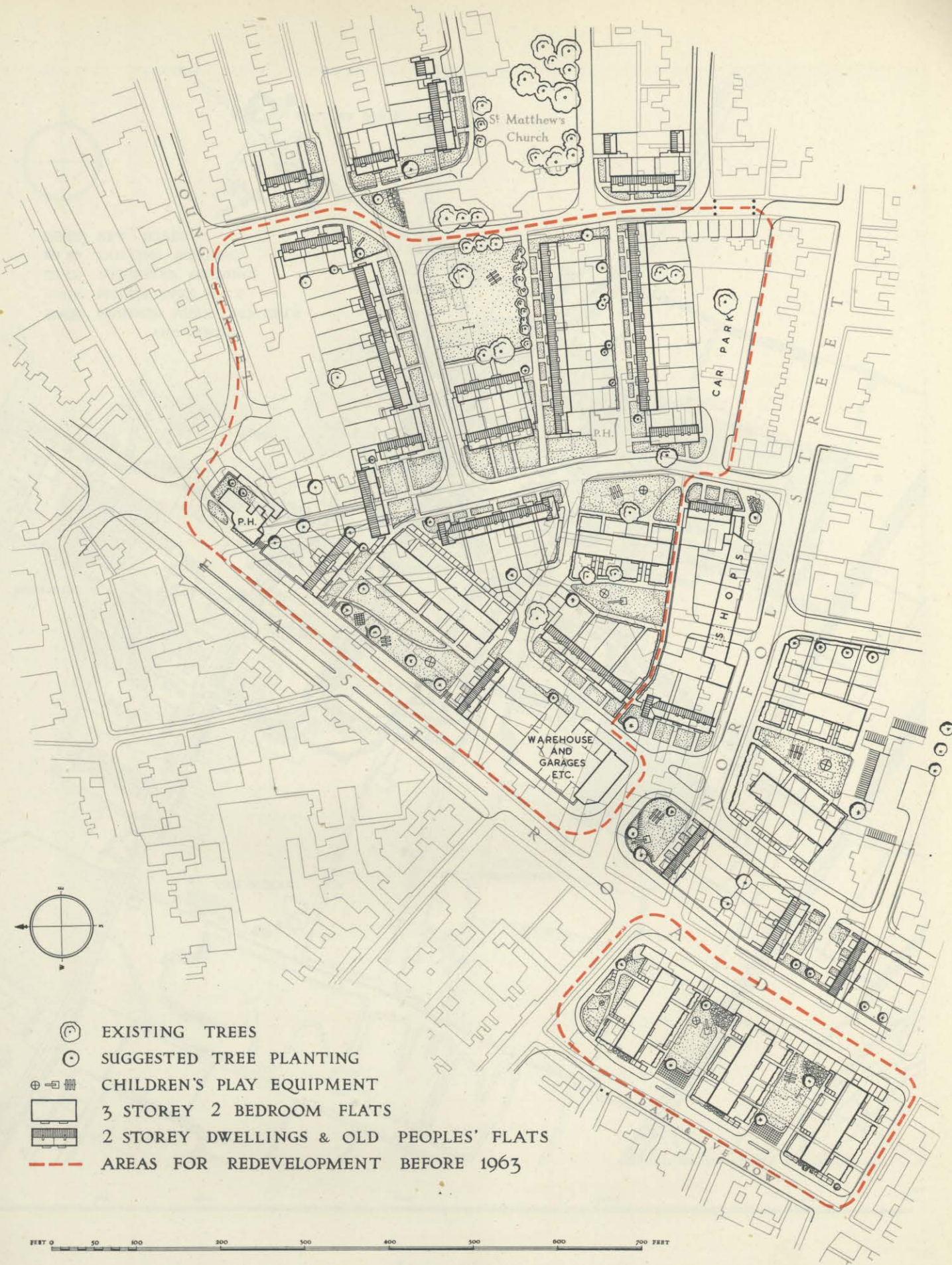
 Third class housing areas
 Fourth class housing areas

CONDITION OF DWELLINGS IN THE BOROUGH

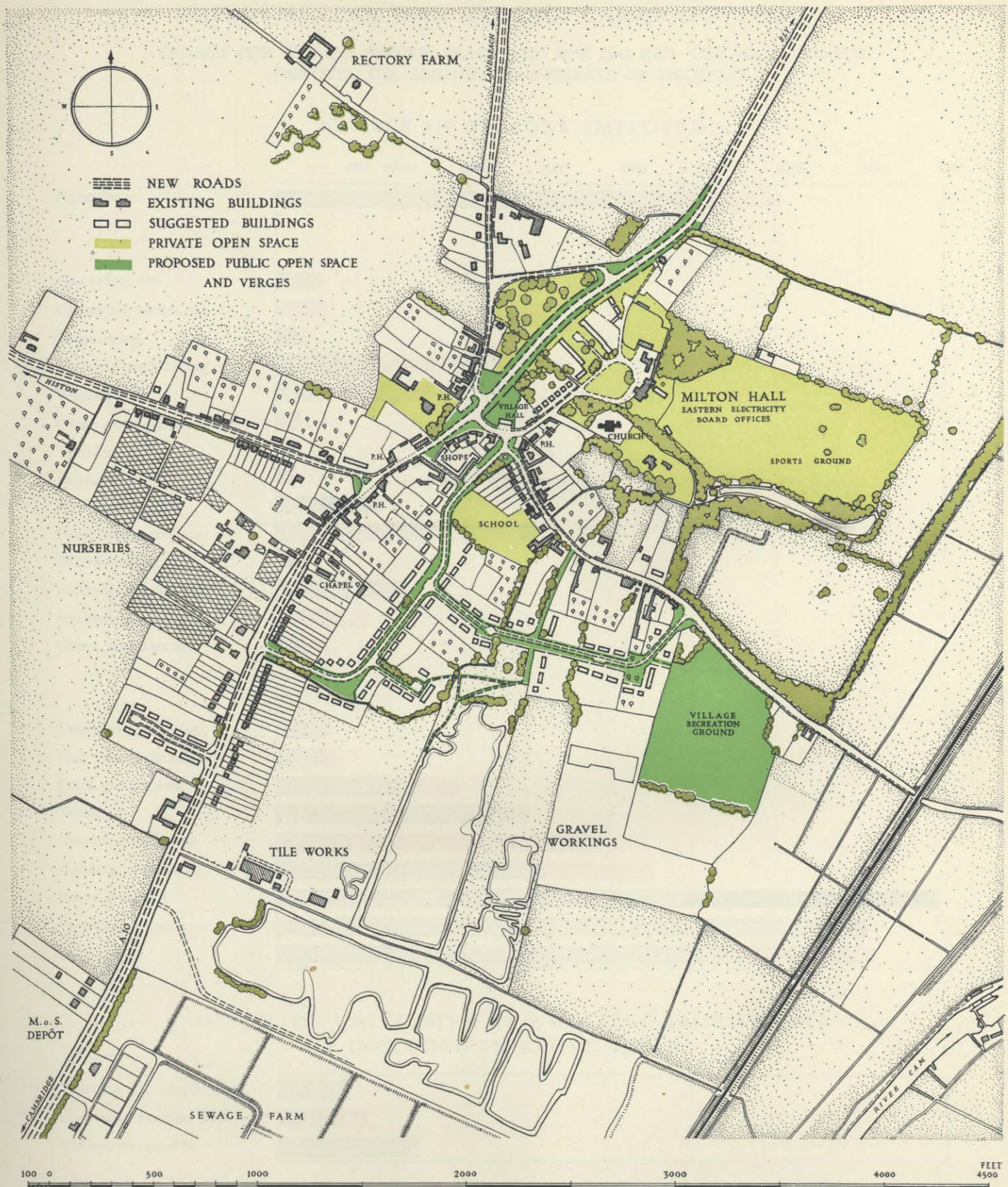


- | | | |
|---|--|---|
|  Allotments |  Verges and open spaces |  Curtilages |
|  Schools and community buildings |  Existing housing |  Service industry |
|  Existing housing |  Proposed housing |  Three-story flats |

STUDY OF RESIDENTIAL LAYOUT NEAR QUEEN EDITH'S WAY



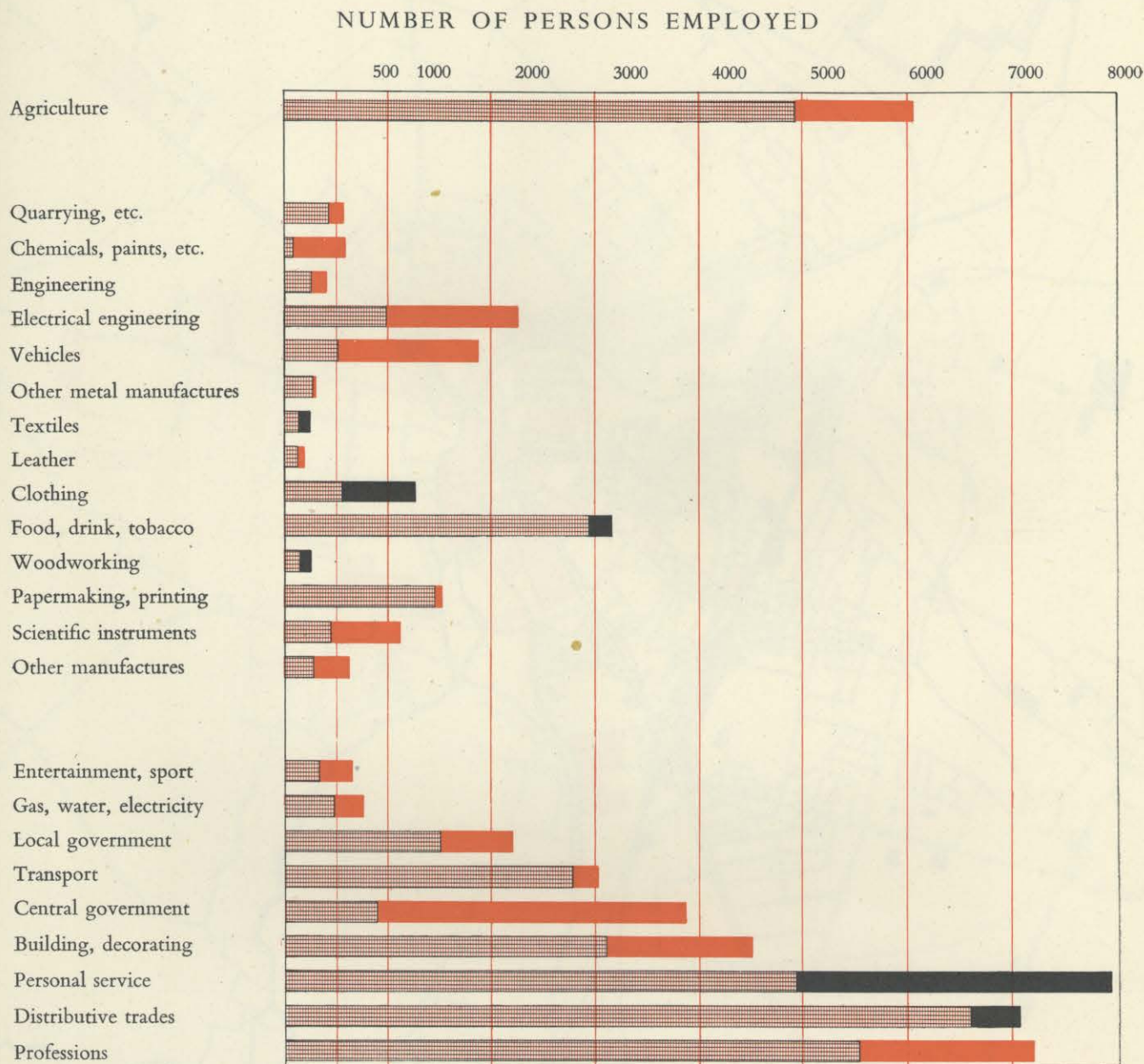
EAST ROAD AREA: SUGGESTED RE-DEVELOPMENT BEFORE 1963



A POSSIBLE DEVELOPMENT PLAN FOR MILTON

EMPLOYMENT IN AND AROUND CAMBRIDGE 1931-1948

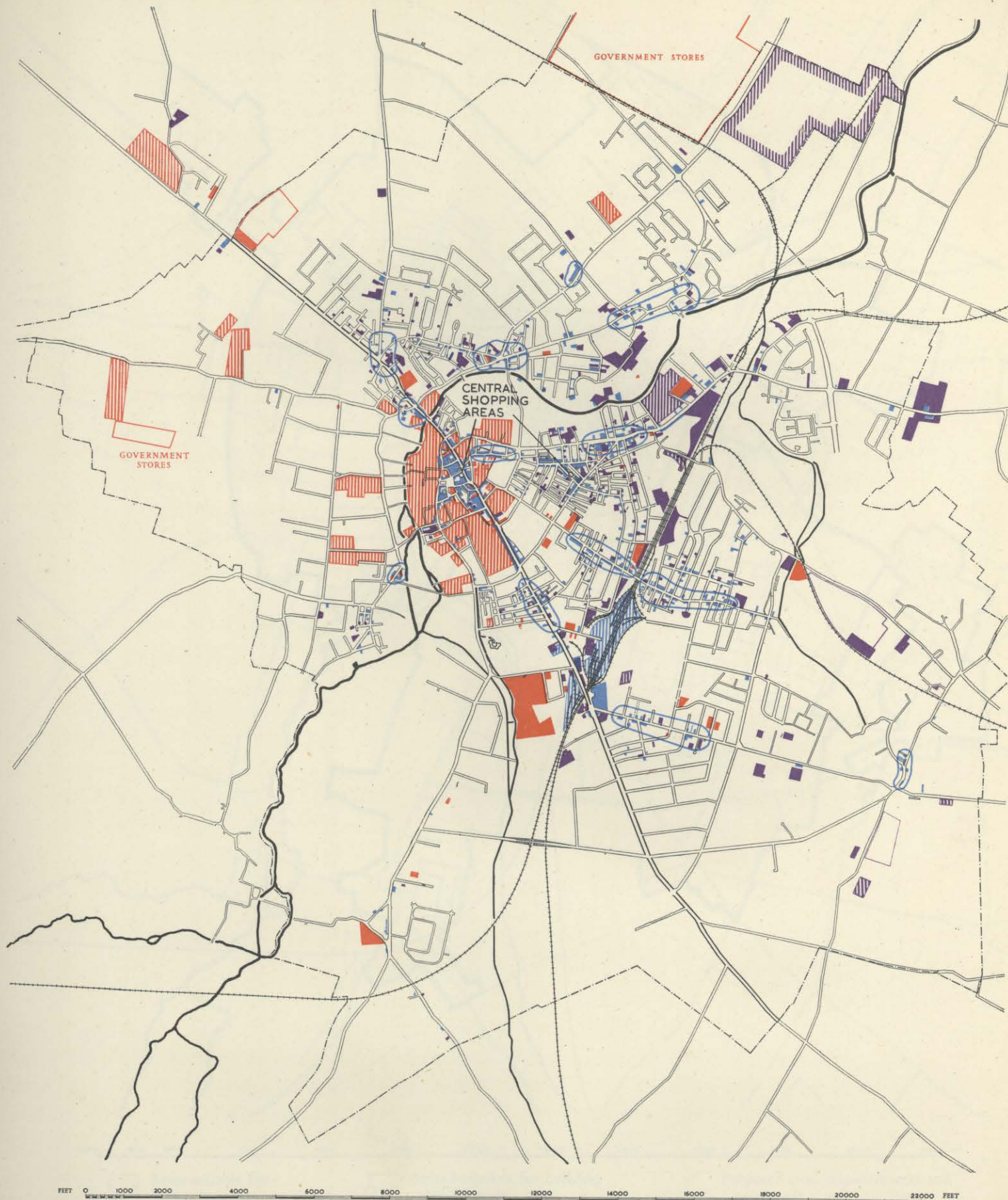
FIGURES FOR 1931 ARE SHOWN BLACK AND FOR 1948 RED. THE SOLID COLOUR DENOTES THE AMOUNT OF INCREASE OR DECREASE










DETAIL OF UNIVERSITY AND COLLEGE EMPLOYMENT INCLUDED IN ABOVE TABLE



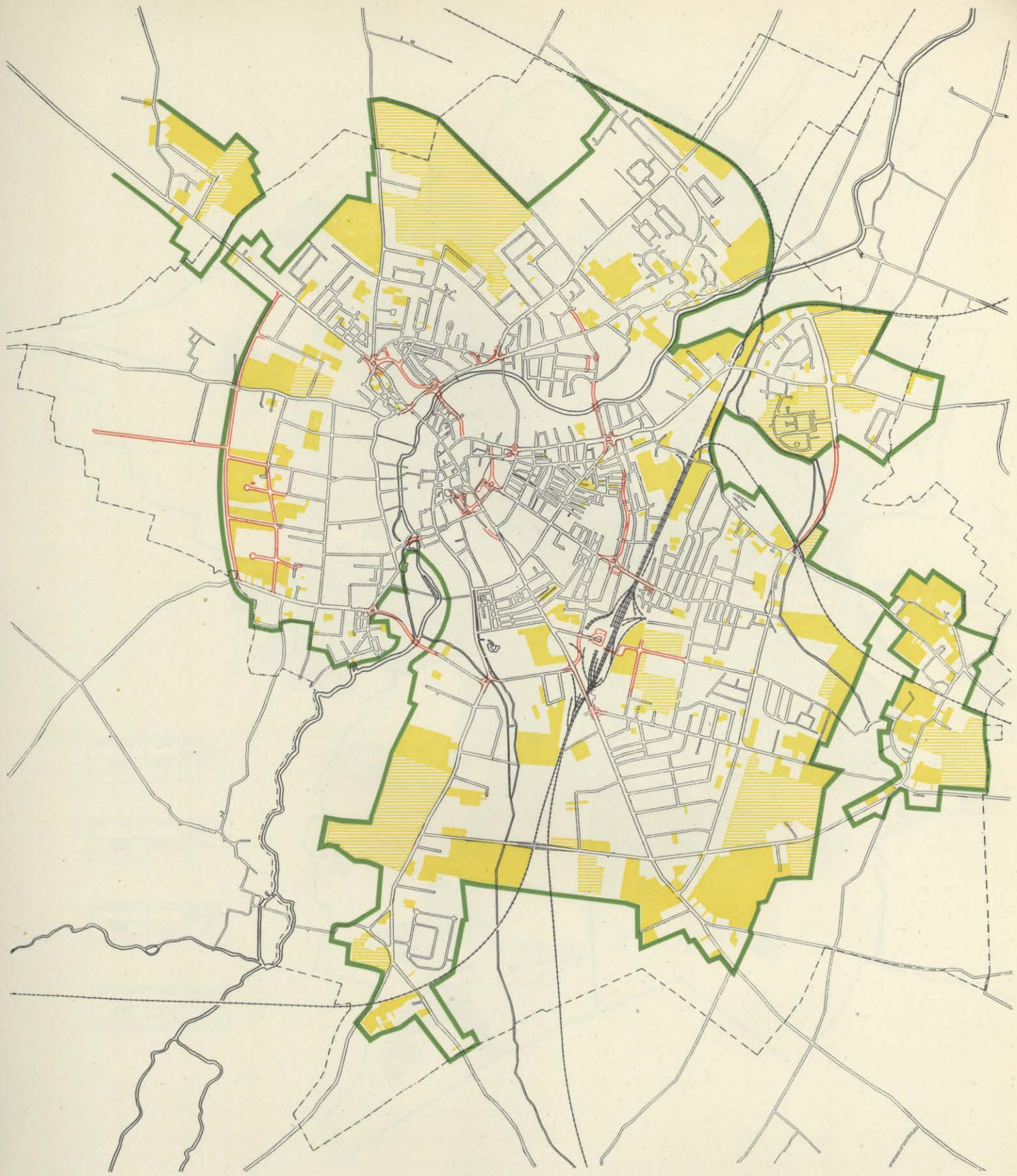
* The 1931 figures of college servants are not exactly known. Figures shown above are a rough approximation.



FET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000 FET

- | | | | | | |
|---|------------------------------|---|----------------------|---|------------------------|
|  | Shops and commerce |  | Shopping sub-centres |  | Industry and workshops |
|  | Transport | | |  | University |
|  | Central and local government | | |  | Public utilities |

PLACES OF EMPLOYMENT IN THE BOROUGH



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Areas suitable for development

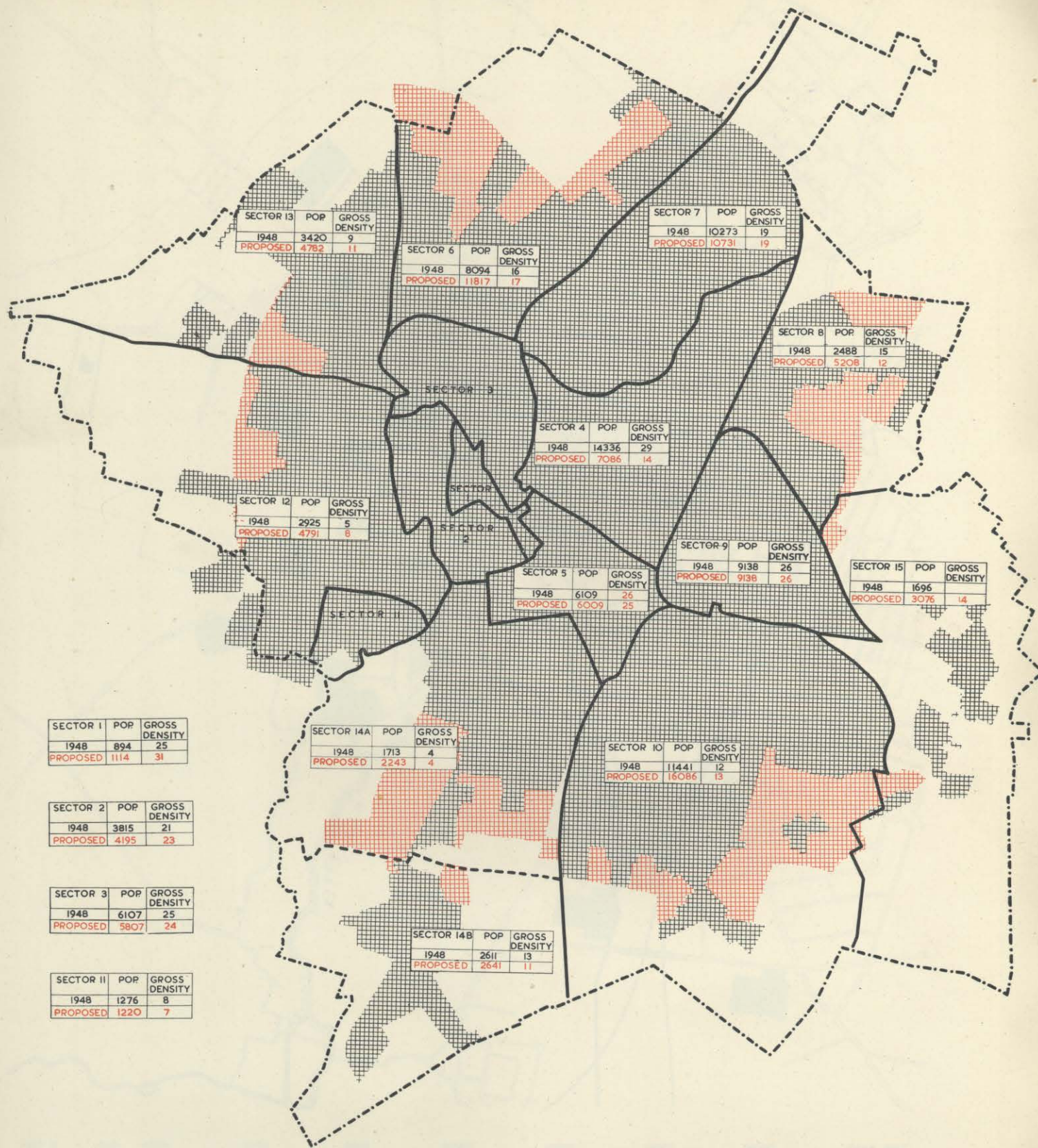
Areas bespoken for building development

Proposed road improvements and new roads

Provisional boundary for built-up areas

Note: Development to be in accordance with uses shown on the outline plan

LAND WITHIN THE PROVISIONAL BOUNDARY OF DEVELOPMENT WHICH IS SUITABLE FOR BUILDING



SECTOR 1	POP	GROSS DENSITY
1948	894	25
PROPOSED	1114	31

SECTOR 2	POP	GROSS DENSITY
1948	3815	21
PROPOSED	4195	23

SECTOR 3	POP	GROSS DENSITY
1948	6107	25
PROPOSED	5807	24

SECTOR 11	POP	GROSS DENSITY
1948	1276	8
PROPOSED	1220	7

SECTOR 14A	POP	GROSS DENSITY
1948	1713	4
PROPOSED	2243	4

SECTOR 14B	POP	GROSS DENSITY
1948	2611	13
PROPOSED	2641	11

SECTOR 5	POP	GROSS DENSITY
1948	6109	25
PROPOSED	6009	25

SECTOR 4	POP	GROSS DENSITY
1948	14336	29
PROPOSED	7086	14

SECTOR 9	POP	GROSS DENSITY
1948	9138	26
PROPOSED	9138	26

SECTOR 15	POP	GROSS DENSITY
1948	1696	14
PROPOSED	3076	14

SECTOR 8	POP	GROSS DENSITY
1948	2488	15
PROPOSED	5208	12

SECTOR 7	POP	GROSS DENSITY
1948	10273	19
PROPOSED	10731	19

SECTOR 6	POP	GROSS DENSITY
1948	8094	16
PROPOSED	11817	17

SECTOR 13	POP	GROSS DENSITY
1948	3420	9
PROPOSED	4782	11

SECTOR 3

SECTOR 12

SECTOR 10

SECTOR 11

SECTOR 14

SECTOR 14A

SECTOR 14B

SECTOR 10

SECTOR 9

SECTOR 8

SECTOR 7

SECTOR 6

SECTOR 5

SECTOR 4

SECTOR 3

SECTOR 2

SECTOR 1

SECTOR 15

SECTOR 14

SECTOR 13

SECTOR 12

SECTOR 11

SECTOR 10

SECTOR 9

SECTOR 8

SECTOR 7

SECTOR 6

SECTOR 5

SECTOR 4

SECTOR 3

SECTOR 2

SECTOR 1

SECTOR 15

SECTOR 14

SECTOR 13

SECTOR 12

SECTOR 11

SECTOR 10

SECTOR 9

SECTOR 8

SECTOR 7

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SECTOR 5

SECTOR 4

SECTOR 3

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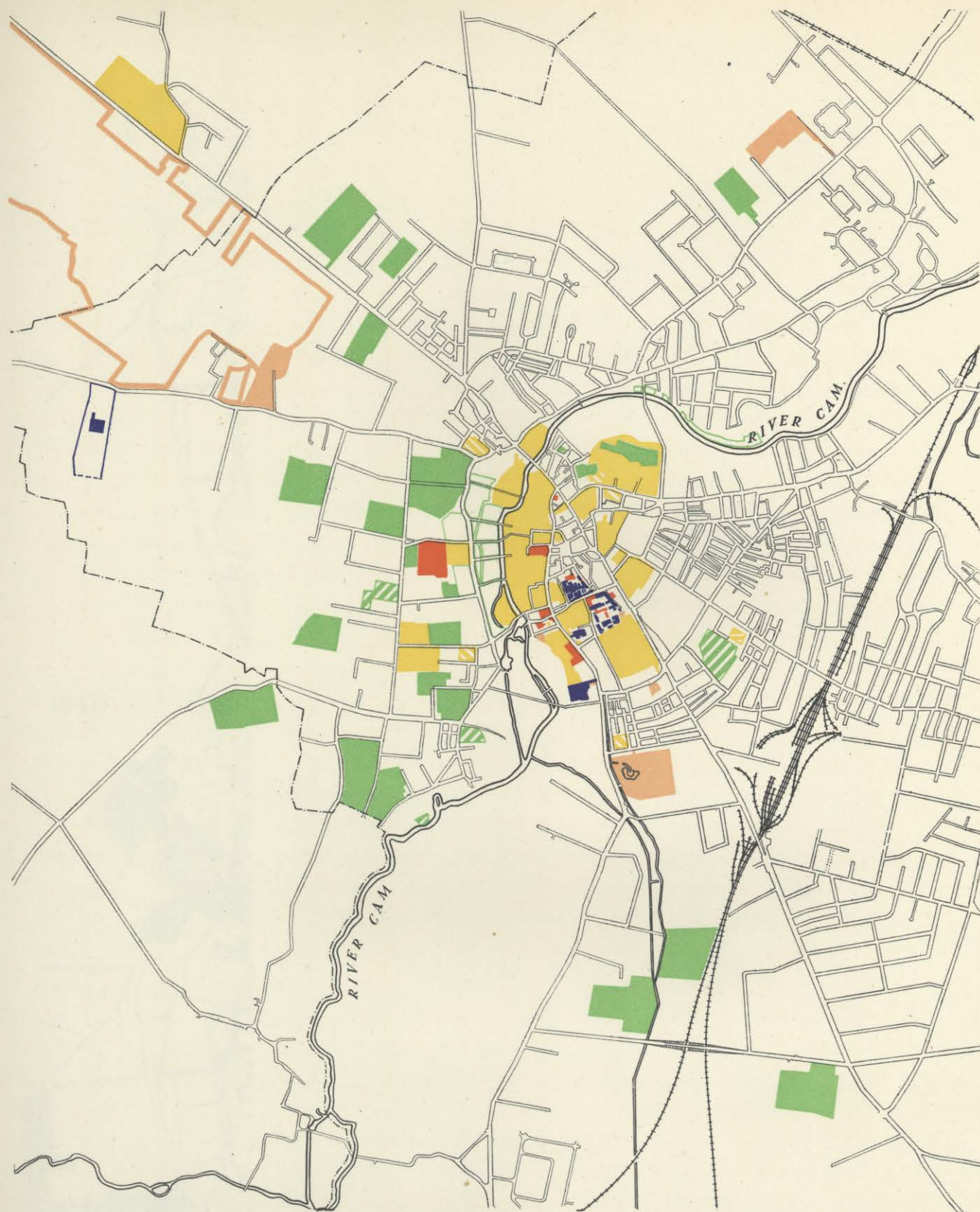
SECTOR 7

SECTOR 6

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SECTOR 3



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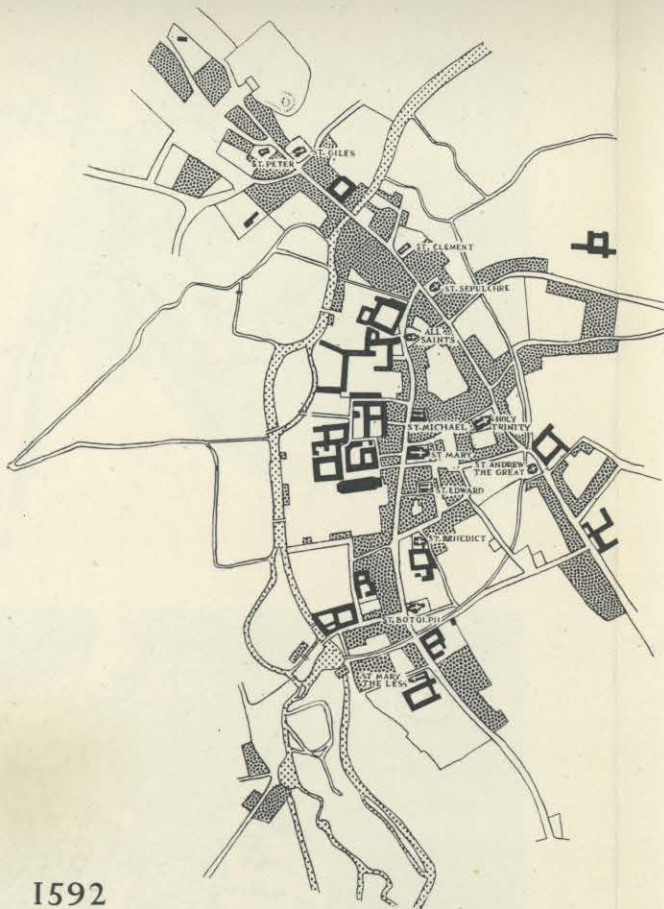
- Departments mainly scientific, which may expand rapidly in terms of buildings
- Departments which seem less likely to expand rapidly including arts, administration, and the University Press
- University playing fields and bathing place

- Other departments, e.g. University Observatory
- Colleges (subsidiary Colleges shown hatched)
- College playing fields, Fellows' Gardens and other College land adjoining Queens' Road, and boathouses

LAND AND BUILDINGS IN USE BY THE UNIVERSITY



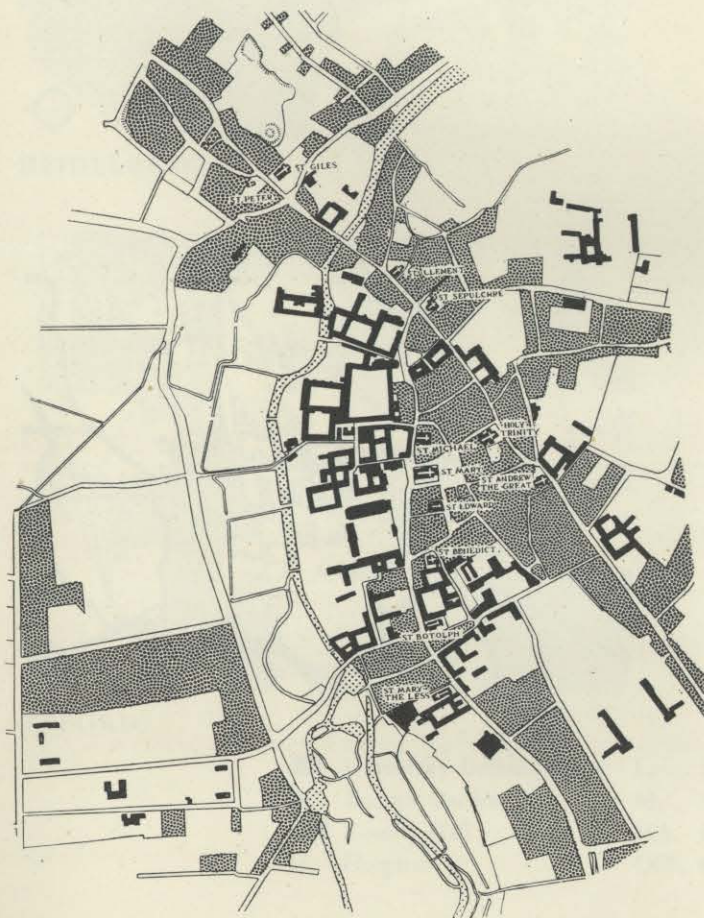
1340



1592



1798



1886



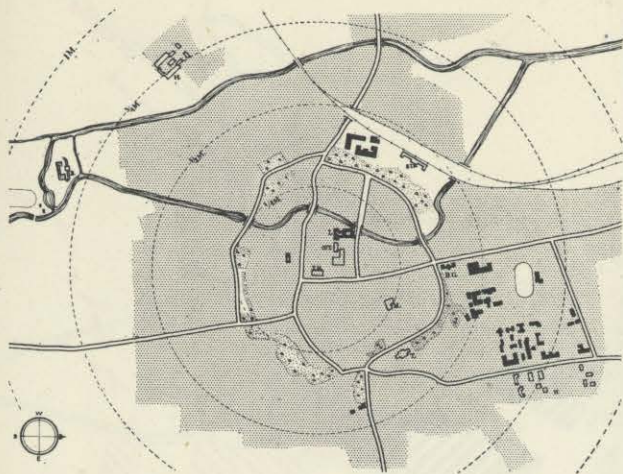
1948

NOTES

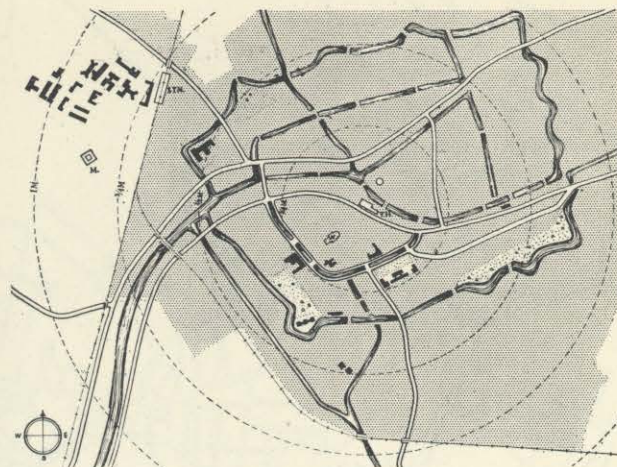
- 1340 from sketch plan by Professor R. Willis, M.A., F.R.S.
- 1592 from plan by John Hamond.
- 1798 from plan by William Custance.
- 1886 from Ordnance Survey Sheet 1888 Edition.
- 1948 from Ordnance Survey Sheet 1927 Edition Revised.

Maps are based on *Old Plans of Cambridge, 1574-1798*, by J. Willis Clark and Arthur Gray, and also on the Ordnance Survey Sheets.

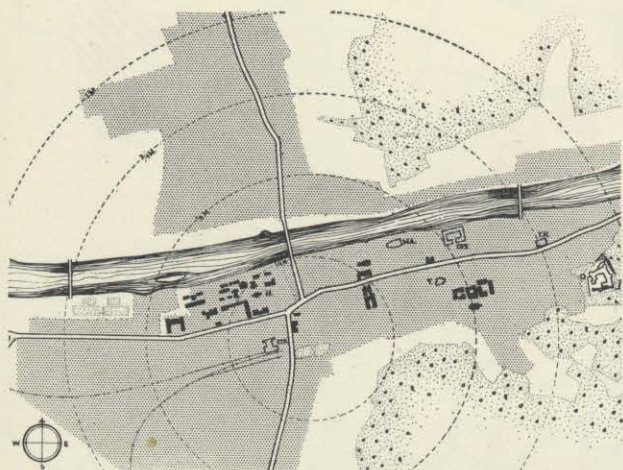
THE GROWTH OF THE CENTRAL AREA



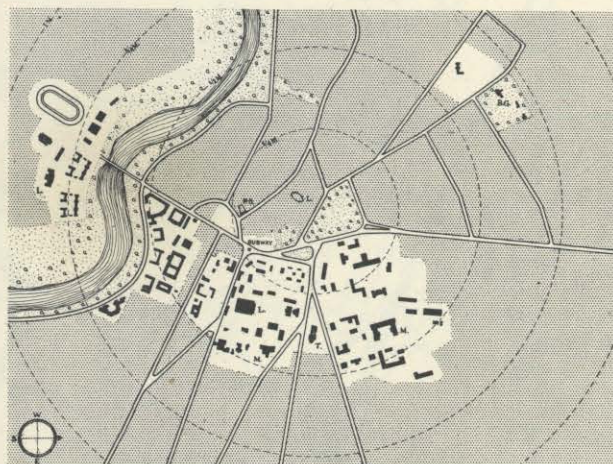
GÖTTINGEN



LEIDEN



HEIDELBERG



HARVARD



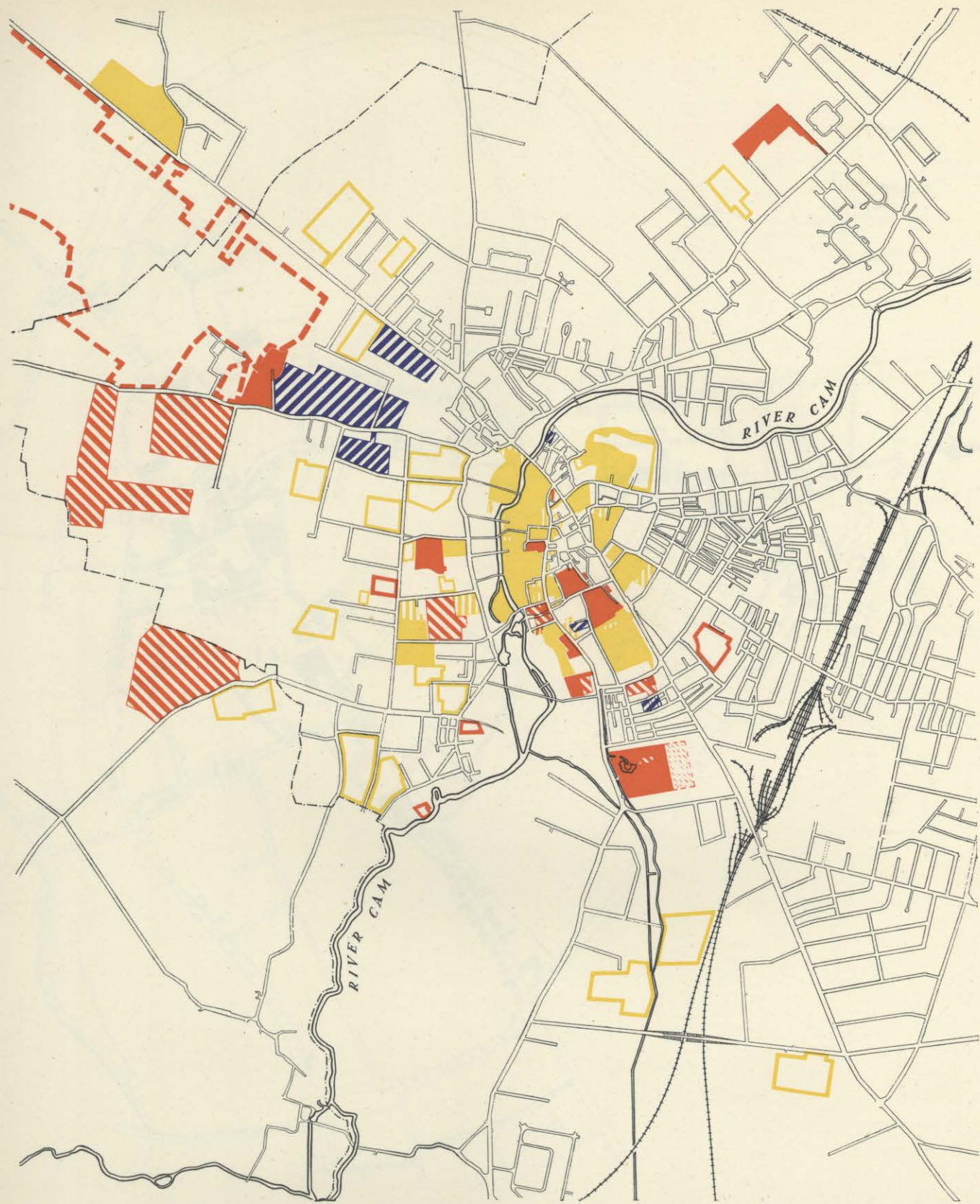
OXFORD



CAMBRIDGE

- | | | |
|------------------------|--------------|-----------------|
| ■ University Buildings | L. Library | PO. Post Office |
| BG. Botanic Gardens | M. Museum | STN. Station |
| CH. County Hall | MA. Market | T. Theatre |
| H. Hospital | OFF. Offices | TH. Town Hall |

UNIVERSITY TOWNS



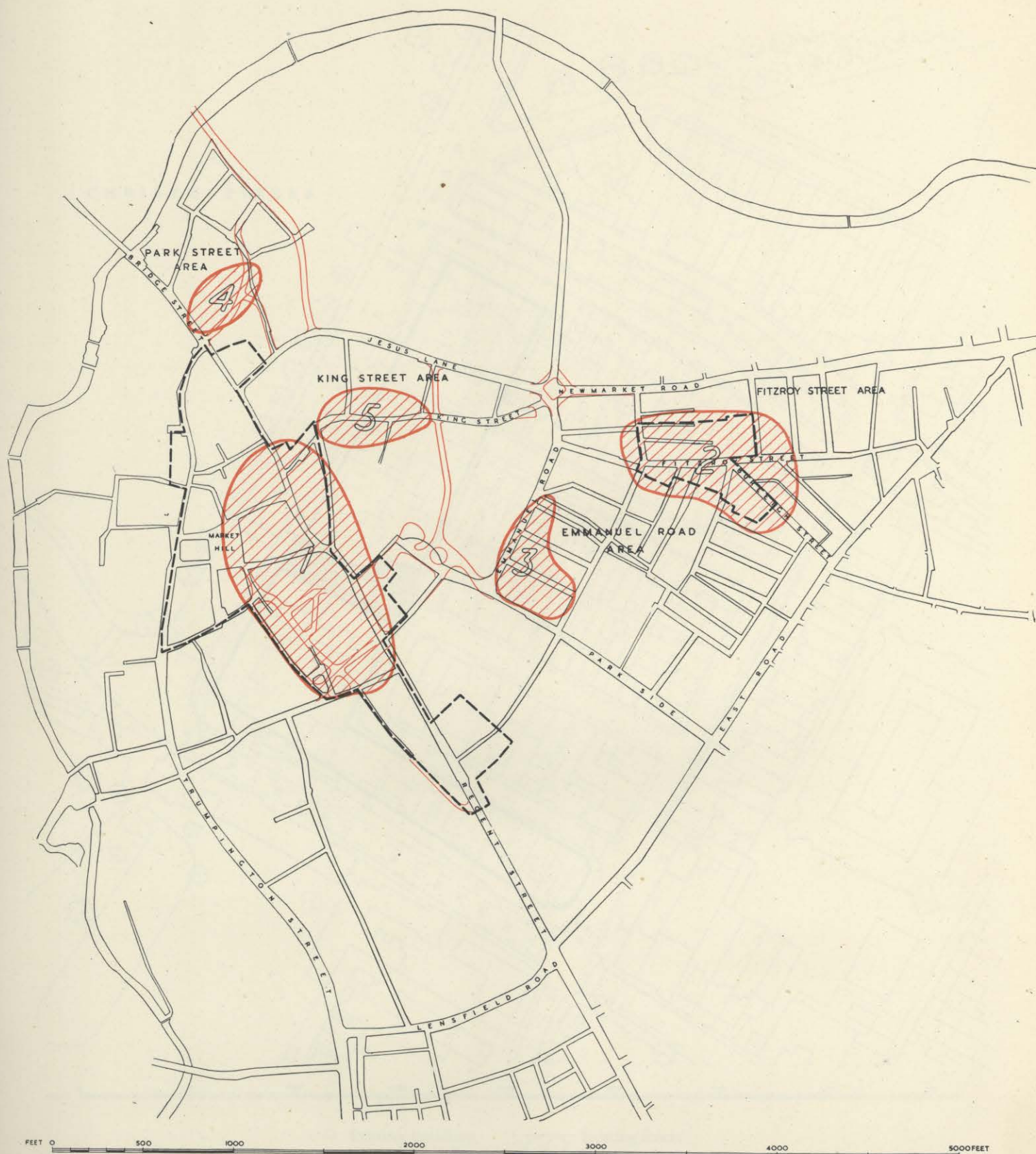
FEET 0 1000 2000 4000 6000 8000 10000 12000 14000 16000 FEET

- | | |
|--|---|
| Existing buildings in use for College purposes | Existing buildings in use for University purposes |
| Sites which the Colleges have in mind for extensions | Sites which the University has bought or has in mind for extensions |
| College playing fields | University playing fields |
| Sites proposed by the consultants | University Farm property |

POSSIBLE SITES FOR UNIVERSITY AND COLLEGE EXTENSIONS



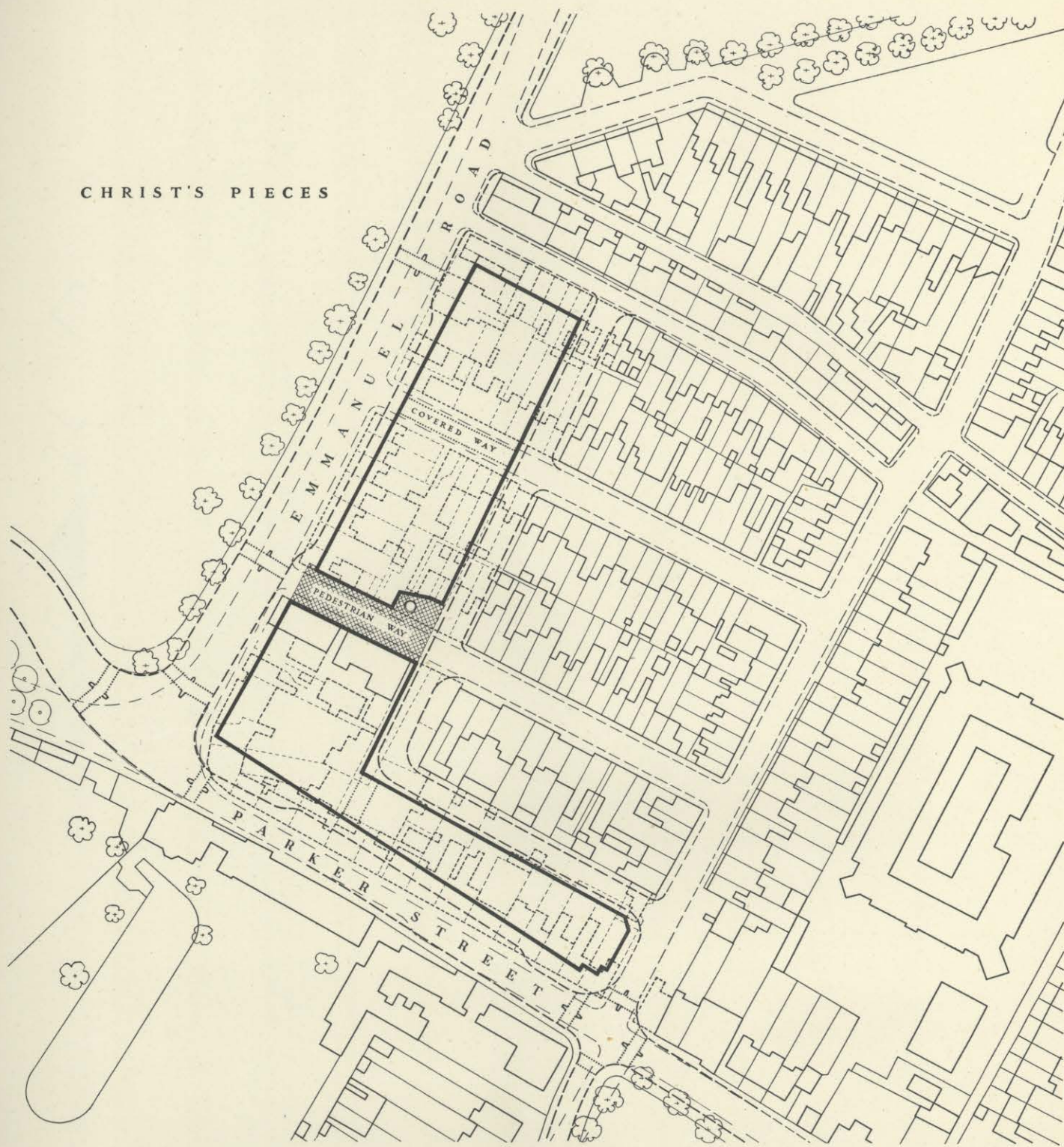
TYPES OF SHOPS NEAR THE CENTRE



Principal existing shopping centres outlined in a broken black line
Main road proposals outlined in red

POSSIBLE SITES FOR NEW CENTRAL SHOPS

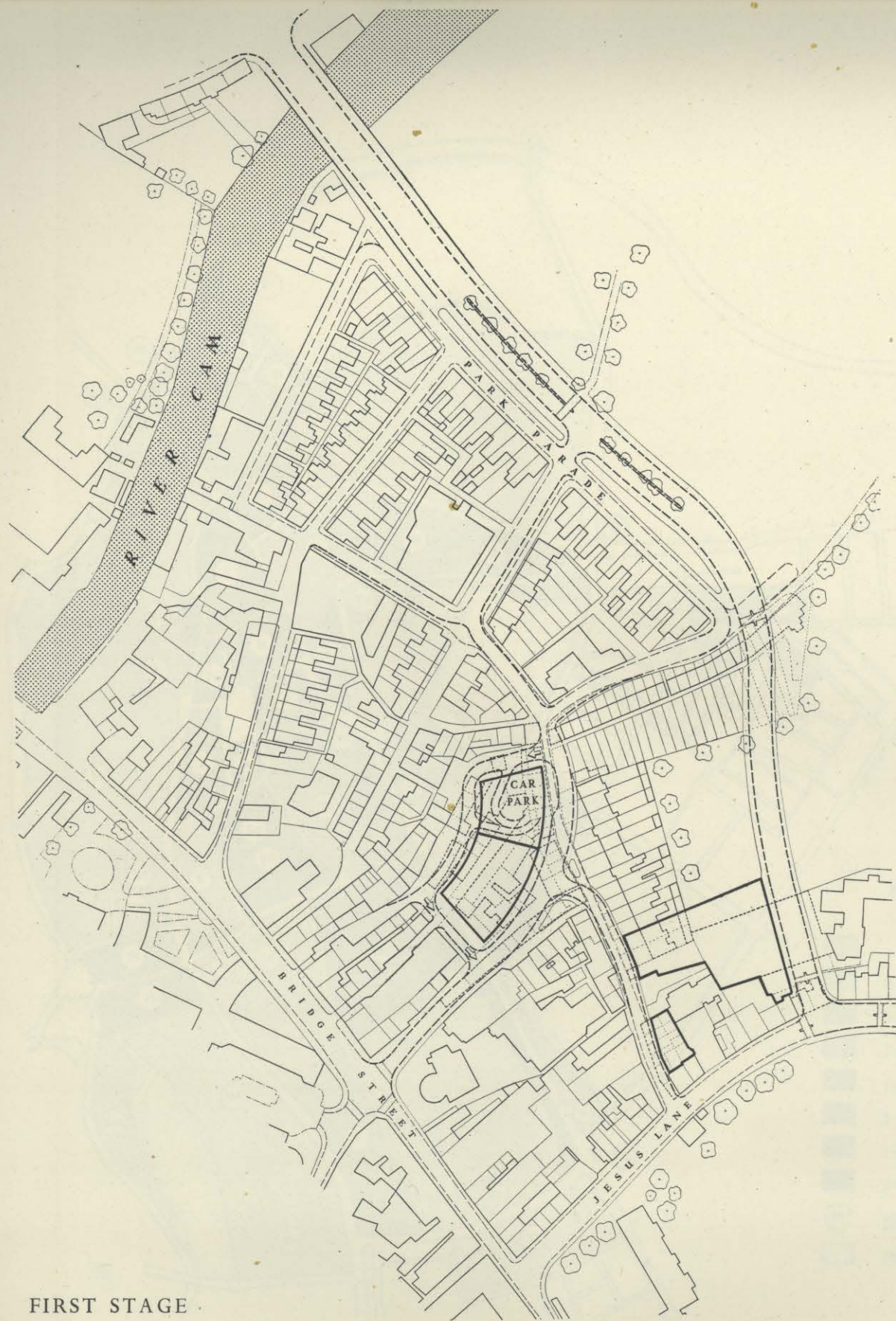
CHRIST'S PIECES



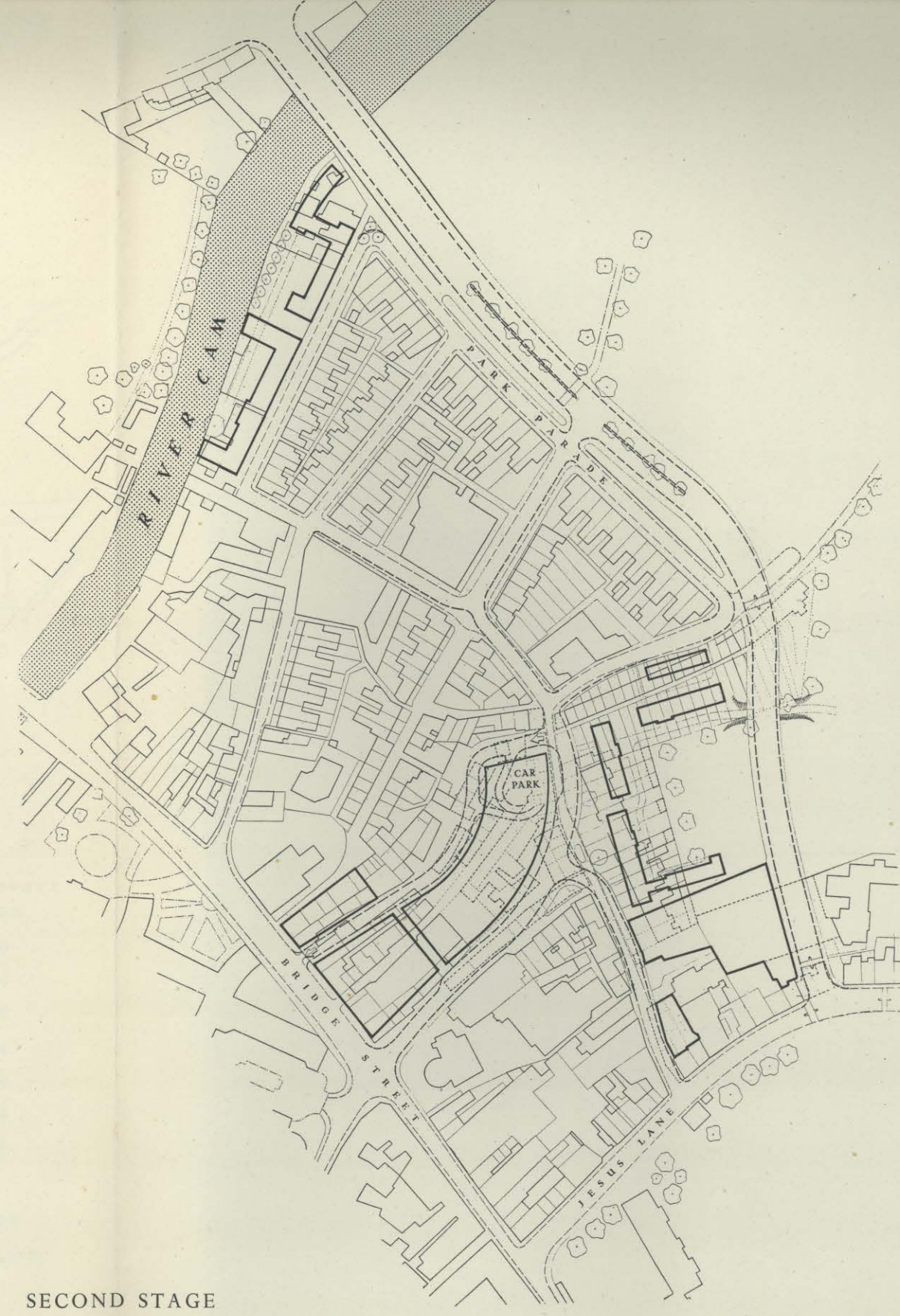
SCALE 0 100 200 300 400 500 600 700 800 FEET

- | | |
|---|---------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | — New building line |
| ○ New trees | |

A STUDY OF REDEVELOPMENT NEAR EMMANUEL ROAD



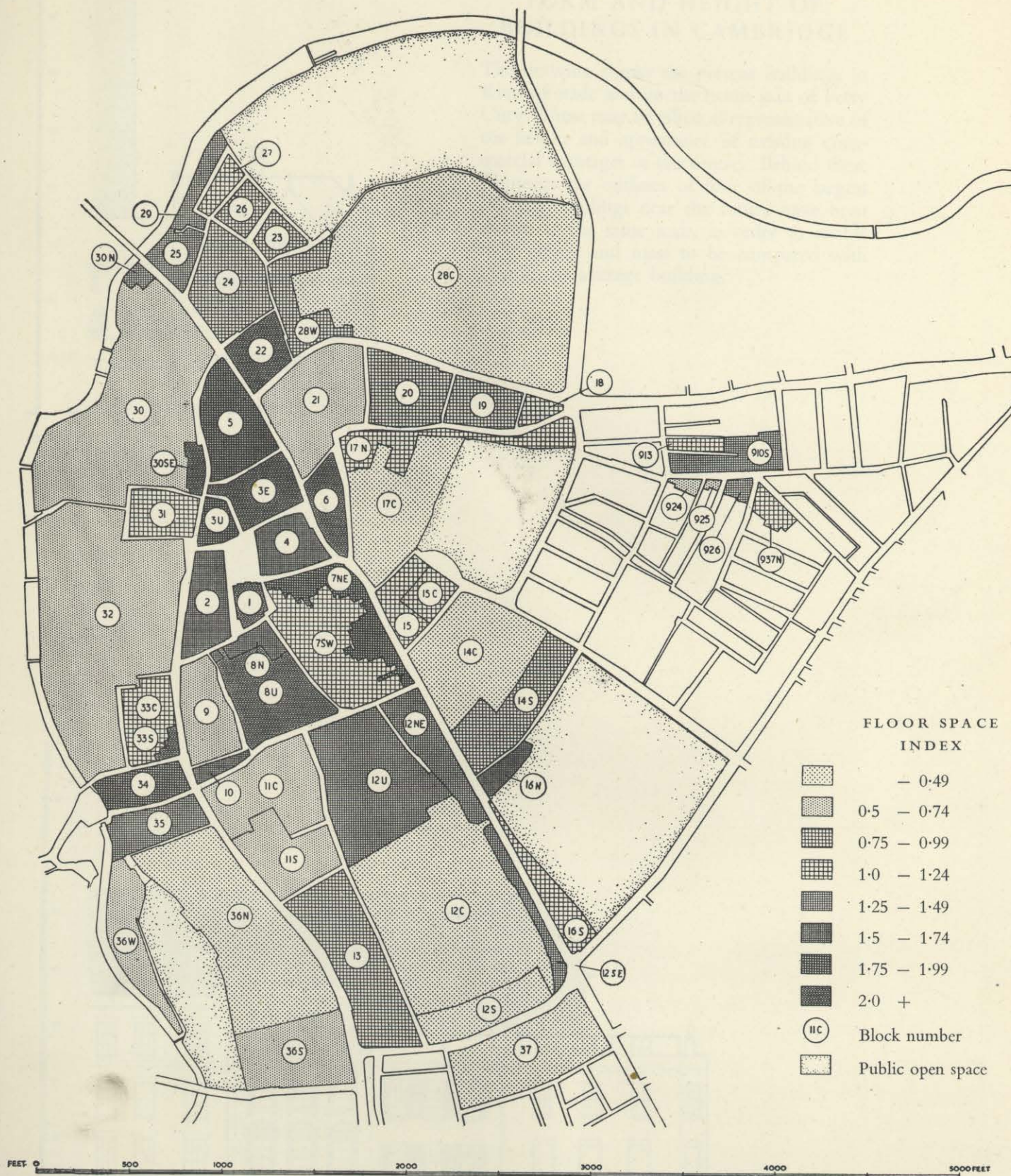
FIRST STAGE



SECOND STAGE

FEET 0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500

- | | |
|---------------------------------------|-------------------|
| — Existing buildings | Existing fences |
| - - - Existing road line | Existing trees |
| Buildings and fences to be demolished | |
| - - - New road lines | New building line |
| ○ New trees | |

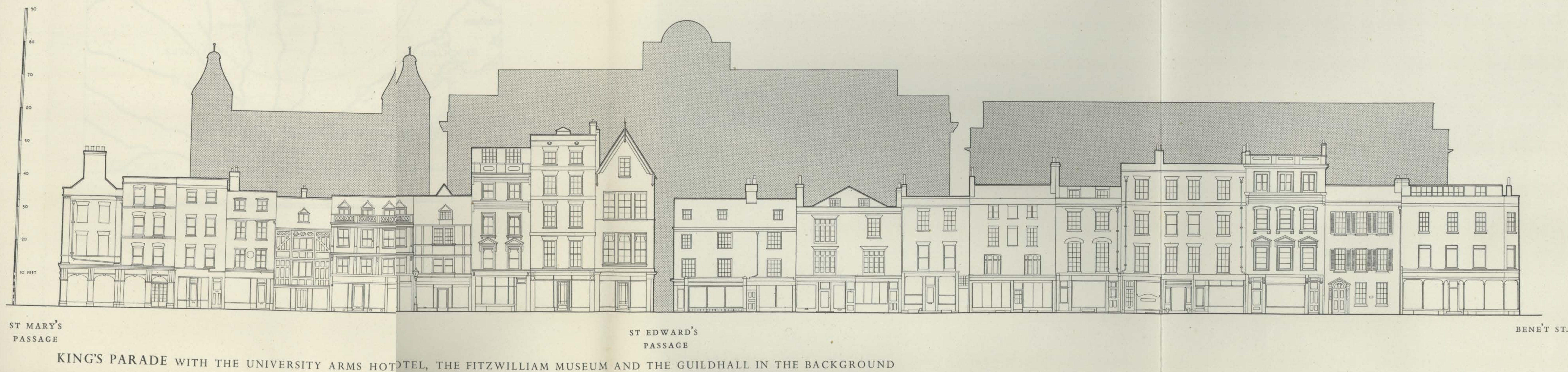
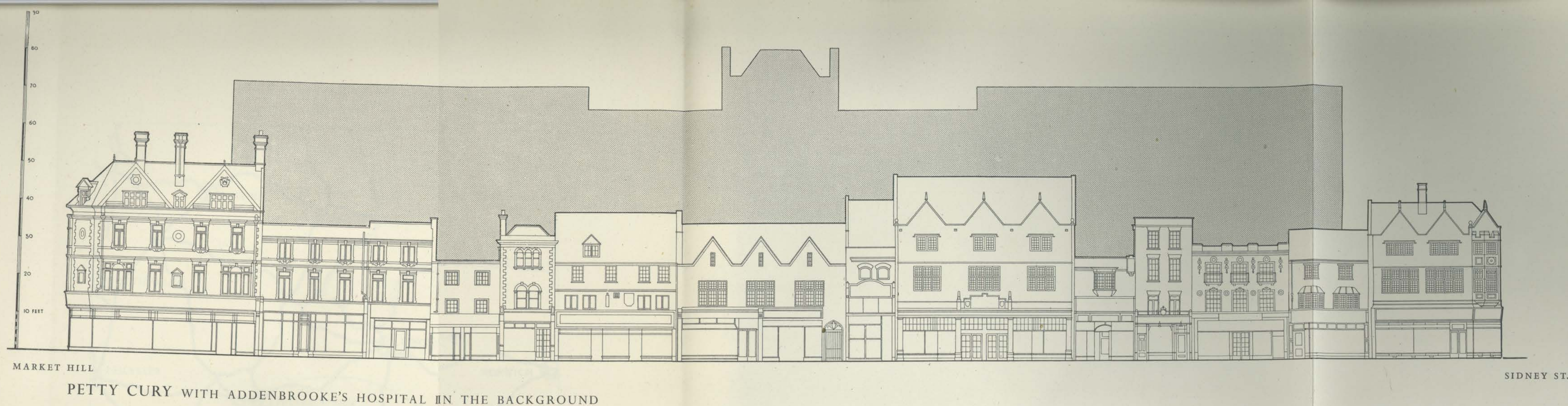


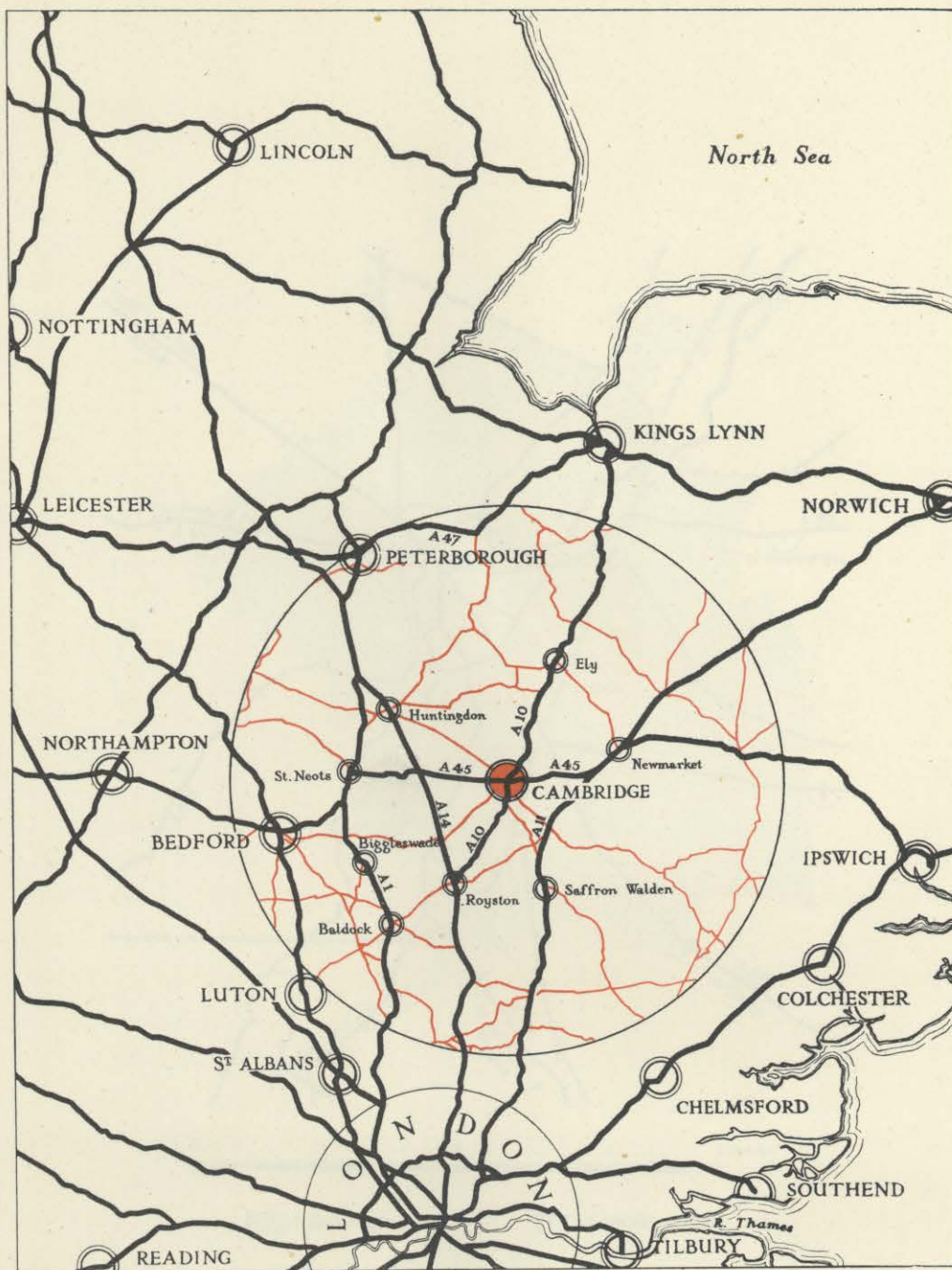
THIS MAP SHOWS COMPARATIVE DENSITY OF BUILDING BY GRADATED SHADING

BUILDING DENSITY IN THE CENTRE

FORM AND HEIGHT OF BUILDINGS IN CAMBRIDGE

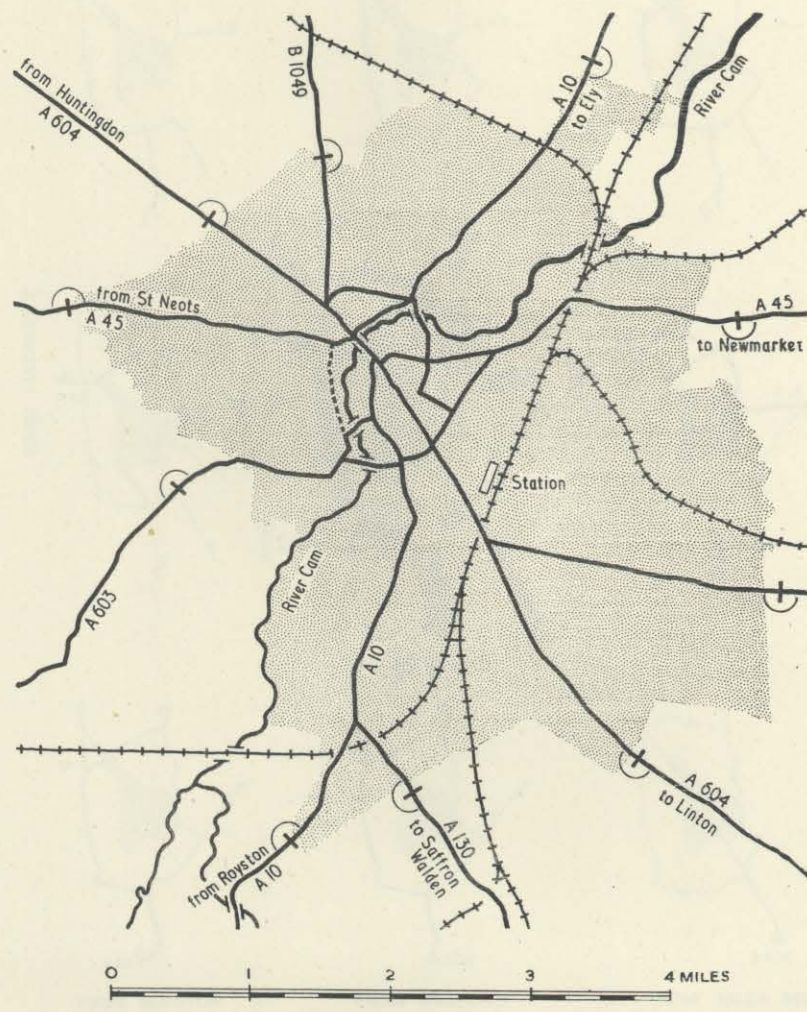
The drawing shows the present buildings in King's Parade and on the north side of Petty Cury. These may be taken as representative of the height and appearance of existing commercial frontages in the centre. Behind these frontages the outlines of four of the largest existing buildings near the centre have been shown to the same scale, in order to enable their height and mass to be compared with that of the average building.





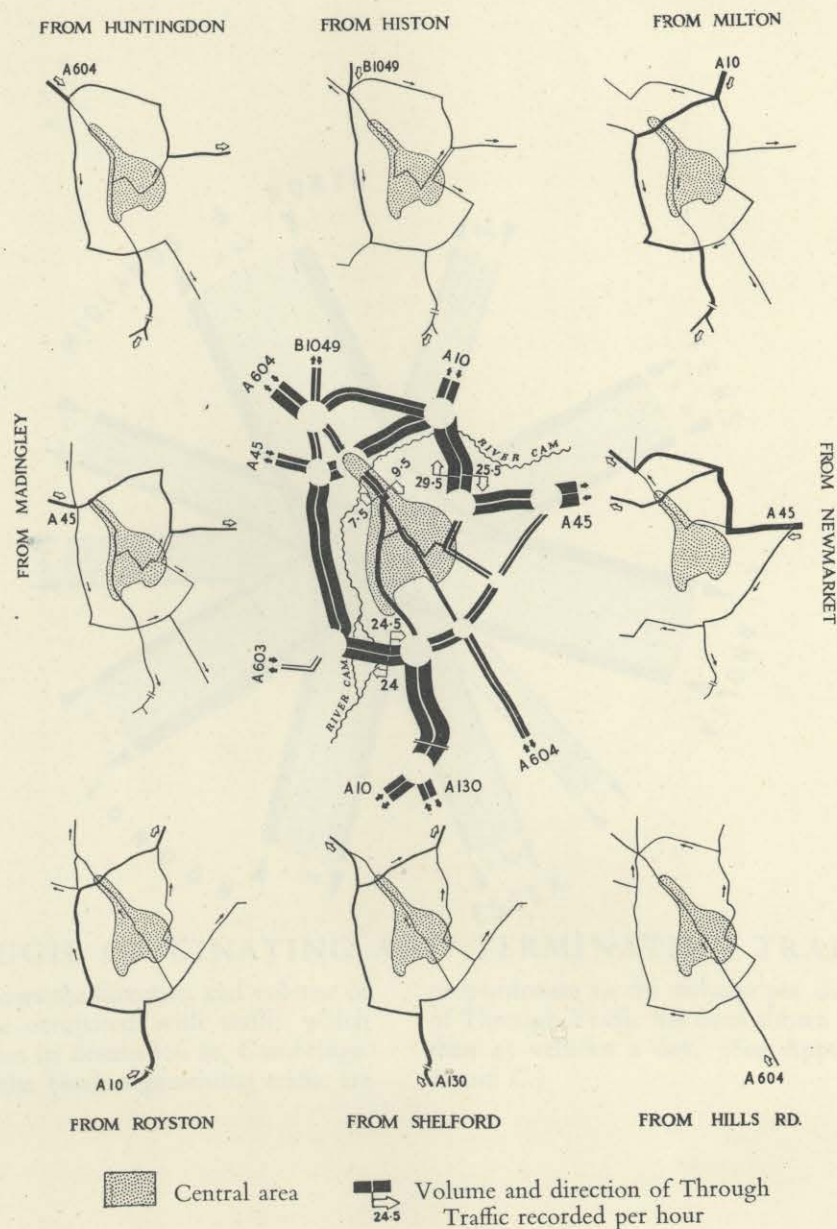
— Trunk roads — First class roads near Cambridge

REGIONAL MAIN ROADS



Borough area
 Census points

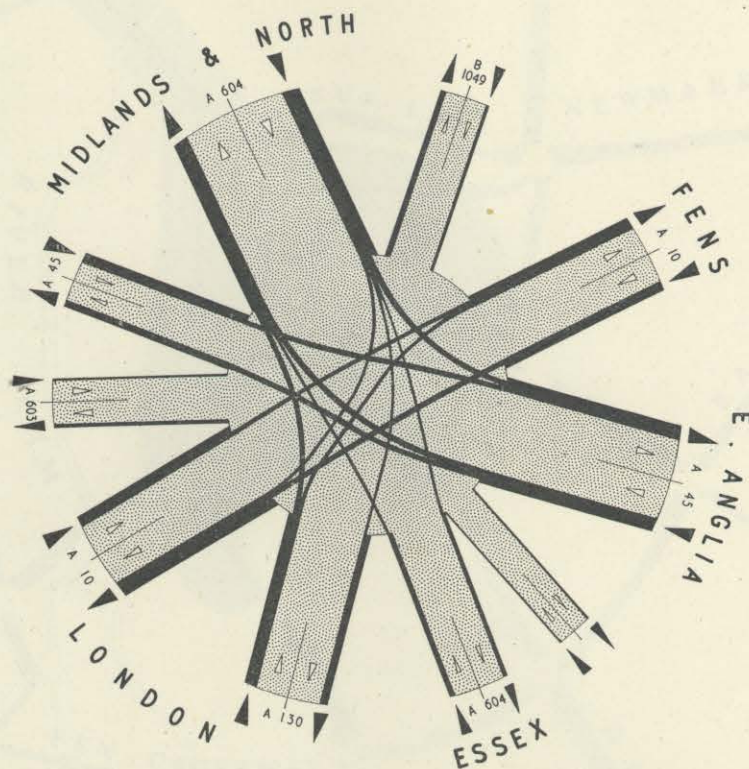
ORIGIN AND DESTINATION CENSUS POINTS



THROUGH-TRAFFIC ROUTES

The main diagram shows the relative amounts of Through Traffic on various roads. The eight small diagrams show how the Through Traffic, entering by the eight main roads, moves through the town and keeps out of the Central Area. The

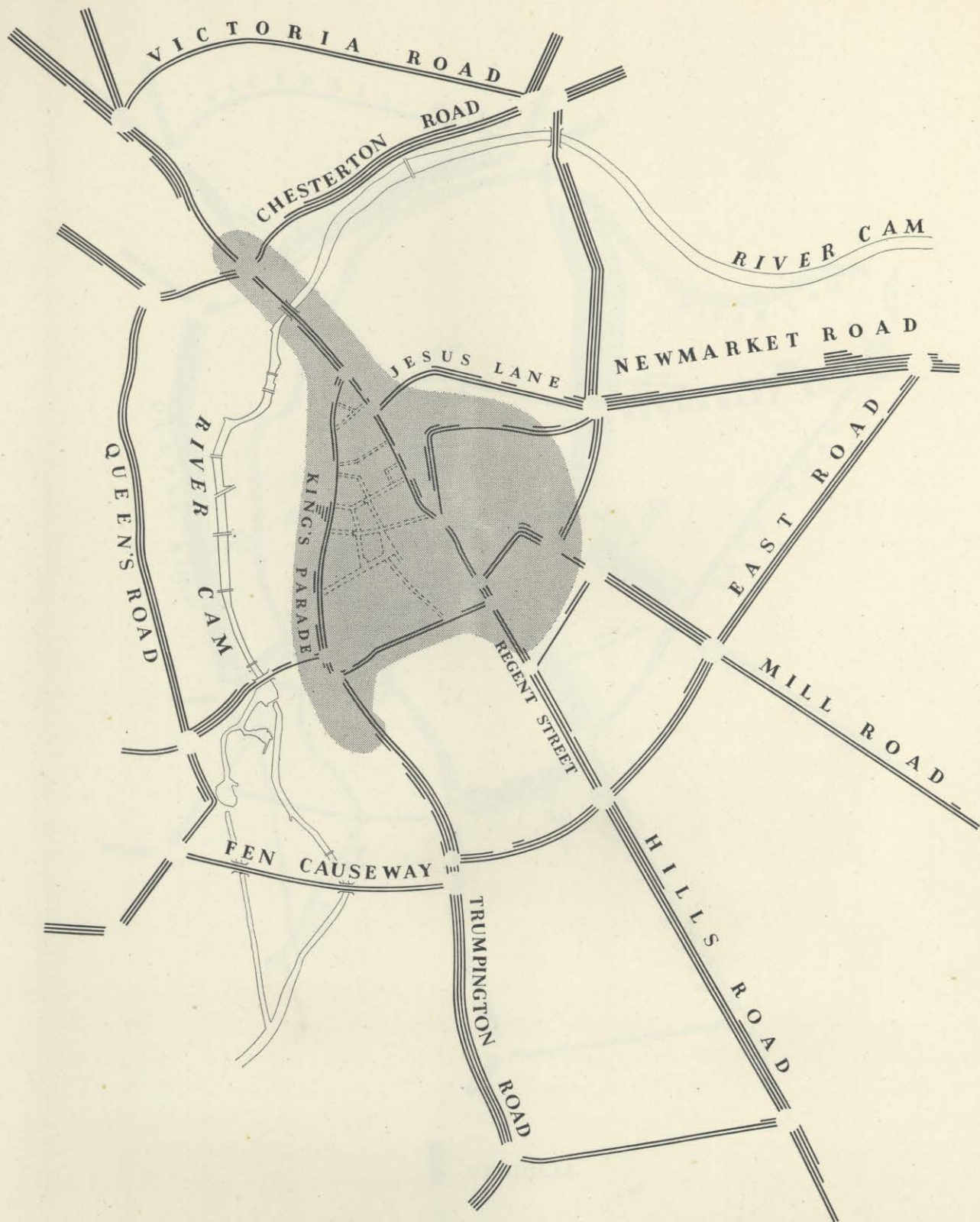
sum of the small diagrams, plus a small amount of traffic from the two minor roads, forms the main diagram. The thickness of bands showing routes taken is proportionate to the amount of Through Traffic on those routes.



THROUGH, ORIGINATING AND TERMINATING TRAFFIC

This diagram shows the direction and volume of Through Traffic compared with traffic which starts from, or has its destination in, Cambridge. The widths of the bands representing traffic are

proportionate to the volume per day. No flow of Through Traffic has been shown which is less than 45 vehicles a day. (See Appendix Tables B and C.)

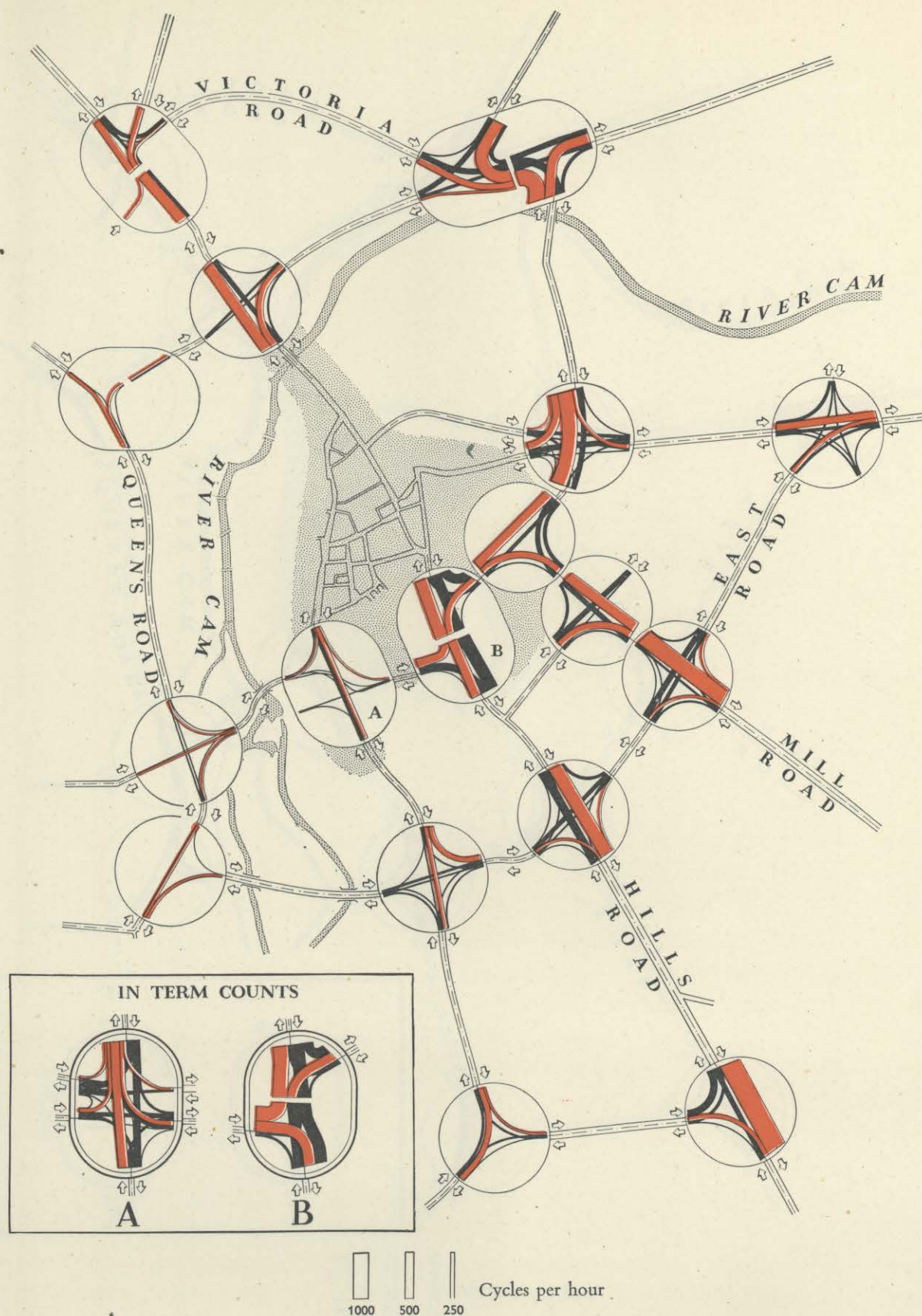


Central area

— One 9 ft. traffic lane

TRAFFIC LANES

This diagram shows widths of carriageways in and near the Central Area in multiples of 9 ft. traffic lanes.

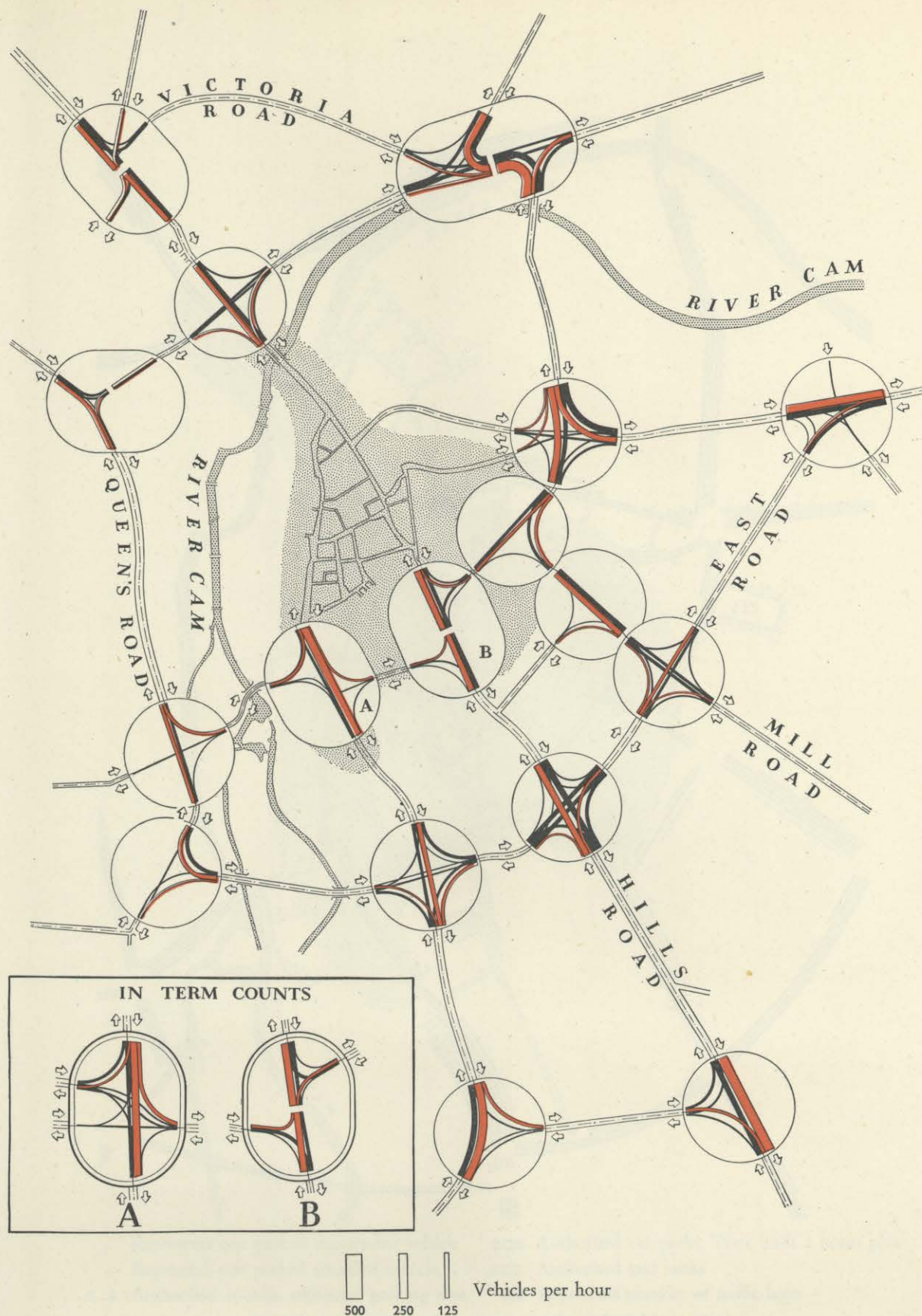


CYCLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.

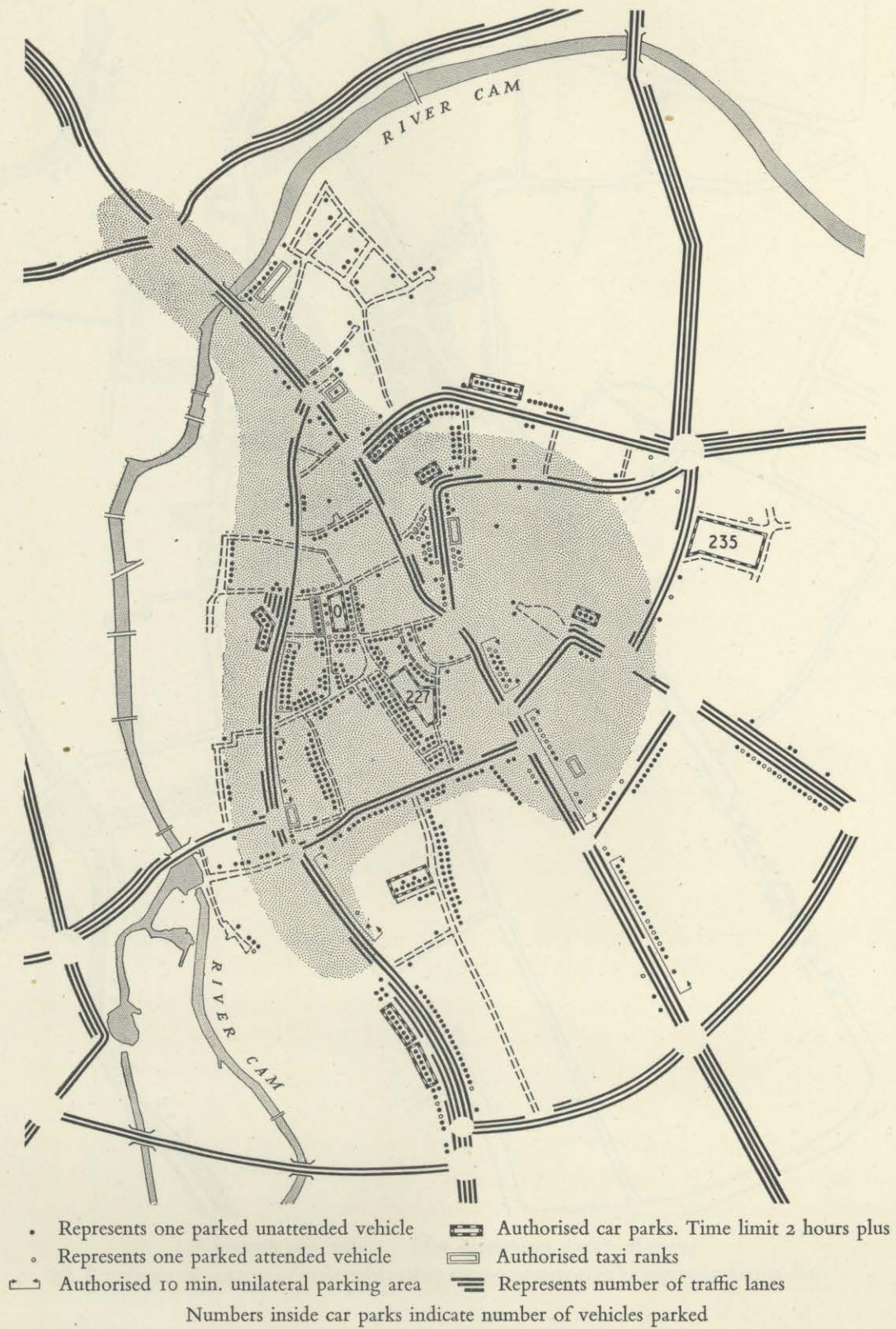


VEHICLE-TURNING VOLUMES. LUNCH-TIME PEAKS

Thicknesses of bands are proportionate to volumes recorded. The heaviest flow into or from each junction is coloured red.

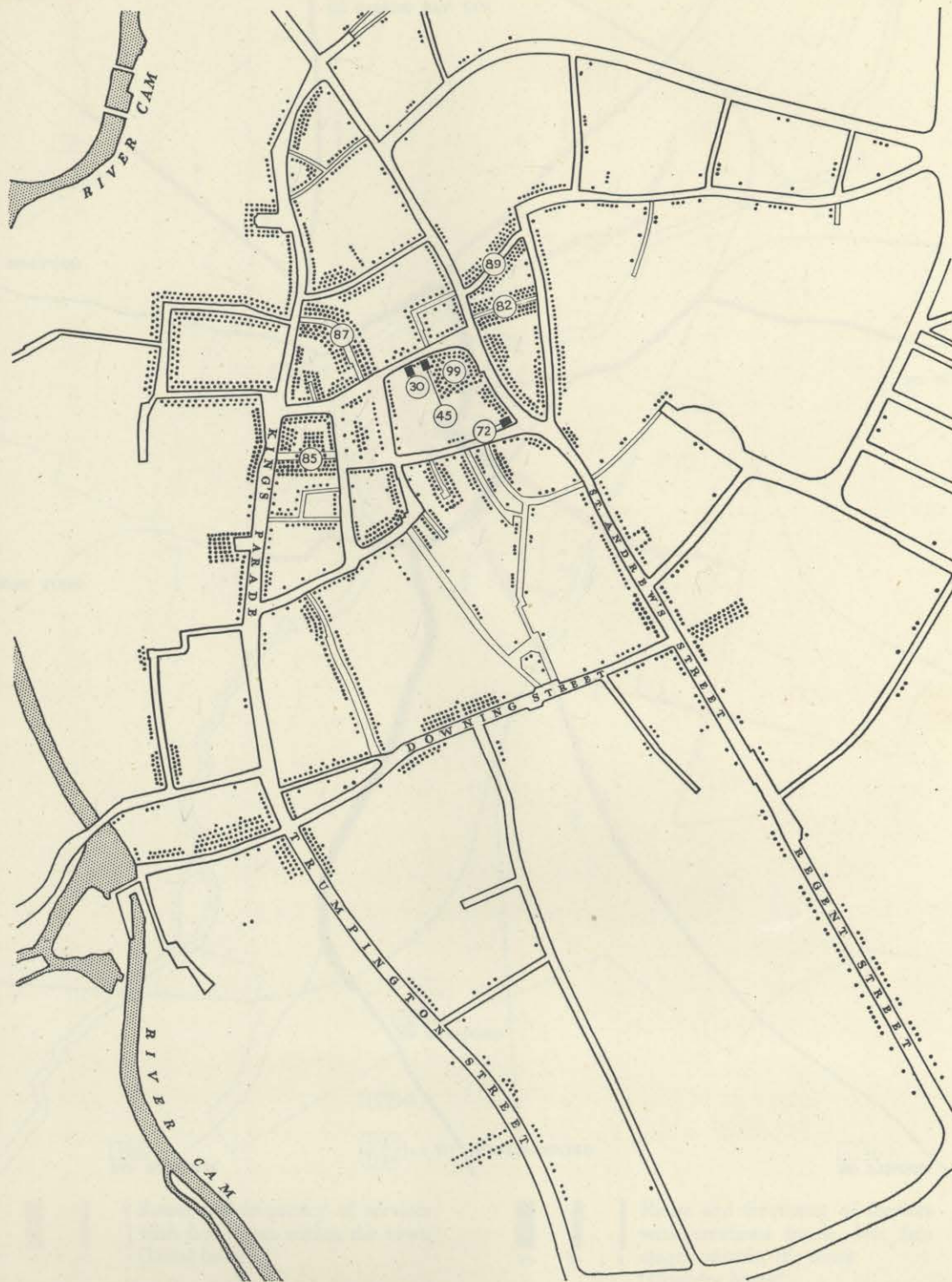
The counts in the main diagram were taken out of Term. The traffic at the two junctions most

affected by University traffic, (A) the Pitt Press junctions, and (B) the two junctions near Emmanuel College, was recounted in Full Term and the results are shown in the inset.



CAR PARKING. SATURDAY P.M.

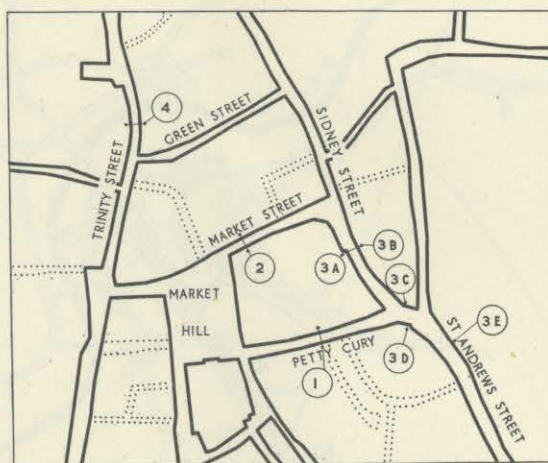
Showing vehicles parked between 2 and 3 p.m. on Saturday, 23 January 1949.



- Represents one cycle (30) ■ Represents a stack of cycles
 (45) Represents the number of cycles where they are too numerous to be appreciated from dots

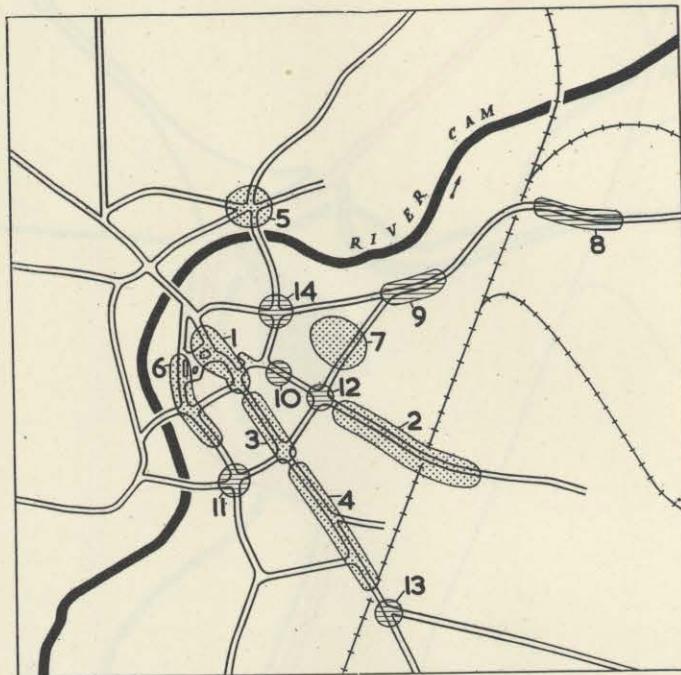
CYCLE PARKING. SATURDAY A.M.

Showing cycles parked between 11 a.m. and 12 noon on Saturday, 23 January 1949.



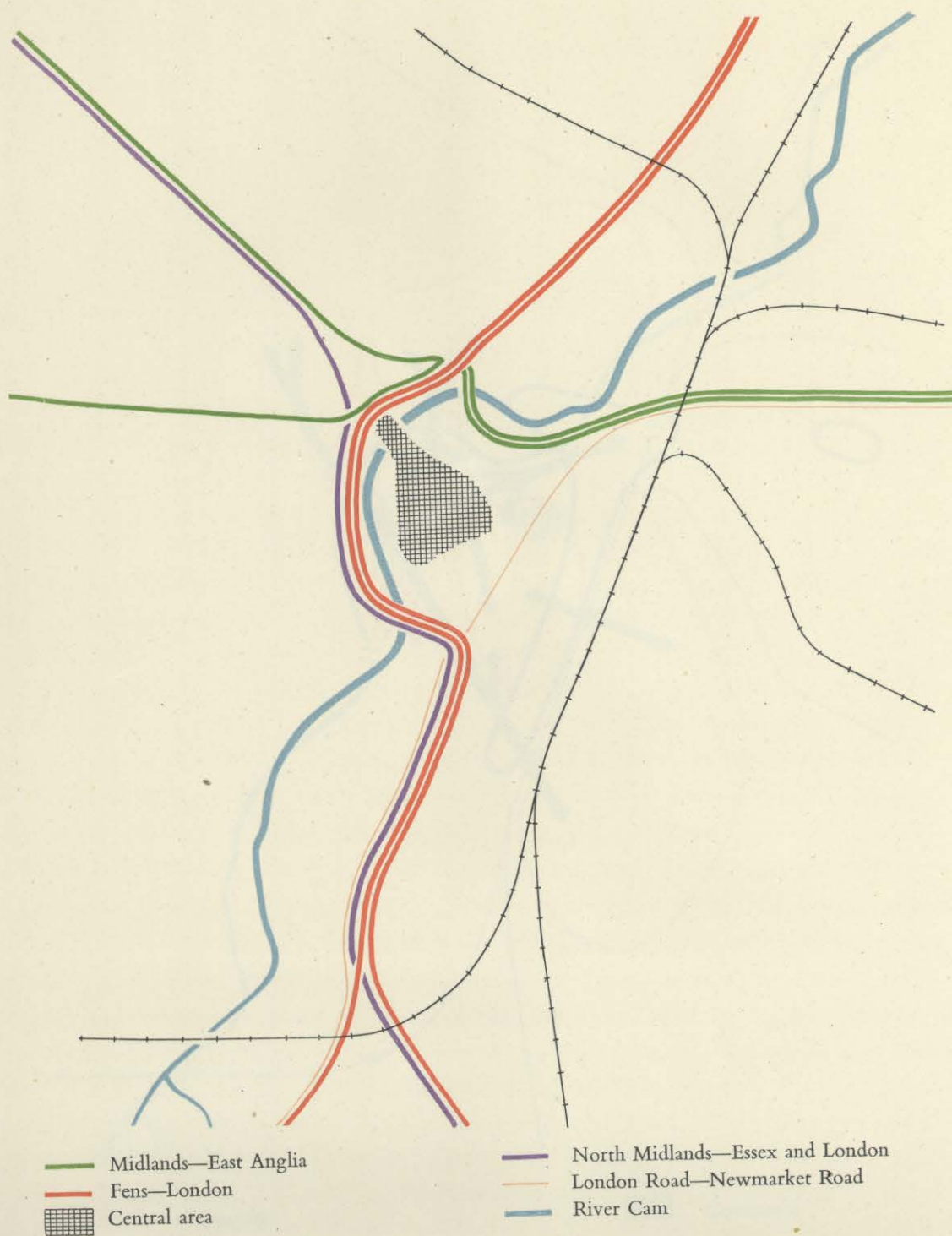
CENTRAL AREA PAVEMENT REFERENCE MAP

Numbered pavements are referred to in the text.

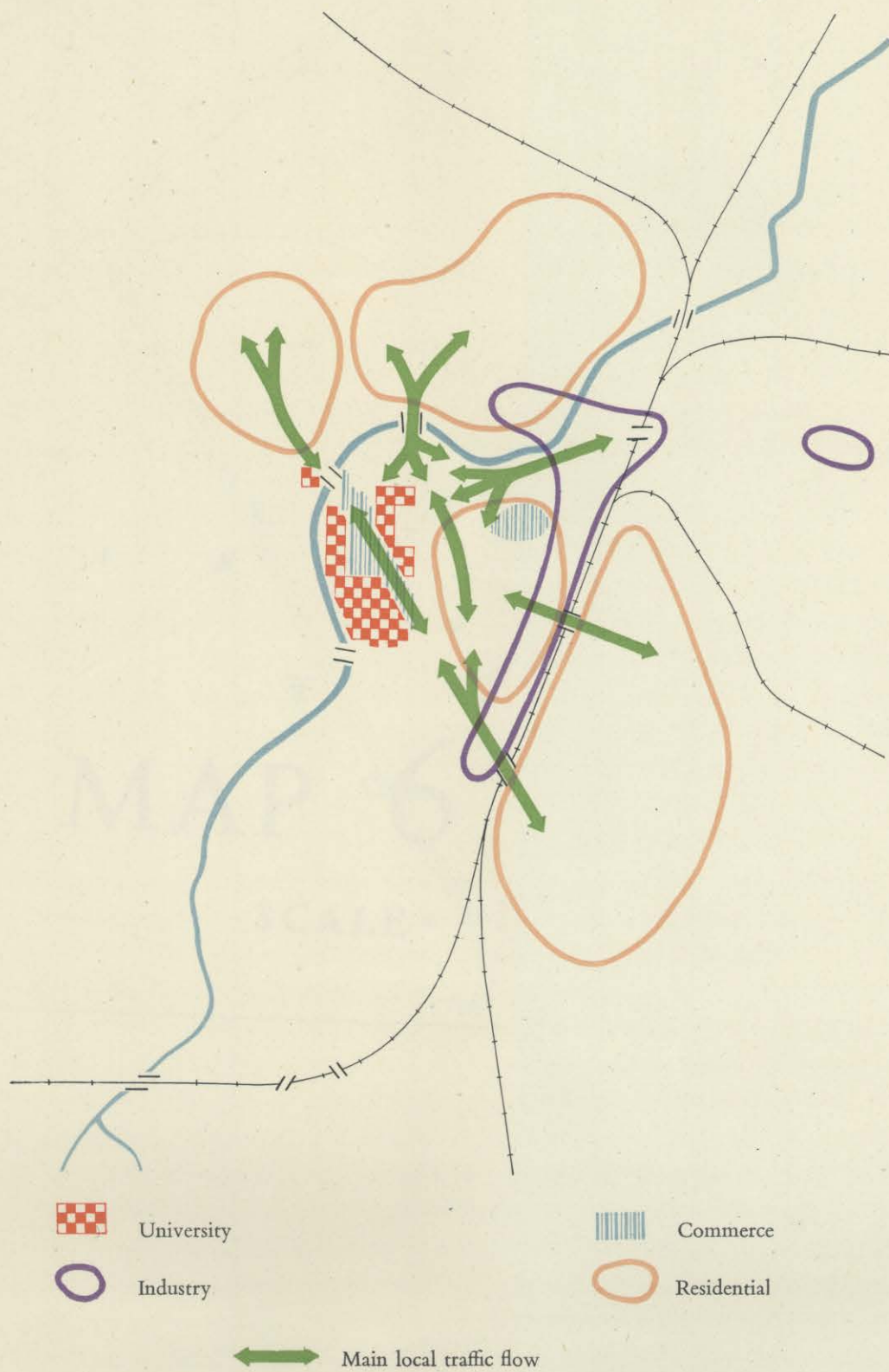


TRAFFIC ACCIDENT REFERENCE MAP

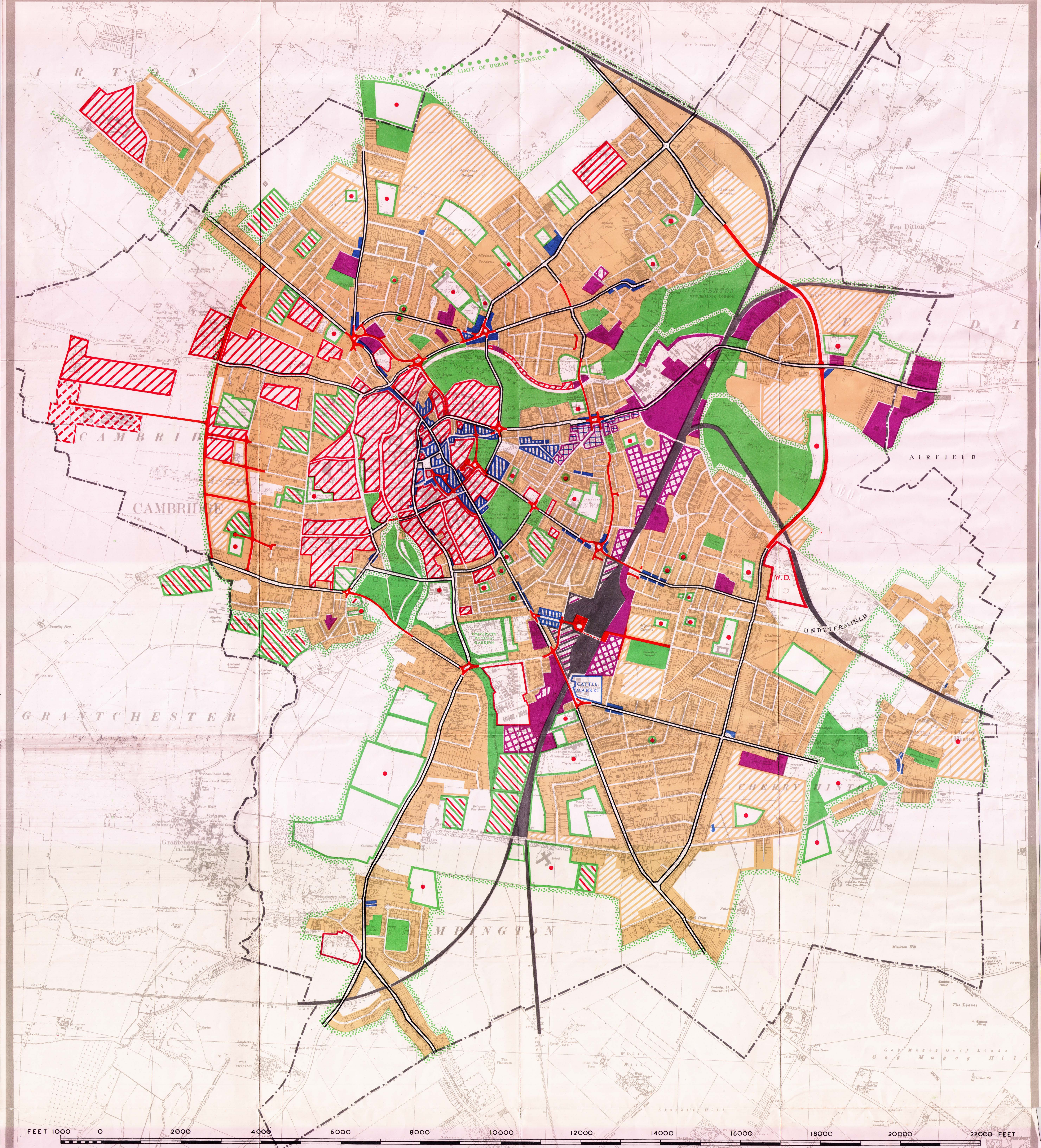
Areas shown are those where accidents are most numerous. Figures refer to comment in the text.



SUMMARY OF THROUGH TRAFFIC FLOWS



SUMMARY OF LOCAL TRAFFIC FLOWS



OUTLINE DEVELOPMENT PLAN