



GREATER
CAMBRIDGE
PARTNERSHIP



CAMBOURNE TO CAMBRIDGE

BETTER PUBLIC TRANSPORT PROJECT

PHASE 2 PUBLIC CONSULTATION

MADINGLEY MULCH ROUNDABOUT TO CAMBOURNE

Have your say on proposals for a new public transport link and Park & Ride facility between Cambourne and Cambridge to ease congestion, create sustainable travel choices, connect communities and support growth.

CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT

The Cambourne to Cambridge Better Public Transport project is a priority for the Greater Cambridge Partnership (GCP) and the region, creating a vital link to ease congestion, offer sustainable travel choices, connect communities and support growth.

The project aims to:

- Achieve improved accessibility to support the economic growth of Greater Cambridge
- Deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428/A1303
- Contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428/A1303 and within Cambridge city centre



The project is made up of three key elements:

1. A public transport link between Cambourne and Cambridge.
2. A new Park & Ride facility off the A428/A1303 to supplement the existing Maddingley Road Park & Ride.
3. New cycling and walking facilities.

The project is divided into two phases, with a new Park & Ride facility along the A428 being developed in parallel.

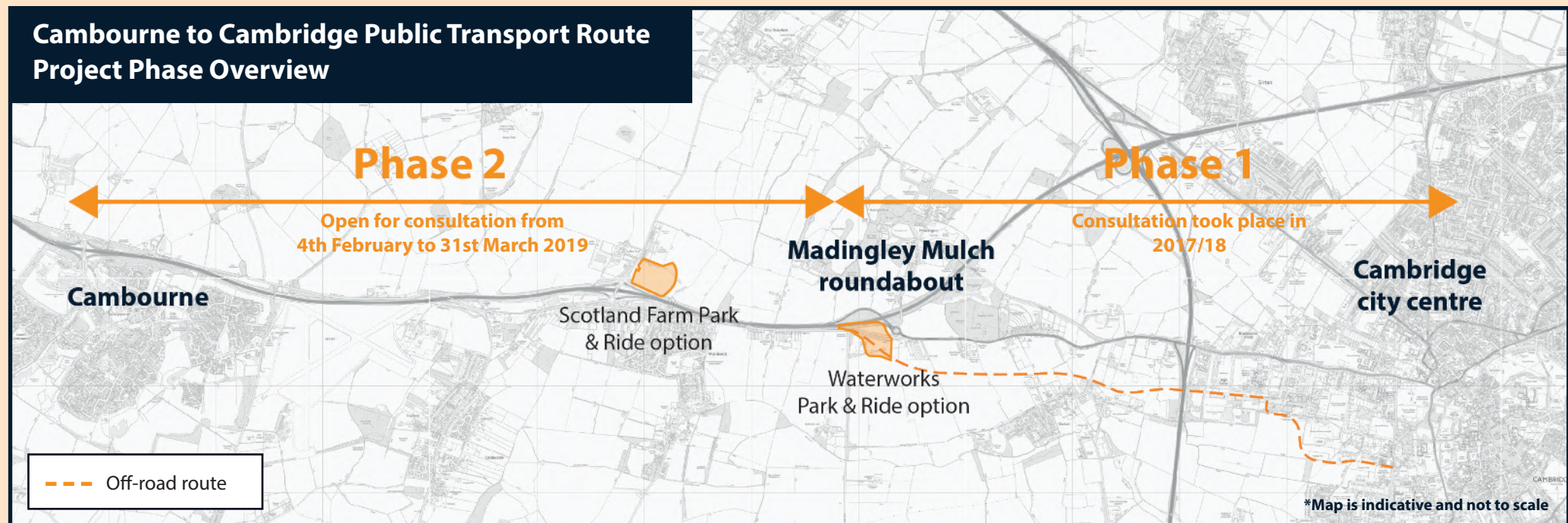
Phase 1

Following initial consultation in 2015, a consultation in late 2017/early 2018 put forward three options running east from Madingley Mulch roundabout to Cambridge: two running along existing roads and a new, off-road route.

Following consultation, an optimised on-road option, including both inbound and outbound public transport priority, and an off-road option were assessed to compare benefits and impacts. The off-road route, shown as the dotted line in the diagram below, was found to offer greater overall benefits in line with the project’s objectives and aligns with proposals for a future Cambridgeshire Autonomous Metro (CAM).

Phase 1 route assessment will continue over the coming months, taking into account feedback from stakeholders including residents, landowners and businesses. A single, end-to-end link will be presented to the GCP Executive Board as part of an Outline Business Case for decision in autumn 2019. You can find out more about Phase 1 consultation, route planning and assessment at www.greatercambridge.org.uk/cambournetocambridge

In this consultation, we’re asking for your views on Phase 2: the link west of Madingley Mulch roundabout to Bourn Airfield and on to Cambourne, and a new Park & Ride facility.



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PHASE 2 – MADINGLEY MULCH ROUNDABOUT TO BOURN AIRFIELD AND CAMBOURNE

The area presented for consultation runs west of Madingley Mulch roundabout to Cambourne. We are asking for your views on three options for the link between Madingley Mulch roundabout and Bourn roundabout, presented on pages 4, 5 and 6. Option 1 is entirely off-road, only interacting with other traffic at junctions. Option 2 is entirely on-road, with public transport mixing with general traffic and basic junction improvements. Option 3 is entirely on-road, but with dedicated public transport lanes.

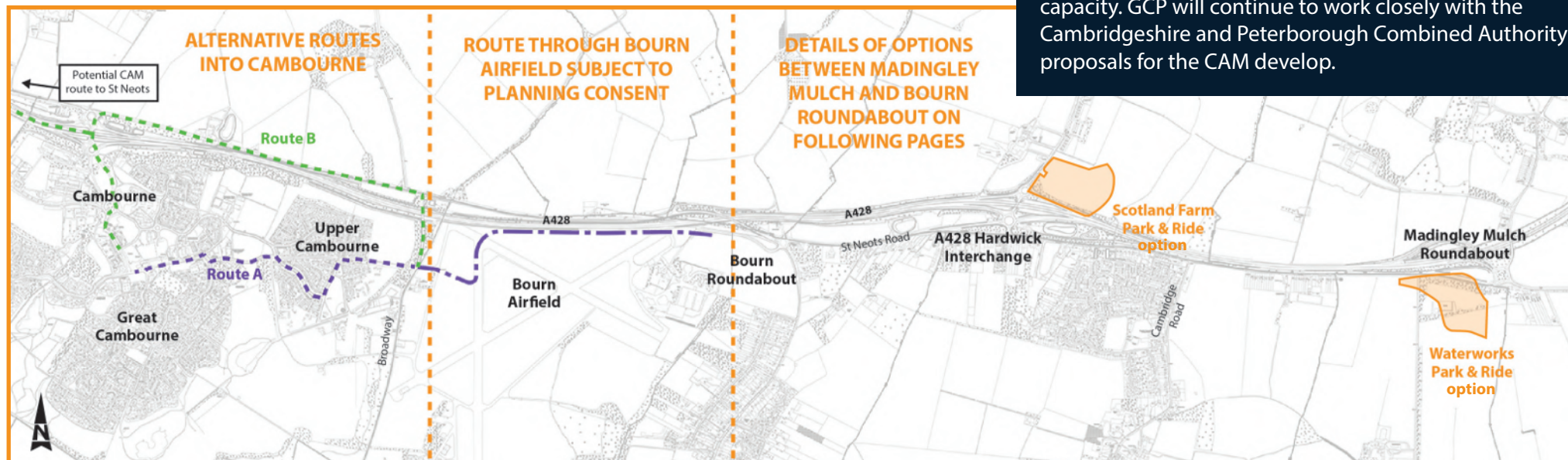
The section from Bourn roundabout to Broadway forms part of a major planning application for approximately 3,500 homes at Bourn Airfield and is the same across all options. All options show two alternatives for entry to Cambourne: travelling with general traffic through the village (Route A), or going up Broadway and along St Neots Road (Route B) and entering Cambourne from the north.

Cambridgeshire Autonomous Metro (CAM)

Plans for the wider, regional Cambridgeshire Autonomous Metro (CAM) are at an early stage and action is needed now to tackle worsening congestion and accommodate growing communities west of Cambridge. A future CAM network proposes electric, rubber-tired vehicles that can run on existing roads and, for best performance, use dedicated, off-road routes to bypass congestion.

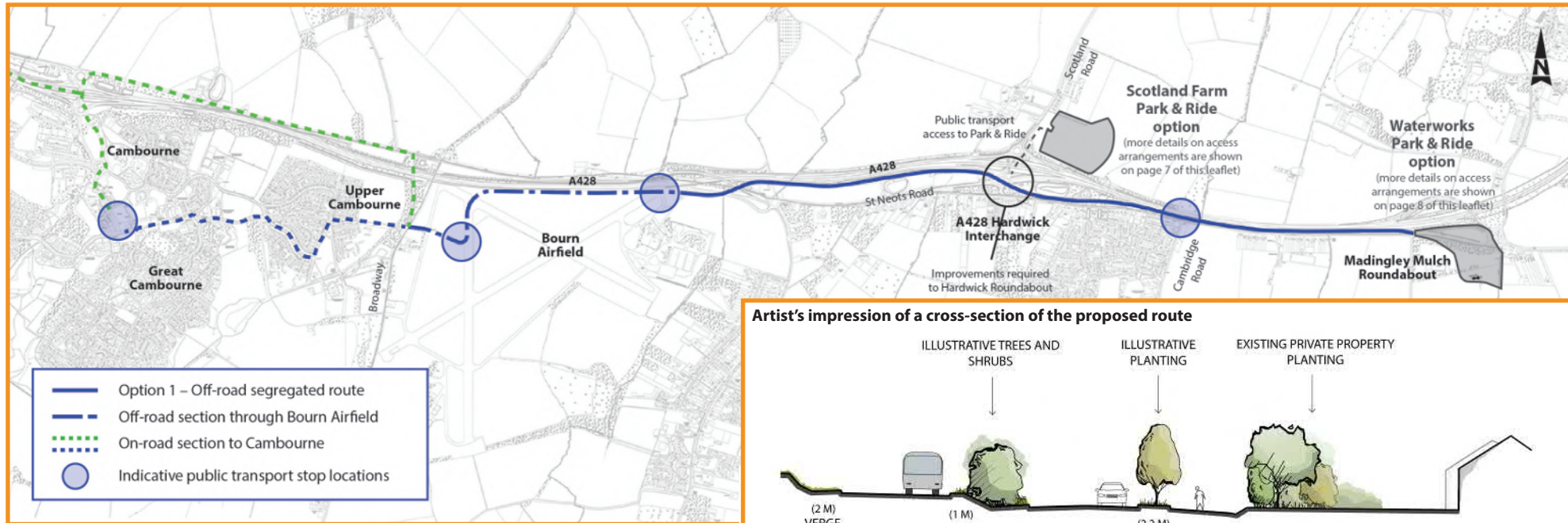
A Metro network running on-road or off-road needs enough space to provide the best service. Options 1 and 3 offer more road capacity due to greater separation from general traffic. Option 2 offers less capacity, as the route is shared with general traffic.

To facilitate the future CAM network, these proposals demonstrate alternatives for entry to Cambourne: sharing road space with general traffic through the village; or entering Cambourne from the north, offering greater capacity. GCP will continue to work closely with the Cambridgeshire and Peterborough Combined Authority as proposals for the CAM develop.



Option 1 – Off-road segregated route

A new public transport route adjacent to the A428 and St Neots Road. The route would be entirely off-road with minimal interaction with general traffic, except at junctions.



Current journey time from Cambourne to Cambridge: 55 – 63 minutes
 (Citi 4 scheduled inbound journey times from Cambourne – Drummer St)

Estimated future journey time from Cambourne to Cambridge city centre Drummer St: 32 – 39 minutes*

Journey reliability: This option is likely to offer the highest level of public transport reliability, as public transport vehicles would travel on new, segregated road space – bypassing congestion and any other disruption on the main road – avoiding delays to public transport services. This option is likely to be most compliant with the emerging CAM proposals.

Estimated cost: £43m (Phase 2 costs only, excludes land and risk costs)

There is likely to be some negative impact on the landscape, and this option would involve the greatest loss of vegetation, although existing planting would be retained as far as possible. New planting alongside the carriageway would be included where space allows.

There may be a small increase in noise due to the increase in public transport vehicles, but this option would take public transport vehicles further away from existing houses than Options 2 and 3, and the operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars. More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

There would be improvements to cycling and walking facilities alongside the link.

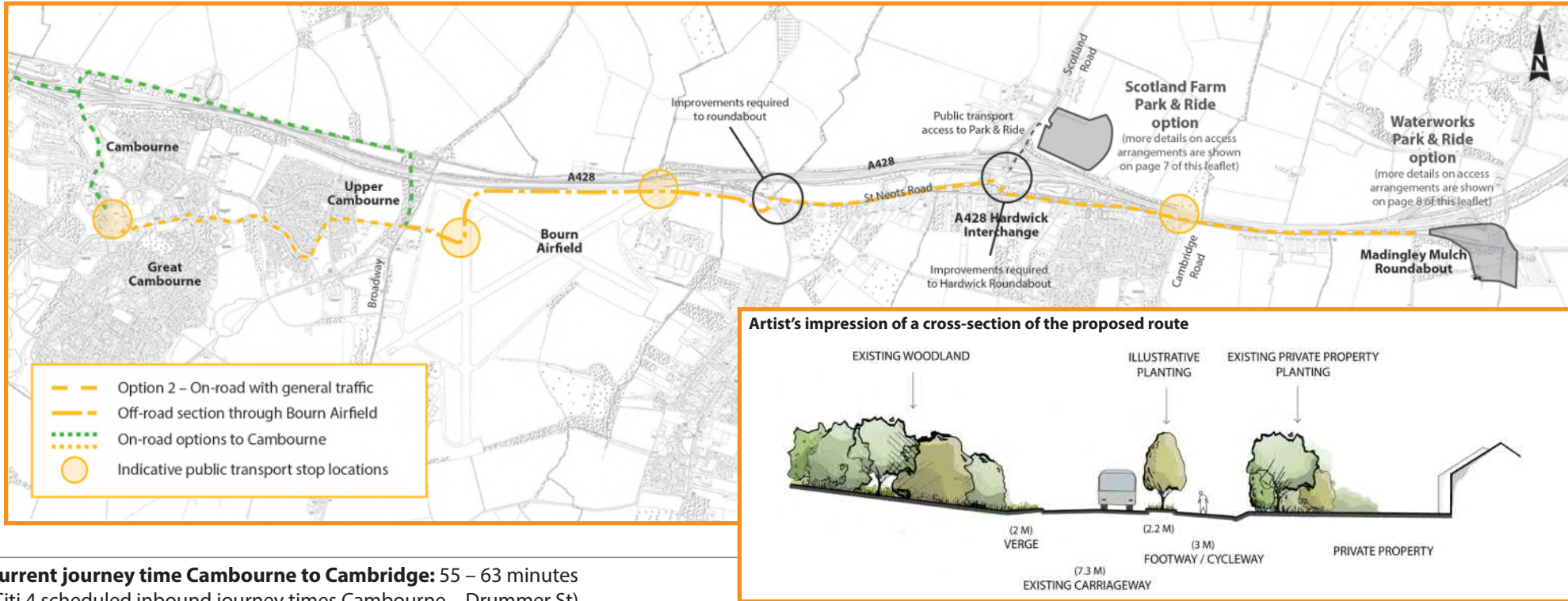
The majority of construction would be off-road. There would be some minor disruption at junctions and side roads.

***Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**



Option 2 – On-road with junction improvements – low-cost alternative

Public transport vehicles would run on-road along St Neots Road with general traffic east of the Bourn roundabout. There would be basic junction improvements.



Current journey time Cambourne to Cambridge: 55 – 63 minutes
 (Citi 4 scheduled inbound journey times Cambourne – Drummer St)

Estimated future journey time Cambourne to Cambridge city centre Drummer St: 35 – 42 minutes*

Journey reliability: This option is likely to offer the lowest level of public transport reliability, as public transport vehicles would be mixed with general traffic and would be affected by congestion and other disruption – causing delays to public transport services. This option is likely to have a low level of compliance with the emerging CAM proposals, but provides a low-cost alternative to Options 1 and 3.

Estimated cost: £25m (Phase 2 costs only, excludes land and risk costs)

There would be a small impact on the landscape, as the link would operate on the existing road. Existing planting would be retained as far as possible.

There may be a small increase in noise due to the increase in public transport vehicles, but operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars. More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

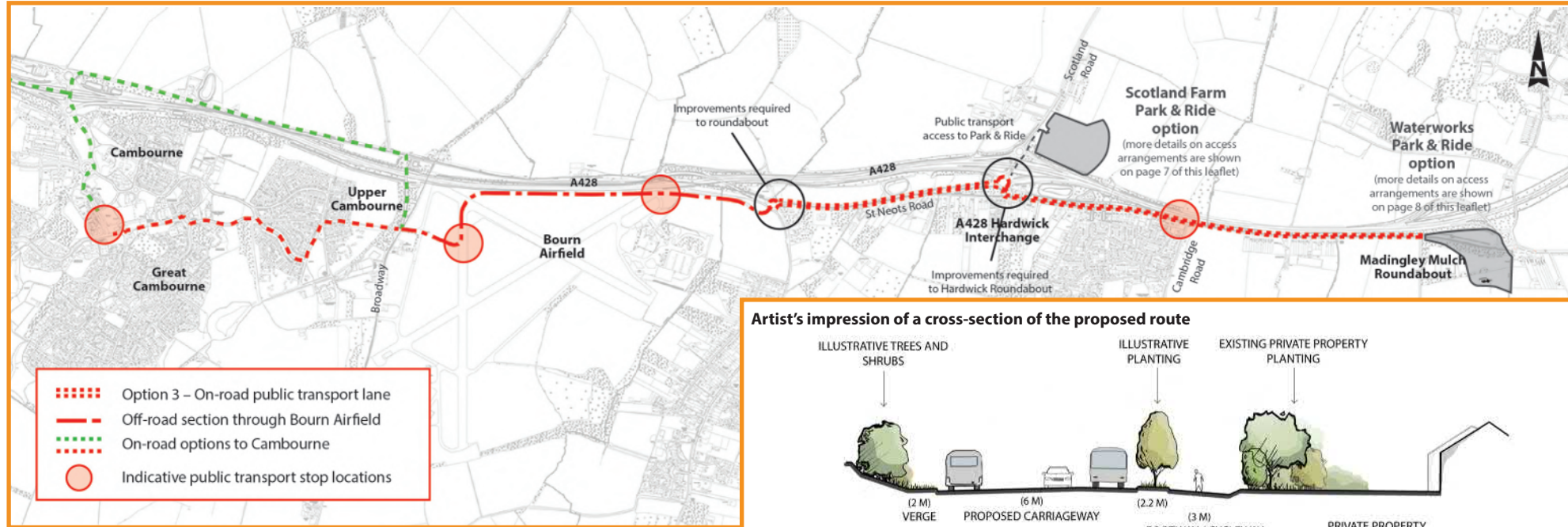
There would be improvements to cycling and walking facilities alongside the link.

This option requires minimal construction and could be completed relatively quickly, meaning little construction impact.

***Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**

Option 3 – On-road with public transport priority lanes

Public transport vehicles would run on-road along St Neots Road in priority lanes running in both directions.



Current journey time Cambourne to Cambridge: 55 – 63 minutes
(Citi 4 scheduled inbound journey times Cambourne – Drummer St)

Estimated future journey time Cambourne to Cambridge city centre Drummer St: 35 – 42 minutes*

Journey reliability: This option is likely to offer a level of public transport reliability between that offered by Options 1 and 2, as public transport vehicles would travel on-road, but in separate lanes. This means that public transport vehicles would bypass congestion, but may be more affected by traffic disruption – potentially causing delays to public transport services. This option is likely to be more compliant with the emerging CAM proposals than Option 2, but less compliant than Option 1.

Estimated cost: £38m (Phase 2 costs only, excludes land and risk costs)

There would be a modest impact on the landscape, and there would be some loss of vegetation, although existing planting would be retained as far as possible. New planting alongside the carriageway would be included where space allows.

There may be a small increase in noise due to the increase in public transport vehicles, but operation of quieter and greener electric vehicles is proposed.

There is potentially an improvement in air quality if more people use public transport rather than private cars.

More information on possible air-quality impacts will be developed as more detailed traffic modelling is completed.

There would be improvements to cycling and walking facilities alongside the link.

The majority of construction would be on-road. As the road would be widened, there would be disruption at junctions and side roads.

***Journey times are based on a congestion-free route. A 3-minute stop is assumed for Waterworks P&R and a 5-minute stop is assumed for Scotland Farm. Phase 1 section journey time assumed as 8 minutes. Existing bus journey times used between Grange Rd and city centre.**



PARK & RIDE OPTIONS

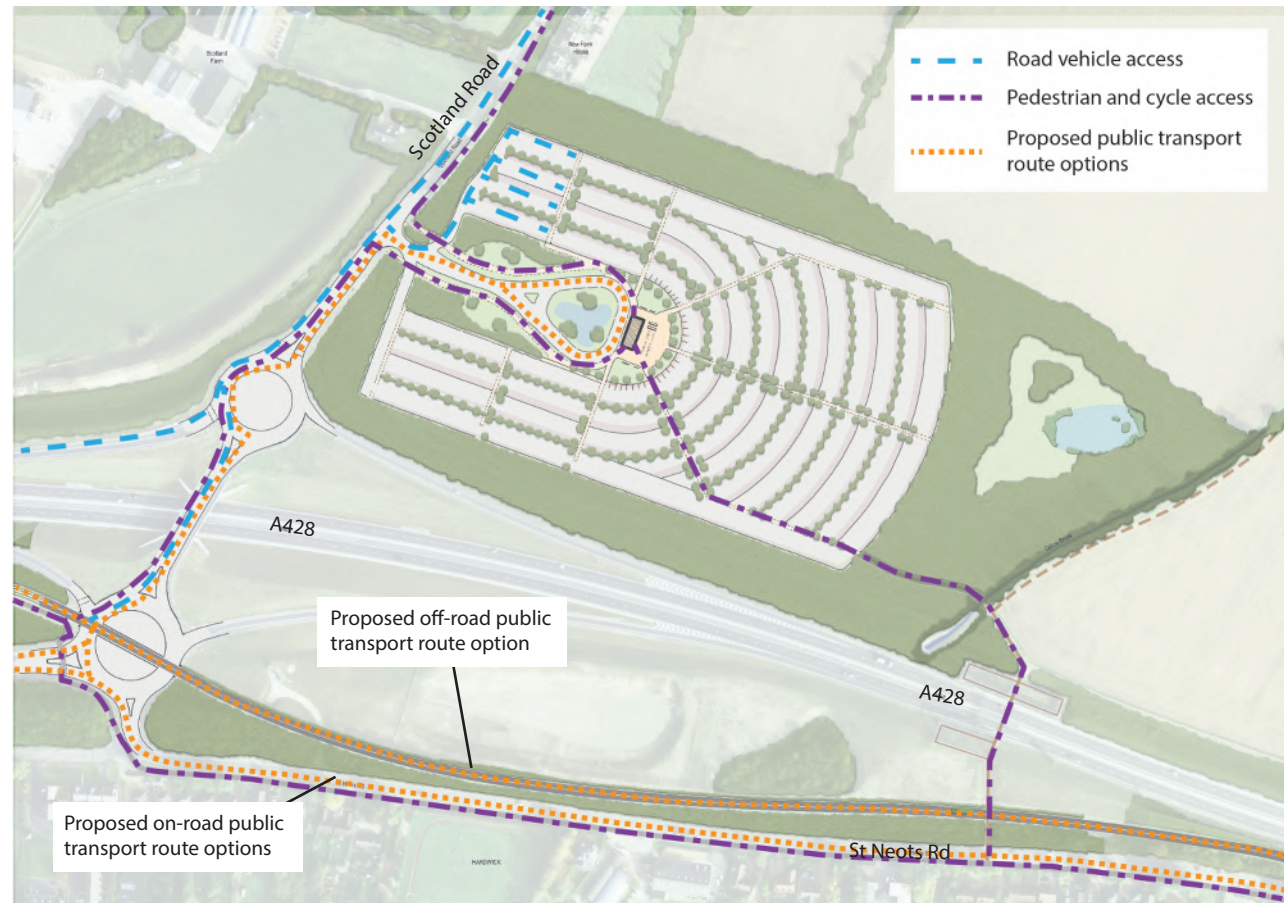
There are two options for Park & Ride facility locations:

- Scotland Farm – with vehicle access off Scotland Road; or
- Waterworks – with access off the Madingley Mulch roundabout.

Both locations are compatible with a future CAM network.

We consulted on the approximate location of the Park & Ride facility in 2017, and Scotland Farm was the preferred location. Now, with more information on Phase 2, we are asking for views on more detailed proposals showing how the route would link with each of the proposed sites.

Scotland Farm Park & Ride Option

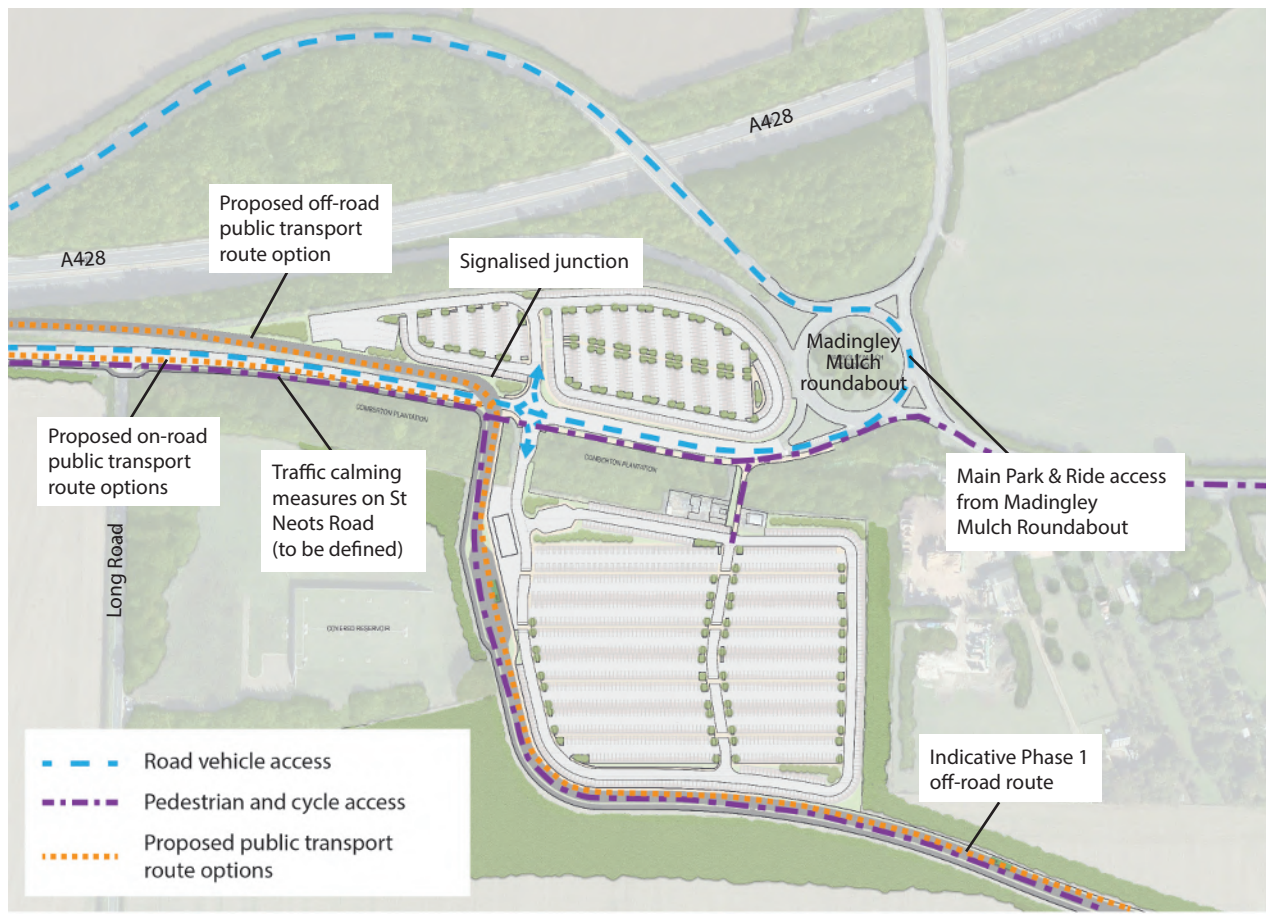


Approximate cost: £10m (excludes land costs)

- Likely to attract more demand than Waterworks
- Off the main route so likely to have longer public transport journey times
- Located in green belt
- Closer to Cambourne and Bourn Airfield, so easier for people to walk or cycle to the Park & Ride



Waterworks Park & Ride Option



Approximate cost: £9m (excludes land costs)

- Likely to attract less demand than Scotland Farm
- On the main route so likely to have shorter public transport journey times
- Located in green belt
- Further from Cambourne and Bourn Airfield, so less easy for people to walk or cycle to the Park & Ride



PART OF A WIDER NETWORK

A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region. The transport network map to the right shows how schemes currently in progress link with existing infrastructure. The Cambridgeshire and Peterborough Combined Authority has classified the Cambourne to Cambridge project as the first phase of the future Cambridgeshire Autonomous Metro.

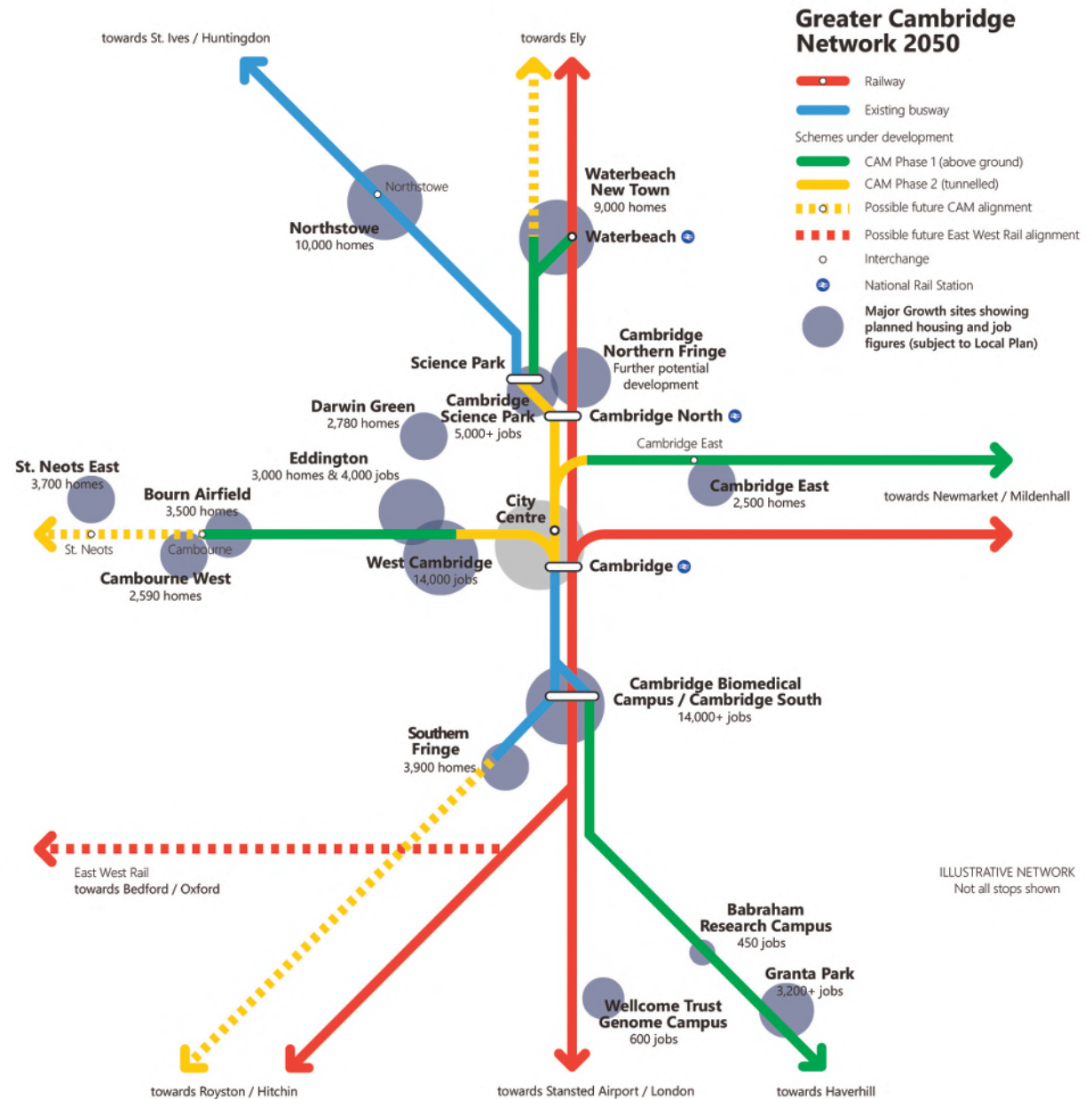
City Access

The City Access project is working on solutions to ease congestion and prioritise sustainable and active travel, making it easier for people to travel in and out of the city by bus, rail, bike or on foot. Find out more at www.greatercambridge.org.uk/city-access

Cambridge Greenways

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages to Cambridge. Find out more at www.greatercambridge.org.uk/greenways

More information on the Cambourne to Cambridge project, these proposals and other local transport schemes is available at www.greatercambridge.org.uk





NEXT STEPS

Autumn 2019
Complete Cambourne to Cambridge route presented to GCP Executive Board for final decision and to apply for powers to build the scheme

Statutory consents process 2020 – 2021/22
Final business case for the scheme presented to GCP Executive Board

2024
Scheme completion

Timescales are indicative and dependent on approvals.

FIND OUT MORE

JOIN US AT A PUBLIC EVENT TO SEE THE PROPOSALS AND MEET THE PROJECT TEAM:

St Neots	Thursday 21st February	10.00-12.30	The Priory Centre, Priory Lane, St Neots, PE19 2BH
Cambourne	Tuesday 26th February	16.00-19.30	The Hub, High Street, Cambourne, CB23 6GW
Dry Drayton	Tuesday 5th March	17.00-18.30	Village Hall, High St, Dry Drayton, CB23 8DD
Hardwick	Tuesday 12th March	17.00-19.30	Hardwick Primary School, Limes Road, Hardwick, CB23 7RE
Caldecote	Wednesday 13th March	17.00-19.30	Caldecote Primary School, Highfields Road, Caldecote, CB23 7NX

Find more information online at www.greatercambridge.org.uk/cambournetocambridge





HAVE YOUR SAY

Your views will help deliver a scheme that best meets the aims of the project – creating a sustainable, reliable public transport link to support economic growth, connect communities and ease congestion.

The consultation closes at midnight on Sunday 31st March 2019.

There are a number of ways to respond: Complete the enclosed paper questionnaire and return by Freepost to Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge, CB3 0AP

Fill in the online questionnaire at www.greatercambridge.org.uk/cambournetocambridge

Get in touch

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www.facebook.com/GreaterCam

Consultation results will be published at www.greatercambridge.org.uk/cambournetocambridge

If you would like a copy of this consultation information in large print, Braille, on audio tape or in another language, please call 01223 699906.



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