

CAMBOURNE TO CAMBRIDGE

BETTER PUBLIC TRANSPORT PROJECT UPDATE DECEMBER 2018

This leaflet provides an update on the Cambourne to Cambridge Better Public Transport Project.

Public consultation, covering the section of the route from Cambourne to the Madingley Mulch roundabout, will open in February 2019.

Introduction

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 sustainable growth.

By 2031, 8,000 new homes are planned for development in the area. More than 44,000 new jobs will be created in or around the city. But, current public transport facilities are limited, unreliable and caught up in delays. The existing Madingley Road Park & Ride, accessed via the congested A1303, will reach capacity soon.

The proposed route is made up of a new public transport link between Cambourne and Cambridge, bypassing general traffic and served by a new Park & Ride site, off the A428/A1303.

Initial consultation, during 2015, proposed six route options and location of a Park & Ride site in the vicinity of Madingley Mulch roundabout.

A late 2017/early 2018 consultation proposed more detailed plans for three route options between the Madingley Mulch roundabout and Cambridge, two running along the existing road and one segregated, off-road route. Two Park & Ride site options at Madingley Hill (Waterworks) and Scotland Farm were also put forward for consideration.

In May 2018, the project was paused whilst the Cambridgeshire and Peterborough Combined Authority commissioned an independent review to ensure alignment with future plans for a Cambridgeshire Autonomous Metro.



Consultation response

Full consultation results were published on the GCP website in March 2018. Results showed that 40% of respondents preferred a tidal, on-road public transport lane (B), 33% of respondents preferred the off-road route (C) and 18% preferred the on-road, inbound only route (A).

Phase 1 route assessment

Three options proposed for Phase 1, Maddingley Mulch roundabout to central Cambridge, were developed further in response to public consultation. As a result, 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. A summary comparison is presented on the next page and more detailed information is on the GCP website:

www.greatercambridge.org.uk/cambournetocambridge

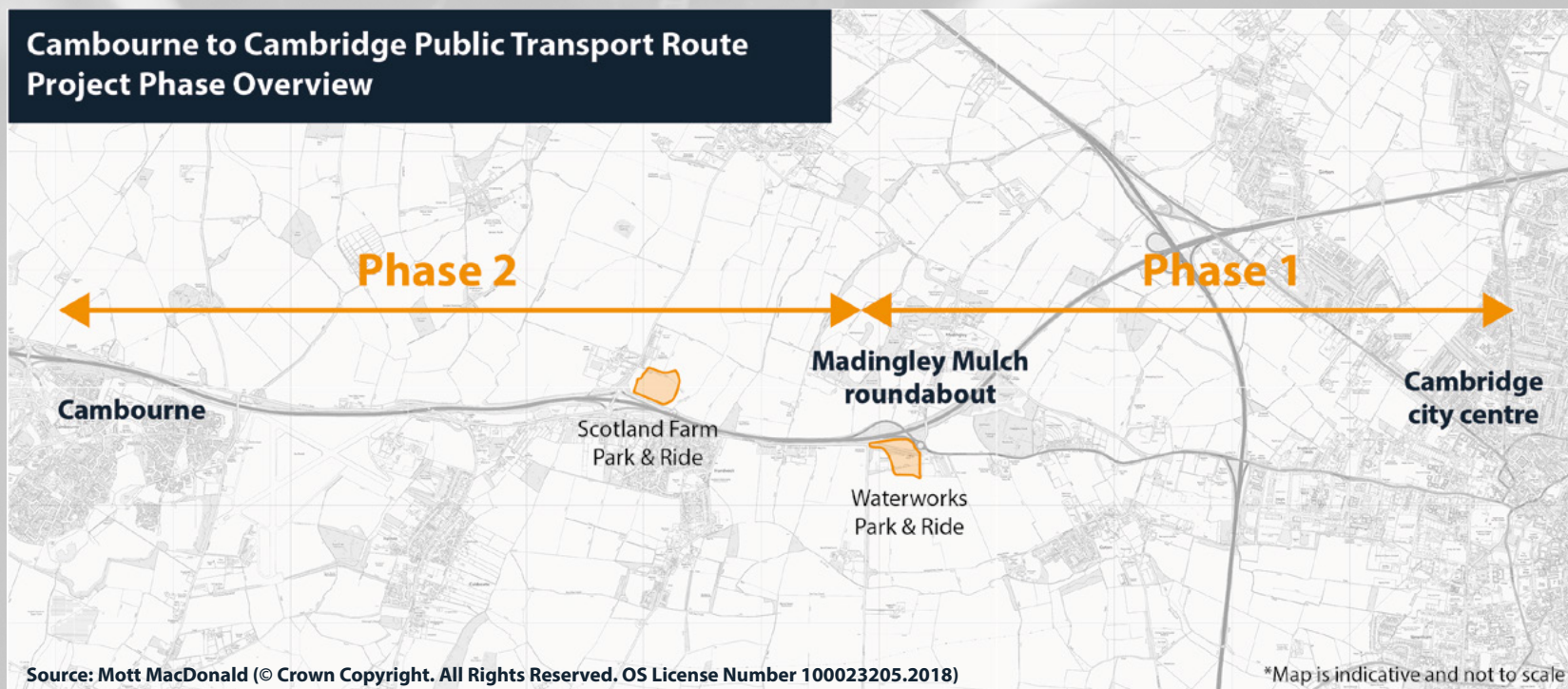
Route selection is driven by a wide assessment of societal, economic and environmental benefits, in addition to transport, considering input from stakeholders through research, consultation and feedback.

Although not the top-scoring option from consultation, the off-road route is assessed as top-performing in support of future growth - a primary objective. More analysis and assessment information is available on the GCP website:

www.greatercambridge.org.uk/cambournetocambridge

After a six-month pause to work, in October 2018, an independent report commissioned by the Cambridgeshire and Peterborough Combined Authority confirmed the off-road Phase 1 route as aligned with future plans for a wider, regional metro network – the Cambridgeshire Autonomous Metro (CAM) – operating vehicles that can run both over and underground.

Cambourne to Cambridge Public Transport Route Project Phase Overview



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*Map is indicative and not to scale

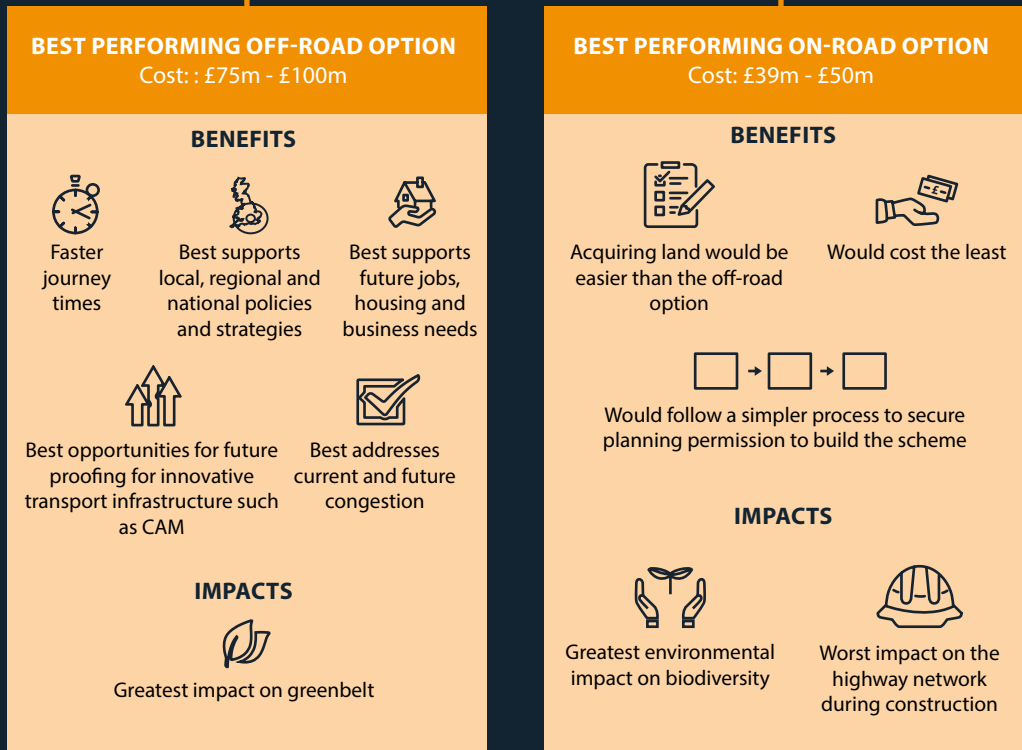
Phase 1 covers the route east from the Maddingley Mulch roundabout to Cambridge city and was the subject of a public consultation in 2017/18.

Phase 2 links the route west from Maddingley Mulch roundabout, via a new Park & Ride site, to Bourn Airfield and continuing to Cambourne.

This section will be subject to public consultation in February 2019.

2017 CONSULTATION: 1 OFF-ROAD & 2 ON-ROAD ROUTE OPTIONS

ROUTES ENHANCED TO PRODUCE THE BEST PERFORMING ON-ROAD AND OFF-ROAD OPTIONS



ASSESSMENT CONCLUSION: OFF-ROAD ROUTE IS THE BEST PERFORMING OPTION

Views expressed by stakeholders and consultees are always considered, and, reflected in scheme design wherever possible, for example:

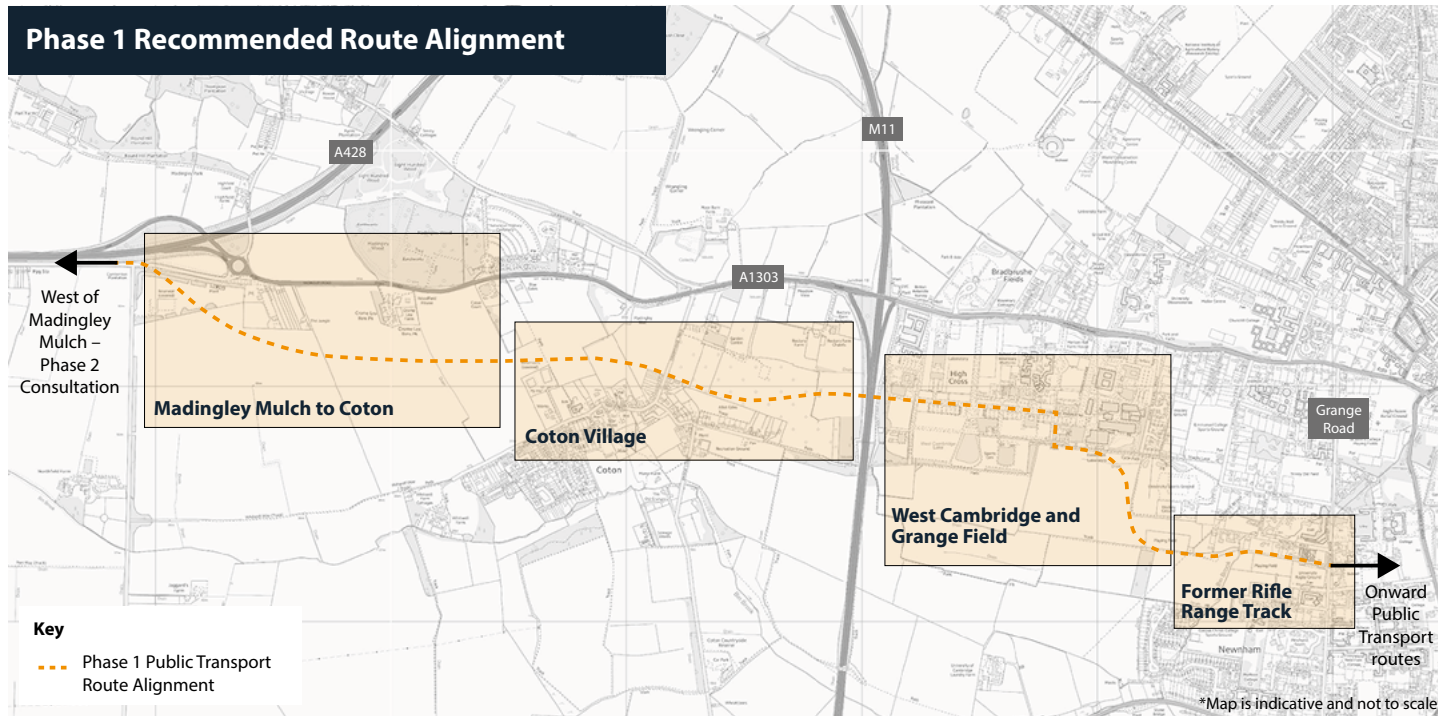
Issue raised	Response
Concern about environmental impact of the route	Considerations to minimise environmental impacts and respect the landscape include planting to minimise visual intrusion of a Park & Ride site, habitat creation and landscaping along the route. Designs will be developed further involving residents' groups, landowners and businesses.
Better walking and cycling facilities are needed along this section of the A428	Improved cycling and pedestrian facilities are proposed along the route. In response to views shared via consultation, improvements to the provision for cycling along Madingley Road will be developed as a separate project by the GCP.
Quicker action to address congestion on the A1303	The project team is exploring potential for shorter term 'quick wins' within the highway boundary to address congestion along Madingley Road at Madingley Hill.

Phase 1 Route Alignment

Options for the off-road, Phase 1 route, shown during the 2017/18 public consultation, were assessed, evaluating transport and planning issues and environmental impacts, to create a recommended route alignment, shown on the next page. The route is proposed to run between the A428/A1303 Madingley Mulch roundabout and Grange Road, via West Cambridge and the former Rifle Range Track.

The GCP proposed alignment brings public transport on a dedicated track to the closest possible point within central Cambridge, at Grange Road. While the segregated route would end here, public transport services continue to the city centre via the established street network, based on passenger demand. Routes serving the railway station, Cambridge Biomedical Campus, Addenbrooke's Hospital and Cambridge Science Park have been assumed following feedback from public consultation. Work with transport operators will continue as planning progresses.

Phase 1 Recommended Route Alignment



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SECTION	REASONS FOR THIS ROUTE CHOICE
Madingley Mulch to Coton	Lower cost and less disruptive to build. Safer - public transport and non-motorised users are separated from general traffic. Public transport, including a future CAM will run more quickly through the section. Opportunities for habitat creation and enhancements in arable fields.
Coton Village	Better alignment for a CAM stop to serve Coton. Less visible from Coton Village and Red Meadow Hill and can be encompassed into the field edge with landscaping mitigation. Opportunity for community space and habitat creation adjacent to the village. Less impact on landowners, on the orchard and on the juicing business site. Invites less expansion of urban infill.
West Cambridge and Grange Field	Good accessibility to the West Cambridge development. Reduces the impact of the route on sensitive laboratory equipment. Minimises ecological and Green Belt impact with opportunity for habitat creation in arable fields.
Former Rifle Range Track	Allows for segregated rapid transit infrastructure, providing a quick and reliable route. Provides additional cycling and walking capacity to support West Cambridge. Minimises impact on West Cambridge conservation area. Avoids ecologically sensitive area between West Cambridge and Wilberforce Road. Habitat creation opportunity around Bin Brook area in arable land. Least impact on residents and most benefits to cyclists, passengers and pedestrians

Have your say

Our project team continues to welcome views and contributions from stakeholders throughout development of plans for Phase 1 of the route.

Following consultation on plans for Phase 2, west from Madingley Mulch roundabout to Cambourne, a single end-to-end route option will be presented as part of an Outline Business Case for GCP Board decision, in Autumn 2019.

Public consultation on Phase 2 proposals, west from Madingley Mulch roundabout to Cambourne, will open in February 2019.

Find out more and get in touch

You can find more on route proposals and ways to hear from the project team and get in touch, including public meetings and events, on the GCP website
www.greatercambridge.org.uk

If you would like a copy of this leaflet in large print, braille, audio tape or in another language, please call 01223 699906.