

Transport and Works Act 1992

The Transport and Works (Applications and Objections Procedure)
(England and Wales) Rules 2006

The Cambourne to Cambridge Transport Scheme Order

STATEMENT OF AIMS

Rule 10(2)(c)

1. INTRODUCTION

- 1.1 This concise Statement of Aims (the **Statement**) provides a brief overview of the aims of Cambridgeshire County Council's (the **Council**) application for the Cambourne to Cambridge Order (the **Order**).
- 1.2 The purpose of the application for the Order is to provide the Council with powers to construct operate and maintain a guided transport route of 13.6 kilometres in length, commencing at Broadway, Cambourne and terminating at Grange Road, Cambridge (the **Scheme**). It is fully supported by the Greater Cambridge Partnership (**GCP**).
- 1.3 The GCP is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £500 million over 15 years, to vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.
- 1.4 The Scheme will enable people to travel by public transport for employment and educational purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Greater Cambridge Region.
- 1.5 This document is a concise statement of the aims of the Scheme and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of The Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006

2. BACKGROUND

- 2.1 The Cambourne to Cambridge (**C2C**) Better Public Transport Project is one of four corridor schemes that form a key part of the GCP's sustainable transport programme. In May 2020, a Government 'Gateway review' hailed the "significant success and progress" the GCP has made since 2015 on ambitious projects and plans ranging from city cycleways to better public transport routes to transform travel for thousands of people.¹
- 2.2 The Greater Cambridge region is one of the most successful and fastest growing economies in the UK. The Cambridgeshire and Peterborough Independent Economic Review (**CPIER**) published its interim report in September 2018², which was developed by the Cambridgeshire and Peterborough Independent Economic Commission (**CPIEC**). The report concludes that the pace of economic growth within this region is unlikely to slow which will lead to population growth and, if not supported by improved public transport infrastructure, increased congestion. As such, the Greater Cambridge region would be unable to achieve its full potential without investment in infrastructure and housing.
- 2.3 The Scheme is a priority for GCP, Cambridge County Council (**CCC**) and the Greater Cambridge region, creating a vital link to ease congestion along the A428/A1303 to Grange Road on the edge of the city centre and then on existing bus routes to Cambridge city centre. It would offer increased sustainable travel choices, connect existing and proposed communities along the route and support the wider growth of the Greater Cambridge region.

3. SCHEME DESCRIPTION

3.1 Scheme Overview

- 3.1.1 The purpose of the Scheme is to increase capacity, improve journey times and the reliability and resilience of passenger services that serve the Greater Cambridge area. To achieve this purpose, the Scheme will connect Camborne with Cambridge by a guided bus route (proposed route shown below).

¹ Further information on CGP can be found [here](#) (accessed 20 September 2022)

² Further information can be found [here](#) (accessed 2 February 2023)

3.1.2 The key elements of the Scheme Works are described below.

3.2 Description of the Scheme Works

3.2.1 In summary the Scheme works will include:

- A mostly segregated busway;
- public transport stops;
- operational lighting;
- bridges over the M11 motorway, Cambridge Canal and Bin Brook;
- signalised junctions where the route crosses existing roads;
- Travel Hub (Park and Ride) providing spaces for cars, bicycles and coaches;
- amendments to existing highways and accesses, parking arrangements, drainage and the construction of fencing, environmental mitigation, earthworks and landscaping;
- along with other ancillary works as required.

4. SCHEME AIMS AND BENEFITS

4.1 Scheme Aims

- 4.1.1 Parts of the current Cambourne to Cambridge road network, in particular the A1303/Madingley road, suffer from heavy traffic congestion at peak times. Without any action, by 2031 car trips into Cambridge are set to increase by up to 70% with already lengthy journey times expected to double.
- 4.1.2 Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of the Cambridge. Between 2011 and 2031, there are planned to be an additional 8,000 new homes set for development in the vicinity of the Scheme.
- 4.1.3 A new travel hub which will encourage park and ride journeys and end-to-end walking, and cycling to create a continuous link to the city from growing villages and towns.
- 4.1.4 There is a commitment to deliver a minimum of 10% biodiversity net gain for the Scheme overall, with the objective of achieving a 20% gain. The Scheme will protect and enhance the natural, built and historic environment; including making effective use of land, using natural resources prudently, minimising waste, and assist in the moving to a low carbon economy.

4.2 Scheme Benefits

- 4.2.1 Traffic congestion is damaging to the environment, public health and to the local economy. The Scheme will create sustainable travel choices, and will be served by modern public transport vehicles which are designed to limit emissions and pollution. The Scheme will also add much needed walking and cycling provision to the area by utilising the necessary emergency maintenance and access track as an active travel route.
- 4.2.2 A new transport link running regular, quality services will provide a vital connection for growing communities, enabling them to access jobs, services and other opportunities. The transport benefits in summary are:
- (a) A reduction in bus time journeys between Cambourne West and Cambridge city centre;

- (b) An increase in bus passenger demand;
 - (c) Improved journey time reliability; and
 - (d) An increased bus mode share.
- 4.2.3 The Scheme is intended to be served by modern, electric or hybrid vehicles to limit air pollution and noise and to be adaptable over time to make use of developing technology.
- 4.2.4 The Scheme's need is driven by the constraints on the existing transport network in the Scheme area and the impact on the key employment and housing growth sites.
- 4.2.5 The Scheme will provide a much needed infrastructure link, it will provide the opportunity for a more sustainable, reliable and rapid alternative form of travel between Cambourne and Cambridge for existing and future residents. The busway will also run directly through Bourn Airfield, which has the potential to deliver approximately 3,500 new dwellings.

5. OUTLINE BUSINESS CASE AND SCHEME OBJECTIVES

- 5.1 An Outline Business Case (**OBC**) has been produced in accordance with the DfT's August 2021 updated Transport Business Case guidance which reflects the 2020 HM Treasury Green Book review.
- 5.2 The OBC provides full details of the optioneering process in development of the Scheme to the preferred option route. The OBC also sets out the approved Scheme Objectives as follows:
- 5.2.1 To achieve improved accessibility to support the economic growth of Greater Cambridge
 - 5.2.2 To deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428 / A1303
 - 5.2.3 Contribute to enhanced quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge city centre