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CITY DEAL

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Cambourne to Cambridge Better Bus Journeys – The Recommended Option

A quick guide to the Options Assessment Report and Next Steps
for the Cambourne to Cambridge Better Bus Journeys project.

Summary

Following high level assessment and public consultation, officers are recommending the construction of a largely off-road busway between Cambourne and Cambridge, with high quality cycling and walking facilities along its length and an additional Park and Ride near the Madingley Mulch roundabout.

Officers are recommending Option 3a, of five options assessed, as providing the best overall contribution to economic growth (at £679 million) and the fastest estimated return bus journey times (at 28 minutes from the centre of Cambourne to the centre of Cambridge).

They are not recommending options with the highest environmental impact including those which could impinge on the SSI site 800 Wood, the view from the American Cemetery on Madingley Road, the main body of the West Field or any development along Madingley Road.

The City Deal Executive Board is asked to approve a geographical 'catchment area' from which a single route will emerge through a detailed assessment with principles designed to meet scheme objectives whilst minimising impact on communities, the built and natural environment. To this end, access via the West Cambridge site will be tested as one option for the section between the M11 and Cambridge.

The scheme will continue to be developed in close consultation with local communities, community representatives, interest groups and through the established Local Liaison Forum.

Background

The Greater Cambridge City Deal is investing in the local transport strategy which promotes reliable and high quality public transport, cycling and walking journeys as a means of supporting economic growth in the Cambridge area but without growing congestion.

The wider transport vision, which supports the Local Transport Strategy and Local Plans, is found on page four.

The City Deal has prioritised investment in a new fast and high capacity busway between Cambourne and Cambridge, along with new cycling and pedestrian facilities and an additional Park and Ride, to offer existing and new communities along the A428 with more choice and better journeys into the city.

The Cambourne to Cambridge scheme will support these plans by improving connectivity – making travel times faster, more frequent and more reliable - between existing and planned residential and employment sites to the west and north-west of Cambridge, including at Cambourne, Bourn Airfield, West Cambridge and St Neots.



The recommendations

- The construction of a dedicated and largely off-road busway from Cambourne into Cambridge within a defined 'catchment area' known as Option 3a, with 3 as an alternative if 3a proves unfeasible.
- A new and high quality cycle way and path along its length.
- The building of a brand new Park and Ride site, near the Madingley Mulch roundabout, on one of two potential sites.
- The recommendations rule out routes that would risk significant impact on:
 - The SSI at 800 Wood
 - The view from the American Cemetery at Madingley
 - The main body of the West Field
 - Along the Madingley Road

Rationale

The off-road option best meets the strategic objective of securing economic growth by unlocking new housing, jobs and investment opportunities, to a greater degree than the alternative options assessed, for two key reasons:

- It will generate the higher 'overall contribution to economic growth' – estimated at £680 million over thirty years.
- It will provide the fastest journey time – almost halving the current return journey time to an estimated 28 minutes from the centre of Cambourne to the centre of Cambridge.

Option 3a will:

- Provide a dedicated and segregated public transport route to the city from Cambourne, delivering fast, frequent and reliable bus journeys with extra capacity for more trips to accommodate future growth.
- Provide a new Park & Ride that will intercept more car journeys from the A428 into Cambridge and help reduce congestion.
- Offer high quality cycling and walking infrastructure, giving people the option of longer or new active travel trips for, all or part, of the journey whether for work or leisure.
- Have the least impact on the environment compared to other options assessed.

Options assessment

Five options, involving a combination of different interventions and both off and on-road routes, were carefully assessed.

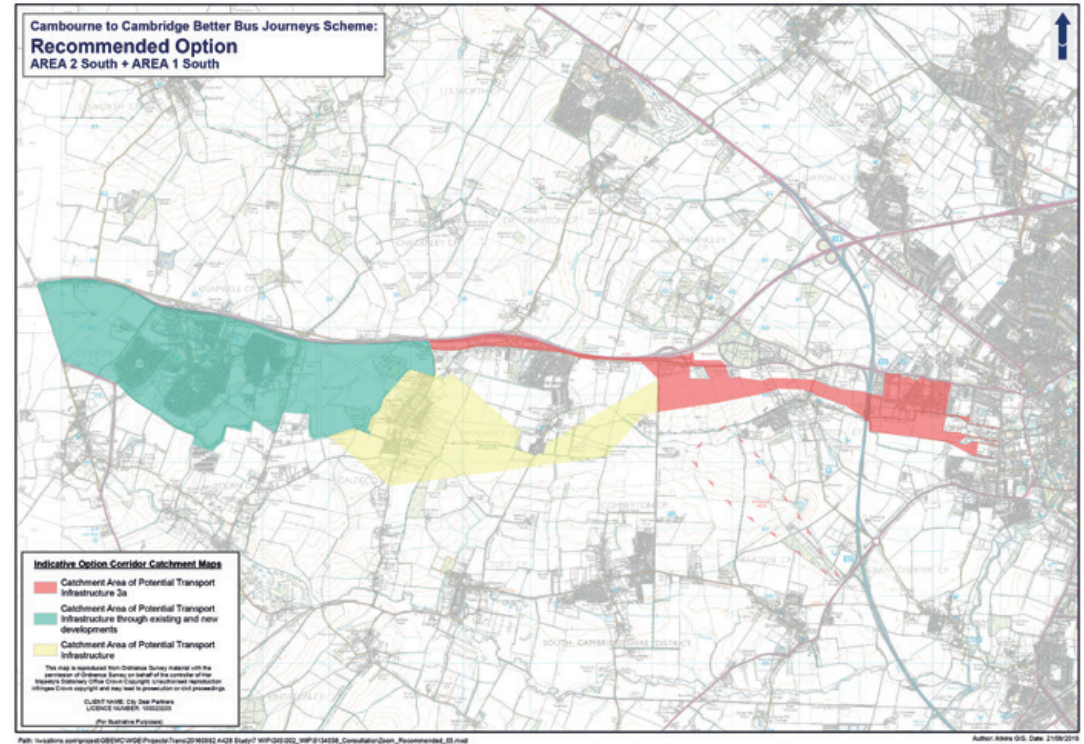
The recommendations follow assessment of options based on agreed Government guidelines and in line with City Deal authorities elsewhere in the UK.

At this stage, before a final scheme and design are agreed, there are many unknowns, and so the assessment is high level and primarily based on its fit with the criteria agreed between the City Deal partnership and Central Government.

The overall contribution to economic growth for option 3a was assessed as the highest with delivery of the best journey times.

“*The higher cost options represent a longer term investment in the capacity of the area to accommodate the growth anticipated up to 2031 and thereby directly support planned development.*”

Options Assessment Report, 21 September 2016



Option 3a map

The shaded area on the map shows the ‘catchment area’ from which a single route would emerge, and does not necessarily represent where development would take place. The next stage of work will assess different routes within the ‘catchment area’ that meet scheme objectives but with the least impact on the built and natural environment.

Option 3a: Three stage route

The recommended route is split into three stages:

Cambourne to Madingley Mulch roundabout: Option 3a will explore a new off-road route in between the A428 and old St Neots Road or just the latter.

Madingley Mulch to M11: Option 3a would see a route south of Madingley Hill and North of Coton; the assessment would investigate how the curvature of the hill could be used to keep the busway invisible from both.

M11 to Cambridge: Charles Babbage Road (West Cambridge Site) to enter Cambridge, with other options immediately adjacent to Coton Footpath or the very northern part of the West Field. All options still need to be assessed at this stage but a key consideration will be to identify a feasible route which minimises environmental impact.

Assessment of contribution to economic growth



| Option | Overall contribution to economic growth |
|----------|---|
| Option 1 | £155m |
| Option 2 | £526m |
| Option 3 | £679m |
| Option 4 | £526m |
| Option 5 | £526m |

Estimated journey times



| Option | Cambourne-Queens Rd-Cambourne journey times (minutes) |
|----------|---|
| Option 1 | 64 |
| Option 2 | 38 |
| Option 3 | 28 |
| Option 4 | 32 |
| Option 5 | 30 |

Next steps

The report will be discussed by the Joint Assembly, taking into account feedback from the Local Liaison Forum (LLF), later this month.

The City Deal Executive Board will meet in October to discuss the report and approve next steps, having listened to advice from the Joint Assembly.

On approval of an option and catchment area, detailed assessments will be undertaken over a period of six months to arrive at a recommended route. This will involve consultation with the LLF, parish councils, residents' associations, elected representatives and other interested parties.

The recommended route will be subject to a period of public consultation in late Spring 2017 before any final decision is made.

Key dates

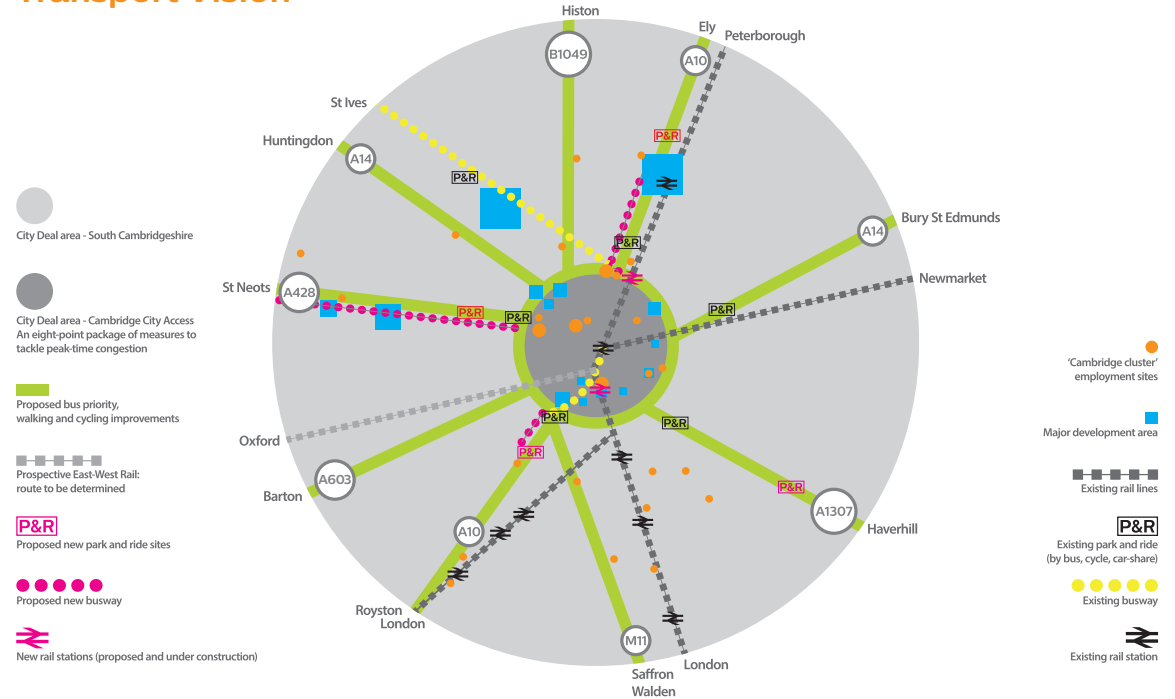


26.09.16 –
Local Liaison Forum
 7.30 - 9.30pm
 Coton Village Hall
 Coton

29.09.16 –
Joint Assembly
 4 - 7pm
 The Council Chamber
 South Cambridgeshire Hall

13.10.16 –
Executive Board
 4 - 7pm
 The Council Chamber
 Shire Hall

Transport Vision



We welcome your views by phone, email, post and social media:



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

The Greater Cambridge
 City Deal working
 in partnership:

