



GREATER  
CAMBRIDGE  
PARTNERSHIP



# Cambridge Eastern Access

## Better Public Transport and Active Travel

Have your say on better public transport,  
walking and cycling journeys



## HAVE YOUR SAY

Complete the survey  
online at:  
[www.greatercambridge.org.uk/  
CEA-Consultation](http://www.greatercambridge.org.uk/CEA-Consultation)

The consultation  
closes at midday on  
Friday 18 December 2020





**The Greater Cambridge Partnership (GCP) is working on an infrastructure programme to improve connectivity and quality of life for thousands of people.**

The Greater Cambridge Partnership is the local delivery body for a City Deal with central Government, bringing powers and over £500m of investment to make vital improvements in infrastructure, supporting the creation of 44,000 new jobs, 33,500 new homes and over 400 additional apprenticeships.

The partnership of councils, business and academia works together with partners and local communities to grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future.

Good access to Cambridge from the east is important to the city’s success. The key radial routes into Cambridge from the east, including the A1303 Newmarket Road, suffer from significant congestion particularly during peak times, as do Ditton Lane, Barnwell Road, Airport Way and Coldhams Lane. Similarly, the mainly single track Newmarket to Cambridge railway line has limited capacity and suffers from overcrowding in the peak.

There is also considerable development either underway or proposed for the east of the city. Work has started on the Marleigh Development on Newmarket Road and is anticipated on land north of Cherry Hinton, while the potential large scale redevelopment of the Marshall/Cambridge Airport site is under consideration in the development of the Greater Cambridge Local Plan. These developments will place considerable additional pressure on the transport infrastructure in the east of the city which could have a significant impact on people who live in and commute to and from the area.

A number of previous studies including the Cambridge East Area Action Plan (2008) and statutory local plans have identified that existing congestion problems, for example on the A1303 Newmarket Road, will be made worse by trips from planned developments along the corridor.

**What’s happened so far?**

Engagement took place in the summer of 2020. The Covid-19 pandemic meant that, to comply with the Government guidelines on social distancing that were in place at the time, we were unable to hold public meetings and all our engagement had to be conducted digitally.

We held two online workshops: one for local councillors and one for a range of groups that have an interest in the project, including transport providers, employers, university representatives, cycling groups and equestrian groups.

Following the workshops we launched a four-week online engagement period for the public and stakeholders to share their thoughts on the project at this early stage. This was supported by a social media campaign on Twitter, Facebook and LinkedIn.

Information, including the engagement feedback report, can be found on our website at [www.greatercambridge.org.uk/public-transport-schemes/cambridge-eastern-access](http://www.greatercambridge.org.uk/public-transport-schemes/cambridge-eastern-access)



**The scheme aims to:**

**Provide better public transport links**



**Provide better walking, cycling, and other active travel links**



**Connect homes with places for work or study**



**Reduce congestion and improve air quality**



**Secure future economic growth and quality of life**



**Support the area’s recovery from the impacts of Covid-19**





## What are the options?

There are two phases to this project.

### Phase 1

Phase 1 is about improvements that can be delivered in the short term (before 2025) to help alleviate travel problems, particularly on Newmarket Road.

### Phase 2

Phase 2 is about improvements that could be delivered over a longer period of time (after 2025) which address the challenges and opportunities associated with growth.

We are not looking for a single overall package. We anticipate that we will need solutions from both phases to improve transport in east Cambridge and that parts of the different packages can and would be able to work together.

At this stage we would like to gather views from the public and stakeholders on a number of options that have been identified as potential ways to improve traffic and congestion to the east of the city. Further consultation would take place on preferred options and would be subject to Executive Board approval to proceed.

Five packages of options have been set out in the following pages that could help to improve public transport, walking, cycling and active travel into and around the east of Cambridge. The options have been split into those that could be delivered in the short term and those that could be delivered over a longer period of time.



## Location Plan

This map shows the area to the east of Cambridge for which we have developed the five options.

Maps of the individual packages can be found on the following pages.





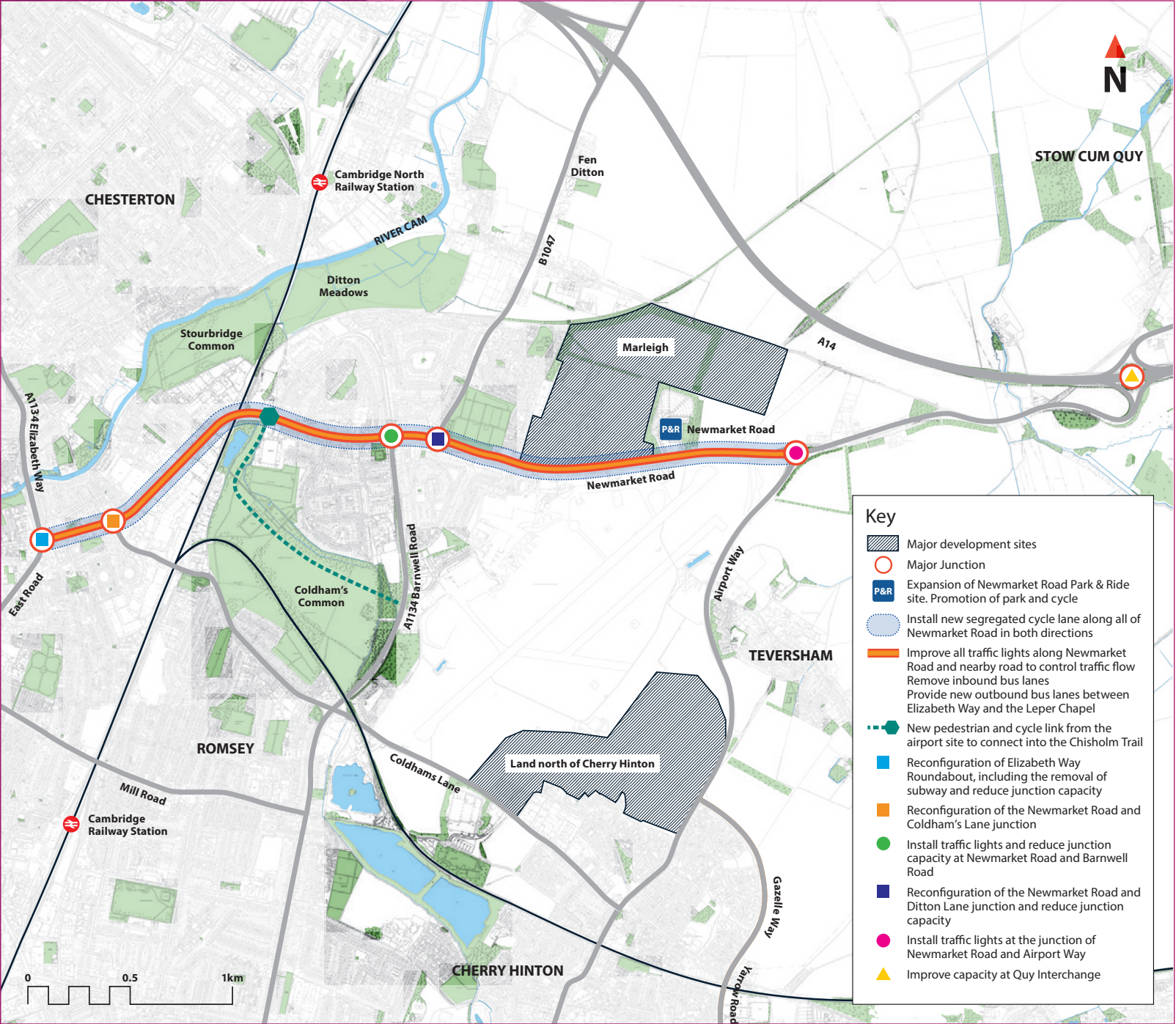
### Phase 1

Two possible options have been identified:

Option A1:  
Newmarket Road improvements

Changes to Newmarket Road to improve bus and active travel by using traffic signals to manage congestion. This could include signals that would prioritise public transport, pedestrians and cyclists over cars, and enhancing the road for cyclists and pedestrians. Agreement would be needed on the amount of road space for general traffic, public transport and active travel. These plans would work with the City Access plans that we are already introducing.

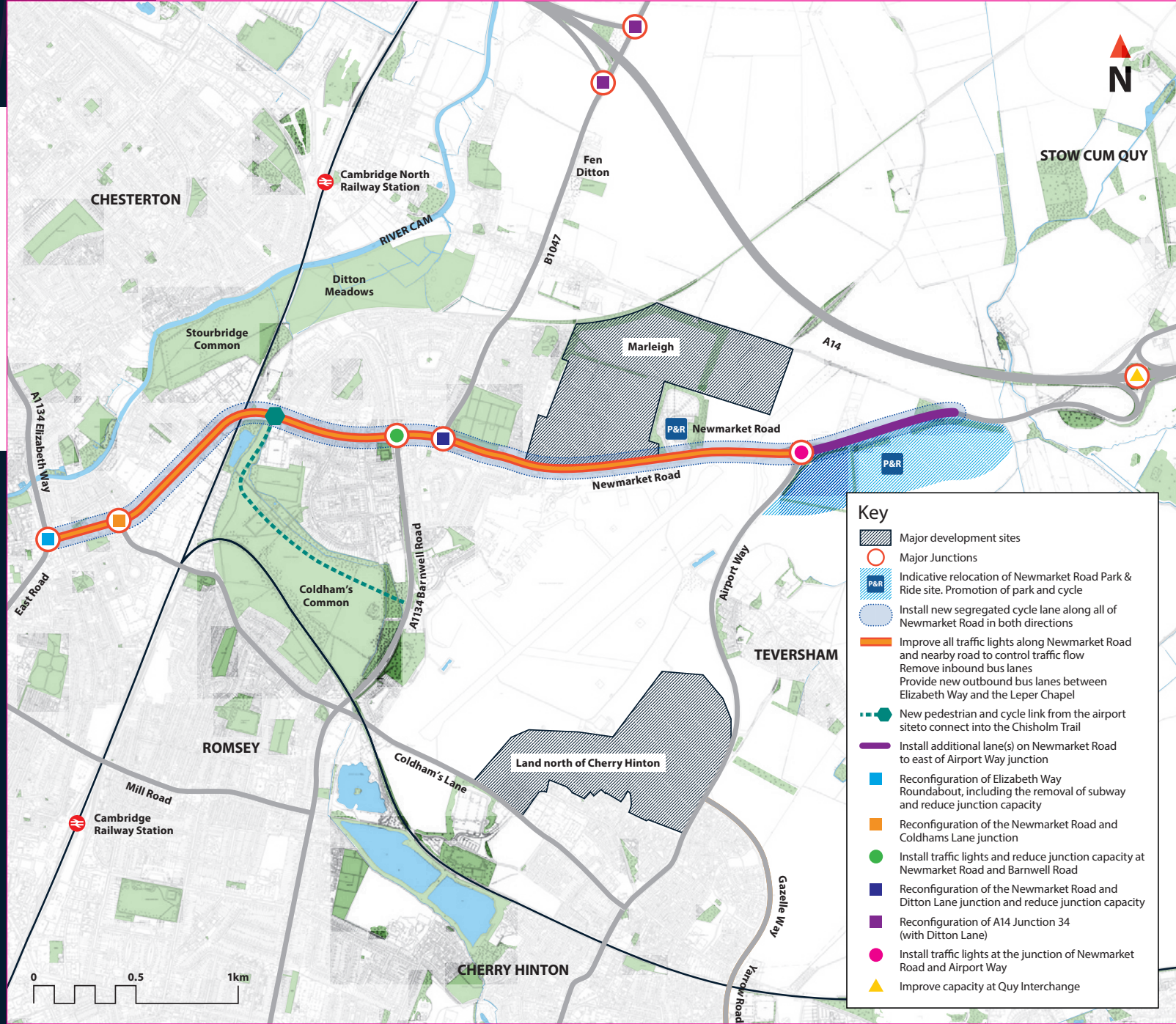
[www.greatercambridge.org.uk/city-access](http://www.greatercambridge.org.uk/city-access)



### Phase 1

Option A2:  
Newmarket Road Improvements +  
Park & Ride Relocation

As Option A1 but includes moving and enlarging the Newmarket Road Park & Ride to discourage people driving in to the city centre.





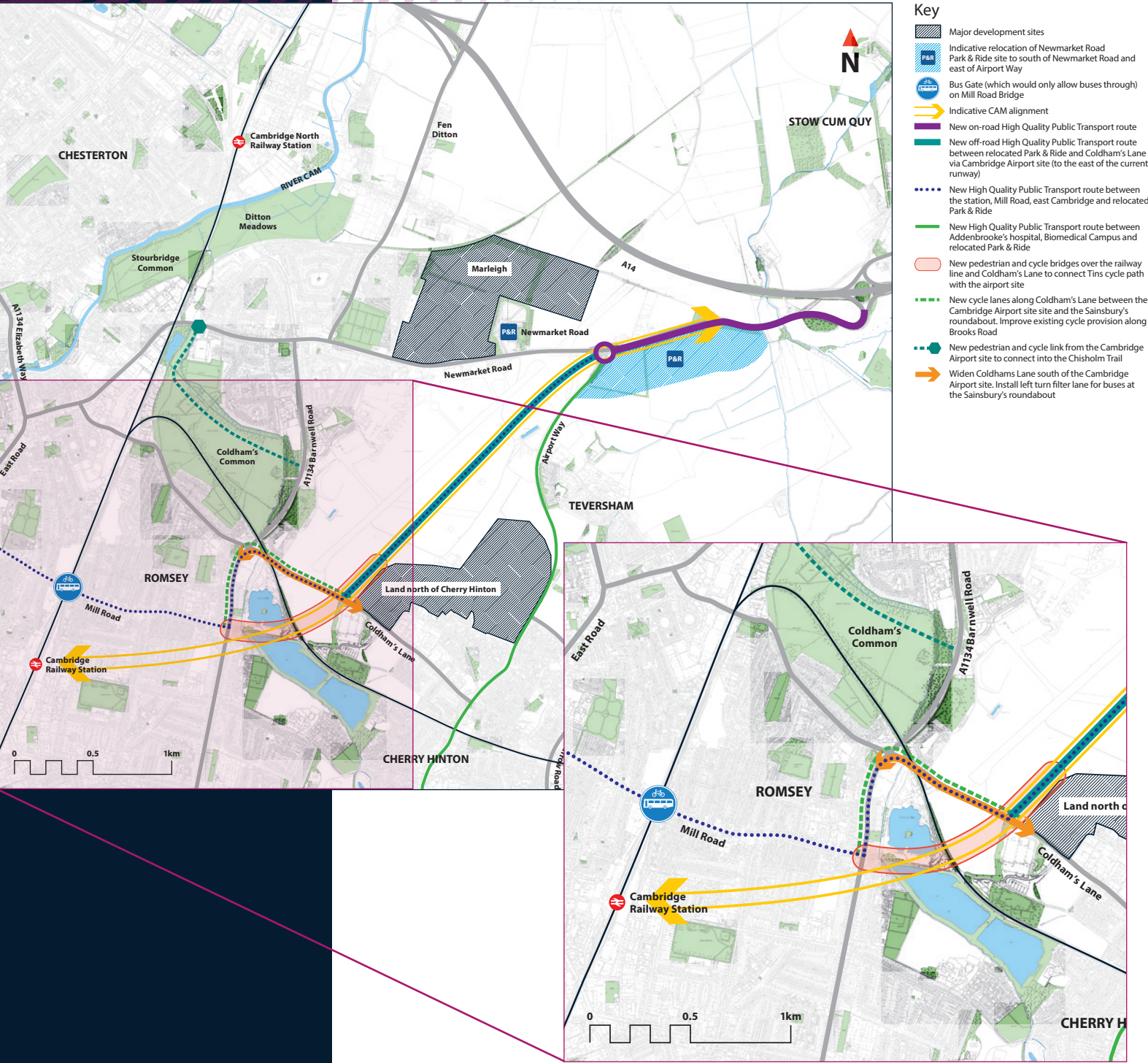
## Phase 2

Three possible options have been identified

Option B1:  
High Quality Public Transport  
Route via Coldhams Lane

As Option A2 but with a new High Quality Public Transport route from a relocated Newmarket Road Park & Ride site through the land safeguarded for development on the Marshall's site to Coldhams Lane. The route would pass via a potential tunnel entrance to the CAM network so that it could potentially form a part of CAM in the future. In the interim, prior to opening of the CAM, the route would enter Cambridge either via Coldhams Lane, or towards the station via Brooks Road/Mill Road.

Delivery of this option is linked to and dependent on decisions in the emerging local plan and the potential development of the Marshalls site.

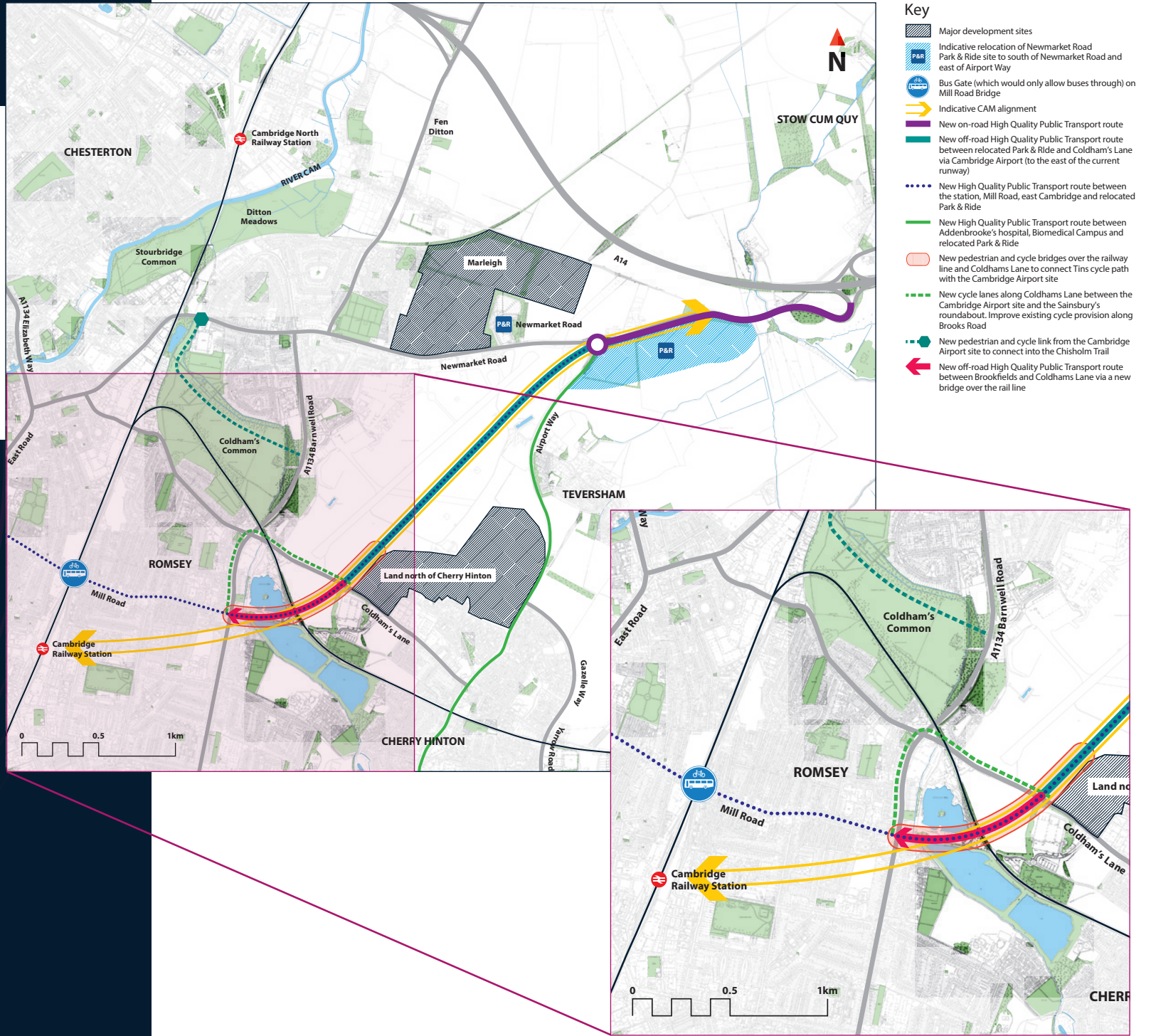


## Phase 2

Option B2:  
High quality Public  
Transport Route via the Tins

As Option A2 but with a new High Quality Public Transport route from a relocated Newmarket Road Park & Ride site through the land safeguarded for development on the Marshall's site to Coldhams Lane. The route would pass via a potential tunnel entrance to the CAM network so that it could potentially form a part of CAM in the future. In the interim prior to opening of the CAM, the route would proceed into Cambridge via The Tins and Mill Road.

Delivery of this option is linked to and dependent on decisions in the emerging local plan and the potential development of the Marshalls site.

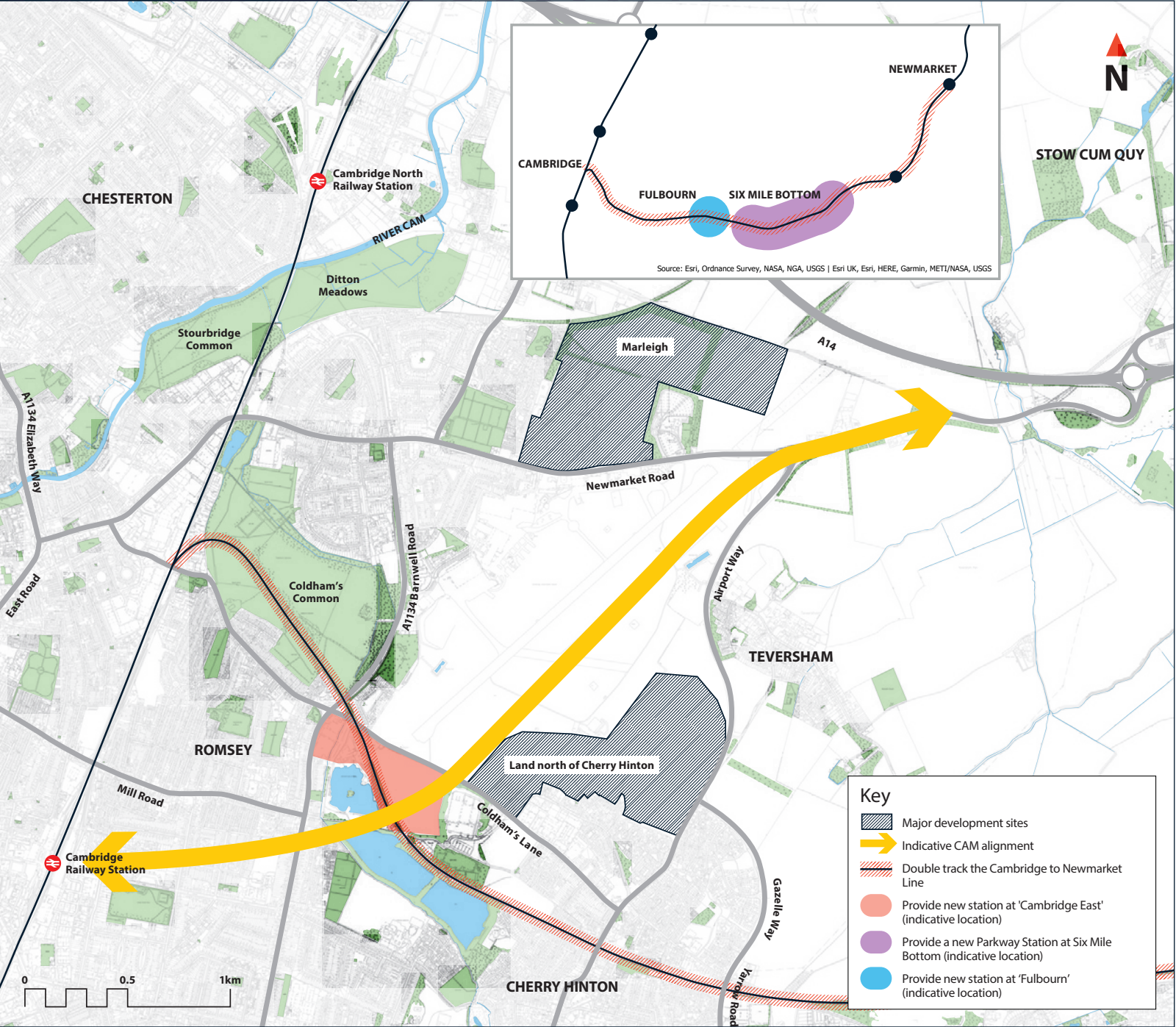




## Phase 2

### Option B3: Long term Rail Opportunity

Improvements to the Cambridge to Newmarket line. Subject to the needs of the new Greater Cambridge Local Plan, and agreement with Network Rail, new stations might be considered at Cambridge East, Fulbourn and/or Six Mile Bottom. This may eventually form a part of East-West Rail and delivery would be outside the scope of GCP to deliver alone. Rail improvements could be provided alongside any of the other four options.



## Cambridgeshire Autonomous Metro (CAM)

The Cambridge Eastern Access public transport corridor is one of four areas identified by the GCP Executive Board as being in need of a high quality public transport route into Cambridge.

The GCP's four corridor projects are providing better public transport and active travel routes for walking and cycling, offering better connectivity and alternatives to car use for growing communities to the north, south east, east and west of the city.

The schemes form an integral part of delivery of the Cambridgeshire and Peterborough Combined Authority's (CPCA) Cambridgeshire Autonomous Metro (CAM) scheme, part of a network of routes including tunnels under the city of Cambridge.

New routes will be served by modern, electric vehicles to limit air pollution and noise and complemented by travel hubs to encourage park and ride journeys and end-to-end space for active travel options such as walking and cycling.

## Active Travel

Active travel includes all forms of transport that require active use of the human body. This includes traditional forms of transport such as walking, cycling and equestrian as well as newer innovations.

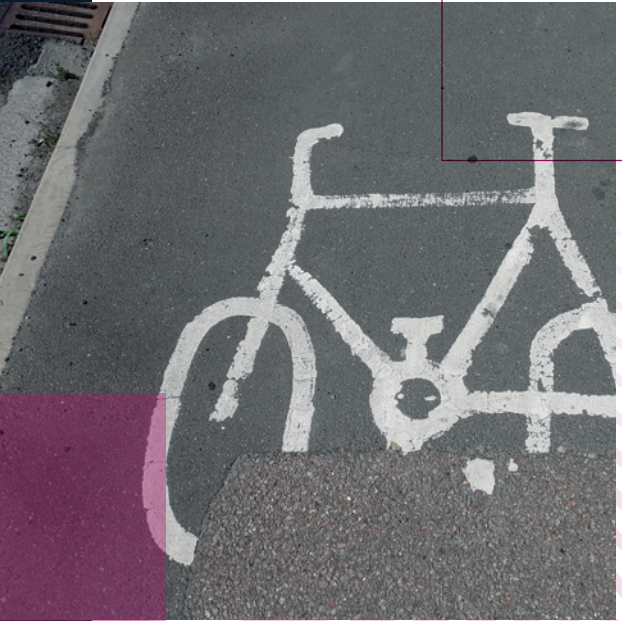
## The Cambridge to Newmarket Railway Line

The service currently has one train in each direction an hour. To run more trains the line would need to be upgraded.

We have also identified that building new stations along this route could improve transport provision for the east of the city. Options could include a new Cambridge East station as well as potentially reopening the railway station in Fulbourn.

## East-West Rail

Improvements to this line are being considered by the East-West Rail Consortium as part of a bigger project to reopen the direct railway line between Oxford and Cambridge. This could see the Newmarket to Cambridge service being extended to directly serve Milton Keynes and Oxford.







### Part of a wider network

A range of GCP schemes is underway to contribute to the development of a better, greener transport network for our busy region. The transport network map to the right shows how schemes, currently in progress, link with existing infrastructure.

**GCP corridor schemes**  
Four new public transport routes connecting key areas of growth with the city, complemented by travel hubs to encourage park and ride journeys and walking and cycling, which form an integral part of CAM.

Find out more at [www.greatercambridge.org.uk/public-transport-schemes](http://www.greatercambridge.org.uk/public-transport-schemes)

**City Access**  
The City Access project is working on solutions to ease congestion in the city centre 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](http://www.greatercambridge.org.uk/city-access)

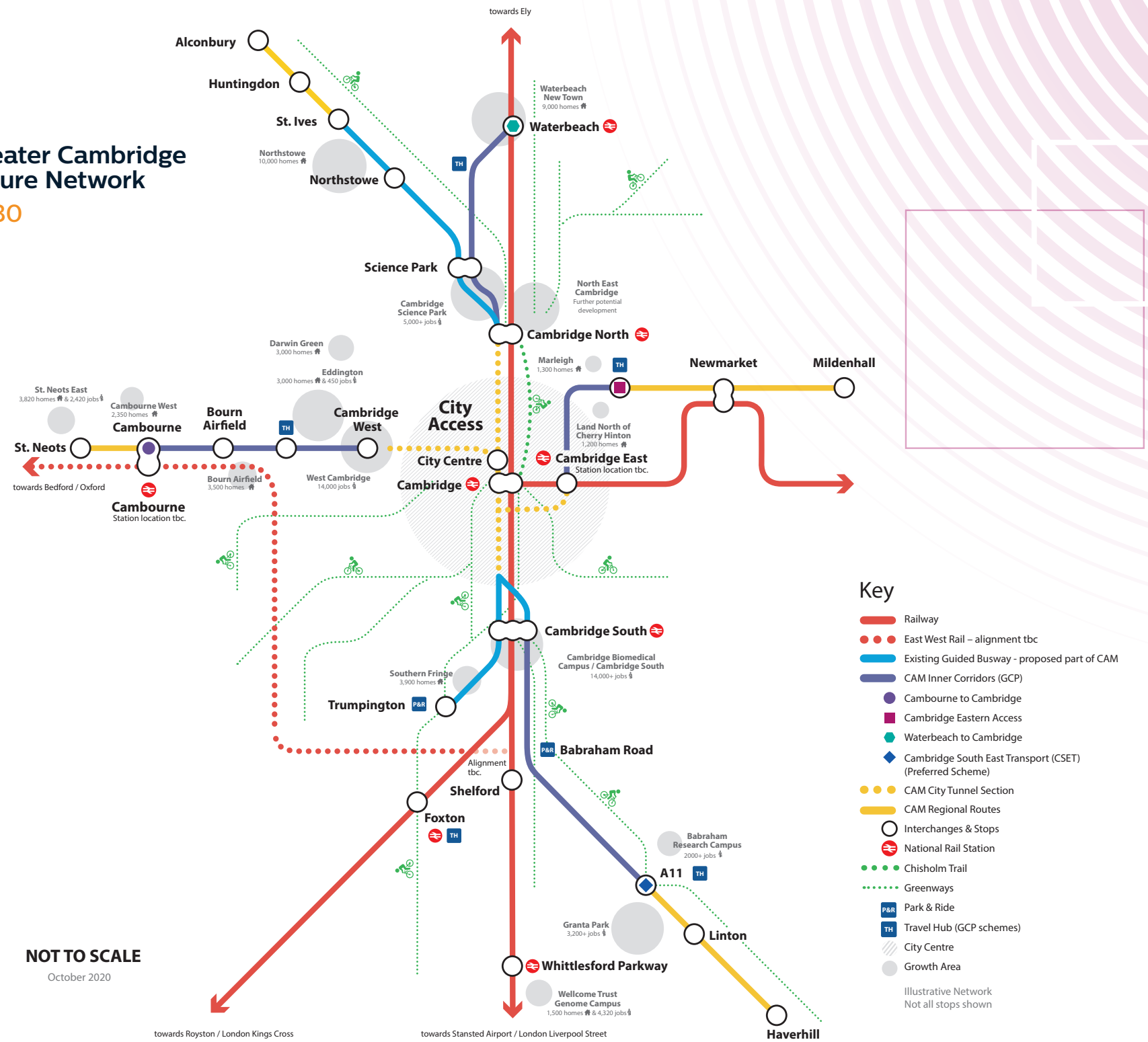
**Greater Cambridge Greenways**  
The Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages to Cambridge. There are a number of Greenways projects that will help with cycling in the east of Cambridge. They include the Swaffhams, Horningsea, Bottisham and Fulbourn Greenways.

Find out more at [www.greatercambridge.org.uk/greenways](http://www.greatercambridge.org.uk/greenways)

**Chisholm Trail**  
The Chisholm Trail is a new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station.

Find out more at [www.greatercambridge.org.uk/transport/transport-projects/chisholm-trail](http://www.greatercambridge.org.uk/transport/transport-projects/chisholm-trail)

### Greater Cambridge Future Network 2030





### Comparison of route options

#### Journey time comparison by public transport from

Quy Interchange **to**  
Drummer Street bus  
station in Cambridge:



Estimated journey time in  
2026 if nothing is done



Estimated journey time:  
do nothing compared to  
Options A1/A2 (2026 estimate)



Estimated journey time:  
do nothing compared to  
Option B1 (2026 estimate)



Estimated journey time:  
do nothing compared to  
Option B2 (2026 estimate)



### Project timeline

1

Phase 1

Outline Business Case  
2021

Approval  
2022

Construction  
2023

Completion  
2024

2

Phase 2

Outline Business Case  
2022

Approval  
2024

Construction and completion to be determined  
depending on the future of the Marshall's site  
and the progress of the CAM

All timescales are indicative and are subject to change. There will be further opportunities to comment on proposals as they emerge.





## Your views and next steps

Continuing Government restrictions on social gatherings due to the Covid-19 pandemic mean that we are not holding public exhibitions for this consultation. However, there are a range of ways in which people can share their views with us:

### Have your say



Fill out the online survey at:  
[www.greatercambridge.org.uk/  
CEA-Consultation](http://www.greatercambridge.org.uk/CEA-Consultation)



Email us:  
[consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



Contact us on Facebook:  
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You can request a printed  
survey from us by contacting  
us on the details above



Contact us on Twitter:  
[@GreaterCambs](https://twitter.com/GreaterCambs)  
[#CambridgeEasternAccess](https://twitter.com/CambridgeEasternAccess)



Telephone us:  
01223 699906



We will also be holding live online  
events which will be advertised via  
our website, Facebook page and  
Twitter feed

The consultation closes at midday on  
Friday 18 December 2020.

If you would prefer a copy of the consultation leaflet in large print, Braille, audio  
tape or in another language please email [consultations@greatercambridge.org.uk](mailto:consultations@greatercambridge.org.uk)



NEWMARKET ROAD