



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

**Growing and sharing prosperity**

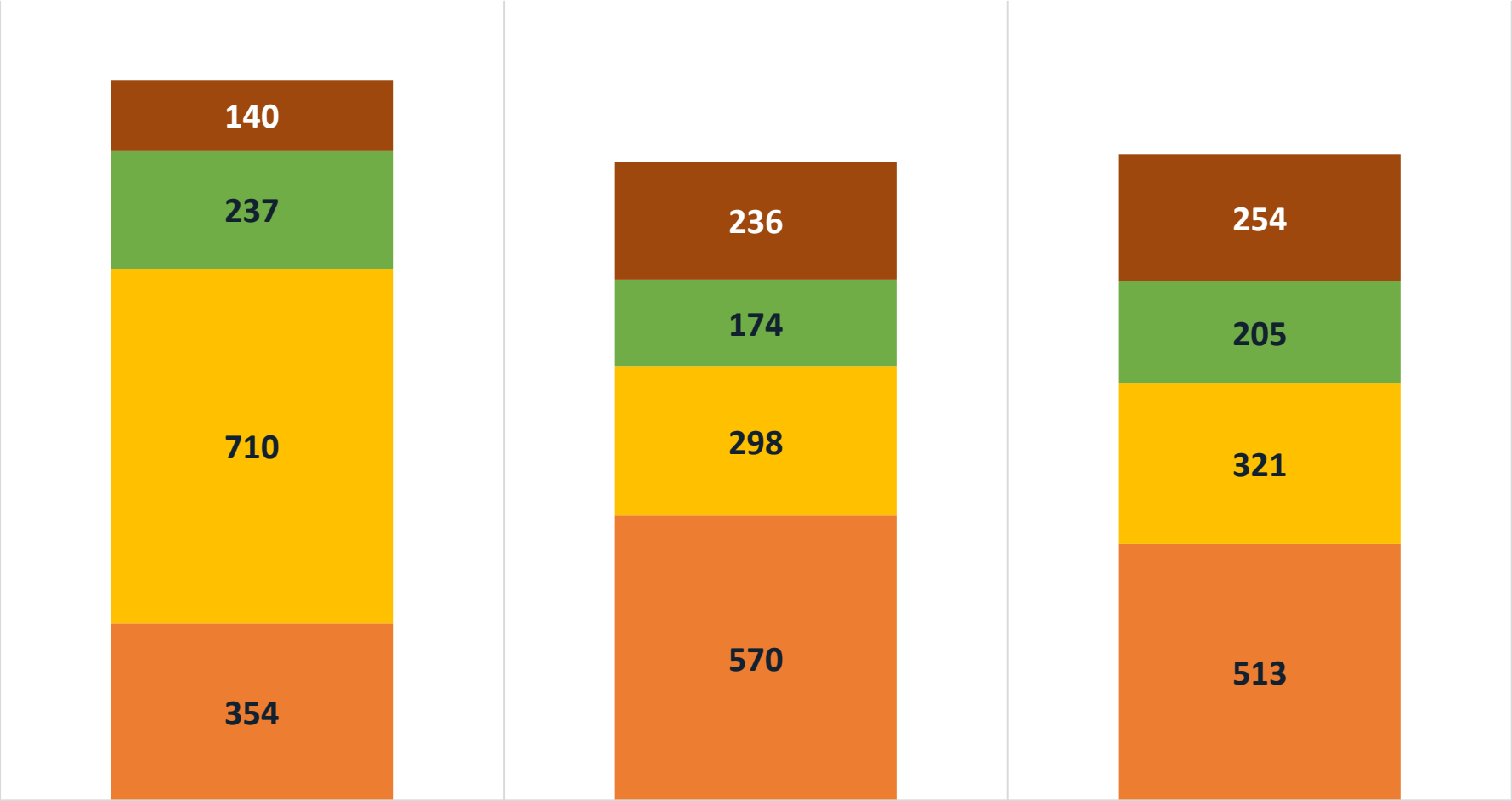
Delivering our City Deal

# Cambridge South East Transport



# Phase 2 Support - 2018

**SUPPORT**   **STRONGLY SUPPORT**   **STRONGLY OPPOSE**   **OPPOSE**



**STRATEGY 1**

**STRATEGY 2**

**STRATEGY 3**

# Phase 2 - Strategy 1

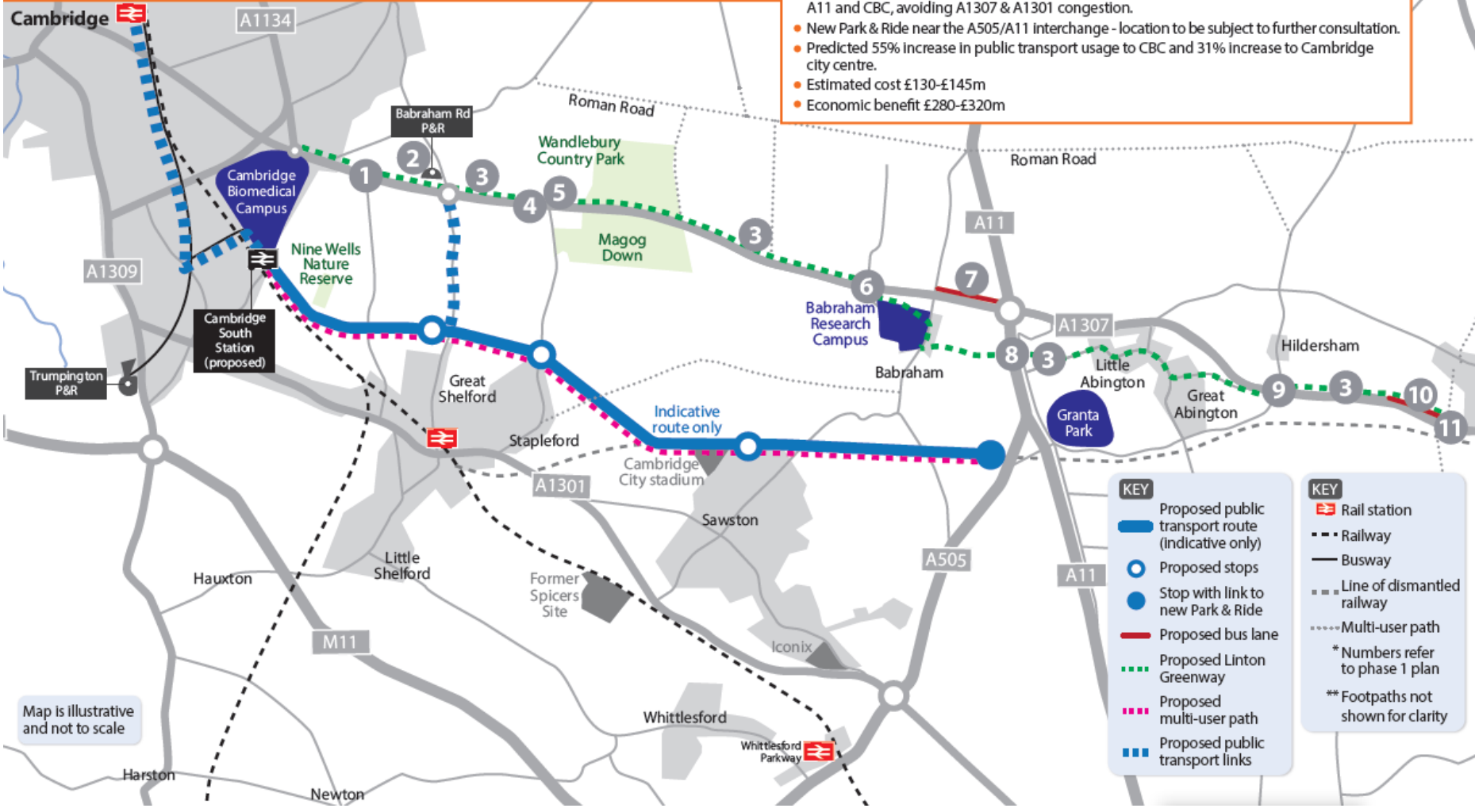
## Strategy 1 - Public Transport Route

A new dedicated public transport route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford, Great Shelford with onward connection to the city centre. It would partly follow the route of the dismantled railway line. The multi-user path alongside the proposed transport route could form part of the Sawston Greenway.

5-6 mins
  8-10 mins

Cambridge rail station      CBC      A11

- 8km dedicated public transport route will offer reliable journey times (two-way) between A11 and CBC, avoiding A1307 & A1301 congestion.
- New Park & Ride near the A505/A11 interchange - location to be subject to further consultation.
- Predicted 55% increase in public transport usage to CBC and 31% increase to Cambridge city centre.
- Estimated cost £130-£145m
- Economic benefit £280-£320m



Map is illustrative and not to scale

**KEY**

- Proposed public transport route (indicative only)
- Proposed stops
- Stop with link to new Park & Ride
- Proposed bus lane
- Proposed Linton Greenway
- Proposed multi-user path
- Proposed public transport links

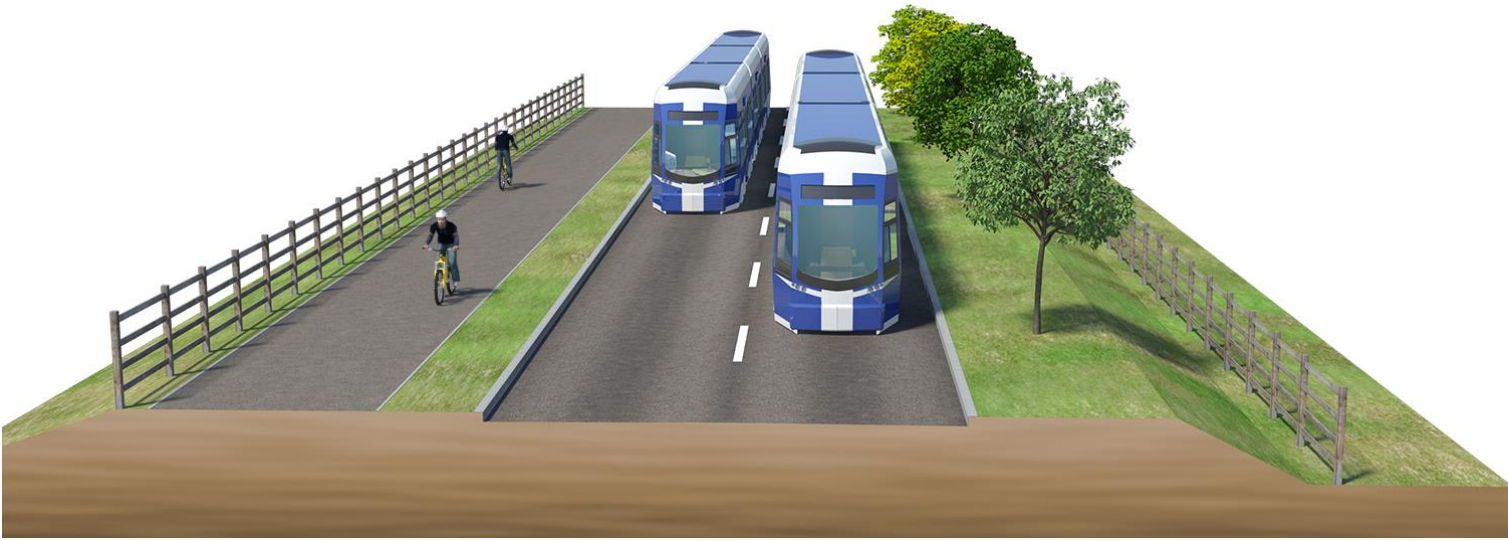
**KEY**

- Rail station
- Railway
- Busway
- Line of dismantled railway
- Multi-user path
- \* Numbers refer to phase 1 plan
- \*\* Footpaths not shown for clarity

# Strategy 1 – Support by Location



# Strategy 1 – Concept



# CAM Network



## CAMBRIDGESHIRE AUTONOMOUS METRO | STRATEGIC VISION

Stops at Sawston and Gt Shelford not shown for clarity

# Potential CAM Vehicle Concept



130-180 PASSENGER CAPACITY



BATTERY-POWERED: QUIET AND ZERO-EMISSIONS



LOW FLOOR: EASY ACCESS



ARTICULATED, HIGH QUALITY, MODERN SINGLE-DECK VEHICLE



NO PHYSICAL GUIDEWAY REQUIRED: FLEXIBLE







# Potential Initial Vehicle Concept

Electric Traction – Quiet – Emission Free – High Quality



# Service Frequency

Initially 8 services/hour (peak), 4/hour off-peak

With CAM 12 services/hour peak, 6/hour off-peak

Through services via CBC and Cambridge South to Station and City Centre

With CAM through services to west, north and east



# Park and Ride Sites

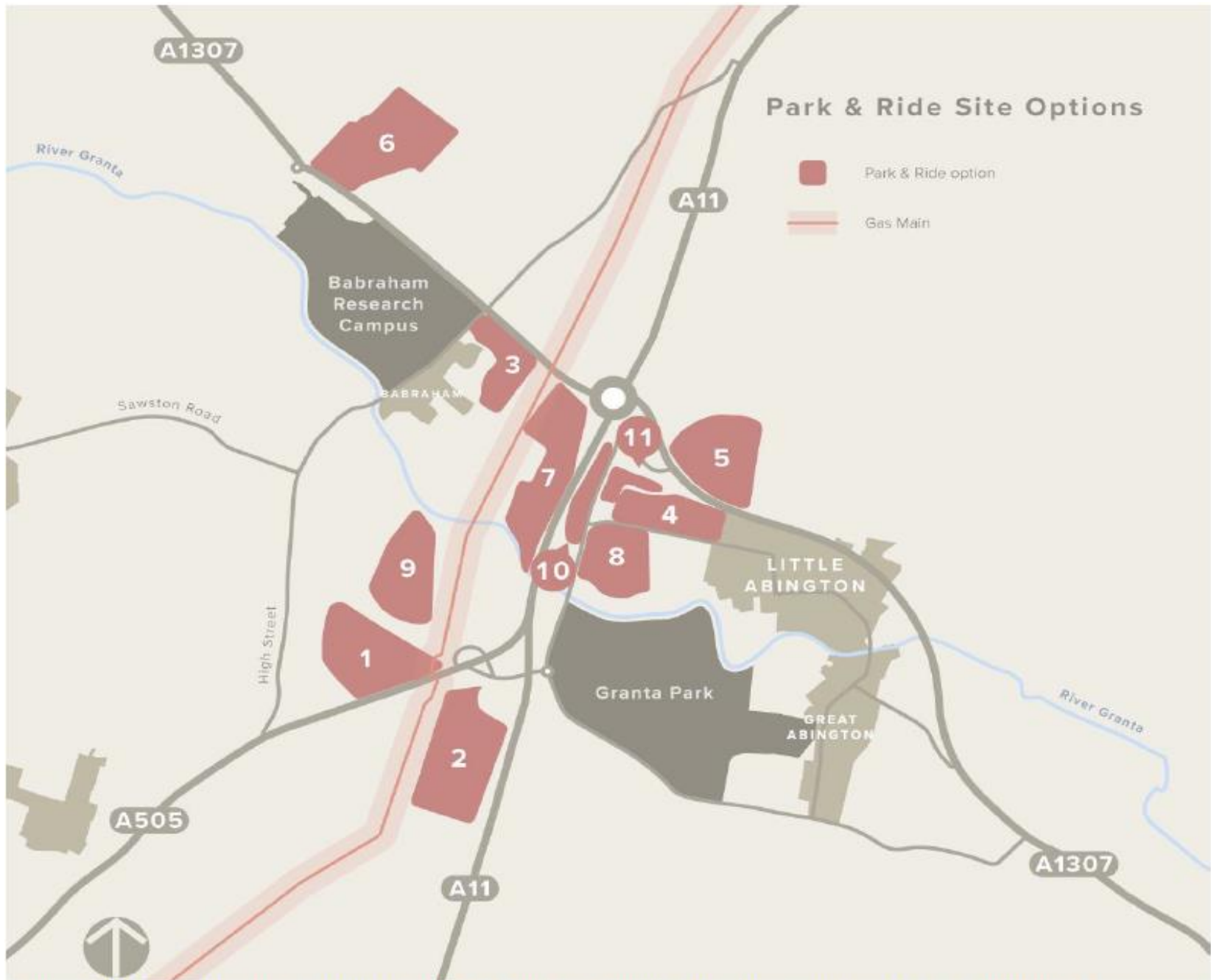
Highest usage with site close to A11/A1307/A505

50% of traffic on A1307 at Babraham has come from A11

P&R further east on A1307 unviable (lower demand and higher service cost)

Sustainable solutions, flexible with low environmental profile





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# Process

Re-Appraise Strategies from Previous Stage (with CAM)

Identify detailed routes

Consider 11 possible P&R Locations

Resulting in 231 site/route possible combinations



# Process

141 combinations rejected –

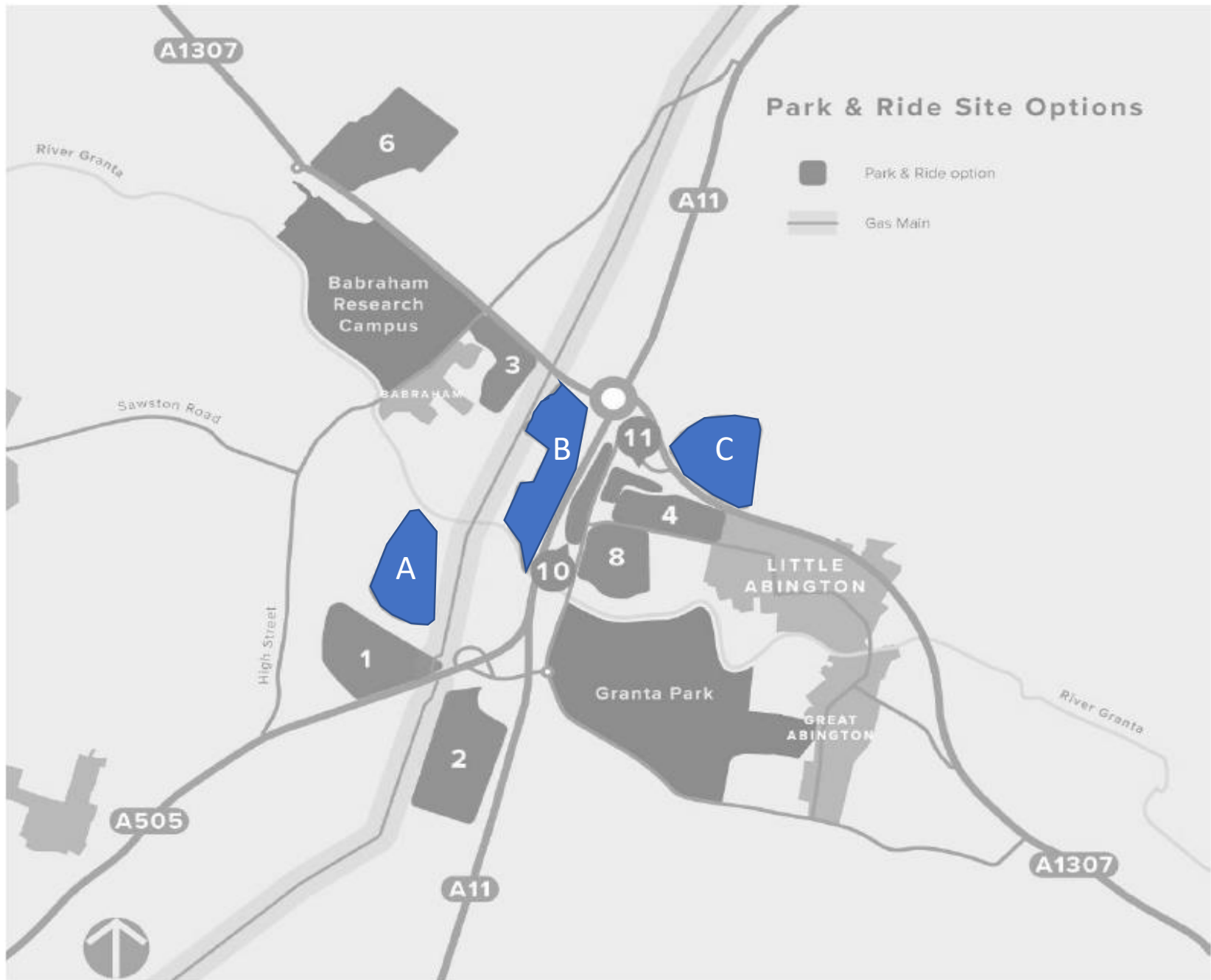
P&R too small, or previously rejected, or  
Acquisition of residential properties, or  
Both

Remaining 90 combinations further assessed

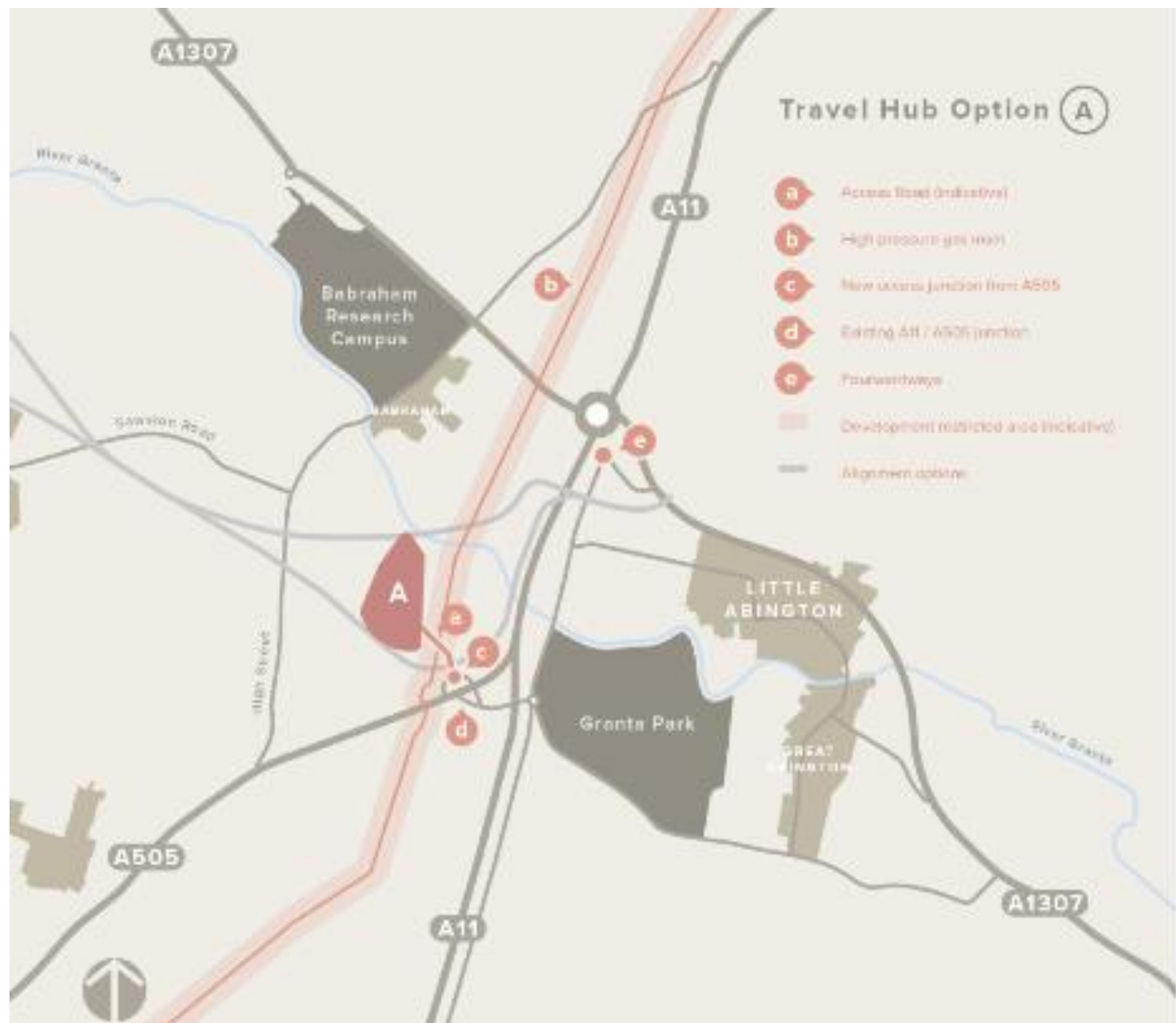
3 Shortlisted P&R Sites

5 Possible route variations



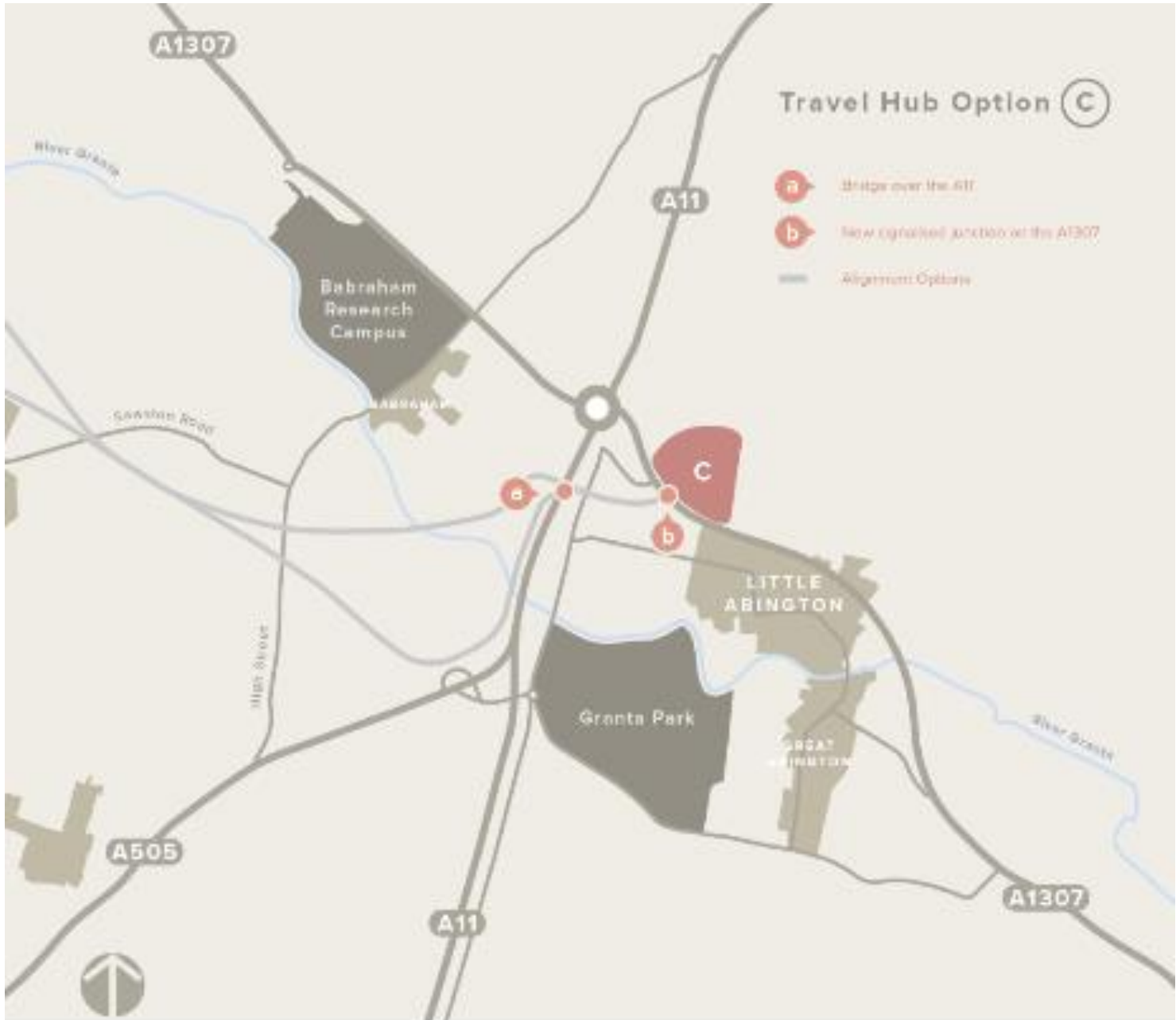


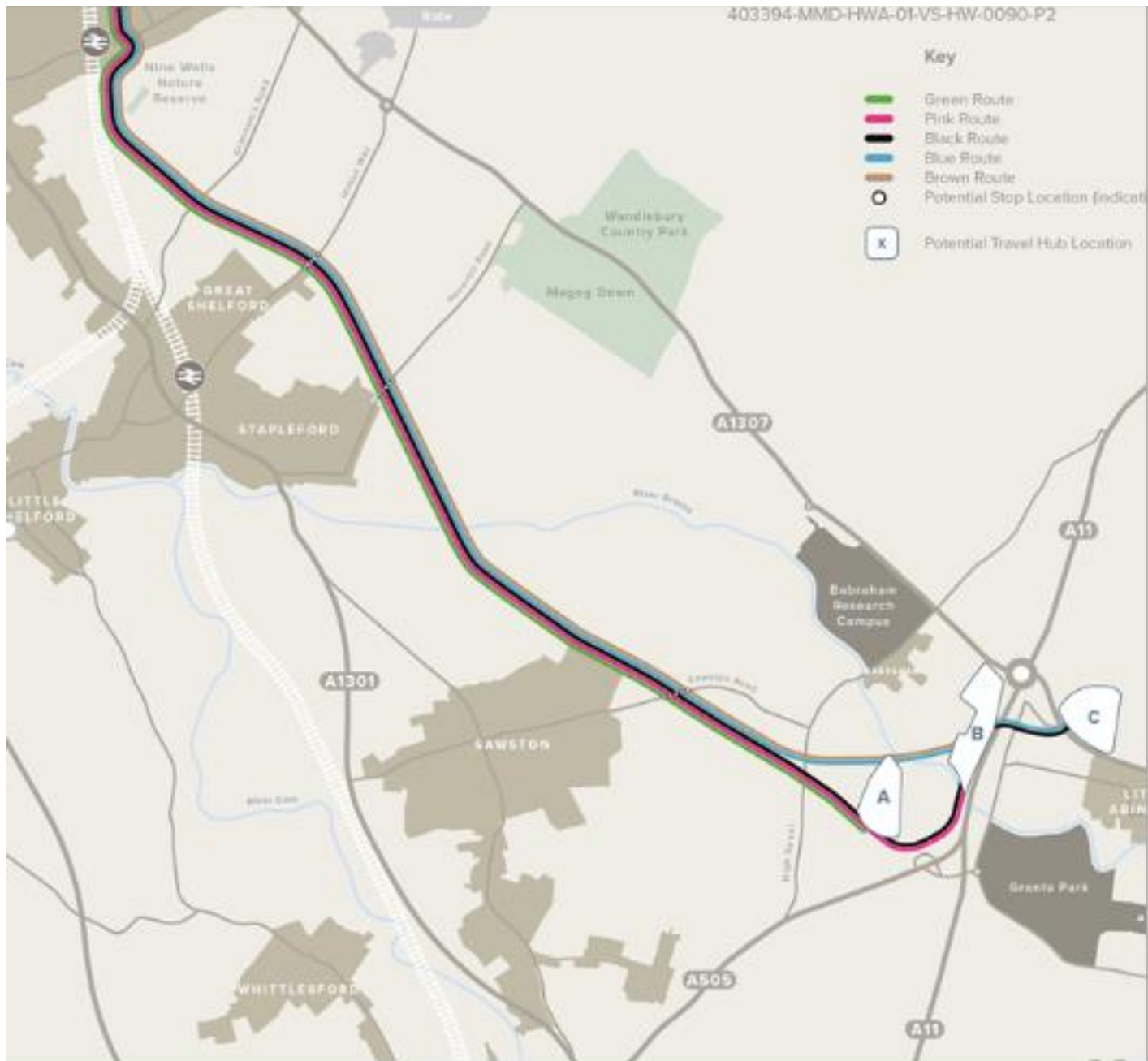
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# Programme

Assembly – 6<sup>th</sup> June

Executive Board – 27<sup>th</sup> June

Public Consultation Start – Early September

Outline Business Case/Preferred Route & Site – Early 2020



# Thank You