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 ran between 4 February and 31 March 2019.
The Cambridge to Cambridge Better Public Transport Project will introduce a reliable and sustainable public transport link connecting Cambourne - where more than 8,000 new homes are planned to be built by 2031 - and the city region, where more than 44,000 new jobs are expected to be created.

The project is made up of three key elements:
1. A public transport link between Cambourne and Cambridge.
2. A new Park & Ride facility off the A428/A1303 to supplement the existing Madingley Road Park & Ride.
3. New cycling and walking facilities.

The project is divided into two phases, with a new Park & Ride facility along the A428 being developed in parallel. Proposals for Phase 1 of the proposed route (from Madingley Mulch roundabout into the city) were consulted on in winter 2016/17. Proposals for Phase 2 (Madingley Mulch to Cambourne) were consulted upon in earlier this year and almost 1000 people responded. Consultation results can be viewed online at the Cambourne to Cambridge webpages.

Options for Phase 2 consultation - Key findings

Public transport route
Just under half of respondents (48%) indicated 'Option 1: off-road' would be their preferred choice for the link between Madingley Mulch roundabout and Bourn Airfield.
- 20% preferred 'Option 3: on-road with public transport priority lanes'.
- 19% preferred 'Option 2: on-road with junction improvements'.
- 9% indicated that they didn't want any of the options.

Common themes for those who preferred 'Option 1: off-road' included fastest journey times, future-proofing and reliability for future developments such as CAM, and avoiding key areas of congestion (particularly Madingley Mulch roundabout).

Option 1: Off-road segregated route map

Park & Ride site
63% of respondents preferred 'Option A – Scotland Farm'.

Common themes for those who preferred Scotland Farm included concerns about the negative impact 'Option B – Waterworks' would have on congestion, the visual landscape, and the Green Belt, and that Scotland Farm was a better site due to its proximity to Cambourne and Bourn Airfield and better access for all users.

Concerns about the visibility and environmental impacts of the Waterworks site were reflected in updated proposals presented during Phase 2 consultation. The project team is aware of concerns regarding the Scotland Farm site, in particular from Dry Drayton residents, regarding access and levels of traffic, which would also be considered as proposals developed.

Option A - Scotland Farm, 63%
Option B - Waterworks, 17%
Neither site, 6%
No preference, 12%
Walking and cycling provision
The majority of respondents (80%) felt that the provision of walking, cycling, and equestrian routes were an important part of the project. More detailed comments covered points including the need to ensure safety was kept to a high standard by being: well lit, well surfaced, maintained; wide enough for users to pass each other; that crossings were minimised; and that the route was segregated from motorised traffic.

Common proposals for additional measures which could improve the experience for public transport users between Cambourne and Cambridge included:
- extending public transport links further west, to other villages along the route, and to other employment sites outside Cambridge city centre,
- the need to consider the implications of the East-West Rail proposals from Network Rail, and
- improving frequency and reducing cost of public transport.

Part of a wider network
A range of GCP schemes are underway to contribute to the development of a better, greener transport network for our busy city region. The transport network map shows how schemes currently in progress link with existing infrastructure. Find more about other transport schemes at the GCP website www.greatercambridge.org.uk.

The Cambridgeshire and Peterborough Combined Authority has classified the Cambourne to Cambridge project as the first phase of the future Cambridgeshire Autonomous Metro (CAM). A CAM network proposes electric, rubber-tired vehicles that can run on existing roads and, for best performance, use dedicated, off-road routes to bypass congestion. GCP will continue to work closely with the Cambridgeshire and Peterborough Combined Authority as proposals for the CAM develop.