



GREATER
CAMBRIDGE
CITY DEAL

Cambourne to Cambridge Better Bus Journeys: Project Update

Cambourne PCC

17th January 2017

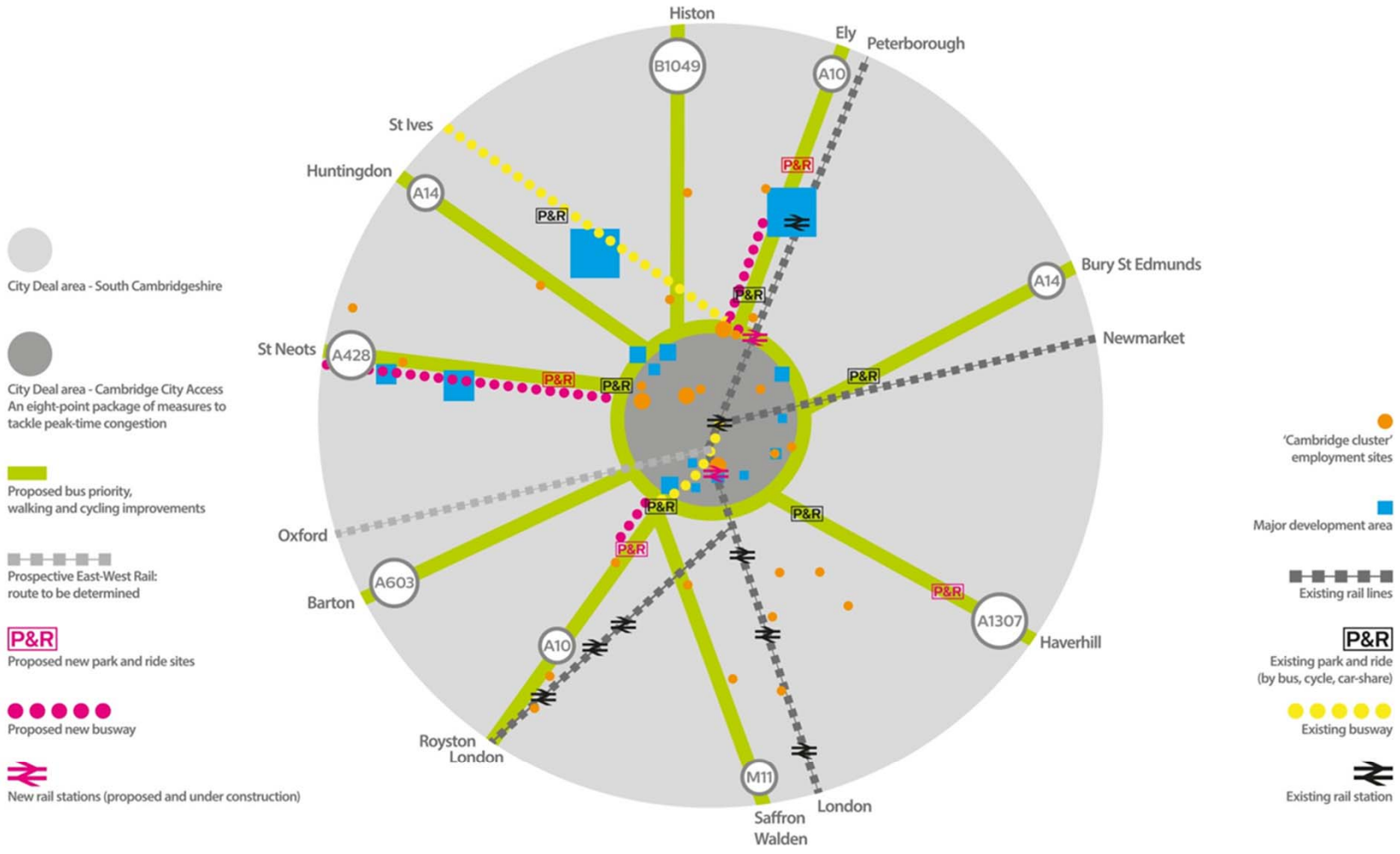
Contents

- Scheme Background - Ashley Heller

- Cambourne – Adrian Shepherd



The Transport Vision



Do Nothing Scenario

- Additional queuing on Madingley Road
- Additional traffic on the surrounding roads
- Between 2011 & 2031 car trips towards Cambridge will:
 - Increase 45% in the morning peak hour
 - Increase 70% in the inter-peak hour period
 - Increase 50% in the evening period



Scheme Development

Step 1	Identify feasible options
Step 2	Identify options for further single scheme option development on the basis a Strategic Outline Business Case
Step 3	Present a Full Outline Business Case for single scheme approval
Step 4	Seek formal consent to construct

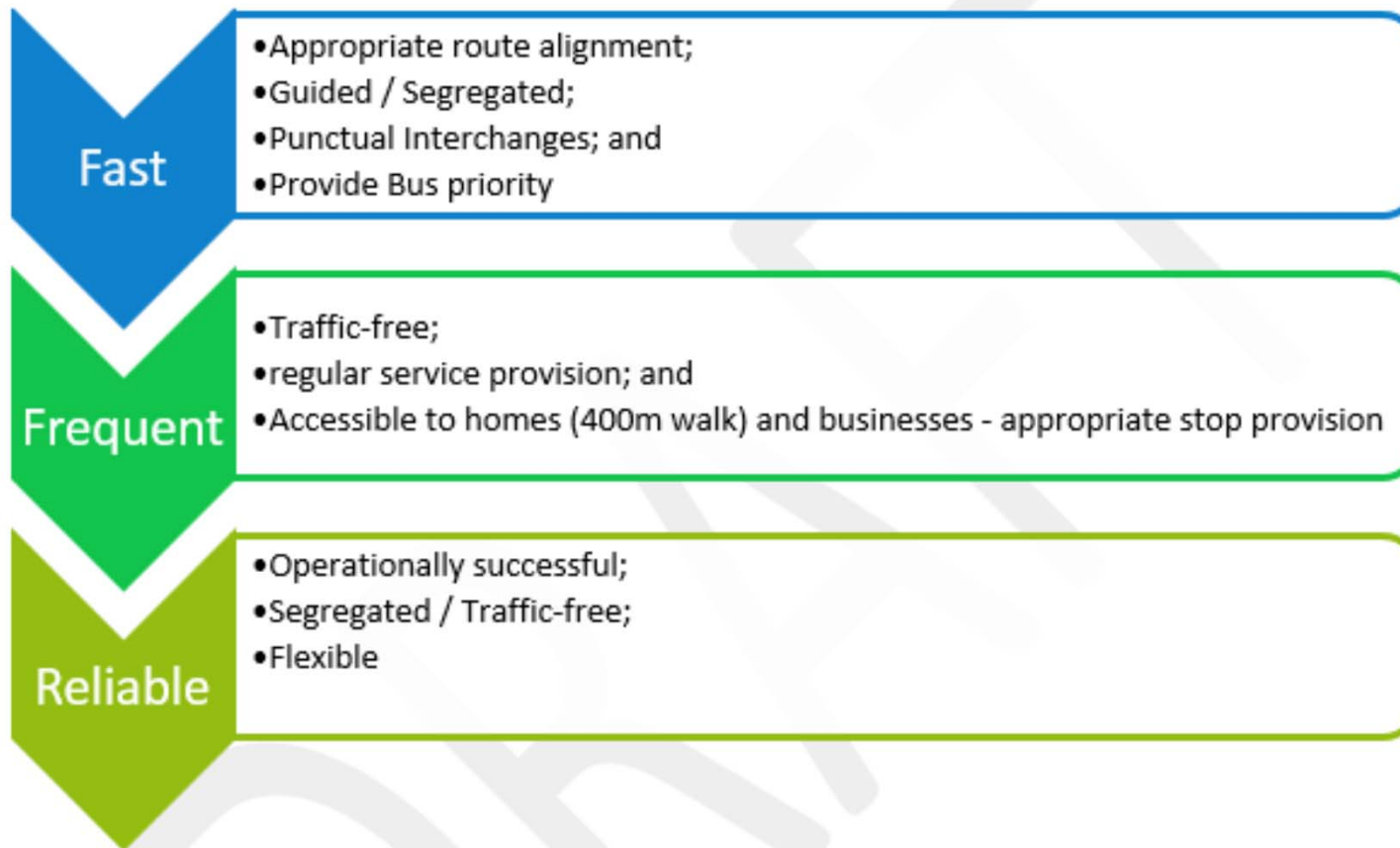


We are here

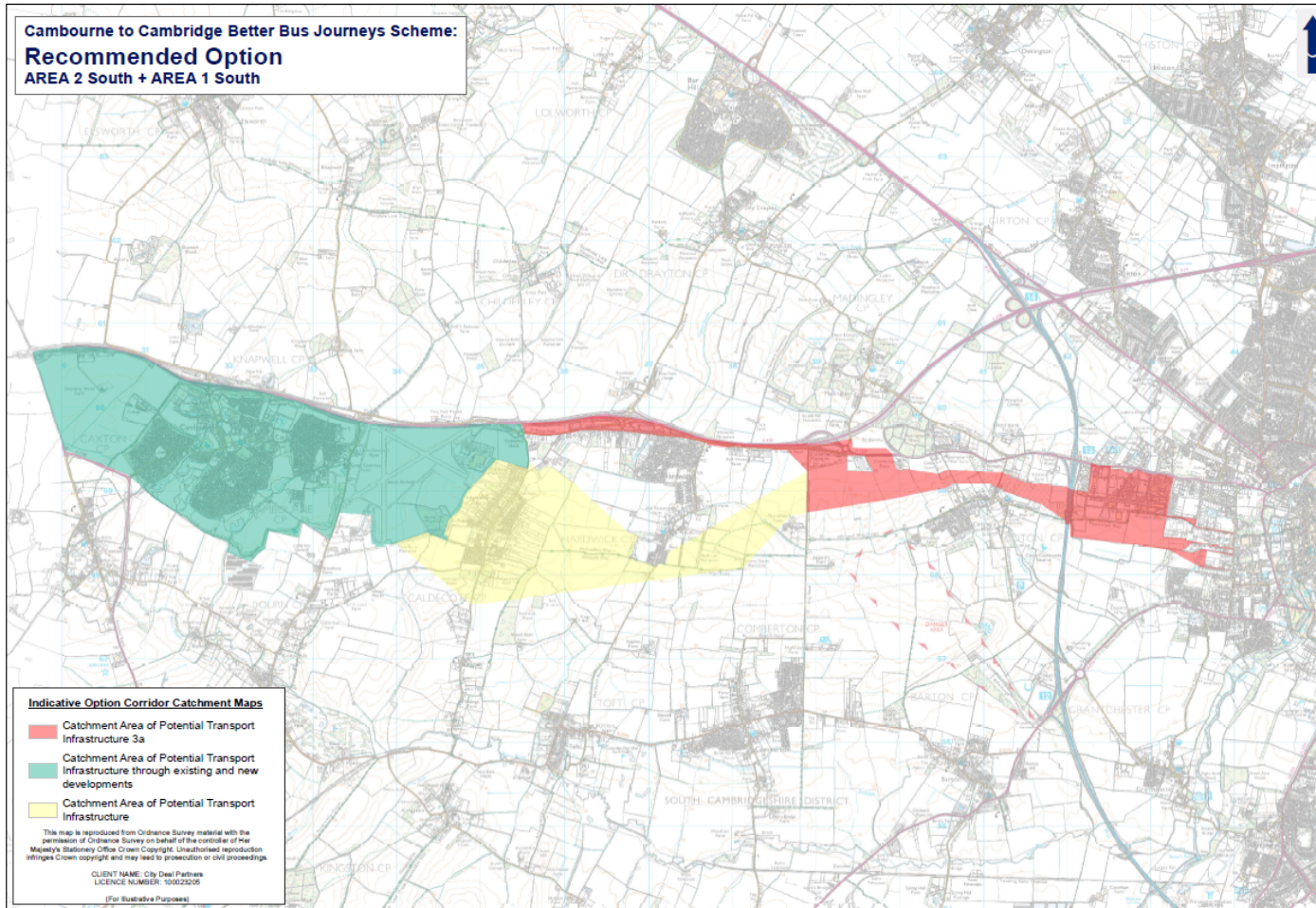


Objectives

Figure 2-1 Characteristics of BRT



The Recommended Option



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Author: Atkins GIS, Date: 21/09/2016



Why this option?

Wider economic benefits

679 million

A 30 year period

Faster journey time

28 minutes

Cambourne to Cambridge

Estimated cost

£142m

Strategic Case	Highest level of intervention
Early BCR	0.20
Environmental effects	Early assessment = Medium
Management and commercial cases	



Other Benefits

Maximum capacity (passengers per hour per direction) achievable for different bus infrastructure systems.

- 1,200 – 1600 for kerbside bus lanes (30-40 buses per hour)
- 1,600 – 2400 for Busway and Guided Bus (40-60 buses per hour)

FLEXIBLE

Segregated Busways are at least twice as reliable as Bus Lanes in urban areas

Option	Cambourne-Queens Rd- Cambourne JTs (Minutes)
Do minimum	75
Option 1	64
Option 2	38
Option 3 Recommended	28
Option 4	32
Option 5	30

A 2 Way Bus Way



Cycling Quality



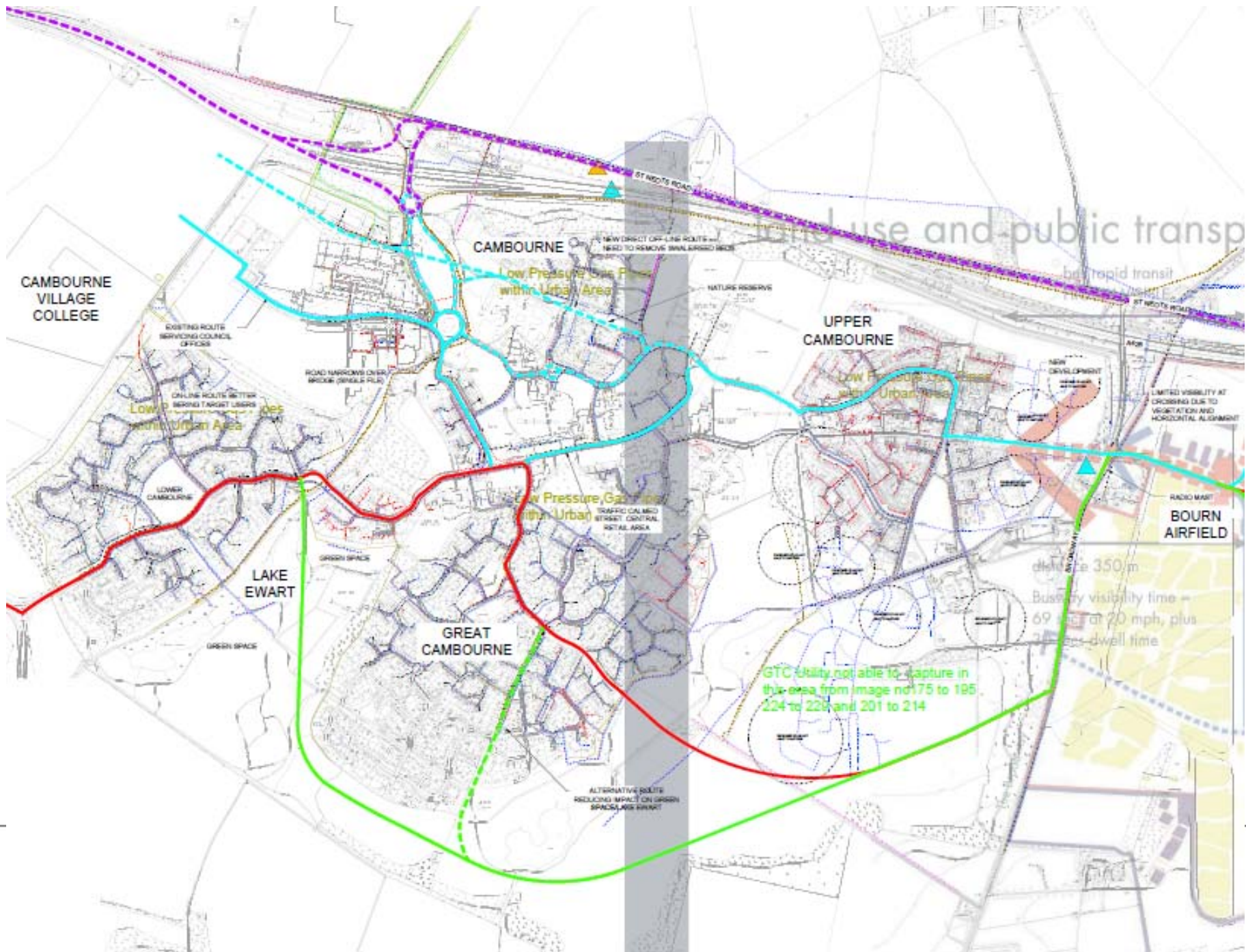
Cambourne



Key Considerations

- **Western Gateway** – to provide improved connectivity between Cambourne and Cambourne West;
- **Internal Gateway** – to provide improved service and passenger experience within Cambourne;
- **Eastern Gateway** – to reduce bus journeys times by providing access to the external highway network at the eastern extent of Cambourne; and
- **Bus infrastructure** – to provide better levels of provision and amenity for bus passengers.





land use and public transp

by rapid transit

CAMBOURNE VILLAGE COLLEGE

CAMBOURNE

UPPER CAMBOURNE

Low Pressure Gas P within Urban Area

Low Pressure Gas P within Urban Area

Low Pressure Gas P within Urban Area

LAKE EWART

GREAT CAMBOURNE

BOURN AIRFIELD

ALTERNATIVE ROUTE REDUCING IMPACT ON GREEN SPACES/LAKE FRONT

GTC Utility not able to capture in this area from image no 175 to 195, 224 to 226 and 201 to 214

distance 350 m

Busway visibility time - 69 sec at 20 mph, plus 21 sec dwell time

LIMITED VISIBILITY AT CROSSING DUE TO VEGETATION AND HORIZONTAL ALIGNMENT

RADIO MAST

NEW DEVELOPMENT

NATURE RESERVE

ROAD NARROWS OVER BRIDGE (SINGLE FILE)

EXISTING ROUTE SERVICES COUNCILS OFFICES

LOWER CAMBOURNE

GREEN SPACE

GREEN SPACE

TRAFFIC CALMED STREET - CENTRAL RETAIL AREA

NEW DIRECT OFF-LINE ROUTE - NEEDS TO REMOVE SWALE BRIDGE OVER

AFR

ST NEOTS ROAD

ST NEOTS ROAD

Cambourne



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Scale 1/7673

Date 12/5/2016

Centre = 532157 E 259434 N



Environmental Considerations

- Noise Impacts
- Air Quality Impacts
- Greenhouse Gases
- Impacts on Landscape
- Impacts on Townscape
- Impacts on the Historic Environment
- Impacts on Biodiversity
- Impacts on the Water Environment





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Thank you



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