

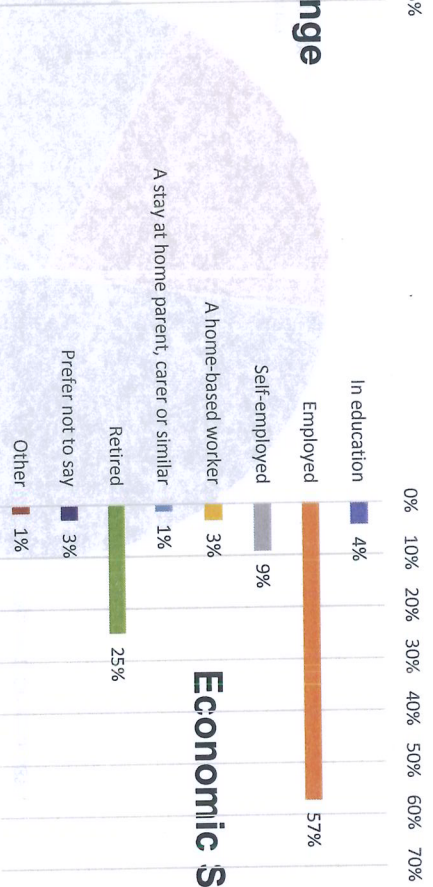
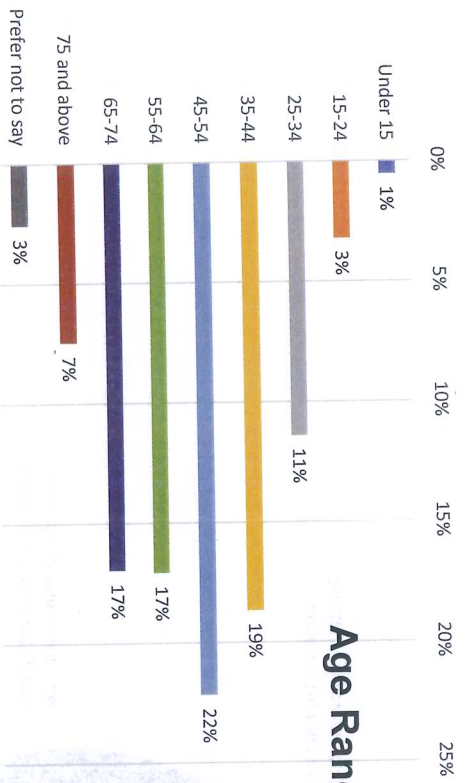


## Project Update

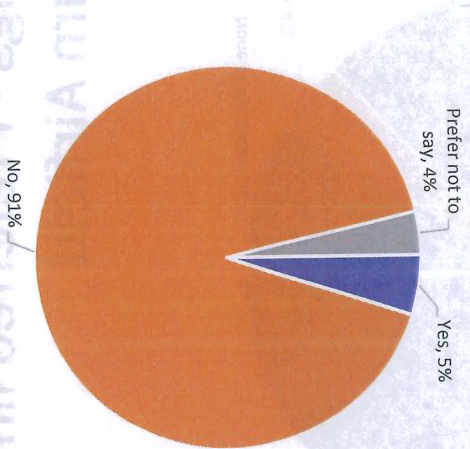
- Extensive work to develop the scheme - **3 public consultations**
- Since our last Hardwick PC update in February:
  - **Consultation** on Phase 2 - Madingley Mulch roundabout to Cambourne, including over 30 public events, speaking with over 800 residents
  - **Eight workshops** with representatives from the Local Liaison Forum, forming a 'Technical Group' covering subjects including modelling, Wider Economic Impacts and Environmental Scoring & Mitigation
- **Non Motorised Access and Landscape and Ecology Working Groups** to inform the scheme design
- **Publication of technical notes** in response to stakeholder feedback to -
  - Explore 'quick-win' options along Madingley Hill. Viable projects avoid land take and significant environmental impact and minimise input from, or impact on, third parties, restricting options to a short section of public transport lane, extension of cycling improvements and review of signal timings.
  - Provide further clarification on why a northern alignment via Girton was previously discounted. Papers available on the LLF Cambourne to Cambridge section on the GCP website.
- 6 June Local Liaison Forum

23/1/18  
KCC/1/155

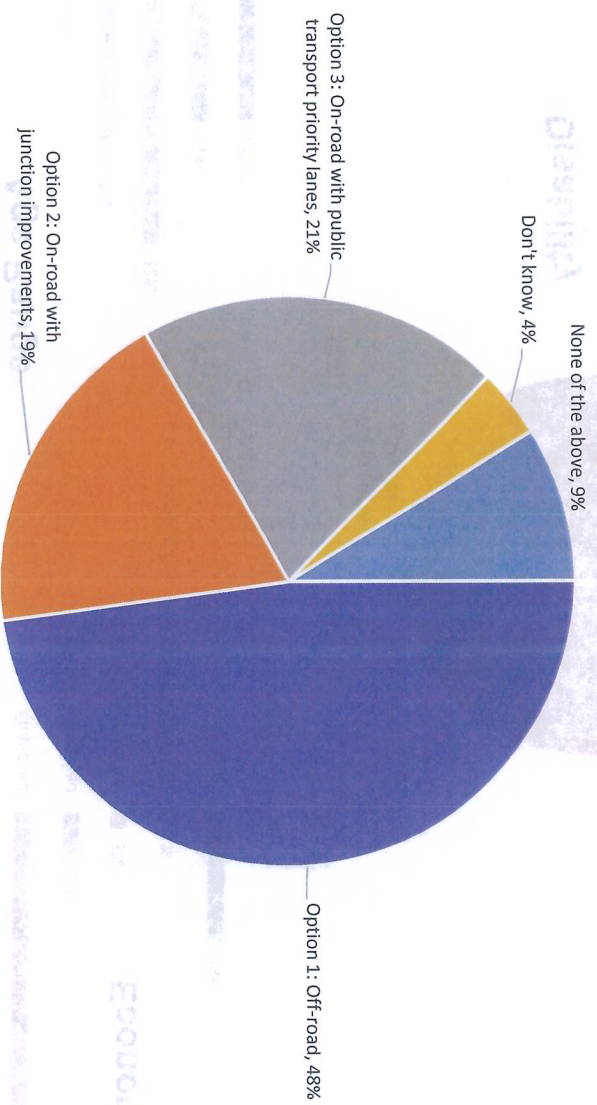
# Phase 2 consultation findings - Response



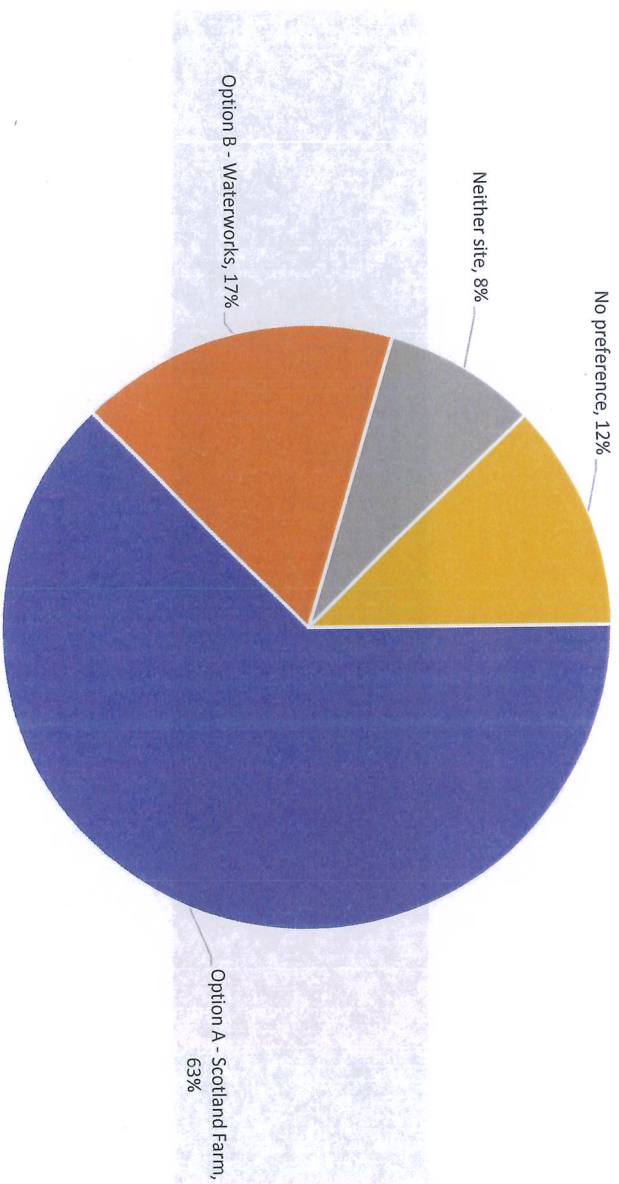
## Disability



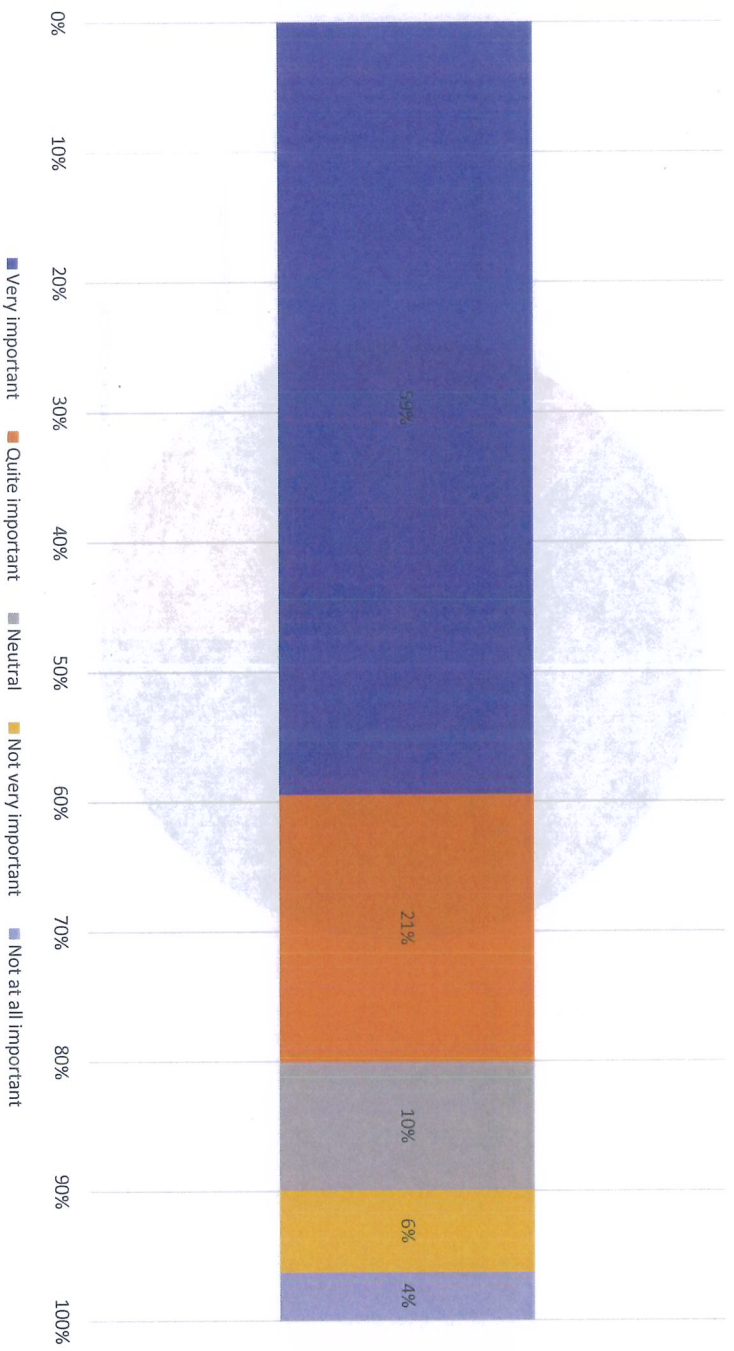
# Phase 2 consultation findings - Preferred link between Madingley Mulch roundabout and Bourn Airfield



## Phase 2 consultation findings - Park and Ride location preference



# Phase 2 consultation findings - Importance of walking, cycling and equestrian routes



# Hardwick Village Plan

- Page 5 - C2C scheme as highly important for the village.

## Pages 10-11 – Transport

- 44% in favour of bypassing queues to Cambridge as a way to increase bus use (20% against)
- 36% want a direct route to Cambridge Station
- Park and Ride at Madingley Roundabout - 58% in favour and 42% against
- Park and Ride at Scotland Farm - 52% in favour
- 46/54 for/against St Neots Road Busway
- Separation of cycle-ways and roads, followed by off-road cycle routes to Cambridge and Comberton are most important incentives to cycling (C2C & Comberton Greenway)

Page 30 - St Neots Road community feels isolated from the rest of the community

## Phase 2 P&R & route options - Hardwick (104)

- 39% Option 1 Off-road, 21% on-road with junction improvements, 10% on road with public transport priority, 5% don't know, 25% none of above
- 65% Scotland Farm, 14% Waterworks, 12% Neither, 8% No pref

# Addressing concerns

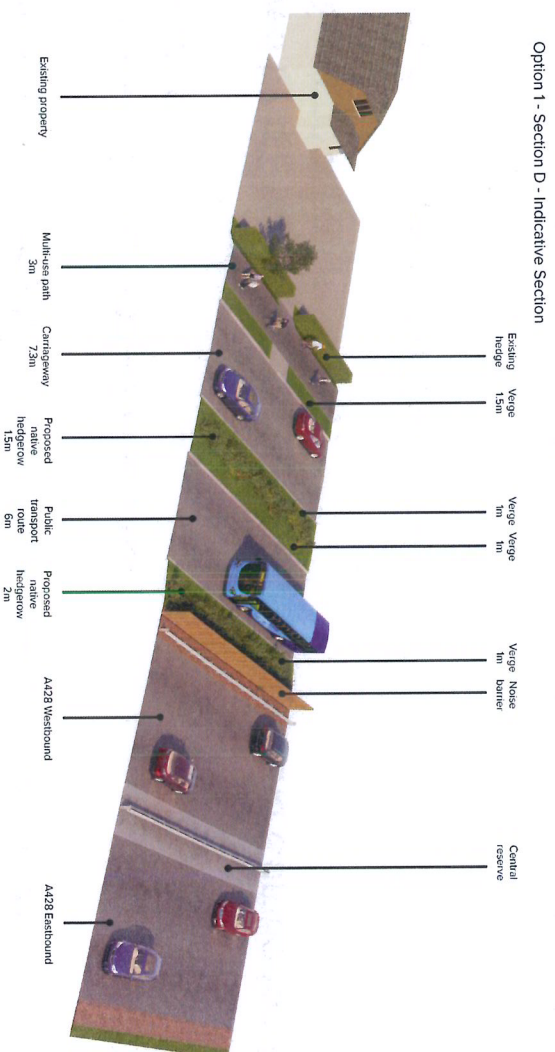
## St Neots Rd Cross sections

Cross-sections vary depending on width and levels

Proposed options can be accommodated at all locations

Planting will depend on width and levels

A428 Noise barriers can be improved as required





## Addressing concerns

### Air pollution

- The relatively low number of buses will have minimal impact on air quality with minimum emission standards in place
- Use of public transport should reduce the number of private vehicles on the roads

### Noise

- The relatively low number of buses will have minimal impact on noise compared to the A428.
- Where necessary A428 noise barriers will be improved to ensure no net increase in noise

Addressing concerns

## Addressing concerns

### Traffic Issues

- Parking will be lost along St Neots Rd but driveway access will be maintained
- In some locations there may be scope to provide parking bays where a clear case for doing so is made
- Concerns regarding access to driveways along St Neots Road are noted. All layouts will be subject to Road Safety Audit to ensure adequate visibility

### Bus Stops

- Current intention is for one bus stop to be designated for express services.

Addressing concerns

## Find out more

- Consultation results can be viewed online at the [Cambourne to Cambridge webpages](#)
- Work is ongoing; in particular around **environmental and mitigation issues**
- **Continued dialogue** with LLF and further Tech Group workshops
- Continuing stakeholder engagement - meetings and council and community presentations
- A further **LLF meeting in the Autumn** in advance of an **Outline Business Case being presented to the GCP Executive Board** for decision on a preferred scheme



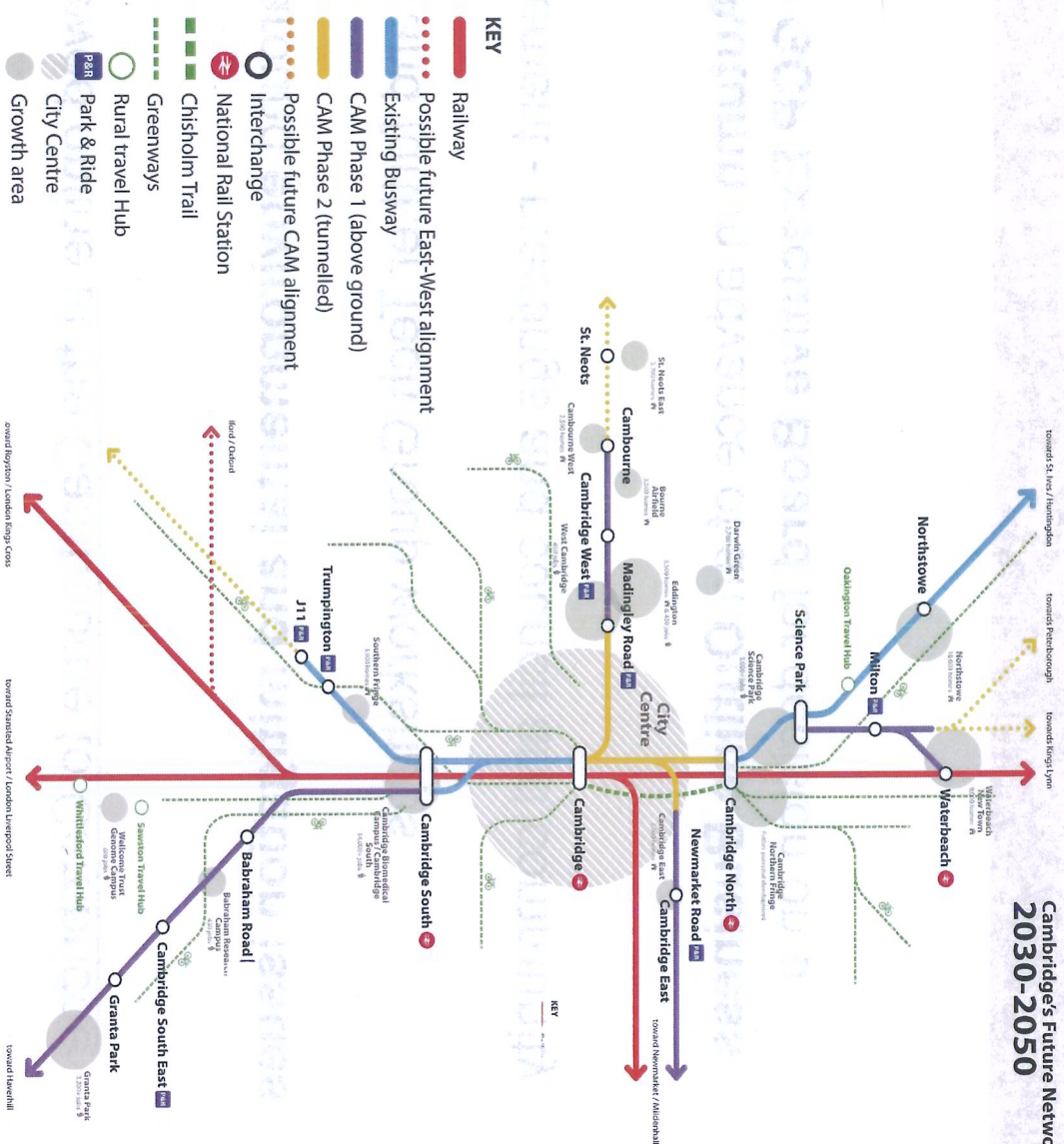
## Part of a wider network

Cambourne to Cambridge project classified as first phase of future Cambridgeshire Autonomous Metro.

GCP is working closely with the Cambridgeshire and Peterborough Combined Authority as proposals for the CAM develop.

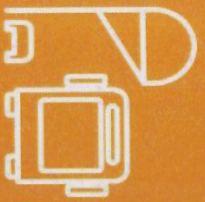
Find more about other transport schemes at the GCP website [www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)

East West Rail could provide better connectivity but plans are at an early stage and no decisions have been made.  
C2C seeks to connect communities, and support growth, as well as reducing traffic on the A1303.





GREATER  
CAMBRIDGE  
PARTNERSHIP



# CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT PROJECT



