Hardwick PC Questions and Answers

1 What are the proposed routes for the busway?

In October 2016 the Greater Cambridge City Deal Board decided, in principle, that a segregated route between Cambourne and Cambridge, with a Park & Ride near the Madingley Mulch roundabout, best met the strategic objectives of the scheme. They instructed officers to look for specific route alignments within Catchment Area 3a, with Catchment Area 3 as an alternative if (but only if) Option 3a proves unviable (see catchment Area plan). The Working Plans (see link to webpage) illustrate some of the possible specific alignments for the routes.

No decision has been made on the recommended option or an exact route and we have been instructed to investigate some alternative routes and options for the scheme, such as a Park & Ride site at Scotland Farm and an on-road route along the A1303 and Madingley Road. The assessment includes workshops and meeting with The Local Liaison Forum, Parish Councils in addition to other consultees and stakeholder. We will be reporting all our findings back to the Executive Board by July, where a decision will be made on the next steps for the project.

2 How will the routes affect Hardwick?

All of the options are likely have some effects in different ways on Hardwick. The aim of our ongoing assessment is to ensure that the environmental implications of decisions of the scheme development process are fully understood and appropriately managed and mitigated.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Level of intervention</th>
<th>Option Description (Description used during consultation see Figure 3)</th>
<th>Option Catchment Area Maps</th>
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<tbody>
<tr>
<td>Option 3</td>
<td>High</td>
<td>AREA 1 South + AREA 1 South</td>
<td><img src="image1" alt="Option 3 Map" /></td>
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<tr>
<td></td>
<td></td>
<td>• A new offline segregated dedicated bus route connection between Cambourne and Bourn Airfield</td>
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<tr>
<td></td>
<td></td>
<td>• The segregated route then runs south of Hardwick to Madingley Mulch roundabout</td>
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<tr>
<td></td>
<td></td>
<td>• From here direct access to a new segregated dedicated bus route running north of Coton and parallel to Madingley Road and Madingley Rise to new bridge over the M11</td>
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<tr>
<td></td>
<td></td>
<td>• Route continues to Grange Road, with a connection to the West Cambridge University site (the alignment could be south of, or within, West Cambridge)</td>
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<table>
<thead>
<tr>
<th>Option 3a</th>
<th>High</th>
<th>AREA 2 Central + AREA 1 South</th>
<th><img src="image2" alt="Option 3a Map" /></th>
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<tr>
<td></td>
<td></td>
<td>• A new offline segregated dedicated bus route connection between Cambourne and Bourn Airfield</td>
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<td></td>
<td></td>
<td>• The segregated route then runs alongside the old A428 to Madingley Mulch roundabout (this is a variation of Option 3 that provides the benefits of a segregated route but uses the existing road corridor)</td>
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For example as Option 3 would include new, offline sections, where there may be effects to households that were previously not exposed to the levels of noise, air quality and potential impacts associated with bus services running close-by.
Design measures can be taken to reduce or avoid effects. In some instances environmental enhancements may result e.g. the creation of new or better landscape and ecological habitats. The overall approach to the design measures will be defined by local and national policy and guidance.

We will ensure that design approaches that ensure that new infrastructure integrates into the existing landscape and urban realm and protects the continuity and character of open space and green belt.

The Design Criteria will consider the following issues:

I. Location of infrastructure – respecting the urban and rural context for example through assessing proximity to and the relationship with the existing built up areas

II. A specific route alignment assessment to test accessibility from the start to the end of journeys through the centres of employment (e.g. Cambridge West) and housing (e.g. Bourn) and the environmental effects with a view to integrating with existing infrastructure and minimising impacts

III. Siting – positioning of infrastructure to minimise visual intrusion on the existing landscape through considering issues such as ground levels, slopes and other natural features and also minimising impact on important features such as ecological and heritage assets

IV. Design – the materials, features and introduced landscaping that will form the new infrastructure and achieve high quality design, minimising environmental impacts consistent with delivering the scheme’s objectives, and integration with existing infrastructure and the ends of the route and along it.

3 Will there be a stop in Hardwick

There would be a high quality busway stop servicing Hardwick.

4 Will the Citi 4 schedule be affected ?

5 Will the Citi 4 be cancelled ?

6 Could the Citi 4 be re routed to include Caldecote and Hardwick villages to enable villagers more access to buses?

Whilst bus services on the existing highway are a matter for individual operators and are provided subject to commercial demand the City Deal partnership will seek through discussions with the bus operators to minimise where practicable any potential for adverse impact on existing commercial bus services.

The busway as high quality public transport service promoted by the City Deal partnership will provide a fast, frequent and reliable on dedicated infrastructure distinct from the existing highway. By way of agreement with the bus operators who wish to use the system the highest possible standards for the travelling public will be sought.

7. How many buses will there be an hour ?
The high quality public transport service patterns on the busway would be identified by the service operators in conjunction with the scheme sponsors, The City Deal partnership. For the purposes of assessment, assumptions have been made with regard to the likely service frequencies and journey times. These assumptions are based on the outputs from the early strategic modelling for the Strategic Outline Business Case, which for Option 3 is currently assumed at 9 per hour. This figure will be tested and evaluated further as the business case is developed.

8 If Cambourne builds another 2,300 houses how many more buses will there be an hour?

The assumption of development is contained within the modelling undertaken and is consistent with, The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), prepared in parallel with the Submitted Local Plans, which was adopted by Cambridgeshire County Council in March 2014. The strategy provides a plan to manage the rising population and increase in demand on the travel network by shifting people from cars to other means of travel including cycling, walking and public transport It envisages a range of infrastructure interventions on the St Neots and Cambourne to Cambridge corridor as a key part of the integrated land use and transport strategy, responding to the levels of planned growth.

The TSCSC focus of high quality public transport intervention along the corridor is busway/High Quality Public Transport Infrastructure. Its requirements are reflected in the Long Term Transport Strategy, which forms part of the LTP. Policies in the Submitted South Cambridgeshire Local Plan reflect this, requiring high quality segregated public transport improvements between the A428 /A1303 junction and inner ring road, and measures to

9 What type of engines will the buses have?

The buses introduced for use on the busway would be at least Euro 6 emission standards or higher. The scheme may provide an opportunity to introduce hybrid buses with electric running as part of the high quality public transport it seeks to promote. As a consequence the scheme could potentially provide an improvement in the air quality of the areas of highest sensitivity.

10. How noisy will the buses be?

The latest standard Euro 6 bus engines offer increased efficiency of engines with reduced noise. The potential for electric motors would further reduce noise. It is anticipated that the buses using the proposed busway would exhibit less noise that those on the existing Cambridgeshire Guided Busway.

11. How much pollution will there be from the busway?

The operational effects all buses using the bus way would be subject to a minimum vehicle quality thresholds which they would need to meet or exceed. One of these thresholds would relate to the need for the buses to have at least the latest Euro 6 emission standard engines.

12. What type of pollution and sound barriers are proposed between the houses on St. Neots road and the A428 if the current trees and fencing are removed to make way for a bus way?

The current noise fencing between on St. Neots road and the A428 Truck Road would remain as part of the proposed busway scheme. The removal of vegetation which is not
considered noise attenuation itself, would need to be considered as part of the overall noise assessment of the proposed scheme.

With regard to concerns about air quality and noise as a result of the construction and operation of the bus way these are matters that would need to be taken into formal account as part of the application for planning consent for the proposed scheme, as part of an Environmental Impact Assessment. Where impacts are likely to occur as a result of the scheme these must be avoided, mitigated or compensated.

13 What safety barrier will there be between the bus way and the current road to stop vehicles using the busway?

The means to segregate the busway from the existing highway would be similar to those used on the existing Cambridgeshire Guided Busway. These include concrete car traps at junctions and entrances to the guideway.

14 Would there be any speed restrictions/calmimg, if yes what?

If using the existing corridor of the for Option 3A that is the old St Neots road it is assumed that the land use to provide the busway will where possible be taken from the within the existing highway. As a result this will introduce the need to carry out works within the exiting highway in order to give priority to public transport over through traffic while ensuring ongoing access to residents and business.

These measures might include the following:

- Improved gateway features on the approach to Hardwick. Highlighting speed limit and entry into a village environment to encourage reduced speed.

- Landscaping to reduce the openness of the route and visually reduce the width of the corridor.

- Provision of traffic islands within centre of the carriageway to encourage reduced speed, with speed limit repeater markings.

- Provision of central hatch and edge line road markings along the carriageway to visually reduce the carriageway width.

The introduction of these types of measures as part of the delivery of the busway would reduce the attractiveness of through route from proposed Bourn development and encourage the use of the high-quality public transport busway as a better alternative to the car.

15 Would the busway be lit?

The Park and Ride site and stops will be lit for safety and security reasons. All stops will be lit with modern energy efficient lighting to provide a safe environment for busway users.
At traffic signal controlled junctions with the public highway, street lighting will be provided both along the highway and the busway in accordance with the requirements of the Design Manual for Roads and Bridges. This will provide the safest means of negotiating the junctions in the hours of darkness.

In order to reduce light pollution in both rural and residential areas lighting will not be included along the busway between junctions.

16 & 17 Why a dedicated busway is needed?

The Greater Cambridge city region is one of the fastest growing parts of the UK and this high rate of growth is expected to continue. The Submitted Cambridge and South Cambridgeshire Local Plans envisage growth between 2011 and 2031 of 33,500 new homes (equating to a 25% rise in population) and 44,000 new jobs.

Nationally the significance of the city region is recognised by the National Infrastructure Commission (NIC) which has been tasked with unlocking growth, housing and jobs in the Cambridge – Milton Keynes – Oxford corridor. This included the high priority provision of the extension of the A428 dual carriageway from St Neots to Caxton Gibbet.

It is recognised that improvements in infrastructure are an important means of promoting economic growth and prosperity. The Greater Cambridge City Deal is a unique opportunity to secure the future of Greater Cambridge as a leading UK and global hub for research and technology, support economic growth and improve quality of life for residents of Cambridge and South Cambridgeshire.

The City Deal aims to bring over £1 billion of investment in vital transport infrastructure improvements and thousands of new homes, jobs and employment training opportunities to the city region.

18 Will cyclists be able to use the busway?

Cycle provision is integral part of the high quality transport provision. It is envisaged that as with the existing Cambridgeshire Guided Busway a bridleway /cycle track would run alongside of it.

19 Option 3 & development

This proposed scheme provides the connectivity and reduced congestion that is the key to delivering growth in Cambridge and South Cambridgeshire in line with the Greater Cambridge City Deal objectives. The western area of the city, and existing and proposed new settlements to the west, contain both housing and employment development areas which will generate increased demand on the transport network. There are also challenges to the local plan to seek development within the existing Green Belt.

The high quality public transport service promoted by the City Deal partnership will provide a fast, frequent and reliable on dedicated infrastructure distinct from the existing highway. The proposed scheme therefore seeks to deliver a high quality public transport solution which:
Delivers the integrated planning and transport strategy as set out in the local planning and transport policies

Achieves modal shift from cars to public transport and active modes, such as walking and cycling

Provides segregated congestion free capacity for buses as part of an integrated public transport network;

Connects current and potential major employment sites in and on the edge of the city (including Cambridge Science Park, University West Cambridge site, North West Cambridge, the Cambridge Biomedical Campus / Addenbrooke’s Hospital); Bourn and Cambourne;

Removes or reduces the need for private transport for travelling in and out of the city centre;

Intercepts car traffic into Cambridge from the A428 and routes that feeds into it;

Provides high quality public transport, defined as frequent, fast and reliable journeys

20. Will there be compensation for residents along St Neots Road for the increase in noise pollution and air quality

With regard to concerns about air quality and noise as a result of the construction and operation of the bus way these are matters that would need to be taken into formal account as part of the application for planning consent for the proposed scheme, as part of an Environmental Impact Assessment. Where impacts are likely to occur as a result of the scheme these must be avoided, mitigated or compensated.

It is currently envisaged that there will be no increase in noise pollution and air quality for residents along St Neots Road. However in any event the Part 1 of the Land Compensation Code will apply.

21. If there is a negative effect on house prices will this be compensated for?

It is currently envisaged that there will be no reduction of residential property values adjacent to the scheme. However in any event the Compensation Code will apply to the scheme.

22. Most of the village has had new tarmac apart from St Neots Road East of Cambridge Road. Why?

This work has been undertaken by the Highways Authority, which is separate from the Greater Cambridge City Deal and the A428 Cambourne to Cambridge project team. We have passed you question to the Highways Authority for a reply.

23 Will the road be resurfaced irrespective of the guided bus way?

The City Deal project team for the A428 Cambourne to Cambridge scheme are separate from the Highways Authority. Whether the proposed busway scheme progress or not the highway authority will remain responsible for the maintenance of the existing public highway
24. When I spoke to the Highways Engineer he said the surface was in such a poor state that it would cost a lot of money to resurface, but, there seems to be enough money for the guided bus way.

The funding for the Cambourne to Cambridge scheme comes from the Greater Cambridge City Deal, which aims to bring over £1 billion of investment in vital transport infrastructure improvements and thousands of new homes, jobs and employment training opportunities to the city region. The highway authority is responsible for the maintenance of the existing public highway. The budget for which is separate from the City Deal investment.

23. The footpath is also poor, if this was on the estate of Hardwick it would have been replaced by now.

The City Deal project team for the A428 Cambourne to Cambridge scheme are separate from the Highways Authority. The busway proposed would be under a separate authority from the adopted highway. We have passed your concerns onto the Highways Authority.

24. Will the busway affect the cycle lanes. Currently some cyclists still use the footpath - claiming the road is too dangerous at 40mph. Perhaps the speed limit should be reduced and traffic calming implemented again irrespective of the guided busway.

Cycle provision is integral part of the high quality transport provision. It is envisaged that as with the existing Cambridgeshire Guided Busway a bridleway /cycle track would run alongside of it. We have passed your comments regarding the current speed limit to the Highways Authority.

25. If the main purpose of the busway is to help Cambourne Why come through Hardwick? Surely the North side of the A428 would be more appropriate.

As a key part of the integrated land use and transport strategy, responding to the levels of planned growth: including Camborne West, Bourn airfield and Cambridge West (all to the south of the A428 Trunk Road) the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), prepared in parallel with the Submitted Local Plans. The strategy provides a plan to manage the rising population and increase in demand on the travel network by shifting people from cars to other means of travel including cycling, walking and public transport It envisages a range of infrastructure interventions on the St.Neots and Cambourne to Cambridge corridor.

The existing and proposed communities between Cambourne and Cambridge along the A428 corridor are to the south side of the A428 Trunk Road. If provision were put in place as part of the scheme to cross over the A428 Trunk Road to the North there would need be a demonstrable benefit e.g additional patronage to off set the additional cost and reduced journey times of moving away from the most direct route.

26. What additional soundproofing would take place and what would it look like?

As part of an Environmental Statement submitted as part of the application for planning and consent for the proposed scheme additional noise as a result of the operation of the scheme would need to be considered.
It is currently envisaged that there will be no increase in noise as a result of the operation of Euro 6 buses along the busway. However if it were found that there was increased noise as a result of the scheme and that noise attenuation barriers were necessary then the details of the exact specification would be agreed prior to the construction of the scheme.

27 Will the Busway be a single or dual track?

The proposed busway would be similar to the exiting Cambridgeshire Guided busway and have a mostly double track

28. How will broken down vehicles be dealt with?

The proposed busway would be similar to the exiting Cambridgeshire Guided busway and have the same maintenance and emergency procedures for the removal of broken down vehicles which is by means of a stand by tow truck.

29. Will the lay-bys along St Neots Road cease to exist.

If using the existing corridor of the old St Neots road (Option 3A) it is assumed that the land used to provide the busway will where possible be taken from the within the existing highway. As a result this will introduce the need to carry out works within the exiting highway in order to give priority to public transport over through traffic while ensuring ongoing access to residents and business.

The existing lay-bys within the public highway would therefore need to be assessed against the overall aims and requirements of the proposed scheme and highway.

- Is compatible with emerging proposals from the linked Western Orbital scheme, which is being considered as part of a separate study and integrated with other emerging City Deal proposals such as City Centre Access Study incorporating demand management measures

- Improves quality of life and environmental

30. If the lay-bys do go what plans are there for the management of vehicles that currently park in these lay-bys, as residents of Hardwick already know congestion along Cambridge Road past the shop is already very serious.

31. At present traffic flows very well in both directions along St Neots Road will the Busway impact this?

32. Will there be provision for a footpath/cycle path alongside the Busway?

In using the existing corridor of the for Option 3A that is the old St Neots road it is assumed that the land use to provide the busway will where possible be taken from the within the existing highway. As a result this will introduce the need to carry out works within the exiting highway in order to give priority to public transport over through traffic while ensuring ongoing access to residents and business.

The existing lay-bys within the public highway would therefore need to be assessed against the overall aims and requirements of the proposed scheme and highway.
Cycle provision is integral part of the high quality transport provision. It is envisaged that as with the existing Cambridgeshire Guided Busway a bridleway /cycle track would run alongside of it.

33 Hardwick resident comments

In respect of the following are noted:

- The St Neots Road lay bys
- 30 mph speed reduction
- Option 3
- Landscaping & Noise

34 Will the bus way include an integral cycle way along its full length (i.e from Camborne to Cambridge). If the final route does not run along the St Neots Road, what plans are there to upgrade the cycle way along St Neots Rd, between Cambourne and Cambridge?

It is intended that the proposed busway include an integral bridleway/cycle way along its full length with an average width of 4 metre. There are outline proposals for a 2metre wide cycleway as consequence of the Bourn development along the St Neots Road.

35 Hardwick is currently served by four bus stops for the Citi 4 service – how many stops are proposed for Hardwick on the new bus way – if only one, will the bus stop be upgraded and what will its peak “people” capacity be, and where would it be best to locate the single stop?

There would be a high quality busway stop servicing Hardwick. The stop would offer:

- Level boarding and alighting for all
- Whether proof waiting facilities (for minimum of 10 people)
- Secure cycle facilities
- Real time information and off board ticketing
- Lighting

The stops will be integrated into the environment as part of the overall landscaping scheme.

36 What if any, environmental mitigation, will there be for the loss of habitat (trees and land) along St Neots Rd and the A428 (i.e tree replacement or habitat offset scheme)?

A route wide series of landscape design and mitigation proposals will be drawn up as part of the scheme development. This will help to screen unwanted views, reinstate vegetation and integrate the scheme as far as possible into the landscape.

Design measures or other relevant mitigation measures can be taken to reduce or avoid effects. In some instances environmental enhancements may result e.g. the creation of new or better landscape and ecological habitats. The overall approach to the design measures will be defined by local and national policy and guidance.
37. The majority of the focus of debate on the busway in the vicinity of Hardwick has been focused on possible routes to the north of the Village.

Can the City Deal team clarify the status of the proposed route to the south of Hardwick (option 3)? Is this route still being actively considered and if so, can the team please provide a detailed update on the options being considered such as:

a) Where would this route be expected to intersect with, or cross, the Portway?

b) Where would this route be expected to cross the Hardwick to Toft road?

c) Would there be a stop provisioned at the Southern end of Hardwick to enable local residents to use this service?

d) If a stop is provisioned at the southern end of Hardwick would there also be parking facilities?

e) If there are to be parking facilities, what would be the capacity and where would the car park be located?

f) Would this southern route also incorporate an adjacent cycle path?

In October 2016 the Greater Cambridge City Deal Board decided, in principle, that a segregated route between Cambourne and Cambridge, with a Park & Ride near the Madingley Mulch roundabout, best met the strategic objectives of the scheme. They instructed officers to look for specific route alignments within Catchment Area 3a, with Catchment Area 3 as an alternative if (but only if) Option 3a proves unviable (see catchment Area plan). The Working Plans (see link to webpage) illustrate some of the possible specific alignments for the routes.

Car Parking facilities are only planned for the Park & Ride location.

Cycle infrastructure is an integral part of the project.

38. There has been considerable campaigning by other villages such as Coton and Madingley opposing proposals to site a new Park & Ride at the Madingley Mulch area. They are instead proposing that the Park & Ride should be located at Scotland Farm.

Can the City Deal team please provide an update on their consideration of:

a) The option of locating the Park & Ride at Scotland Farm?

b) The anticipated implications of this location regarding public transport routes and the traffic flows at pinch points such as the A428 interchange at Dry Drayton?

c) The anticipated traffic flows through Hardwick along Main Street and Cambridge Road resulting from drivers approaching the Park & Ride from the south.

No decision has been made on the recommended option or an exact route and we have been instructed to investigate some alternative routes and options for the scheme, such as a
Park & Ride site at Scotland Farm and an on-road route along the A1303 and Madingley Road. The assessment includes workshops and meeting with The Local Liaison Forum, Parish Councils in addition to other consultees and stakeholder. We will be reporting all our findings back to the Executive Board by July, where a decision will be made on the next steps for the project.

39. Does the City Deal team consider there to be any prospect of the new Cambourne to Cambridge Public Transport corridor being extended towards either Papworth or to the Loves Farm/Station area in St Neots?

It is anticipated that bus services from these locations would interface with the scheme. The modelling assumes patronage from St Neots via the proposed new section of A428 dual carriageway from St Neots to Caxton Gibbet.