

Transport and Works Act 1992

Transport and Works (Inquiries Procedure) Rules 2004

Inquiry into:

THE CAMBOURNE TO CAMBRIDGE ORDER

DESCRIPTION OF DEVELOPMENT

The proposed development comprises the construction and operation of a new guided busway system and associated infrastructure extending from Cambourne to Cambridge. The route spans approximately 9.5 kilometres and traverses the administrative areas of South Cambridgeshire District Council and Cambridge City Council. The scheme begins at Sterling Way in Cambourne, where a new two-way segregated busway section of approximately 414 metres in length is proposed. This section runs eastward through Cambourne and terminates at the crossing of Broadway. It includes the improvement of the existing highway at Broadway to accommodate the new infrastructure and ensure safe integration with the local road network. From this point, the route transitions into a segregated busway, continuing for approximately 2,007 metres through Bourn Airfield in a broadly northerly then easterly direction. This section includes a new access from Bourn Airfield to Broadway and further improvements to Broadway itself, together with a replacement access to the Bourn Quarter development on the eastern side of Bourn Airfield. The alignment then proceeds eastward for a further 1,333 metres between the A428 and St Neots Road, terminating near Dry Drayton. This section includes the improvement of St Neots Road and a new signalised junction. A new bridleway connection is also proposed to link with the southern section of St Neots Road, enhancing active travel provision. To the east, the scheme incorporates two realigned sections of St Neots Road. The first, approximately 253 metres in length, lies within Hardwick and Comberton and provides access to the next section of segregated busway. It includes a new combined cycle track and footway. The second realignment, approximately 430 metres in length, extends through Hardwick and Madingley, connecting to the previous section and terminating west of the junction with Madingley Road. This section also includes the widening of St Neots Road and Long Road at their junction in Comberton, with provision for a new shared-use path.

The busway resumes for a further 359 metres, running southeast from the junction of the two realigned road sections to Long Road, Comberton. This segment includes the widening and improvement of Long Road and is supported by an adjoining emergency and maintenance access track. From Long Road, the busway continues eastward for approximately 2,293 metres, passing through Comberton and Coton. This section includes improvements to Cambridge Road in Coton and is again accompanied by an emergency and maintenance access track. The alignment then extends for a further 635 metres along Cambridge Road, terminating at the administrative boundary between South Cambridgeshire and Cambridge City Council, just west of the M11 motorway. This portion includes additional highway widening and improvement works. Crossing into the City of Cambridge, the scheme includes a 430-metre section of busway that spans the M11 via a newly constructed bridge. This section of busway terminates at Ada Lovelace Road within the West Cambridge Campus and includes a pond and replacement open space west of the M11 and the diversion of public bridleway 39/30 on the east side of the M11 to accommodate the new infrastructure. The final section of the scheme comprises a 1,601-metre busway extending southward through the West Cambridge Campus and across agricultural land. It crosses Bin Brook via a new bridge and terminates at Grange Road, Cambridge. This section includes highway improvements to Grange Road, as well as new means of access to adjoining premises.

The development as a whole includes the provision of emergency and maintenance access tracks along the majority of the route, new and improved junctions, realigned and widened highways, new bridges, and the diversion or enhancement of existing public rights of way. It also includes a new park and ride facility west of Scotland Road, north of the A428, stops for the busway, attenuation and infiltration ponds, provision of drainage, accommodation works such as crossings, and works to divert or provide apparatus for utilities and communications providers. Construction compounds are also proposed to facilitate implementation of the scheme.