



Greater Cambridge Partnership

CAMBOURNE TO CAMBRIDGE

OUTLINE BUSINESS CASE: Appendix A -
Strategic Case Addendum



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1 INTRODUCTION

1.1 OUTLINE BUSINESS CASE

- 1.1.1. The Cambourne to Cambridge Public Transport Project (CtoC) Outline Business Case (OBC) Strategic Case document was prepared in January 2020¹. The OBC was developed in line with HM Treasury and Department for Transport (DfT) guidance on the preparation of a 5-Case business case.
- 1.1.2. In August 2021, the DfT released an update to the *Transport Business Case* guidance document to reflect the 2020 HM Treasury Green Book review. The Green Book review resulted in an increased emphasis on the Strategic Case, demonstrating alignment to the national policy priorities of net zero and levelling-up.

1.2 PURPOSE OF THIS DOCUMENT

- 1.2.1. This Strategic Case Addendum provides a companion document to the existing Strategic Case, focussing on a review and update of the alignment of local, regional and national policy with carbon net zero and levelling up. It further captures the development of the proposed scheme design and provides an update on other schemes and developments related to the CtoC scheme. It also adds to the narrative to strengthen the case for the CtoC scheme by providing new evidence based on the latest information available.
- 1.2.2. The Strategic Case Addendum creates a link to the Economic Case Addendum as well. The Strategic Case Addendum introduces the framework for the Spending Objective Analysis Statement, which is presented alongside the Value for Money (VfM) statement in the Economic Case Addendum. The scheme SMART objectives are mapped to the impacts appraised in the Economic Case to ensure appropriate note is taken of the overall scheme alignment and achievement of the strategic objectives.

1.3 STRUCTURE OF THIS DOCUMENT

- 1.3.1. The structure of this document is set out below.
 - Chapter 2 provides a summary overview of the Strategic Case developed in January 2020 and sets out the areas for review and update in this addendum document
 - Chapter 3 provides the review and update of policy and the strategic fit of the scheme with changes in policy
 - Chapter 4 provides a review and update of the scheme design

¹ <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/CtoC-OBC-Jan-2021/CtoC-Jan-2020-App-1-Strategic-Case.pdf>



- Chapter 5 provides a review and update of the SMART spending objectives and links them to the Economic Case Addendum, as part of the Spending Objective Analysis Statement
- Chapter 7 provides a review and update of scheme interdependencies and further relevant development projects

2 STRATEGIC CASE

2.1 INTRODUCTION

2.1.1. The Strategic Case was produced in January 2020. This chapter provides an overview of the Strategic Case.

2.2 CTOC SCHEME OBJECTIVES

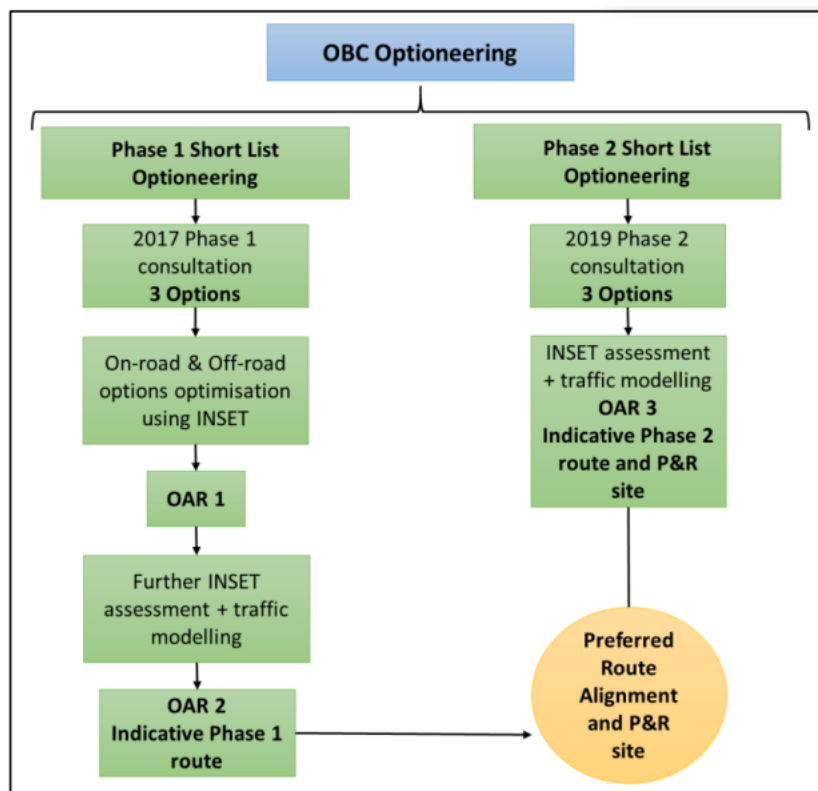
2.2.1. The objectives for the CtoC scheme are as follows:

- To achieve improved accessibility to support the economic growth of Greater Cambridge
- To deliver a sustainable transport network/system that connects areas between Cambourne and Cambridge along the A428 / A1303
- Contribute to enhanced quality of life by reducing congestion and improving air quality within the surrounding areas along the A428 / A1303 and within Cambridge city centre

2.3 OBC OPTIONEERING PROCESS

2.3.1. The OBC preferred option was developed from a shortlisting process over the period 2014 to 2016 for the Strategic Outline Business Case (SOBC) stage. Options were developed in terms of two phases to reflect the targeting of funding from the City Deal. Phase 1 is the section of route between Maddingley Road roundabout and the city centre. Phase 2 is the section between Cambourne and Maddingley Road roundabout. Figure 2-1 shows the approach used to select the preferred option.

Figure 2-1 – OBC Option Development



Source: CtoC Outline Business Case, Strategic Case, January 2020

- 2.3.2. The SOBC presented five options (representing combinations of Phase 1 and Phase 2 including alternative Park and Ride sites). Following approval of the SOBC, further work was undertaken to develop a preferred route alignment for Phase 1 (assessing on-road and off-road options) and Phase 2 of the scheme. The preferred Park and Ride site location was also confirmed as part of the preferred option.
- 2.3.3. As indicated in Figure 2-2 the Phase 1 route runs from the Madingley Mulch roundabout into Cambridge. The route will connect into the existing bus network on Grange Road, and onwards to other destinations such as the city centre, Cambridge Biomedical Campus, Addenbrookes Hospital and Cambridge Science Park. Phase 2 links the route further west, out to Cambourne, through the proposed development at Bourn Airfield. Phases 1 and 2 together will provide the complete end-to-end high quality public transport (HQPT) scheme between Cambourne and Cambridge and it is envisaged that both phases and the Scotland Farm Park and Ride site will be delivered in parallel. The outcome of further option development was the recommended option shown in Figure 2-3.
- 2.3.4. The strategic economic benefits of the scheme are improvements in public transport journey times along the CtoC Road corridor (A428/A1303), which in turn represent improvements in public transport connectivity and accessibility. The scheme will support new housing in the corridor and employment growth more widely across Cambridge.

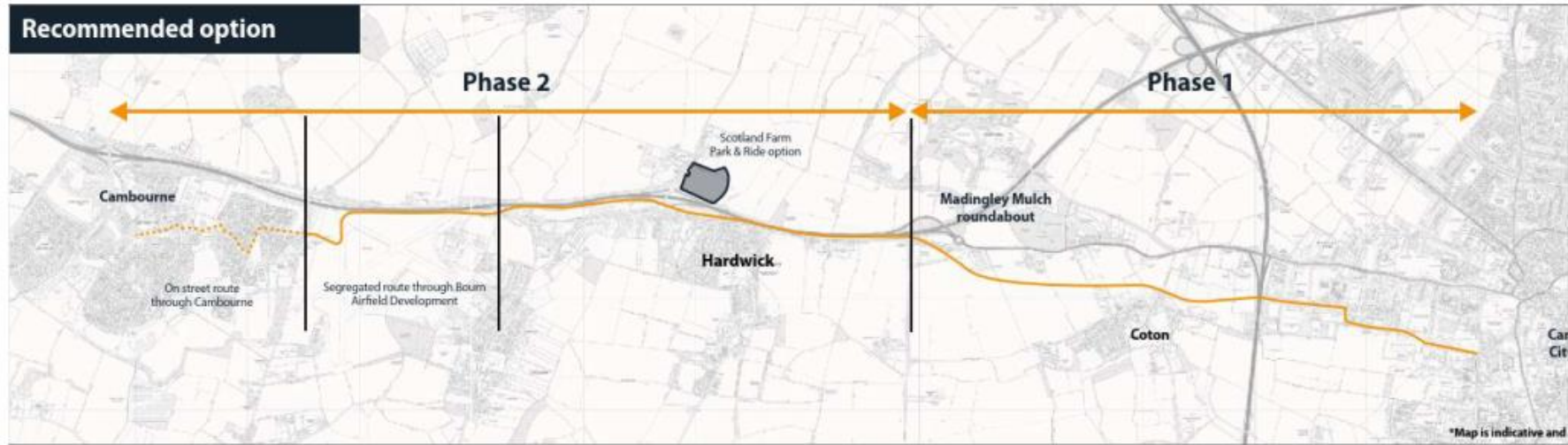
Revisions to the Preferred Route

- 2.3.5. The approach to Grange Road was assessed in 2017 at the end of the Stage Report², which compared alternatives including Adams Road and the Rifle Range access track.
- 2.3.6. When CtoC was presented to the GCP Executive Board on 6th December 2018, the recommendation was that the CtoC route would approach Grange Road via the Rifle Range track. This recommendation was set out in the Options Appraisal Report Part 1 (OAR1) of the OBC.
- 2.3.7. At the time the OBC was produced, the CtoC scheme was envisaged as part of a wider HQPT network including CAM (Cambridge Autonomous Metro). At that time, and following a review of Green Belt impacts, the emerging preferred route was modified to access Grange Road via Adams Road. This modification was made as Adams Road offered future-proofing given the potential delivery of CAM which would have rendered the section of CtoC on the Rifle Range access track between West Cambridge and Grange Road redundant.
- 2.3.8. Subsequently to the production of the OBC, but prior to approval of the preferred route, the CAM was cancelled, reversing the future-proofing argument, and the recommended alignment reverted to the Rifle Range access track in line with OAR1, and as shown in Figure 2.3. The two options were recognised to be finely balanced, but the Rifle Range access track alignment, which offers a segregated route, was considered better aligned with the scheme objectives as assessed in the OAR1.
- 2.3.9. Details of the latest scheme developments after the 2022 consultation are discussed in Chapter 4 but for the purposes of this addendum the CtoC scheme comprises the following:

² <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/CtoC-End-of-Stage-Report-Sept-2017-Appendix-N3.pdf>

- a two-way guided busway 13.6 kilometres in length commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches along St Neots Road and Charles Babbage Road;
- intermediate bus stops along the route and an emergency and maintenance access track for most of the length of the guided busway with full access for pedestrians and cyclists. Most of the length of the service track will also function as a bridleway;
- a new travel hub building and Park and Ride site east of Scotland Farm with access for the buses over the existing A428 bridge
- new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track;
- access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds

Figure 2-2 – CtoC 2020 OBC Recommended Option with Phasing



Source: <https://www.greatercambridge.org.uk/asset-library/Sustainable-Transport/Public-Transport/Cambourne-to-Cambridge/CtoC-OBC-Jan-2021/CtoC-Jan-2020-App-1-Strategic-Case.pdf>

Figure 2-3 – Preferred Route as approved following OBC



Source: <https://consultcambs.uk.engagementhq.com/CtoC-eia-2022>

2.4 CTOC USER TRANSPORT IMPACTS

2.4.1. The CtoC scheme can be summarised as having the following user transport impacts:

- A reduction in bus journey times between Cambourne West and Cambridge city centre
- An increase in bus passenger demand
- Improved journey time reliability
- Increased bus mode share

2.5 ECONOMIC IMPACTS OF THE CTOC SCHEME

2.5.1. The five strategic economic benefits of the CtoC scheme on the Cambridge economy set out in the Strategic Case of the 2020 OBC document are as follows:

- Improving labour market access and mobility
- Supporting business investment and long-term economic growth
- Supporting productivity growth through agglomeration economies
- Supporting inclusive economic growth
- Quality of Life impacts

2.5.2. To capture the wider economic benefits of the CtoC scheme in supporting development, the impact of change in land use to more productive uses was assessed through quantification of land value uplift benefits in line with HM Treasury's Green Book and DfT's Transport Analysis Guidance (TAG).

2.6 ISSUES AND OPPORTUNITIES

2.6.1. The Strategic Case reviewed key transport issues and opportunities for the CtoC scheme, as follows:

- Increasing inward commuting to Cambridge employment from the surrounding urban area is creating traffic congestion, highlighting the need for sustainable public transport connectivity between home and workplace to support economic growth.
- Providing a public transport network, which can meet the needs of commuters, not only to access the city centre, but also employment centres across Cambridge. The CtoC scheme offers an opportunity to connect residents in the A428 / A1303 corridor to a wide variety of journey destinations across Cambridge through interchange with other public transport services. This opportunity is aligned with the City Deal objectives to better connect growth areas to employment through sustainable modes of transport.
- As Cambourne has developed, the A428 / A1303 corridor has experienced high rates of growth in road traffic. These rates of traffic growth are forecast to continue and with limited road capacity, traffic congestion will extend across more of the surrounding road network. The CtoC scheme offers an opportunity to encourage mode shift from car to the HQPT services and active transport modes, providing sustainable transport services supporting further economic growth in West Cambridge.
- The proposed East West Rail shortlisted options in the West Cambridge corridor, Route B and Route E included a potential station at Cambourne. An East West Rail station at Cambourne would offer a rail service for Cambourne residents travelling to destinations readily accessible from Cambridge railway stations. CtoC would complement East West Rail as CtoC would be the key public transport mode for intermediate locations including the Bourn Airfield development between Cambourne and Cambridge city centre.

- The CtoC scheme has some local cycling links, although not an end-to-end segregated cycle route between Cambourne and the city centre. The scheme, however, will offer improved cycling infrastructure and encourage greater use of cycling where feasible to reduce the use of the car and support future economic growth. Cycling will be supported through signed on- and off-road routes, and local links connecting villages with on-road and segregated paths.

2.7 ENVIRONMENTAL ISSUES AND OPPORTUNITIES

- 2.7.1. The Strategic Case includes an environmental review highlighting the impact of increasing road traffic on exacerbating existing low air quality and increased carbon emissions. The CtoC scheme will encourage mode shift from cars reducing traffic levels and hence improve air quality and reduce greenhouse gas emissions and noise levels in Cambridge city centre. The scheme will also contribute to the maintenance of low levels of pollution along the route. There are opportunities to mitigate the scheme's environmental impact by landscaping.

2.8 OTHER SCHEMES

- 2.8.1. Schemes with an impact on travel into Cambridge in the A428 / A1303 corridor which are in progress or being considered are identified in the Strategic Case. Impacts need to be considered with respect to local traffic movements and the level of demand for Park and Ride.

- 2.8.2. Other schemes identified include:

- CAM – no longer being progressed
- City Access Programme in particular Making Connections (development of the Sustainable Travel Zone proposal has been stopped, further discussed in Section 7.2)
- Cambridge South-East Transport System
- Cambridge South-West Travel Hub
- Greenways
- East West Rail

- 2.8.3. In addition to the above presented schemes and projects, stakeholders are identified as a key interdependency for the CtoC scheme to ensure the scheme meets the stakeholder needs.

2.9 ROUTING STRATEGY

- 2.9.1. Parallel to the development of the preferred alignment option, a routeing strategy was developed for the CtoC scheme bus services. The proposed bus route strategy comprised three direct express bus services as follows:

- Cambourne to Cambridge city centre at a 10-minute interval service (6 buses per hour)
- Cambourne to the Biomedical Campus at a 30-minute interval service (2 buses per hour)
- A428 Park and Ride site to the Biomedical Campus at a 30-minute interval service (2 buses per hour during peak periods)

- 2.9.2. Additionally, interchanges were planned with the Universal route, operated by Whippet Coaches, at West Cambridge, serving Cambridge North and the Cambridge Science Park. These services would offer:

- Biomedical Campus to Eddington at a 15-minute interval service (4 buses per hour)
- Biomedical Campus to Cambridge North station and Cambridge Science Park at a 30-minute interval service (2 buses per hour)

- 2.9.3. The bus route strategy represents proposed routes and is subject to agreement with existing bus route operators. It is stated that further work will be undertaken with operators to ensure the routes set out at OBC stage represent the most appropriate scenario. It is also noted that other routes could be considered such as the route via West Cambridge, the new development at Eddington Green, and Darwin Green to the Cambridge Science Park.
- 2.9.4. The recommended preferred option will bring buses on a dedicated guided busway to the closest feasible point to central Cambridge where the scheme bus routes will join the existing city centre bus route network.
- 2.9.5. The OBC has been developed assuming standard Euro VI buses which meet the standards of Clean Air Zones. However, the Economic Case includes a sensitivity test for replacement of Euro VI buses with electric buses. A physical guidance system was assumed, although the GCP wished to consider evolving automatic guidance systems.

2.10 SCHEME CONSTRAINTS

- 2.10.1. Scheme constraints identified by the OBC were as follows:
- The Coton Conservation Area including a Grade 1 listed Church. The scheme must be reviewed in terms of the setting of these protected assets.
 - Adams Road which lies in the West Cambridge Conservation Area. The scheme must seek to minimise impact on this area.
 - Land parcels owned by Cambridge Past, Present and Future, which are protected by National Trust Covenants. Engagement with both organisations is needed to minimise the impacts.
 - Crossing the M11 motorway which creates a severance impact for vehicles, pedestrians and cyclists travelling between Cambridge and areas to the West of the city.
 - Fitting within available space in areas where the alignment passes relatively close to properties. For example, along some parts of the St Neots Road. Where necessary noise barriers will need to be explored as an option to ensure that traffic noise experienced by residents reduces.
 - Minimising the impact on the Coton Orchard and a City Wildlife Site, to the west and east of the M11 respectively which the alignment for the preferred option bisects (note - neither site has national designation, but the impact on either should be minimised).
 - Providing appropriate traffic calming and management proposals to mitigate rat-running to Park & Ride sites.
 - Any new Park & Ride service will need to be to a standard similar to that currently operating for Cambridge's Park & Ride services as set out in the current Access Agreement, which states that the Bus Operator will operate the Park & Ride Bus Services in accordance with the established minimum requirements.
 - Communities along the corridor are served by the Citi 4 Bus Service, amongst others. This is a stopping service which could provide a feeder for the busway. Whilst the decision as to future Bus Services lies with bus operators, the provision of the Busway should not prevent the provision of existing services.
 - The scheme must provide a segregated route for non-motorised users, as a minimum to include cyclists and walkers, but where appropriate equestrians, and to ensure that all pedestrian facilities are accessible for all.

2.11 STRATEGIC CASE REVIEW

2.11.1. The OBC was produced in January 2020. A review of the OBC was undertaken in August 2022 which identified some updates for the Strategic Case. These updates relate to the following sections of the Strategic Case:

- Policy Review: There have been significant updates in local, regional and national policy.
- A review and update of transport schemes which are considered complementary to the CtoC scheme; and
- A review and update on the development projects, particularly with a dependency on the CtoC scheme implementation for delivery of the development.

2.11.2. These updates are set out in the following chapters.

3 POLICY REVIEW

3.1 LOCAL

3.1.1. The following local level policies have been released since the production of the OBC:

THE CASE FOR CAMBRIDGE (DEPARTMENT FOR LEVELLING UP AND HOUSING & COMMUNITIES, 2024)³

- 3.1.2. Greater Cambridge has become one of the UK's foremost innovation centres, home to a flourishing scale-up ecosystem and range of globally significant companies. As of 2023, a total of 23 businesses born in Cambridge have reached the \$US one billion 'unicorn' status and the city is Europe's largest technology cluster, home to over 5,000 high tech firms. This explosion of innovation and entrepreneurship has been termed the 'Cambridge Phenomenon'.
- 3.1.3. The Case for Cambridge, produced by the Department for Levelling Up, Housing and Communities, outlines the economic rationale for the growth of Cambridge and its potential to enhance its position as Europe's science capital. Some of the challenges facing Greater Cambridge were found to be the following:
- **Housing affordability:** Cambridge is one of the most expensive cities in the UK for buying a home relative to local pay. Since 2014, house prices have increased by 78% and pay by only 23%. Rents are also high, often making it difficult to live close to work.
 - **Transport and mobility:** Severe road congestion in Cambridge is a feature of daily life, leading to delays, frustration for local people, poor air quality and related health consequences. Critically, pressured public transport and poor connectivity is constraining the local economy, creating delays and is inefficient for everyone.
 - **Laboratory Space:** There is a significant shortage of laboratory space in Cambridge. Larger occupiers expanding in Greater Cambridge could take years to acquire the right facilities, with the risk that they choose to locate outside of the UK entirely.
- 3.1.4. The document describes the steps to tackle these issues, highlighting the role of the Cambridge Delivery Group (CDG) which endeavours to 'kickstart' development and deliver an ambitious programme of works. The CDG is actively supporting the local area to unlock and accelerate the delivery of planned growth at key strategic sites, including the Cambridge Biomedical Campus.
- 3.1.5. The document also discusses improvements to transport in Greater Cambridge to provide better connectivity and a wider range of safe, speedy and pleasant transport options. As part of the levelling up of Cambridge, the government envisages a transport system made up of several elements which may range from improved walking and cycling routes to mass transit system options, to deliver a step-change in capacity and connectivity. To support this ambition, the government will deliver East West Rail to connect other innovation and economic centres to

³ [The Case for Cambridge \(www.gov.uk\)](https://www.gov.uk)

Cambridge, and ensure that the Cambridge Biomedical Campus, the world-leading life sciences cluster, has the right public transport links.

- 3.1.6. The CtoC scheme aims to deliver a sustainable transport network which enhances connectivity between Cambourne and Cambridge. The scheme plans to provide a new bus route, with a path for walkers, cyclists and horse riders alongside, as well as a new travel hub at Scotland Farm. This would help in addressing some of the issues and supporting the solution of some of the challenges facing Cambridge.
- 3.1.7. The shorter and more reliable journeys between Cambourne and Cambridge would create a viable option to live in more affordable housing in Cambourne and commute to Cambridge for work, supporting a better standard of living. It would also allow businesses to reach a wider range of workers and possibly more workspaces. The new routeing strategy also includes services to Cambridge Biomedical Campus.

LOCAL TRANSPORT AND CONNECTIVITY PLAN (CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY, 2023)⁴

- 3.1.8. The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. The LTCP aims to address big transport issues like climate change, pollution, inequality, and public health. It aims to support growth in jobs, the economy, and housing growth while also protecting and improving the environment.
- 3.1.9. The LTCP was approved on November 29th 2023 by the Combined Authority's Board. The LTCP marks a new era for transport in the region. It sets out a vision and goals for how transport supports a better future and describes the projects needed to make that new future possible. This includes things like better buses, more train services, less pollution and carbon emissions, and helping more people to cycle and walk.
- 3.1.10. The LTCP focuses on six goals. These show the outcomes for the transport network to achieve in Cambridgeshire and Peterborough. The goals are:
- **Productivity:** Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.
 - **Connectivity:** People and communities are brought closer together, giving more opportunity for work, education, leisure and pleasure.
 - **Climate:** Successfully and fairly reducing emissions to Net zero by 2050.
 - **Environment:** Protecting and improving green spaces and improving nature with a well-planned and good quality transport network.
 - **Health:** Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.
 - **Safety:** To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

⁴ [Local Transport and Connectivity Plan \(2023\) | Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://cambridgeshirepeterborough-ca.gov.uk/local-transport-and-connectivity-plan-2023/)

- 3.1.11. The LTCP sets out to reduce the amount of car journeys in Cambridgeshire and Peterborough, through cutting the number of miles driven by 15%. The LTCP instead plans for more journeys to be taken by public transport like buses and trains, and also by cycling or walking. The aim is to shift people out of cars and on to other forms of transport by making them better and easier to use.
- 3.1.12. The plan also includes a strategy for buses so that the number of passenger journeys doubles by 2030. This includes a range of improvements, from more electric buses to significant change to how services operate from the current deregulated system.
- 3.1.13. The CtoC scheme contributes towards provision of an integrated public transport network in the region with improvements also to active mode infrastructure. The objective of the CtoC scheme is to improve connectivity and job accessibility between Cambourne and Cambridge as well as the developments along the corridor. Furthermore, the scheme aims to encourage mode shift to sustainable modes of transport by making public transport more frequent and reliable. These objectives are in line with the LTCP as it addresses the challenges identified in the plan.
- 3.1.14. The local strategy for Greater Cambridge mentions the CtoC scheme to support the around 8,000 new homes planned in the area, along the A428 / A1303 corridor, highlighting the dependence of the developments on the scheme.

CAMBRIDGESHIRE'S ACTIVE TRAVEL STRATEGY (2023)⁵

- 3.1.15. Cambridgeshire's Active Travel Strategy provides a comprehensive set of policies that will enable quality provision of active travel infrastructure and initiatives in Cambridgeshire to contribute to the County Council's target to achieve Net zero carbon by 2045. By enabling and encouraging more people to travel by active travel modes, the number of journeys made by car can be reduced.
- 3.1.16. The strategy sets out to make active travel safe, pleasant and convenient in order to become the preferred travel choice for local journeys. It will have a significant role to play in addressing the following:
 - Improvements to Cambridgeshire's wider transport network by reducing the pressure of ever-increasing vehicular traffic on the roads and the significant impact this has.
 - Sustainable growth in Cambridgeshire through well-connected and integrated sustainable transport networks and supporting infrastructure.
 - Achieving a number of significant environmental targets at a local level, including for Net zero carbon, air quality and biodiversity.
 - Achieving a significant positive impact on people's health, wellbeing and quality of life by enabling more active lifestyle choices, creating pleasant spaces for people to travel along and spend time in, and provide affordable, inclusive access to key services for people of all ages and ability.
 - Ensuring that all new developments meet a common standard of infrastructure provision for inclusive walking and cycling across the county.
- 3.1.17. The Cambourne to Cambridge guided busway includes an emergency and maintenance access track offering the option of walking, cycling and along most of its length horse riding for shorter

⁵ [Cambridgeshire's Active Travel Strategy \(2023\) | Cambridgeshire County Council \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/active-travel-strategy-2023)

journeys. It also supports the first and last mile journeys to be made via active travel. Therefore, the scheme greatly aligns with Cambridgeshire's active travel strategy, supporting the area in sustainable growth, reaching environmental targets, promoting healthier lifestyles and overall, a better quality of life.

CAMBRIDGESHIRE'S LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (2022)⁶

- 3.1.18. Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the government's ambition to increase walking and cycling, particularly to school, in the UK by 2025 as outlined in the Cycling and Walking Investment Strategy (CWIS, 2017 and CWIS 2, 2022). The CWIS sets out the government's aim to make walking and cycling the natural choice for all short journeys, or as a part of a longer journey.
- 3.1.19. The LCWIP forms part of a long-term vision to improve Cambridgeshire's walking and cycling networks in order to increase the number of residents travelling on foot and by cycle and thereby improve the health and well-being of all those living and working in Cambridgeshire.
- 3.1.20. The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the county whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.
- 3.1.21. The proposed cycling and walking infrastructure along the guided busway between Cambourne and Cambridge will create the opportunity for commuters to mode shift. It will allow people to use the infrastructure as part of their longer journeys or for short-distance journeys, for example for their first and last mile travel. The high-quality infrastructure will provide a safer, healthier and more affordable alternative to personal car usage.

EMERGING GREATER CAMBRIDGE LOCAL PLAN (CAMBRIDGE CITY COUNCIL AND SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL, 2022)⁷

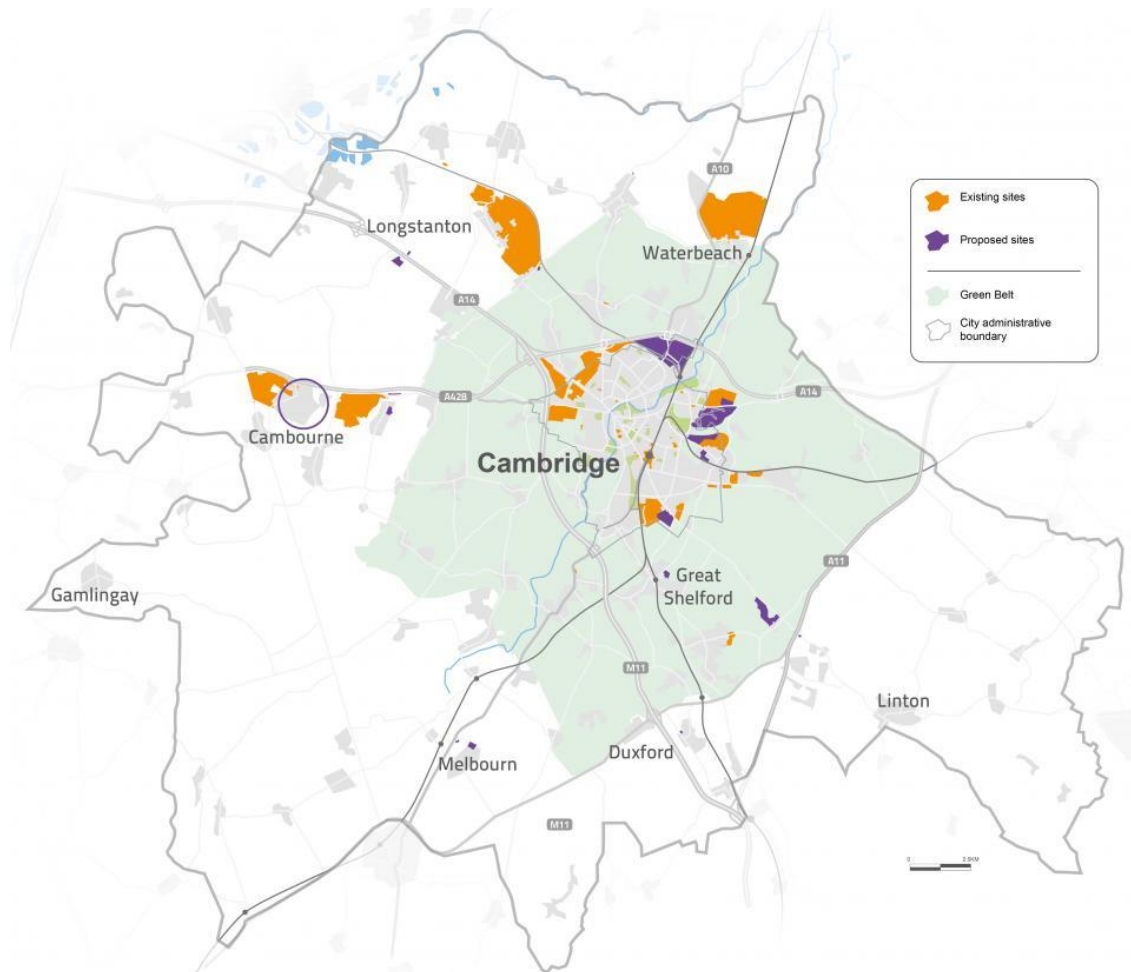
- 3.1.22. The Greater Cambridge Local Plan is a joint local plan between Cambridge City Council and South Cambridgeshire District Council. The local plan will ensure a consistent approach to planning and construction across both areas up to 2041. The consultation stage on the First Proposals has been completed.
- 3.1.23. The Greater Cambridge Local Plan has assessed a need for 44,400 new homes and 58,500 new jobs across all employment sectors in the Greater Cambridge region. These developments are targeted to be met over the plan period of 2020-2041. In terms of housing, this reflects an annual objectively assessed need for 2,111 new homes per year.

⁶ [Cambridgeshire's Local Cycling and Walking Infrastructure Plan \(2022\) | Cambridgeshire County Council \(cccandpcc.sharepoint.com\)](https://cccandpcc.sharepoint.com)

⁷ [Greater Cambridge Local Plan First Proposals \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

- 3.1.24. The Greater Cambridge Local Plan identifies that in addition to the current planned housing supply of 37,200 which includes adopted allocations, windfall allowance, and dwelling equivalent from communal accommodation allocated or with planning permission, there will be a need for a further 11,640 new homes to be identified to satisfy the housing need of 48,840 homes (including a 10% buffer for flexibility) for the period 2020-2041.
- 3.1.25. The First Proposal suggests 19 new sites across Greater Cambridge for additional development to meet the needs up to 2041. These development sites across Greater Cambridge are shown in Figure 3-1 which include existing sites at Cambourne West and Bourn Airfield.

Figure 3-1 – Greater Cambridge Local Plan First Proposals



Source: <https://consultations.gretercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/greater-cambridge-2041/how-much-development-and-where>

- 3.1.26. As presented in Table 3-1 the following developments along the CtoC corridor are aligned to certain policies in the First Proposals for the Greater Cambridge Local Plan. The policies associated with these developments are discussed below.

- **Policy S/CB⁸ Cambourne West:** The policy identifies Cambourne as a broad location for longer term strategic scale growth with high quality public transport connectivity and responsive to the opportunity presented by the proposed East West Rail that includes a station at Cambourne. It provides guidance for the existing allocation at Cambourne West (1,200 dwellings by 2031 as per the South Cambridgeshire Local Plan⁹) that is planned to be carried forward and expanded to include the full extent of the planning permission. In 2017, following the submission of the Local Plan, the Council resolved to grant permission for a mixed-use development, including 2,350 homes on a larger site which included the land allocated in Policy SS/8 in the South Cambridgeshire Local Plan. This permission was granted for the same extent of land marked in the Emerging Local Plan but excluding the Swansley Wood Farm¹⁰. The Emerging Local Plan proposes an allocation of 2,590 homes by 2041 on the entire 159.15 hectares of land.
- Further development at Cambourne West will need to consider the relationship between Cambourne West and Bourn Airfield in terms of the planned sustainable development mix of services, employment and transport opportunities offered by the area as a whole.
- **Policy S/WC¹¹ - West Cambridge:** The policy carries forward the allocation of the West Cambridge site from the 2018 Cambridge Local Plan and is further refined to reflect the themes of the new Greater Cambridge Local Plan. The refinements include emphasis on a comprehensive approach for future development of the area that responds to the location, and the opportunities to create a thriving environment for people, as well as playing a significant role supporting the high technology economy of Cambridge. The policy focuses on the importance of providing a mix of complementary uses, high quality walking and cycling connections, and maximising opportunities provided by public transport improvements such as CtoC. In July 2024, the West Cambridge site was granted planning permission with a Section 106 agreement that safeguards the CtoC route and provides for funding of the CtoC scheme.
- **Policy BG/GI¹² – Green Infrastructure:** The policy identifies the existing green infrastructure network and the strategic initiatives intended to enhance it and addresses how development proposals should relate to green infrastructure enhancing access and connectivity. The strategic green infrastructure initiatives have been identified in the Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)¹³. The policy requires development proposals to provide benefits for people, wildlife and planet. The CtoC scheme offers developments an opportunity to fulfil these requirements by contributing to scheme development. CtoC particularly is aligned with the ambitions of the policy to promote healthy living by providing access to active travel infrastructure and enhancing access and connectivity.

⁸ [Policy S/CB: Cambourne | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/policy-s/cb-cambourne)

⁹ [South Cambridgeshire Adopted Local Plan 2018 \(scambs.gov.uk\)](https://scambs.gov.uk/south-cambridgeshire-adopted-local-plan-2018)

¹⁰ [All Planning Applications for Cambourne \(2017\) | South Cambridgeshire District Council \(scambs.moderngov.co.uk\)](https://scambs.moderngov.co.uk/all-planning-applications-for-cambourne-2017)

¹¹ [Policy S/WC: West Cambridge | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/policy-s/wc-west-cambridge)

¹² [Policy BG/GI: Green infrastructure | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/policy-bg/gi-green-infrastructure)

¹³ [Greater Cambridge Green Infrastructure Opportunity Mapping \(2021\) | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/greater-cambridge-green-infrastructure-opportunity-mapping-2021)

- **Policy S/RRA¹⁴** - Land to the north of St Neots Road, Dry Drayton and land at Highfields (phase 2), Caldecote. The policy focuses on allocating sites for homes or employment that support the overall development strategy within the rural area, excluding the rural southern cluster.
- **Policy S/NS¹⁵** - Bourn Airfield New Village: The policy confirms that the three new settlements of Northstowe, the new town north of Waterbeach, and Bourn Airfield new village, will continue to be developed during the period of the new Greater Cambridge Local Plan and provides context for their development. Under this policy, it is noted that the existing SPD for land north of Waterbeach and Bourn Airfield will be carried forward.

- 3.1.27. As part of the plan-making process, 900 sites were assessed for possible inclusion in the Greater Cambridge Local Plan. Out of the 900 sites, 19 new sites have been chosen and proposed in the First Proposals document. These 19 sites are thought to be suitable for additional development to meet the needs up to 2041. Table 3-1 lists the sites that were included in the 2018 Cambridge and South Cambridgeshire Local Plans and have planning permissions. Table 3-2 shows the new sites included in the First Proposals. Updates on the developments in the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan are discussed in Section 7.4.
- 3.1.28. It should be noted that the new sites in First Proposals - Land to the north of St Neots Road and land at Highfields (phase 2) - will only be allocated when the new Greater Cambridge Local Plan is adopted which may not be until 2024 or 2025.
- 3.1.29. The proposed development on land north of Cambourne is one of the 900 sites which has not been shortlisted and included in the First Proposals. However, if this site was included in the further revisions of the Local Plan, it would add 10,000 homes and 40,000 sqm of employment to the CtoC corridor and significantly increase traffic flows along the CtoC corridor and potentially Park and Ride demand.

Table 3-1: Existing sites for development and Emerging Greater Cambridge Local Plan Policies

Site Name	Status	Type	Area (in hectares)	Policy
Cambourne West	Existing - in the 2018 South Cambridgeshire Local Plan.	Mixed Use (Housing Delivery 2020-41: 2,590 units)	159.15	Policy S/CB
West Cambridge (M13)	Existing - in the 2018 Cambridge Local Plan	Mixed Use (academic and commercial use)	66.90	Policy S/WC

¹⁴ [Policy S/RRA: Site allocations in rest of the rural area | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/)

¹⁵ [Policy S/NS: Existing new settlements | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/)

Site Name	Status	Type	Area (in hectares)	Policy
Bourn Airfield New Village	Existing - in the 2018 South Cambridgeshire Local Plan	Mixed Use (Housing Delivery 2020-41: 2,460 units, post- 2041: 1,040 units) *	171.81	Policy S/NS
North West Cambridge (Eddington)	Existing - in the 2018 Cambridge Local Plan	Mixed Use (Housing Delivery 2020-41: 3,142 units)	90.93	Policy S/NWC
West Cambridge Green Infrastructure buffer - Coton corridor	Based on Greater Cambridge Green Infrastructure Opportunity Mapping. Adapted from policies in 2018 Cambridge Local Plan	Green Infrastructure		Policy BG/GI – Green Infrastructure
Western Gateway multifunctional GI corridors	Based on Greater Cambridge Green Infrastructure Opportunity Mapping. Adapted from policies in 2018 South Cambridgeshire Local Plan	Green Infrastructure		Policy BG/GI – Green Infrastructure

Table 3-2 - New sites for development in the Emerging Greater Cambridge Local Plan

Site Name	Status	Type	Area (in hectares)	Policy
Land to the north of St Neots Road, Dry Drayton	New site proposed in the Emerging Greater Cambridge Local Plan	Housing/ Employment	4.62	Policy S/RRA
Land at Highfields (phase 2), Caldecote	New site proposed in the Emerging Greater	Housing (Housing Delivery	6.04	Policy S/RRA

	Cambridge Local Plan	2020-41: 64 units)		
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- 3.1.31. The Bourn Airfield New Village development is subject to the conditions of the S106 funding agreement. As such, the delivery of the development on this site is dependent on the new public transport link that the CtoC scheme provides. As per the SPD for Bourn Airfield New Village (2019)¹⁶, the funding contribution towards CtoC is triggered prior to occupation. However, the delivery plan phasing for the units has been amended as indicated in Table 3-3 below. Planning permission has been granted for the outline planning application (S/3440/18/OL) for the development, and a S106 agreement secured. Condition 13 of the planning permission has a limit cap on occupation until CtoC is delivered.

Table 3-3 : Bourn Airfield New Village – Phasing of Development – Greater Cambridge Local Plan

2019 Bourn Airfield New Village Adoption Document		Emerging Greater Cambridge Local Plan	
2021 – 2025	425 units	2020 – 2041	2,460 units
2025 – 2031	900 (1,325) units	Post 2041	1,040 units
2031 – Beyond plan period	2,175 (3,500) units		

- 3.1.32. The vision for Greater Cambridge includes minimising carbon emissions and reducing reliance on the private car. Furthermore, in addition to the Transport Strategy, the Climate Change and Infrastructure themes identified in the First Proposals for the Greater Cambridge Local Plan specifically note the importance of active and sustainable travel options connecting homes and jobs for reducing climate impacts and economic growth.
- 3.1.33. Cambourne is identified as one of the ‘New Settlements’ to contribute 1,950 additional homes towards the 11,640 required in the region between 2020-2041. Under the Policy S/DS: Development Strategy, Cambourne is noted as the most suitable location for strategic scale development away from Cambridge. The advantage for Cambourne is attributed to the significant connectivity benefits provided by the CtoC scheme and potentially the East West Rail project. The proposed Greater

¹⁶ <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/bourn-airfield-spd#:~:text=The%20Bourn%20Airfield%20New%20Village%20SPD%20expands%20upon%20Local%20Plan,new%20policies%20or%20site%20allocations.>

Cambridge Transport Strategy also considers CtoC and the East West Rail project when locating growth at Cambourne.

- 3.1.34. The CtoC scheme will enable significant improvement in public transport which will in turn provide an opportunity to support economic growth, enhancing the critical mass of population and employment which can be provided in the Cambourne area.

CAMBRIDGESHIRE COUNTY COUNCIL CLIMATE CHANGE AND ENVIRONMENT STRATEGY (2022)¹⁷

- 3.1.35. CCC declared a Climate and Environment Emergency in May 2019, setting them on a pathway to securing a sustainable future for CCC and its residents. The ambition of CCC is to be Net zero by 2045. The three most important opportunities they focus on are to:
- Reduce carbon emissions.
 - Support the development of resilient economies so that they can adapt to the impacts of climate change.
 - Support nature and biodiversity to thrive.
- 3.1.36. Focusing on these areas will deliver social, economic, environmental and health benefits for people, businesses and communities in Cambridgeshire.
- 3.1.37. The CtoC scheme will provide an opportunity for mode shift from private car usage to either public transport or active modes of transport, reducing emissions and creating a more resilient transport network. Therefore, the scheme will support the three objectives the Climate Change and Environment Strategy focus on.

3.2 REGIONAL

- 3.2.1. The following regional level policies have been released since the production of the OBC:

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY BUS STRATEGY (2023)¹⁸

- 3.2.2. Cambridgeshire and Peterborough is an economically successful, innovative, and desirable area to live and work. However, success and recent growth have brought challenges, including pressure on the transport network, a need to tackle emissions locally, and to contribute to the wider climate challenge response. Additionally, in some parts of the area, people feel disconnected from the opportunities that exist in the wider region. Public consultations have shown that people want to see good public transport services, as these will benefit them personally and their communities.

¹⁷ [Climate Change and Environment Strategy \(2022\) | Cambridgeshire County Council \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/Climate-Change-and-Environment-Strategy-2022)

¹⁸ [Bus Strategy \(2023\) | Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://www.cambridgeshirepeterborough-ca.gov.uk/BUS-Strategy-2023)

- 3.2.3. The strategy sets out the following Vision: ‘A comprehensive network of bus services across Cambridgeshire and Peterborough that people find convenient, easy to use, reliable and good value for money, which is inclusive and offers a viable alternative to the car.’
- 3.2.4. The bus strategy aims to achieve the following goals:
- Attract car users to mode shift.
 - Support sustainable growth.
 - Protect and enhance the environment.
 - Support community health and wellbeing.
 - Create opportunity for all.
- 3.2.5. The CtoC scheme strongly aligns with the objectives of the Bus Strategy due to consistency between their aims. The scheme will provide a sustainable transport network that will promote the economic growth of Greater Cambridge by improving connectivity and accessibility between Cambourne and Cambridge. It will provide a viable alternative to private car use, and the active travel routes offered also support health and wellbeing for people.

ENGLAND’S ECONOMIC HEARTLAND REGIONAL BUS STRATEGY (2022)¹⁹

- 3.2.6. EEH’s Regional Bus Strategy, published in July 2022, provides a consistent regional vision and approach to support the provision of high-quality services throughout the region as well as giving a better user experience and user confidence in what public transport has to offer. It acts as a framework for further place-specific work by local transport authorities and partners.
- 3.2.7. The Regional Bus Strategy recognises the forecast population and economic growth across the region and the need to decarbonise transport and reduce reliance on private car. These all provide an opportunity to enhance the public transport system to meet travel needs.
- 3.2.8. The Regional Bus Strategy has six key objectives that have been aligned with key policies of the EEH Transport Strategy. The objectives are outlined below.
- Reduced journey times (including reducing the impact of congestion on buses and reducing boarding and alighting times);
 - Enhance the bus network;
 - Enhance service quality;
 - Clearer and simpler fares;
 - More awareness of the bus network and willingness to choose bus travel; and
 - Decarbonised bus services.
- 3.2.9. The sustainable bus network provided by the CtoC scheme would help in the overall goal of EEH of decarbonising bus services. The guided busway would also provide quicker journey times and more reliable services by eliminating congestion problems. This in turn will also support mode shift to

¹⁹ [Regional Bus Strategy \(2022\) | England's Economic Heartland \(englandseconomicheartland.com\)](https://englandseconomicheartland.com/regional-bus-strategy-2022)

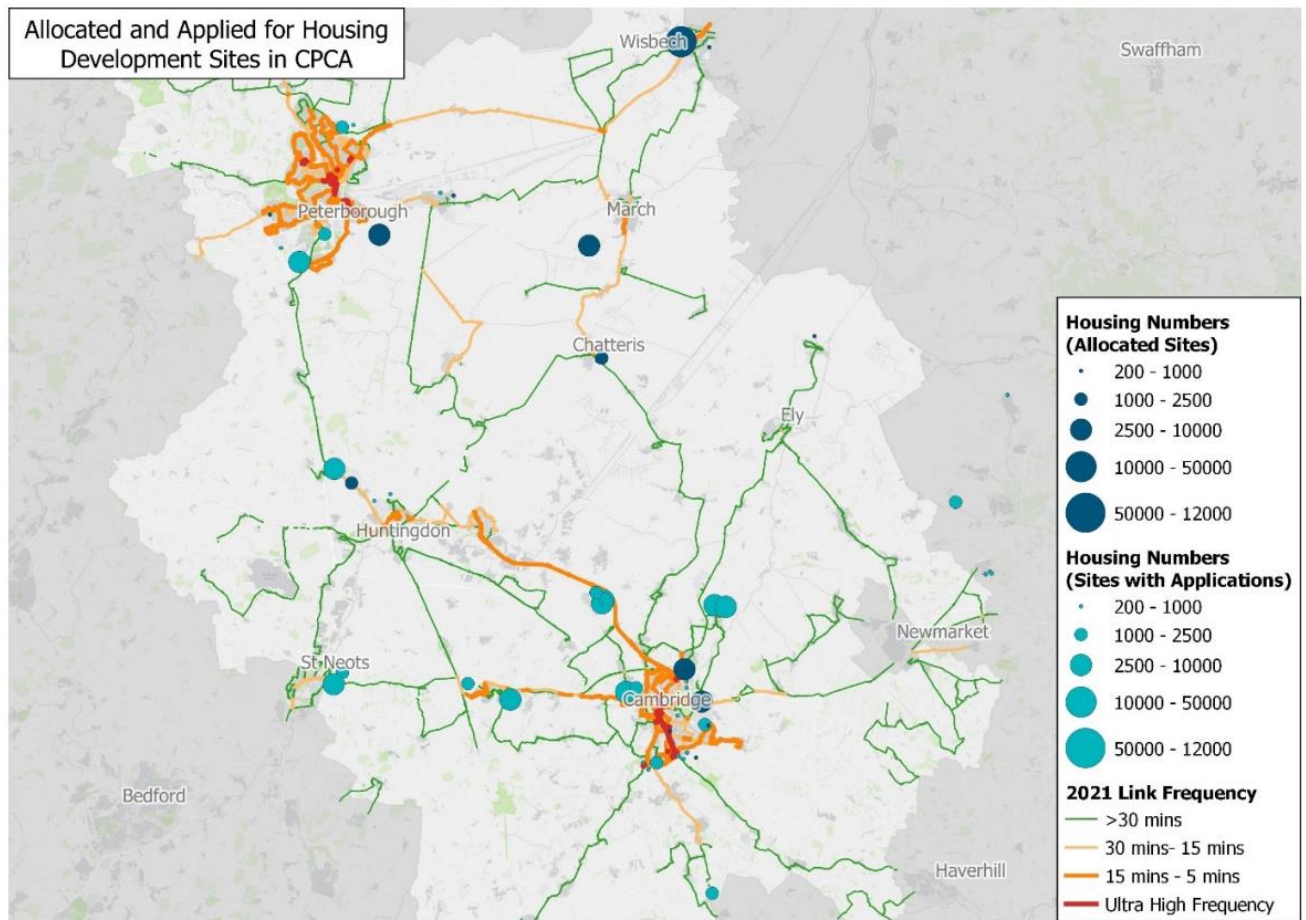
public transport, as well as active transport by providing safe and accessible active travel routes along the guided busway.

BUS SERVICE IMPROVEMENT PLAN FOR CAMBRIDGESHIRE AND PETERBOROUGH (CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY, 2021)²⁰

- 3.2.10. Since the CtoC OBC was published in January 2020 the National Bus Strategy has been produced by the DfT. A requirement of the National Bus Strategy is that each Local Transport Authority is required to produce a Bus Service Improvement Plan.
- 3.2.11. The Bus Service Improvement Plan (BSIP) for Cambridgeshire and Peterborough established a vision for bus in 2020 of “*Everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them*”. This was based on extensive stakeholder and public engagement and market research.
- 3.2.12. The key elements of the vision for the BSIP are:
- Best-in-class road-based public transport services;
 - Sustainable growth through a bus network that supports economic and housing growth by connecting people with places and services;
 - Opportunity for all public transport travellers provided by a bus network that allows convenient access to jobs, facilities and services for people of all ages, incomes, abilities, locations and access to cars.
- 3.2.13. The five main objectives established in the BSIP include:
- The bus is an attractive mode of travel that competes with the car;
 - The bus network supports sustainable growth;
 - The bus helps to protect and enhance the environment;
 - The bus network supports the health and wellbeing of the population;
 - The bus provides opportunity for all.
- 3.2.14. As discussed in sections 2.2 and 2.5, the objectives and the impacts of the CtoC scheme are in line with the objectives of the BSIP.

²⁰ [Bus Service Improvement Plan for Cambridgeshire and Peterborough \(2021\) | Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://www.cambridgeshirepeterborough-ca.gov.uk/bus-service-improvement-plan-2021)

Figure 3-2: Potential new housing growth in relation to the current bus network provided in BSIP



Source: Cambridgeshire and Peterborough BSIP

- 3.2.15. Figure 3-2 shows areas identified by the BSIP as opportunities for growth in bus patronage. This includes currently unserved markets with the aim to better serve new developments from the outset by bus to deliver more sustainable growth. The Cambridge – St. Neots corridor and Cambridge – Ely corridor are noted as opportunities for growing the bus market where increasing service frequencies would enable new housing locations to be better served. The BSIP states that the CtoC scheme is one of four high quality public transport schemes which will provide segregated bus infrastructure in the city (the others being the Cambridge South-East Transport Scheme, Waterbeach to Cambridge and Cambridge Eastern Access).
- 3.2.16. The BSIP identifies reliability of service and low frequency as the most important barriers to bus usage and growth based on consumer research undertaken by Cambridgeshire and Peterborough Combined Authority (CPCA). Other concerns noted by non-bus users are the need for quicker journey times, more services connecting places, greater integration and affordable fares. A survey launched by East Cambridgeshire District Council in 2020, showed that bus users particularly wanted to see more frequent services with buses running into the evening and on Sunday. It also noted that people wanted more direct routes and regular clockface timetables.

- 3.2.17. The BSIP is aligned with the GCP's sustainable transport programme, and the overall public transport strategy set out in the 2030 Greater Cambridge Future Network, which includes the CtoC scheme as a key component of the overall strategy. CtoC will provide regular and frequent services with planned interchanges with connecting orbital routes minimising overall bus trip journey times. The off-road CtoC guided busway will provide a more direct link between Cambourne and new developments, particularly at Bourn Airfield and the city centre reducing bus passengers' journey times.
- 3.2.18. The BSIP highlights that the existing road congestion will worsen as a result of the economic growth expected in the next two decades in Cambridgeshire unless there is a significant mode shift to public transport and active travel. The BSIP references economic analysis published in the Cambridgeshire & Peterborough Independent Economic Review (CPIER) which suggests that increased congestion would threaten the ability to deliver the planned growth in Greater Cambridge. A shift to public transport is also recognised as vital to tackling climate change and reducing carbon emissions produced by the transport sector. The BSIP states that there is a need for transformational improvements in the quality and provision of public transport to better serve employment and residential areas. The CtoC scheme will contribute to this objective by providing major improvements to the public transport level of service in terms of journey time reduction and improved reliability as well as supporting improvements to cycling and walking infrastructure along the growth corridor. The CtoC scheme public transport improvements will encourage modal shift and in turn contribute to the easing of congestion in the A428 / A1303 corridor.
- 3.2.19. The BSIP sets out actions and measures including the development of the four HQPT corridors to achieve more reliable bus services, faster journey times by bus, more passengers using buses and greater satisfaction with services amongst passengers. The CtoC scheme contributes to increased reliability by providing a segregated route for public transport that will result in reduced journey time and improved reliability for bus services.

ENGLAND'S ECONOMIC HEARTLAND TRANSPORT STRATEGY (ENGLAND'S ECONOMIC HEARTLAND, 2021)²¹

- 3.2.20. The 'Transport Strategy: Connecting People, Transforming Journeys' has been developed by England's Economic Heartland's (EEH) Strategic Transport Forum of political and business leaders, and provides the region and government with an evidence-based, vision-led framework focused on enabling economic growth in a way that delivers a net zero transport system by as early as 2040. The strategy covers the whole of the Oxford – Cambridge Arc, a national economic priority for the future economic growth of the UK. The Transport Strategy includes an Integrated Sustainability Appraisal and was shaped by two rounds of public engagement with its partners, stakeholders, residents and businesses, ensuring it represents the priorities of the region.
- 3.2.21. The strategy sets out a five-point plan of action to address the challenges that the transport system already faces and enable economic growth that is sustainable. It sets out that the region will:

²¹ [Transport strategy \(2021\) | England's Economic Heartland \(englandseconomicheartland.com\)](https://englandseconomicheartland.com/transport-strategy-2021)

- Focus on decarbonising the transport system by harnessing innovation and supporting solutions which in themselves create green economic opportunities
- Promote investment in digital infrastructure as a means of improving connectivity
- Use the delivery of strategic public transport schemes – such as East West Rail and Milton Keynes Mass Rapid Transit – as the catalyst for a shift towards lower carbon modes of travel
- Champion increased investment in active travel and shared transport to improve local connectivity to ensure that everyone can realise their potential
- Continue to ensure the needs of the freight and logistics sector are met whilst lowering its environmental impact

3.2.22. The Transport Strategy provides the framework to enable the development of green growth delivering a net zero transport system. The strategy identifies Cambourne as a Strategy Economic Asset defined as areas with Enterprise Zones, science parks, research and technology zones, and other key economic assets that are located outside of Regionally Significant Hubs (in this case Cambridge).

3.2.23. The CtoC scheme delivers a low emission vehicle HQPT system and improvements to cycle network infrastructure that will encourage a shift towards lower carbon modes of transport which is in line with the action plan set out by the transport strategy, serving key development areas such as Bourn Airfield and West Cambourne. The CtoC scheme is a solution to the increasing environmental impact of road traffic which is unsustainable in the west Cambridge transport corridor by offering a greener, lower emission alternative to the car.

FAIRNESS, NATURE AND COMMUNITIES: ADDRESSING CLIMATE CHANGE IN CAMBRIDGESHIRE AND PETERBOROUGH (CAMBRIDGESHIRE & PETERBOROUGH INDEPENDENT COMMISSION ON CLIMATE, 2021)

3.2.24. In October 2021, the Cambridgeshire and Peterborough Independent Commission on Climate published recommendations, outlining the approach that must be taken in order to reduce greenhouse gas emissions and tackle climate change.²² The report on climate identifies the risks to the UK from climate change as being acute. It is recognised that the region must act to contribute to the call for a national reduction in emissions.

3.2.25. The report focuses on fair and inclusive transition to a low carbon future for individuals and communities. It includes strategies and recommendations for the following:

- Transport
- Buildings
- Business and Industry
- Adaptation to climate change, Nature and Water
- Energy
- Peat

²² <https://cambridgeshirepeterborough-ca.gov.uk/news/climate-commission-calls-for-fairness-and-equity-in-tackling-the-impacts-of-climate-change/>

- Waste

3.2.26. Priority actions recognised for the transport sector include:

- The rollout of electric vehicle charging infrastructure, which provides a 'right to charge' for residents, workers and visitors to the region. This should start with bringing those districts with low provision up towards the levels of the best;
- A transition towards zero emission bus and taxi fleets by 2030;
- Measures to reduce car miles driven, including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling;
- Exclusion of diesel vans and trucks from urban centres by 2030.

3.2.27. The report outlines that by acting in the right way, associated sustainable opportunities may be realised such as providing new jobs in low carbon industries, safer and more comfortable homes and workplaces with lower energy bills, better air quality and more greenspace and access to nature, and improving health and wellbeing.

3.2.28. The CtoC scheme is aligned with the priority actions recognised in the report and contributes towards reduction in emissions given the scheme's ambition of operating a low emission electric vehicle based HQPT system. Additionally, CtoC's supporting cycle network infrastructure will encourage a shift towards lower carbon modes of transport and contribute towards reducing car miles driven.

3.3 NATIONAL

3.3.1. The following national level policies have been released since the production of the OBC:

NATIONAL PLANNING POLICY FRAMEWORK (MINISTRY OF HOUSING, COMMUNITIES AND LOCAL GOVERNMENT, UPDATED 2023)

3.3.2. The National Planning Policy Framework (NPPF), published by the Ministry of Housing, Communities and Local Government in February 2019 and updated in December 2023, contains the government's planning policies for England and how these are expected to be applied. It should be noted that in July 2024 a consultation draft is out to consultation and the current adopted version remains policy until the consultation version is adopted.

3.3.3. The NPPF, updated in 2023, advises that planning policies and decisions should play an active role in guiding development towards sustainable solutions and recognises three interlinked dimensions in achieving this: economic, social and environmental. The policies within the framework seek to improve health, social and cultural wellbeing for all, deliver adequate community and cultural facilities, provide services to meet the demand of local people, and create a good standard of amenity for all existing and future occupants of land and buildings.

3.3.4. The NPPF sustainable development objectives are:

- **Economic** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- **Social** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by

fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being

- **Environmental** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

3.3.5. Chapter 9 of the NPPF sets out policies to promote sustainable transport, including the expectation that the environmental impacts of traffic and transport infrastructure are identified, assessed, and taken into account, and that appropriate opportunities are taken for avoiding and mitigating adverse effects and achieving net environmental gains. The CtoC scheme will help to further the sustainable development goals of the NPPF and align with its key principles by:

- Promoting the use of sustainable modes of transport by the provision of an active travel network
- Encouraging the use of non-car modes to minimise air quality effects of car travel
- Creating a well-designed, beautiful and safe environment for pedestrians and cyclists

TRANSPORT DECARBONISATION PLAN (DFT, 2021)

3.3.6. The Transport Decarbonisation Plan, 'Decarbonising Transport: A Better, Greener Britain', sets out government's commitments and the actions needed to decarbonise the entire transport system in the UK.

3.3.7. This plan identifies accelerating modal shift to public and active transport as a strategic priority for achieving the net zero goals by 2050. The plan aims to make public transport and active travel the natural first choice for daily activities. Better quality infrastructure through high quality road design, dedicated routes, and networks, and enabling people to access cycles are noted to make people feel safer and more confident walking and cycling for short journeys. A cohesive, integrated and affordable net zero public transport network designed for the needs of the passengers is recognised to empower users to make sustainable end to end journeys and enable inclusive mobility.

3.3.8. The plan notes that efforts must be made to increase the share of journeys taken by public transport as buses and coaches play a crucial role in transport achieving net zero and driving green transformation. In addition to mode shift, the plan recognises the need for a zero-emission bus fleet, which is expected to achieve long term operating cost savings, which can be reinvested in improved service frequencies, lower fares and other improvements for bus users.

3.3.9. The CtoC objectives of encouraging modal shift through provision of reliable public transport with improved journey times and frequencies is aligned with the aims of the Transport Decarbonisation Plan. The active transport infrastructure improvement element of the scheme will encourage walking and cycling by enhancing safety for users, while the CtoC scheme OBC to date has been developed assuming initial operation using standard Euro VI buses.

BUILD BACK BETTER: OUR PLAN FOR GROWTH (HM TREASURY, 2021)

- 3.3.10. The 'Build Back Better: Our Plan for Growth'²³ establishes the government's plans to support growth through significant investment in infrastructure, skills and innovation, and to pursue growth that levels up every part of the UK, enables the transition to net zero, and supports the vision for Global Britain.
- 3.3.11. Within the core pillar of infrastructure, it is noted that well developed transport networks allow businesses to grow and expand, allowing them to extend supply chains, deepen labour and product markets, collaborate, innovate and attract inward investment.
- 3.3.12. One of the key places for the infrastructure investment is the Oxford-Cambridge Arc. The Oxford-Cambridge Arc establishes a long-term, holistic strategy for infrastructure investment to support jobs, unlock clean growth, and achieve net zero alongside environmental sustainability; cultivating the Arc's potential to become a global innovation powerhouse. The CtoC scheme offers a high-quality public transport network supporting growth in western Cambridge and offering potential for future integration of services with East West Rail in Cambourne enhancing further the sustainable transport options for travel between Cambourne and Cambridge city centre.

BUS BACK BETTER: NATIONAL BUS STRATEGY FOR ENGLAND (DfT, 2021)

- 3.3.13. The DfT published Bus Back Better, the National Bus Strategy for England in March 2021. The national strategy aims to transform bus services across the country ensuring buses are more frequent, more reliable, easier to understand and use, better co-ordinated, cheaper and more environmentally friendly. The Bus Back Better document sets out how the DfT intends to disburse the £3bn of new funding announced in 2020 for levelling up of buses across England; and its focus on building back bus use from the significant shift to private car from public transport caused by the COVID-19 pandemic. After the pre-COVID-19 passenger levels are achieved, the strategy intends to further exceed the previous passenger demand levels by providing guidance on making buses a practical and attractive alternative to the car for more people.
- 3.3.14. The Bus Back Better document highlights the importance of buses as part of the transport system. In 2019/2020, bus journeys were more than double those made by rail. The document outlines ways of improving bus services throughout the UK, creating sustainable offerings for all passengers and increasing the usage of buses whilst also improving economic sustainability of bus routes.
- 3.3.15. Through the guidance, Local Transport Authorities are required to commit to establishing Enhanced Partnerships, or bus franchising by the end of June 2021. The partnerships must then be delivered by April 2022. The Government also required Local Transport Authorities to publish a Bus Service Improvement Plan (BSIP) by the end of October 2021, detailing how they proposed to improve services.
- 3.3.16. The measures recommended for bus improvements in the Bus Back Better document are:
 - More frequent buses

²³ <https://www.gov.uk/government/publications/build-back-better-our-plan-for-growth>

- Faster and more reliable buses
- Cheaper buses
- More comprehensive network
- Easier to understand network
- Easier to use network
- Buses that are better to ride in
- Buses that are better integrated with other modes and each other
- Buses that are greener
- Buses that are accessible and inclusive
- Operators that are innovative
- Seen as a safe mode of transport

3.3.17. The CtoC scheme is aligned with all these recommendations. CtoC will offer passengers a high frequency, fast and reliable public transport service integrated with active modes. The scheme is expected to be implemented as a partnership between the Local Transport Agencies / Councils and the operators and will be key to achieving the desired mode-share shift.

NATIONAL INFRASTRUCTURE STRATEGY (HM TREASURY, 2020)

- 3.3.18. The National Infrastructure Strategy²⁴ sets out the government's plan to transform the UK's infrastructure networks. The three central objectives of the strategy are: economic recovery, levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050.
- 3.3.19. The strategy notes that decarbonisation of the UK's power, heat and transport networks – which together account for over one-third of UK emissions is a necessary step to put the UK on a path to meeting its net zero emissions target by 2050. Furthermore, the strategy aims to make bus and rail networks in cities and regions comparable to Greater London.
- 3.3.20. Under the levelling up objective, the strategy recognises the £5 billion planned investment during this parliament to transform bus services and cycling infrastructure as key to leaving no community or business behind. The strategy notes that increasing cycling and walking can help tackle some of the most challenging issues facing UK society including improving air quality, combatting climate change, improving health and wellbeing, addressing inequalities and tackling congestion on the roads.
- 3.3.21. The CtoC scheme's impact on connecting housing to employment centres through a reliable and high frequency bus network is aligned with the National Infrastructure Strategy objectives of economic recovery and growth. The resulting modal shift to public transport and active transport as well as CtoC's commitment to Euro VI or possibly electric vehicles is in line with the strategy's goals for meeting net zero emissions target by 2050.

²⁴ <https://www.gov.uk/government/publications/national-infrastructure-strategy>

TEN POINT PLAN FOR A GREEN INDUSTRIAL REVOLUTION (HM GOVERNMENT, 2020)

- 3.3.22. The government's Ten Point Plan for a Green Industrial Revolution aims to turn the UK into the world's number one centre for green technology and finance, laying the foundations for decades of economic growth by delivering net zero emissions in a way that creates jobs and allows people to carry on living their lives. The ten points deal with:
- Advancing offshore wind
 - Driving the growth of low-carbon hydrogen
 - Delivering new and advanced nuclear power
 - Accelerating the shift to zero-emission vehicles
 - Green public transport, cycling and walking
 - Jet zero and green ships
 - Greener buildings
 - Investing in carbon capture, usage and storage
 - Protecting our natural environment
 - Green finance and innovation
- 3.3.23. The CtoC scheme encourages mode shift from car to the HQPT and active transport modes. As such, the CtoC scheme will directly contribute to the strategic goals of the Ten Point Plan by encouraging greener public transport and reducing emissions through the provision of an improved bus network and active travel infrastructure, which in turn will protect the natural environment.

GEAR CHANGE / LTN 1/20 (DFT, 2020)

- 3.3.24. Gear Change outlines the vision of central government to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, and follows the following themes:
- Better streets for cycling and people
 - Cycling and walking at the heart of decision-making
 - Empowering and encouraging local authorities
 - Enabling people to cycle and protecting them when they do
- 3.3.25. The Local Transport Note (LTN) provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy and Gear Change. It supports the delivery of high-quality cycle infrastructure and reflects current good practice, standards and legal requirements. Inclusive cycling is the underlying theme so that people of all ages and abilities are considered.
- 3.3.26. Delivery of the CtoC scheme aligns with the vision of Gear Change for providing a safer and more accessible cycling network in the west of Cambridge. An emergency access and maintenance track is proposed to run alongside the CtoC bus route, which would also provide an active travel path for pedestrians, cyclists and horse riders. This active travel path adds to the growing rural walking and cycling network as it integrates with new and existing routes such as the planned Comberton Greenway and Madingley Road scheme.
- 3.3.27. The CtoC scheme also includes cycle parking, shed and shelters at the Park and Ride site and at stops along the route. Crossing points along the route to ensure safe pedestrian and cycle journeys are also provided in the scheme. The improvements to cycling infrastructure provided under the



CtoC scheme will enable residents and cycle user groups to use the cycle network as a form of active travel, supporting the strategic goals of Gear Change to be met.

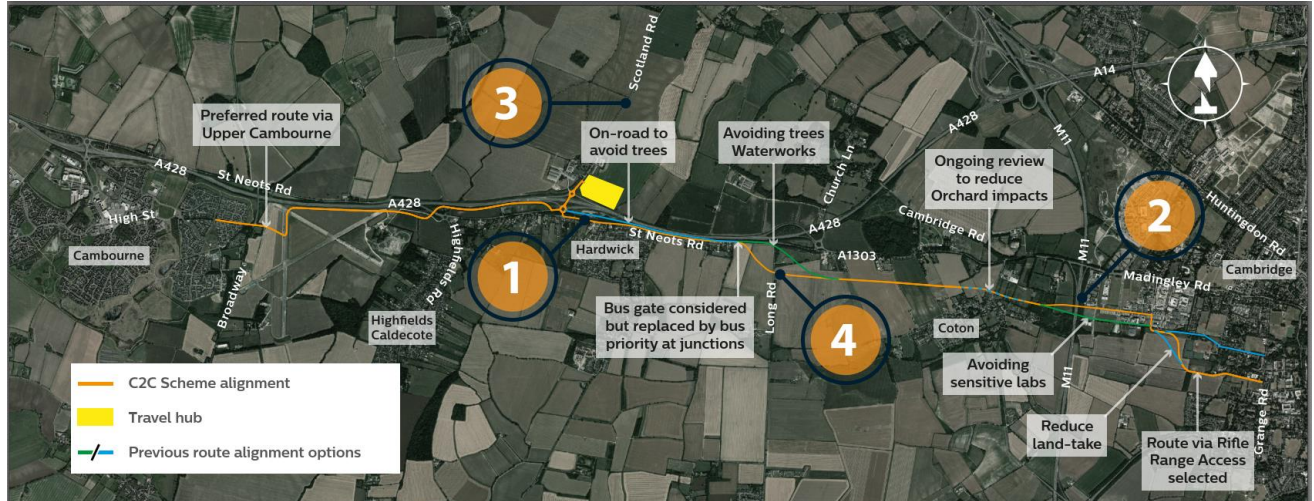
4 SCHEME DESIGN DEVELOPMENT

- 4.1.1. In the summer of 2022, the fourth public consultation was undertaken on the CtoC scheme proposals as part of the Environmental Impact Assessment (EIA). The focus was how to best manage and mitigate the impacts of the scheme.
- 4.1.2. The proposals for the scheme addressed by the consultation included:
- a two-way guided busway, 13.6 kilometres in length, commencing at Sterling Way, Cambourne and terminating at Grange Road, Cambridge segregated from local highways except for stretches along St Neots Road and Charles Babbage Road;
 - intermediate bus stops along the route and an emergency and maintenance access track running alongside the two-way guided busway for most of the length of the guided busway with full access for pedestrians and cyclists (the Service Track). Most of the length of the Service Track will function as a bridleway;
 - a new travel hub building and Park and Ride site east of Scotland Farm with access for the buses over the existing A428 bridge;
 - new bridges over the M11 and at Bin Brook to provide for the two-way guided busway and adjoining emergency and maintenance track;
 - access roads, temporary compounds, stopping up, diversion and creation of public rights of way, highway crossings, drainage works and attenuation and infiltration ponds.
- 4.1.3. Public consultation on the preferred route and its potential environmental impact is essential to inform the EIA. Public consultations allow all those with an interest in the proposals including local people and organisations, as well as statutory bodies, to give their views about the scheme, identifying issues and opportunities which are, wherever feasible, taken into account in the further development of the scheme.
- 4.1.4. Informed by the feedback from the public consultation the GCP Executive Board decided on the preferred route at their meeting on 22 September 2022.
- 4.1.5. As a result of the decision from the GCP Executive Board and further technical work, the following amendments were made to the scheme, as illustrated in Figure 4-1:
1. Buses will travel on-road along St Neots Road through Hardwick to retain the trees along the A428. Junctions will be amended to provide bus priority but the bus gate to the east of Hardwick, which would have restricted access for cars, is no longer proposed.
 2. Bridleway 39/30 runs along the Cambridge side of the M11 where CtoC will cross. The bridleway will be diverted to join the new active travel route (and Coton Path).
 3. Working with Dry Drayton Parish Council an alternative solution to the active travel path along Scotland Road to the village will be developed. This path will now be designed as a separate scheme and not as part of CtoC.
 4. The route has also been moved to avoid the Waterworks site and Comberton Plantation near Madingley Mulch roundabout.
- 4.1.6. Figure 4-1 details the preferred route and the changes compared to previously proposed routes. The Service Track, adjoining the guided busway will also act as a new active travel path for pedestrians

and cyclists and, for most of the route, for equestrian use and includes the developer designed sections at West Cambridge, Bourn Airfield and Cambourne West.

4.1.7. The scheme is scheduled for opening in 2027.

Figure 4-1 - The preferred route after the EIA consultation



5 UPDATED SCHEME CONSTRAINTS

5.1.1. This section provides an update on the OBC scheme constraints, as follows:

- The section of the scheme through Bourn Airfield must comply with the Supplementary Planning Document (SPD) and complement the development masterplan;
- The scheme needs to achieve a net 10% biodiversity gain is required to discharge the scheme deemed planning conditions;
- The section of the scheme through West Cambridge must complement the development's masterplan;
- Bus emissions must meet Euro VI standards and be wheelchair accessible and designed to enable eventual integration with CAM (subsequently paused).

6 SPENDING OBJECTIVE ANALYSIS STATEMENT

6.1 BACKGROUND

- 6.1.1. The DfT TAG (November 2023) recommends that the economic dimension of the business case should be informed by the spending objectives identified in the strategic case. This builds on the findings of the Green Book Review in 2020 and helps ensure that economic analysis engages with the strategic context of the appraised scheme.
- 6.1.2. The aim of the Spending Objective Analysis Statement (SOAS) is to ensure consistency between the strategic and the economic cases by connecting the scheme's SMART objectives to the measures by which the scheme options are assessed. This helps to understand whether an option reaches the objectives it set out to.

6.2 ANALYSIS OF OBJECTIVES

- 6.2.1. Table 6-1 sets out the spending objectives and the corresponding measurements by which the performance of scheme options against them can be assessed. The spending objectives are scheme objectives, and the measurements are identified based on the analysis presented in the Economic Case.
- 6.2.2. The Economic Case Addendum presents the appraisal results for each of the measurements against the spending objectives, demonstrating the performance of the scheme in delivering the objectives set for it.

Table 6-1 – Spending Objective and Relating TAG Impacts

Objectives	Objective 1: Improved accessibility to support economic growth			Objective 2: Sustainable transport network providing connectivity along the corridor	Objective 3: Enhanced quality of life by reducing congestion and improving air quality			
Measurement	<ul style="list-style-type: none"> ▪ Dependent development (and land value uplift) quantifying the impact of the transport improvement for unlocking land for further investment; ▪ Business users & transport providers capturing the impact on time and money saved on business travel, increasing productivity; ▪ Access to services representing the impact on the journeys people need to make to access services they require. 			<ul style="list-style-type: none"> ▪ Total journey time savings capturing the value of travel time saved due to the scheme. 	<ul style="list-style-type: none"> ▪ Air quality quantifying the impact on health through the change in air pollutants, affecting quality of life; ▪ Journey quality measuring the impact on real and perceived physical and social environment while travelling, affecting quality of life; ▪ Physical activity estimating the impact on health due to the uptake of active travel, affecting quality of life; ▪ Congestion / journey time benefit capturing the impact on time saved travelling by reducing congestion, affecting quality of life. 			
TAG Impact relating to the measurement	Monetised TAG Dependent Development impact	Monetised TAG Business Users & Transport Providers impact	TAG seven-point scale for Access to Services impact	Monetised TAG Journey Time Savings	Monetised TAG Air Quality impact	Monetised TAG Journey Quality impact	Monetised TAG Physical Activity	Monetised TAG Journey Time Savings

7 UPDATE ON OTHER SCHEMES AND DEVELOPMENTS

7.1 INTRODUCTION

- 7.1.1. The following section presents a review and update on key schemes and development projects since the development of the OBC in 2020 that have a potential impact on the CtoC scheme.
- 7.1.2. Updates are provided as follows:
- Transport schemes with a strategic fit with respect to the wider regional context (Making Connections and East West Rail)
 - Transport schemes in a local context (Waterbeach to Cambridge Transport Study, Cambridge Eastern Access Scheme, Madingley Road Project)
 - Development projects (Bourn Airfield, Cambourne West, West Cambridge and North-West Cambridge)

7.2 REVIEW OF STRATEGIC FIT PROJECTS

CITY ACCESS/‘MAKING CONNECTIONS’²⁵

- 7.2.1. The City Access project is developing a package of measures to deliver a commitment to reduce traffic in Cambridge by 10-15% on 2011 levels by 2030. Making Connections was a key part of the City Access project and it would have been complementary to CtoC through its proposals to:
- **Transform the bus network:** It was proposed that the Making Connections proposals would transform the bus network through the introduction of new routes, additional services, cheaper fares, and longer operating hours. The network would focus on travel hubs for better interchange between services and different modes.
 - **Invest in sustainable travel schemes:** Proposed investment in new sustainable travel schemes, such as better walking and cycling links.
 - **Create a Sustainable Travel Zone (STZ):** Under this proposal, vehicles would be charged for driving within the STZ between 7am and 7pm on weekdays; the charges would fund long-term improvement and create road space. The STZ would be gradually introduced in 2025 after the bus improvements were implemented and would be fully operational in 2027/28.
- 7.2.2. In September 2023, the GCP Executive Board took the decision to stop further development of the Making Connections main STZ proposal. They collectively decided that while the aims of Making Connections to make travelling in and around Cambridge simpler and faster by saving time and money, would have eased congestion, and offered better, fairer, and greener travel choices, the STZ was not able to progress to Full Business Case due to a lack of political consensus.
- 7.2.3. As illustrated in Figure 7-1, CtoC forms an integral part of the Greater Cambridge Future Network 2030 proposed in the Making Connections consultation report.

²⁵ [Making Connections \(greatercambridge.org.uk\)](https://greatercambridge.org.uk/making-connections)

in turn aid in reducing traffic and congestion by encouraging mode shift along the A428/A1303 corridor.

EAST WEST RAIL²⁶

- 7.2.7. The proposed East West Rail project will provide a new direct rail link between Oxford and Cambridge and join-up key towns and cities across the region. The project aims to connect people to jobs and growth by providing public transport alternatives to the car with faster journey times and lower transport costs. The scheme could also support additional homes in Cambourne, which has been identified as a growth location. The new station in Cambourne is anticipated to bring economic growth to the community, creating more jobs and prosperity.
- 7.2.8. The central section of the East West Rail scheme is intended to deliver a new railway between Bedford and Cambridge, forming an important part of the Oxford-Cambridge Arc. It will enable new direct services between Oxford and Cambridge and other places in between such as St. Neots and Cambourne.
- 7.2.9. A public consultation was held in early 2019 to ask for views on five of the route options. Following which in January 2020, the preferred route option (route E) was identified. The preferred route travels from Bedford to Cambridge via Sandy/St Neots and Cambourne with new stations proposed at both locations.
- 7.2.10. In early 2021, five route alignment options were identified within the preferred route and published for public consultation. Of the proposed alignments the route along the A428 (Alignment 1 and 9) with a station in Cambourne North was identified²⁷ as the emerging preference.
- 7.2.11. The first stage of Statutory Consultation on the Central section of East West Rail was planned for summer 2024 but was paused until after the General Election. The consultation is intended to inform application for a Development Consent Order.
- 7.2.12. East West Rail and CtoC schemes are mutually complementary. The East West Rail station at Cambourne will provide direct connection for Cambourne residents to opportunities in Cambridge city centre. The CtoC scheme connects new developments along the full length on the A428/A1303 corridor, including Bourn Airfield and West Cambridge and could also provide first/last mile connectivity to the Cambourne station which would be likely to be located the other side of the A428 from Cambourne itself.

7.3 LOCAL TRANSPORT SCHEMES UPDATES

WATERBEACH TO CAMBRIDGE TRANSPORT STUDY²⁸

- 7.3.1. In September 2023, the OBC for the Waterbeach to Cambridge Scheme was approved by the GCP Executive Board. The scheme includes a new high-quality public transport route between

²⁶ [East West Rail \(eastwestrail.co.uk\)](https://eastwestrail.co.uk)

²⁷ [East West Rail – 2021 Consultation Document](#)

²⁸ <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/waterbeach-to-cambridge>

Waterbeach and Cambridge that will improve access to Cambridge from the North via the A10 Corridor for journeys by public transport, cycling and walking. The CtoC and Waterbeach to Cambridge schemes both provide better sustainable transport connectivity to Cambridge city centre from the growing communities in the west and north respectively, contributing to the sustainable growth of the Greater Cambridge region.

CAMBRIDGE SOUTH EASTERN TRANSPORT PROJECT

The Cambridge South East Transport project (CSET) provides enhanced and safer bus, cycling and walking routes in the A1307 and A1301 areas.

CSET comprises two phases:

- Phase 1 improvements include road safety, walking, cycling and bus priority on the A1307 between Haverhill and Cambridge.
- Phase 2 is a new, dedicated guided busway from a new A11 travel hub near the A11/A1307 junction to the Cambridge Biomedical Campus via Sawston, Stapleford and Great Shelford with an adjacent new path for walkers, cyclists and horse riders.

- 7.3.2. The Phase 1 scheme element for a continuous shared-use path for pedestrians, cyclists and horse riders from Cambridge to Linton is under construction and will form part of the Linton Greenway. Also, implementation is underway of road safety, junction, walking, cycling and horse-riding improvements on the A1307.
- 7.3.3. In March 2024, the Government announced £7.2 million funding for the GCP to deliver the next stage of Phase 2.
- 7.3.4. CtoC is closely aligned with CSET as this project will also provide high-quality public transport and active mode networks. CSET is included in the GCP's vision for a future Bus Strategy and is one of the four public transport corridors including active mode improvements identified as essential to link growing communities across Cambridge. As such, CSET is complementary to CtoC in supporting the growth of the Cambridge economy.

CAMBRIDGE EASTERN ACCESS²⁹

- 7.3.5. In December 2021, the GCP Executive Board approved the SOBC for the Cambridge Eastern Access Programme (CEA). The project includes improvements to public transport, cycling and walking on Newmarket Road as well as potential relocation of the Newmarket Road Park and Ride in the short term, followed by a new busway providing connectivity towards the city via the Cambridge Airport site. The most recent consultation took place in the beginning of 2023 which presented a preliminary scheme design for Newmarket Road. The results of the engagement will be reviewed by the Joint Assembly and Executive Board who will advise on the way forward for the project.
- 7.3.6. CEA, CtoC, Waterbeach to Cambridge, and Cambridge South East corridor schemes form an integral part of GCP's vision for a future Bus Strategy. These GCP public transport schemes offer

²⁹ [Cambridge Eastern Access | Greater Cambridge Partnership \(greatercambridge.org.uk\)](https://www.greatercambridge.org.uk)

better public transport and active travel routes along the four public transport corridors identified as essential to link growing communities to the north, south east, east and west of Cambridge.

MADINGLEY ROAD PROJECT³⁰

- 7.3.7. The Maddingley Road Project focuses on walking and cycling improvements along the Maddingley Road. Following pre-consultation engagement and consultation, the GCP Executive Board took the decision to move forward with Option 2 in June 2020. A design review of the scheme was then undertaken by GCP. Following this review, Option 1 was retained as the preferred option which includes a one-way directional on road segregated cycle lanes on the south and northside of Maddingley Road. The scheme is currently at the next stage of design.
- 7.3.8. The Maddingley Road scheme is a key complementary scheme as it provides an alternative route to Northampton Street roundabout for cyclists. The existing cycleway/footway retained by the CtoC scheme through the West Cambridge site and between West Cambridge and the Adams Road/ Wilberforce Road junction allows cyclists access through and to south-western Cambridge. The two schemes complement each other and provide a comprehensive cycle network between West Cambridge and Northampton Street.

7.4 UPDATE ON DEVELOPMENT PROJECTS

BOURN AIRFIELD ³¹

- 7.4.1. Bourn Airfield was allocated in the 2018 South Cambridgeshire Local Plan for the development of a new village of approximately 3,500 homes and is a long-term development opportunity, which will take place over the plan period, and beyond. The Emerging Greater Cambridgeshire Local Plan proposes to carry forward the existing SPD for the site.
- 7.4.2. Sustainable transport connections to Cambridge and St Neots along the A428 corridor is a key strategic objective within the SPD, making CtoC an essential scheme for the overall success of the development. The SPD³² also stated that the developer would make a contribution towards the CtoC scheme within the Infrastructure Delivery Plan. A contribution towards the scheme was negotiated through a Section 106 agreement which has now been agreed as follows:

‘The Section 106 agreement, dated 29 July 2024, provides for a £20m Cambourne to Cambridge Busway Contribution towards the delivery of the CtoC Scheme (or an equivalent scheduled rapid mass transit passenger carrier service as is notified by CCC) this is to be paid in five equal 20% payments with the first being triggered prior to the Occupation of more than 501 Dwellings. Outline planning permission granted under reference S/3440/18/OL on 30 July 2024 includes provision for the CtoC Scheme with an internal route within the site.’

³⁰ [Maddingley Road | Greater Cambridge Partnership \(greatercambridge.org.uk\)](https://greatercambridge.org.uk)

³¹ [Policy S/NS: Existing new settlements | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)

³² [Bourn Airfield | Greater Cambridge Shared Planning \(scamb.gov.uk\)](https://scamb.gov.uk)

CAMBOURNE WEST³³

- 7.4.3. In 2018, the South Cambridgeshire District Council (SCDC) Local Plan allocated the site as a new sustainable village that would accommodate 1,200 dwellings by 2031.
- 7.4.4. The Emerging Greater Cambridgeshire Local Plan carries forward the existing allocation and proposes to further expand the site to plan for delivery of 2,590 homes over the 2020-41 time period.
- 7.4.5. Additionally, under the new allocation the future development at Cambourne will need to consider:
- Integrating with and maximising the opportunity provided by East West Rail.
 - The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as a whole.
 - Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.
- 7.4.6. The allocation for homes at the site will contribute to the travel demand along the CtoC corridor as well as for the Park and Ride. Additionally, the Section 106 agreement for Cambourne West includes funding for the CtoC scheme of “the sum of £8.7m to be used to fund improvements for highway infrastructure so as to improve links by bus between Cambourne and the City Centre of Cambridge.”

WEST CAMBRIDGE³⁴

- 7.4.7. The University of Cambridge through the recent resolution to grant planning permission has ambitions for the West Cambridge Area to become an “innovation district.” The proposed allocation in the Emerging Greater Cambridgeshire Local Plan will carry forward the allocation of the West Cambridge site from the 2018 Cambridge Local Plan.
- 7.4.8. The Emerging Greater Cambridgeshire Local Plan proposes refining the policy to emphasise that future development of the site should seek a comprehensive approach to the area. The proposed Local Plan notes that the developments should include provision of high-quality walking and cycling connections, and development should maximise the opportunity provided by public transport improvements such as CtoC.
- 7.4.9. The existing planning application was for the overall site, which covers 66.5 hectares, seeking outline planning permission for up to 383,300m² of development including 370,000m² of academic floorspace (Class D1 space) and commercial/research institute floorspace (Class B1b and sui generis research uses), of which not more than 170,000m² will be commercial floorspace (Class B1b). In July 2024, planning permission was granted and the Section 106 agreement secured which safeguards a route through the site..

³³ [Policy S/CB: Cambourne | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/policy-s/cb-cambourne)

³⁴ [Policy S/WC: West Cambridge | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org/policy-s/wc-west-cambridge)

NORTH-WEST CAMBRIDGE ³⁵

- 7.4.10. The 150-hectare North-West Cambridge development was granted outline planning consent in 2013 for 1,500 homes for Cambridge University and College key workers, 1,500 homes for sale, accommodation for 2,000 post-graduate students, 100,000m² of research facilities (including 40,000m² for research institutes and private research facilities linked to the University), and a wide range of community facilities. At the development, now known as Eddington, by March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.
- 7.4.11. The proposed Emerging Greater Cambridgeshire Local Plan will enable the development of additional dwellings on the site beyond the current plans. This will be achieved by changes to the dwelling mix and appropriate intensification of development areas still to be built. Following a detailed review of the site wide masterplan, an addition of 1,000 to 1,500 homes is anticipated.
- 7.4.12. The further increase in homes will create additional travel demand along the CtoC corridor. Given the dwelling units are affordable and include significant accommodation aimed at students, many of the future residents are likely to be public transport and active travel users.

³⁵ [Policy S/NWC: North West Cambridge | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://greatercambridgeplanning.org)



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