
The Cambourne to Cambridge Order

Transport And Works Act 1992

Transport And Works (Applications And Objections Procedure) (England And Wales) Rules 2006

Statement of Aims (Required by Rule 10(2)(c))

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1. INTRODUCTION

- 1.1 This Statement of Aims (the **Statement**) provides a brief overview of the aims of Cambridgeshire County Council's (the **Council**) application for the Cambourne to Cambridge Order 202[x] (the **Order**).
- 1.2 The purpose of the application for the Order is to provide the Council with powers to authorise and allow the implementation, operation and maintenance of a guided busway of 13.6 kilometres in length, commencing at Sterling Way, Cambourne and terminating at Grange Road, at the edge of Cambridge (the **Scheme**) with onward bus services to Cambridge city centre. It is fully supported by the Greater Cambridge Partnership (**GCP**).
- 1.3 The GCP is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £500 million over 15 years, to vital improvements in infrastructure, supporting and accelerating the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships.
- 1.4 The Scheme will enable people to travel by public transport for employment, leisure and educational purposes, encouraging a modal shift to public transport via a congestion free alternative to private vehicular trips, facilitating sustainable development at key strategic economic and housing sites within the Greater Cambridge Region.
- 1.5 This document is a concise statement of the aims of the Scheme and has been produced as one of the documents required to be submitted with the application under Rule 10(2)(c) of the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006

2. BACKGROUND

- 2.1 The Cambourne to Cambridge (**CtoC**) Better Public Transport Project is one of four corridor schemes that form a key part of the GCP's sustainable transport programme. In May 2020, a Government 'Gateway review' hailed the 'significant success and progress' the GCP has made since 2015 on ambitious projects and plans ranging from city cycleways to better public transport routes to transform travel for thousands of people.¹
- 2.2 The Greater Cambridge region is one of the most successful and fastest growing economies in the UK. The Cambridgeshire and Peterborough Independent Economic Review (**CPIER**) published its final report in September 2018², which was developed by the Cambridgeshire and Peterborough Independent Economic Commission (**CPIEC**). The report concludes that the pace of economic growth within this region is unlikely to slow which will lead to population growth and, if not supported by improved public transport infrastructure, increased congestion (Recommendation 7). As such, the Greater Cambridge region would be unable to achieve its full potential without investment in infrastructure and housing, which would otherwise act as a bottleneck on growth.
- 2.3 The Scheme is a priority for GCP, the Council and the Greater Cambridge region, creating a vital link to ease congestion along the A428/A1303 and within Cambridge. It would offer increased sustainable travel choices, connect existing and proposed communities along the route and support the wider growth of the Greater Cambridge region.
- 2.4 On 6 March 2024 the Government published "The Case for Cambridge"³ which sets out the Government's ambitions for the growth of Cambridge. Noting that Cambridge in 2050 should be an urban exemplar for placemaking, combining good design, sustainable transport, new employment and housing that benefits everyone.
- 2.5 The Government has aspirations for an expanded Cambridge based around well-connected city quarters where residents can experience quicker journey times across and around the city as

¹ Further information on CGP can be found [here](#)

² Further information can be found [here](#)

³ The Case for Cambridge, available [here](#)

improved links between different parts of the city make it easier to get around by public transport. An aim is to allow people to 'move-freely' by making a range of safe, speedy and pleasant transport options. A priority is to ensure that Cambridge has a public transport system that sets the benchmark for efficient urban mobility.

3. SCHEME DESCRIPTION

3.1 Scheme Overview

3.1.1 The purpose of the Scheme is to increase capacity, improve journey times and the reliability and resilience of passenger services that serve the Greater Cambridge area. To achieve this purpose, the Scheme will connect Camborne with Cambridge by a guided bus route (proposed route shown below).

3.1.2 The key elements of the Scheme Works are described below.

3.2 Description of the Scheme Works

3.2.1 In summary the Scheme works will include:

- A mostly segregated guided busway and adjoining emergency and maintenance access track to also be used for active travel;
- public transport stops;
- operational lighting;
- bridges over the M11 motorway and Bin Brook;
- signalised junctions where the route crosses existing roads;
- Travel Hub (Park and Ride) providing spaces for cars, bicycles and coaches;
- amendments to existing highways and accesses, parking arrangements, drainage and the construction of fencing, environmental mitigation, earthworks and landscaping;
- along with other ancillary works as required.

4. SCHEME AIMS AND BENEFITS

4.1 Scheme Aims are based on the overall Scheme Objectives which are as follows:

4.1.1 achieve improved accessibility to support the economic growth of the Greater Cambridge region;

4.1.2 deliver a sustainable transport network/system that connects areas between Camborne and Cambridge along the A428/A1303 transport corridor; and

4.1.3 contribute to enhanced quality of life by relieving congestion and improving air quality within the surrounding areas along the A428 /A1303 corridor and within Cambridge City

4.2 The Scheme Aims are therefore:

4.2.1 To relieve congestion: Parts of the current Camborne to Cambridge road network, in particular the A1303/Madingley road, suffers from heavy traffic congestion at peak times. Without any action, by 2031 car trips into the city are set to increase by up to 70% with already lengthy journey times expected to double.

- 4.2.2 To support economic growth: Local Plans for Cambridge and South Cambridgeshire propose new housing in towns and villages to the west of the city. Between 2011 and 2031, there are planned to be an additional 8,000 new homes set for development in the vicinity of the Scheme and 44,000 new jobs to be created in or around the city. The Scheme unlocks much of the development potential in the Scheme area.
 - 4.2.3 To deliver a sustainable transport system: A new guided bus route, with a path for walkers, cyclists and for most of the route, horse-riders, alongside as well as a new travel hub at Scotland Farm which will encourage park and ride journeys as well as active travel.
 - 4.2.4 To enhance quality of life: In addition to improvement in air quality, there is a commitment to deliver a minimum of 10% biodiversity net gain for the Scheme overall, with the objective of achieving at least a 20% gain. The Scheme will, in the main, protect and enhance our natural, built and historic environment; including making effective use of land, using natural resources prudently, minimising waste, and assist in the moving to a low carbon economy.
- 4.3 Scheme Benefits
- 4.3.1 Traffic congestion is damaging to the environment, public health and to the local economy. The Scheme will create sustainable travel choices, be served by modern public transport vehicles, which are designed to limit emissions and pollution. The Scheme will also add much needed walking and cycling provisions to the area.
 - 4.3.2 A new transport link running regular, quality services will provide a vital connection for growing communities, enabling them to access jobs, services and other opportunities. The transport benefits in summary are:
 - (a) A reduction in bus journey time between Cambourne and Cambridge.
 - (b) An increase in bus passenger demand
 - (c) Improved journey time reliability
 - (d) An increased bus mode share
 - 4.3.3 The Scheme is intended to be served by modern, electric vehicles to limit air pollution and noise and to be adaptable over time to make use of developing technology.
 - 4.3.4 The Scheme's need is driven by the constraints on the existing transport network in the Scheme area and the impact on the key employment and housing growth sites.
 - 4.3.5 The Scheme will provide a much-needed infrastructure link, it will provide the opportunity for a more sustainable, reliable and rapid alternative form of travel between Cambourne and Cambridge for existing and future residents.
 - 4.3.6 Planning permission has been granted for major housing and employment sites at West Cambridge (permission for up to 383,300m³ of employment comprising of predominately academic floor space), Bourn Airfield (permission for a mixed-use village comprising approximately 3,500 dwellings) and Cambourne West (permission granted for mixed use development to include up to 2,350 residential units, together with formal and informal open space, new community and retail facilities and new infrastructure planning). All three of these developments are dependent in whole or in part, on the Scheme being delivered.

5. CONCLUSION

- 5.1 This document is a concise statement of the aims of the Scheme. It provides a brief background to the Scheme, a summary description of the Scheme and Scheme objectives, benefits and overarching aims.
- 5.2 Further details on the Scheme can be found in the Planning Statement accompanying this application for the Cambourne to Cambridge Order 202[x] (document ref. CtoC-15-00-00)

Map of Proposed Route

