



**GREATER
CAMBRIDGE
PARTNERSHIP**



MAKING CONNECTIONS

HAVE YOUR SAY ON GREENER TRAVEL IN GREATER CAMBRIDGE

A City Access Public Consultation

Autumn 2021

INTRODUCTION

About the consultation

This consultation asks people for their thoughts on the Greater Cambridge Partnership's proposals for transforming public transport, cycling and walking and reducing pollution and congestion.

This includes:

Major improvements to our bus network through more frequent, more reliable services, using cleaner vehicles on new and improved routes

Creating space for improvements to walking, cycling and our public spaces

Options for raising money to pay for improvements to the transport network, such as a pollution, congestion or parking charge. The money raised would be invested directly into better sustainable transport

About Greater Cambridge Partnership

The Greater Cambridge Partnership (GCP) works to grow and share prosperity to improve the quality of life for the people of Greater Cambridge. The partnership includes Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council and the University of Cambridge.

We are the local delivery body for a City Deal with the UK Government, bringing powers and over £500 million investment to make vital infrastructure improvements to support the creation of 33,500 new homes and 44,000 new jobs while tackling the climate emergency and harmful air pollution in the region.

The Challenge



We expect the population to grow by 28%



If everyone travelled as they do now, we could see 26,000 extra daily car journeys



We need to double the size of the bus network and triple the number of passengers



To run better public transport and reduce emissions we need to reduce traffic by 10-15% on 2011 levels



Which means we now need to reduce traffic by 20-25% on 2019 levels

To have your say visit www.greatercambridge.org.uk/making-connections-2021 or request a hard copy by phoning **01223 699906**

Please submit your comments by **midday on Monday 20 December 2021**

We will use your comments to draw up detailed proposals that we will consult on in summer 2022.

MAYOR'S FOREWORD

Offering everyone in our county better choices for getting about is one of my foremost ambitions as Mayor. Because whether for work, for family and social life, for education, or for recreation, we all need affordable and well-connected transport to get us there and back, safely, at a time that suits us.

I believe that people-friendly and climate-friendly public transport linked to a strong walking and cycling network is the future. If we do more 'legwork', travel less by car and more by bus and train, we will transform our own health and that of our children. We will put more people in touch with better opportunity. And we will cut the county's shockingly high level of carbon emissions, helping to halt, and perhaps even reverse, climate change.

This consultation is on proposals which look to that future, offering zero emission buses, lower fares, new routes across our area - including rural communities - and moving us towards the safe, joined-up network we all need.

It's very clear we have a growth challenge in the Greater Cambridge area, alongside the gigantic challenge of the climate emergency – so our growth, while necessary, must be sustainable. And part of achieving that means ending our dependency on the private car.

Getting people on to bikes – or their feet – has huge benefits for physical and mental wellbeing. As an NHS children's doctor, I'm very aware of the impact bad air quality and a sedentary lifestyle can have on our young people and how poor health can affect their chances in life.

So we need more active travel, linking to a cleaner and greener shared transport system - responsive and inclusive, so everyone gains better access to work and education opportunities. To achieve that, we also need to plan how we make space for it on the currently overcrowded roads, and how revenue is raised to fund it.

The Combined Authority wants to reduce traffic by 15% across Cambridgeshire and Peterborough. So I welcome and support these proposals from the Greater Cambridge Partnership, which sit alongside the Combined Authority's Local Transport and Connectivity Plan and our own work on bus reform, which we're consulting on this autumn.

Thank you for taking the time to look through these proposals and for sharing your insights and feedback.

Dr Nik Johnson

Mayor of Cambridgeshire and Peterborough Combined Authority

GCP EXECUTIVE BOARD

Greater Cambridge is a wonderful place in which to live, work and visit - a thriving centre for education, high-tech business, world-leading healthcare and incredible, unique attractions.

But it is clear that the world we live in is changing rapidly. The growing levels of traffic on our roads will soon lead to congestion that threatens the things we love about our home, polluting our air, damaging our health, and worsening the climate crisis, which affects every single one of us.

In Greater Cambridge we have a once in a lifetime opportunity to take action to reduce the impact we have on our environment and air quality. The proposals in this consultation are part of Greater Cambridge Partnership's aim to give people a transformative, sustainable public transport network to help keep our area moving, whilst cutting congestion and pollution.

Better, cheaper, more frequent buses across the area. A more attractive environment in Cambridge for walking and cycling. More space in the city and a way to fund a hugely improved public transport system. These proposals will, we think, help us to contribute to achieving local and national climate change aims.

We hope that many of you respond to this consultation and we look forward to hearing your views on the proposals.

Greater Cambridge Partnership Executive Board:

Cllr Elisa Meschini

Cllr Neil Gough

Cllr Dave Baigent

Phil Allmendinger

Austen Adams

WHAT IS THIS CONSULTATION ABOUT?

Our area is facing many pressures over the coming years:



Continued growth of traffic and congestion, as more people live in and travel to our area for work



Limited choices for people to travel by public transport



Poor air quality with 106 deaths each year in Greater Cambridge attributable to air pollution



High levels of carbon emissions due to high levels of car use, contributing to climate change



A city environment dominated by the car, which discourages some people from walking and cycling and makes our public spaces less attractive



Difficulty accessing opportunities for those who rely on public transport

To tackle these issues, the Making Connections package would make taking public transport, cycling and walking the obvious choice for most people.

We need a better, more joined-up public transport system to ensure that many more of us have a quicker, more convenient and reliable journey than by car. We need to make more efficient use of road space and significantly increase the number of sustainable public transport vehicles on our network, as well as creating better environments for people to cycle, walk or just spend time enjoying our public spaces.

Transforming our public transport network, investing in cycling and walking routes and helping people to make fewer journeys by car has many benefits. The proposals set out in this consultation aim to:

Reduce the time car drivers and bus passengers spend stuck in traffic

Reduce carbon emissions from transport as part of meeting local net zero commitments

Create space for people to enjoy our city

Help more people access work, education, health services, green spaces and leisure

Free up road space for better walking and cycling infrastructure

Make Greater Cambridge a more pleasant place to live, work, travel or just be

Improve air quality in the city and reduce deaths attributable to air pollution

Improve public health by increasing walking and cycling and improving air quality



A better public transport network will encourage more people to take the bus and increase revenue from fares, but additional funding will be required to support bus services into the future. Transforming the Greater Cambridge bus network and making fares cheaper is estimated to cost £40million per year.

So to make public transport, cycling and walking an attractive, reliable and fast alternative we must:



Cut congestion and free up road space for more services



Raise money to invest in additional services, cheaper fares and improved walking and cycling routes

You have previously given feedback on transport and pollution issues through our Choices for Better Journeys engagement in 2019. That year we also held a Citizens' Assembly looking at public transport, congestion and air quality. The feedback we received has been used to inform the proposals in this consultation. Read more on pages 18 and 19.

This consultation seeks your views on:

- our proposals for transformative improvements to the bus network
- creating space for improvements to cycling and walking, as well as enhancing our public spaces
- the principles for funding these improvements and creating the road space needed to deliver them through a potential charge on vehicles or parking charges



OUR PROPOSALS

A NEW BUS NETWORK

A key part of the Making Connections proposals is a transformed bus network, offering more frequent services, with longer operating hours, more rural connections, and new routes into our growing employment sites. The benefits would be felt across the region. This would mean:

You can find out more about the proposed improvements to buses in your area on pages 20 to 27 of this booklet.

A network like this could cost up to £40m each year. Lower traffic levels would be needed to run regular, reliable and fast bus services.

Rural villages move from irregular, limited services to an hourly bus service running during the day and into the evening. This would include new connections to rail stations and travel hubs to open up onward journeys



Most market towns and larger villages have 6 bus services to Cambridge every hour, some of which would be express services cutting up to 30 minutes off journey times



In the city, there would be more direct services to employment areas and services would operate on at least a 10 minute frequency. More direct services would take less circuitous routes alongside more local community services



Faster journey times to bring more people within easy reach of workplaces, schools, hospitals and leisure facilities



Lower fares would make bus travel more affordable



BETTER CYCLING AND WALKING ROUTES

Lower traffic levels would create more opportunities to improve routes for people cycling and walking. Cambridge's street network is currently very constrained, making it difficult to deliver any large-scale physical changes to our road network without potentially displacing cars and pollution.

We are already investing more than £130m in our active travel network. We recently ran a Cycling Plus consultation to ask how we could spend a further £20m making improvements. If money was raised to invest in sustainable transport we could deliver more improvements to achieve a full network of routes in Greater Cambridge.

PUBLIC SPACES

Lower traffic levels and better air quality would also create more opportunities to provide more public spaces for people to enjoy, particularly in areas such as Mitcham's Corner and East Road, which are currently very traffic dominated.

The City Council's *Making Space for People* project is looking at how city centre spaces could be improved – a less car-focused city would enable more space for people to spend time enjoying the retail, hospitality and leisure opportunities our city has to offer.



FUNDING TRANSPORT IMPROVEMENTS

There are two main ways to free up road space and raise money to invest in better bus services and more cycling and walking infrastructure – a road charging zone, or additional parking charges.

A road user charging zone would charge vehicles for driving within a set area. There are two main forms of road charging that would lower traffic levels, reduce pollution and create a funding stream for sustainable transport improvements:

- A pollution-based charge for road use based on vehicle emissions. Cars, vans and other vehicles that did not meet a set emissions standard would be charged to drive within an area.
- A flexible charge for road use which would charge all private vehicles, such as cars and vans, to drive within an area potentially varied by time of day or day of week.

London, Birmingham and Oxford are using road user charging zones to tackle pollution and improve sustainable travel options. Other cities are also considering zones.

Parking charges are currently applied in off-street car parks and on some streets. Additional changes could include applying higher charges to existing car parking, applying charges to more streets and introducing a Workplace Parking Levy. A Workplace Parking Levy is a yearly fee charged to businesses per parking space at business premises. Businesses can choose whether to pass on the cost of the charge to employees, reduce/remove their parking spaces or absorb the cost themselves.

Nottingham has used a Workplace Parking Levy to invest in public transport.



MORE WAYS TO TRAVEL IN THE CITY

Alongside bus improvements and new walking and cycling routes, if a charge was introduced we would expand the options for travelling in the city to give residents and visitors more choice. This would include a large-scale roll out of electric car clubs, e-cargo bike clubs and schemes to lease ebikes and e-cargo bikes for anything from a couple of hours to several weeks. These schemes could be subsidised using money from a charge to make them affordable



We are seeking your views on these options – find out more below:

Parking charges



Applying higher charges to more of the city's parking, and introducing a Workplace Parking Levy: a yearly fee for organisations for parking spaces at workplaces

Impact on congestion

5-10% depending on level of price increase

Impact on air quality and emissions

Some improvement from lower traffic levels, but less than a flexible or pollution charge. May need additional measures to address bus emissions

Potential revenue raising per year

£15-25million depending on level of increase and usage, and the extent to which organisations reduce their workplace parking

- Encourages some use of public transport, walking and cycling
- Could free up workplace parking spaces for other uses

- Does not reduce congestion enough on its own
- Will raise less money if fewer people choose to park
- Those without driveway parking in the city would be most impacted

Flexible charge



Charging private vehicles to drive within an area, potentially varied by time of day or day of week

Impact on congestion

15-20% reduction, sustained over time

Impact on air quality and emissions

Positive impact from lower traffic levels, but may need additional measures to address bus emissions

Potential revenue raising per year

£20-60m depending on cost and times of charge

- Could deliver the required reduction in traffic
- Reduced traffic would contribute to cleaner air and reduced deaths from air pollution
- Potential to provide further funding for cheaper fares, and walking and cycling enhancements
- Provides long-term funding for public transport
- Flexibility would enable scheme to tackle busiest times and to evolve over time.
- Could work alongside a Low/Zero Emission Zone for buses
- If the area covered is too small, there is a risk that instead of reducing traffic people still drive but on a different route, causing congestion and pollution elsewhere

Pollution charge



Charging vehicles to drive within an area unless they meet set emissions criteria

Impact on congestion

10-15% reduction, reducing to potentially less than 1% by 2030 as more people switch to ultra low and zero emission cars

Impact on air quality and emissions

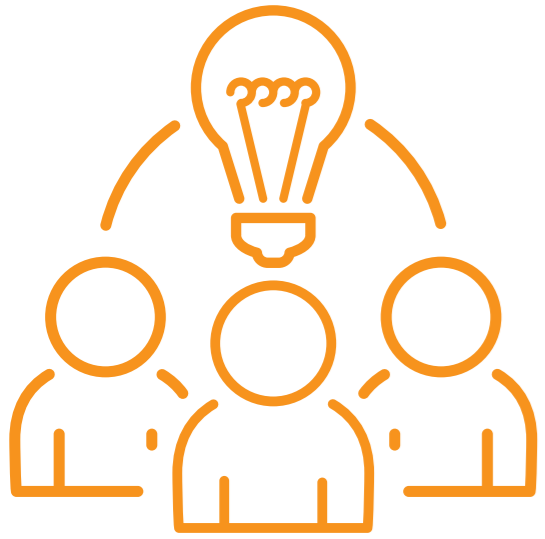
Likely to have most positive impact on air quality as it would accelerate take up of cleaner vehicles

Potential revenue raising per year

£20-40 million at first, depending on cost and emission standard, decreasing over time as people buy cleaner vehicles

- Cleaner air and fewer deaths and illnesses related to air pollution
- Encourages people and businesses to move to less polluting vehicles
- Effective (in the short term) at reducing traffic and raising revenue for transport improvements
- As vehicles become cleaner, fewer would be charged; leading to congestion rising and revenue falling
- People on higher incomes will find it easiest to upgrade their vehicle. Lower income households will benefit from public transport improvements, but some wider support may also be needed
- Electric vehicles still emit particulates, a type of air pollution;
- If the area covered is too small, there is a risk that instead of reducing traffic people still drive but on a different route, causing congestion and pollution elsewhere





DESIGNING A POTENTIAL CHARGING ZONE

If a charge was introduced, there are different ways that it could be designed to raise revenue and create space for public transport.

Impact of a charge

A key part of designing a road user charge will be ensuring we have considered how it will impact on different people. The impact on some people will be more pronounced than on others, and we will need to consider how measures can help to mitigate that. Other places have considered specific support for some groups to help them adapt to a charge. This has included things like discounted public transport fares, support to move to using cleaner vehicles, as well as phasing in charges for some groups.

Hours of operation

A charging scheme could operate only at peak times to tackle the busiest parts of the day. Alternatively, the charge could operate all day. A charge at peak times would give the option of driving in at a different time of day, but the impact on air pollution and carbon emissions would be lower. If the charge was all day it would affect more journeys but would have a bigger impact on congestion and pollution.

Area covered by a charging zone

A charging scheme could cover different areas. It could cover just the city centre, where only journeys within or through the centre of the city would be charged. If so, it would need to be a higher cost – around £10-15 per day – to create enough space and revenue for public transport. It is likely some traffic would be displaced to other roads. Air quality in the city centre would improve but could worsen elsewhere.

Alternatively, the charging zone could cover a wider area (for example, within the ring of the five current city P&R sites), where a greater number of journeys within Cambridge would be charged. However, this could be a lower cost – around £5 per day. It is likely that fewer journeys would be displaced as more people would switch to public or active transport, and there would be wider air quality benefits.

Physical measures to reallocate road space can include:

- Bus lanes, cycle lanes and wider footways;
- Removing parking spaces;
- Modal filters and bus gates, that only allow people walking and cycling and buses to pass through, but prevent through movements by private cars, meaning they need to take an alternative route.
- More pedestrianisation of city centre streets where vehicle access is restricted by time of day.

These measures can have benefits such as improving bus reliability, reducing overall traffic levels and creating better walking and cycling routes. However, they do not raise money and so could not be used to fund the improvements we are proposing. They also have a greater potential to displace congestion unless they are combined with other measures to lower traffic levels.

Physical measures would be complementary to a charging scheme, with lower traffic levels opening up opportunities to take a bolder approach and create better spaces for people. The GCP is working with the County Council on a revised Road Hierarchy which would guide the future delivery of physical measures. This will be consulted on separately in 2022.

HOW DOES THIS AFFECT ME, MY FAMILY AND FRIENDS?

Katerina



Occupation:
Full-time care assistant

Home:
Harston

Journey in 2025:
The busway and travel hub make her journey to work quicker, direct and more reliable, irrespective of her working hours.

How her journey has improved:
She no longer gets stuck in traffic looking for a parking space at peak times, and she benefits from being able to cycle to the travel hub.

Joanne and Neil



Occupation:
Rural surveyor & Teacher

Home:
King's Hedges

Journey in 2025:
Less congestion means that Neil makes more journeys by cargo bike. More charging points enables Joanne to use their new electric car for work journeys.

How their journey has improved:
Lower bus fares and the greenways network help the family to get out and about at weekends.

Victor



Occupation:
Sixth-form student

Home:
Papworth Everard

Journey in 2025:
Longer bus operating hours and more frequent rural services enable him to travel to college and his apprenticeship independently.

How his journey has improved:
Better bus services mean that he can travel more freely and longer hours mean he can meet friends more easily.

Jagdeep and Hardit



Occupation:
Self-employed electrician

Home:
Bottisham

Journey in 2025:
Less congestion in the city means that Jagdeep can respond to urgent jobs more quickly. The school drop off is easier because of the increase in people walking or cycling.

How their journey has improved:
Improvements to bus services and accessibility mean Hardit is looking forward to travelling to Sixth Form college in Cambridge.

WHY DO WE NEED TO ACT?

RECOVERING FROM COVID-19 AND SUPPORTING OUR FUTURE GROWTH

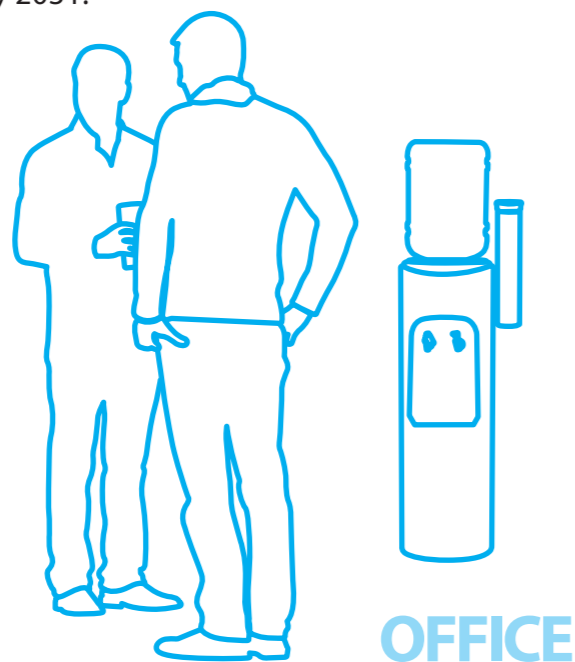
Greater Cambridge suffers from traffic congestion and poor air quality from a reliance on private cars. Traffic levels have been lower in some areas during the pandemic, but the planned growth in the Greater Cambridge area means that even with more flexible working, traffic levels are expected to rise. Almost six in every ten jobs in Cambridge cannot be done from home. These include crucial jobs in hospitals and laboratories.

Everyone will still need to travel for other reasons – including education, leisure, or getting to services – so even with more home working, pressure on the road network will grow.



Air pollution and congestion is bad for our health and wellbeing. It also threatens the economic success of the area – sustainable growth depends on the health of our people and environment and improving the way people and goods move around our area.

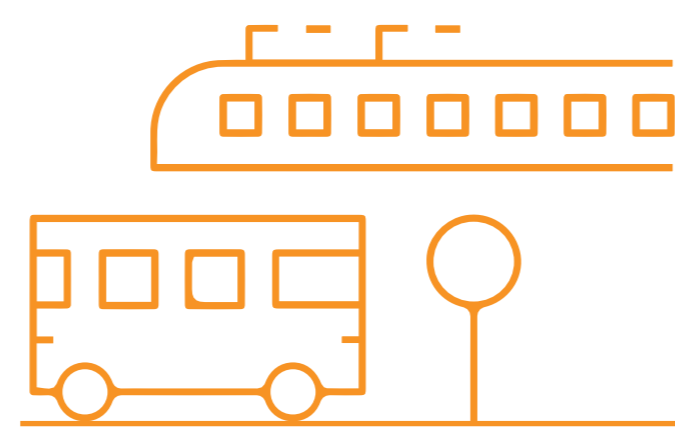
Traffic is forecast to grow and if we do nothing there could be 26,000 more car journeys a day by 2031.



MAKING TRANSPORT IN OUR REGION FAIRER

Greater Cambridge has one of the highest levels of employment in the country, with new jobs offering more people the opportunity to get on in life. But poor public transport and increasing traffic jams make journeys to work longer and harder. Cambridge's success has led to increased housing costs, which means more people who work in the city are travelling further. This disproportionately affects those on lower incomes, especially essential workers.

We will connect our towns and villages with new, faster and more frequent bus services so more people can get to the opportunities our area has to offer.



IMPROVING AIR QUALITY

Air pollution affects everyone's health but is most harmful to young children, older people and those with life-long conditions. It is linked to cancer, asthma, stroke, heart disease, diabetes, obesity and dementia and contributes to over 100 early deaths every year in Cambridge and South Cambridgeshire. Levels of the toxic pollutant nitrogen dioxide (NO₂) have breached legal limits for human health on Drummer St, Emmanuel Road, Regent St and St Andrew's Street. If we do not take action air quality will get worse - improving our public transport system and taking fewer journeys by car will help clean our air.

ADDRESSING THE CLIMATE EMERGENCY

We need to reduce traffic and provide better alternatives to cars to address the climate emergency.

The United Nations latest climate science report is clear there is limited time to reduce emissions and meet global targets to tackle climate change.

Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council have pledged to reach net zero carbon in the coming decades. Transport causes almost half (45%) of our local climate-warming carbon emissions - more than any other source.

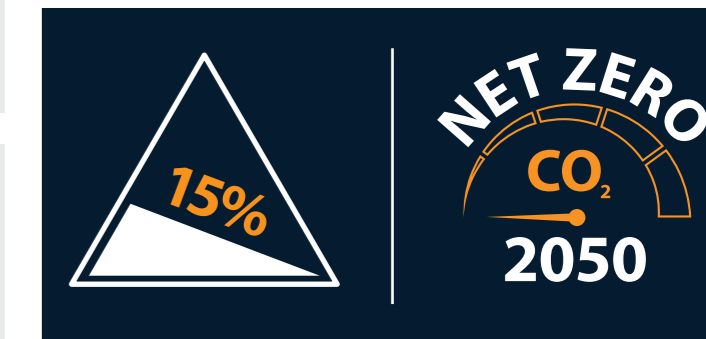
Switching every vehicle for an electric one cannot be the answer:

Building electric cars still uses energy and resources – including rare metals that have to be mined

Electric cars still produce particulate emissions through their braking systems, contributing to air pollution

Simply swapping petrol and diesel cars for electric will not tackle the congestion that prevents the running of fast, regular and reliable public transport.

Some journeys will still need to be made by using private vehicles and it is important these are lower emission. That is why the Cambridgeshire and Peterborough Climate Change Commission recommended cutting private car use by at least 15% by 2030.



HOW HAVE OTHER AREAS ADDRESSED THESE ISSUES?

London, Birmingham and Bath have introduced measures to reduce congestion and emissions from transport by charging polluting vehicles travelling within an area and raising money to improve sustainable transport. Oxford is also in the process of introducing a zero emission zone.

These schemes have been very effective – for example in London's Ultra Low Emission Zone three in every four vehicles met the engine standards (77%) after just six months and air pollutants have reduced.

London's Ultra-Low Emission Zone expanded from central London to a much wider area in October 2021. Bristol, Portsmouth, Cardiff, Edinburgh and Glasgow are considering or introducing Clean Air Zones.



WHAT YOU HAVE TOLD US ABOUT THESE ISSUES

We have consulted widely to find out your views about transport and travel in Greater Cambridge.

Choices for Better Journeys

Over 80% of people supported a “significantly improved public transport network”



81% chose a traffic-reducing measure as their first choice to deliver this.



44% chose a pollution charge as their first or second choice option.



36% chose a flexible charge to drive at the busiest times.

2019

Greater Cambridge Citizens' Assembly

53 people representing all areas and backgrounds looked in detail at pollution and transport issues in Cambridge. They agreed a vision for future transport, which included, in order of priority:

- Providing affordable public transport
- Providing fast and reliable public transport
- Being environmental and zero carbon
- Restricting the city centre to only clean and electric vehicles
- Being people centred – prioritising pedestrians and cyclists

The Assembly looked at ways to deliver this vision, voting most strongly in favour of closing roads to cars followed by options for a pollution or flexible charge on vehicles. They told us to “be brave, be bold and take action.”

Acting on the recommendations

Since then, we have:


- part-funded two electric buses and submitted a successful bid to Government for 30 more
- made more space during the pandemic for people to walk and cycle at a safe social distance through 6 experimental schemes
- started a smart signals pilot to help buses and people cycling move faster
- Part-funded an e-cargo bike loan scheme for businesses and residents
- Put forward proposals for improved active travel connections through our Cycling Plus consultation.

2020

Researching better buses for Greater Cambridge

An expanded bus network cannot be successful with the current levels of traffic. Analysis shows that fewer vehicles in the city and reallocating the freed-up space to buses could support:

-  **Buses every 10-minutes in the city**
-  **Options for more affordable fares**
-  **Hourly buses from rural areas**
-  **Services that connect rural areas**

-  **Buses operating from 5am to midnight every day with a core period of more frequent services from 7am-7pm**

The full study is available at <https://greatercams.filecamp.com/s/8waVgal1mMIYNfJ9/d>

Your views on bus service improvements and funding options

We are now consulting on our vision to improve bus services and reduce traffic, while raising the funds to help operate the system in a fair way. We will bring the results of the consultation to our Executive Board in Spring 2022 for a decision on next steps.

2021



CITY BUS NETWORK PROPOSALS

IN THE CITY, THE NEW BUS NETWORK WILL OFFER:

- Services operating 5am until midnight
- Frequent buses to key destinations across the City and locally, including:
 - A bus every 5 minutes or less to the City Centre along the main roads, with express and stopping services
 - More direct bus services to the Biomedical Campus, the Science Park and West Cambridge
 - More cross city services to train stations
 - Regular local services from residential areas to shops, services and local supermarkets
 - Orbital routes around the city connecting residential areas together
- Faster journey times, with express services and more direct services cutting up to 20 minutes off cross city trips
- Residents would on average be within 7 minutes walk of a bus stop with fast services as well as within 5 minutes walk of more local services

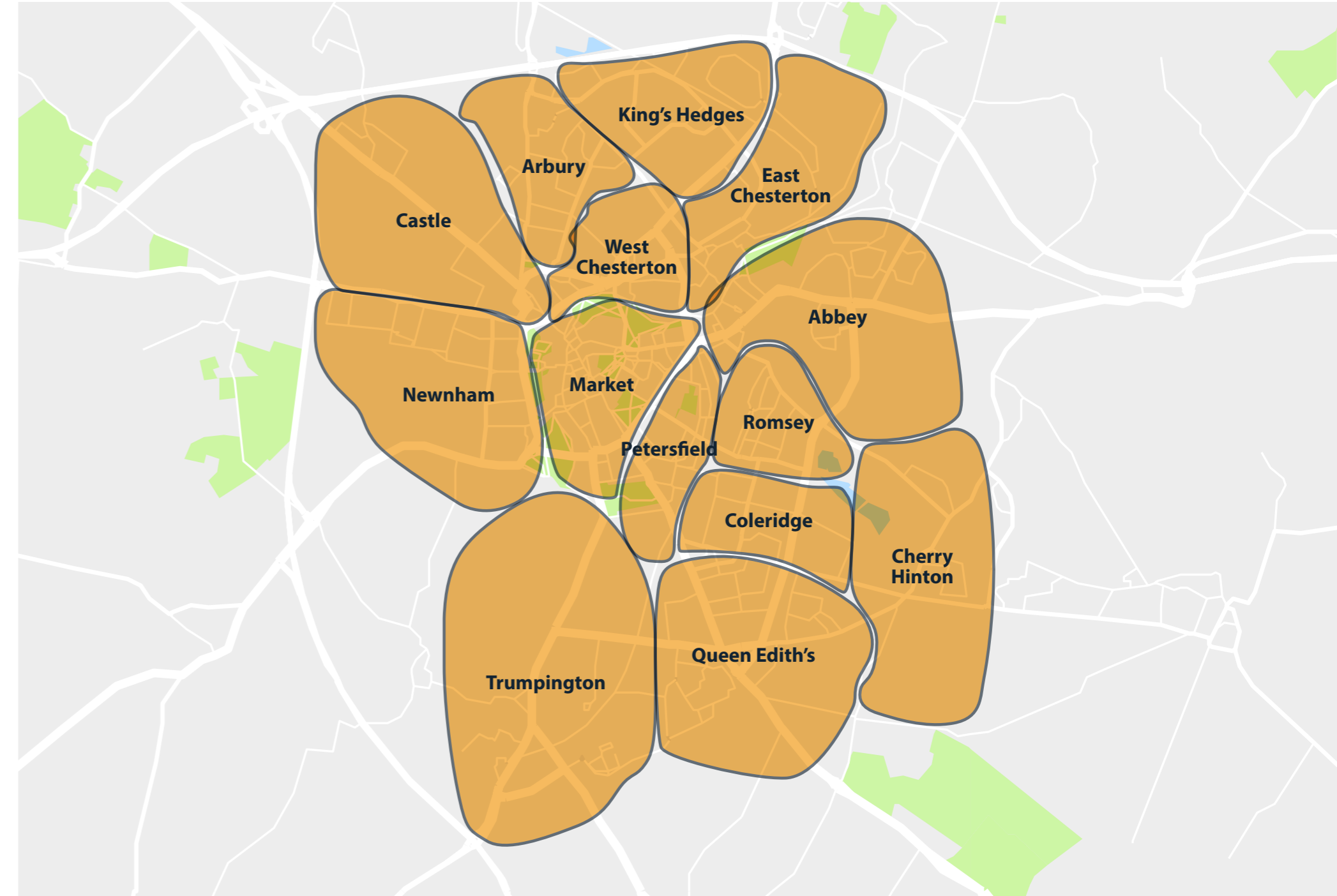
- Cheaper fares, such as
 - A flat rate of e.g. £1 for trips within the city
 - Daily and weekly tickets for regular users
 - Hopper tickets, whereby if you have to change bus you only pay once
 - Cheaper fares for families travelling together, so it is still cheaper to take the bus than drive and park

More detail on the network in the city is available on our website, where we have broken down the proposals at local ward level (see map).

We are seeking your feedback on these proposals, as well as your input to help us design the new network in detail. We want to know about your most frequent journeys within the city, and where you would want to see direct, express connections.

Benefits for city residents

- A sustainable transport network residents' can rely on, with journeys by bus, train, bike, walking or a mix becoming the natural choice;
- Better air quality leading to improved health particularly for more vulnerable people such as children, the elderly and those with underlying health conditions;
- A more inclusive transport system, so everyone can access opportunities, with more affordable and accessible public transport and safer active travel routes;
- Lower carbon emissions from transport, giving people a real alternative to the car so we can still travel easily but in a sustainable way;
- More connected communities, with bus services joining up our residential areas and quieter streets for walking and cycling
- Improved public spaces to enjoy and better access to green space



WATERBEACH, ELY AND COTTENHAM CORRIDOR

Improvements in this corridor would include:

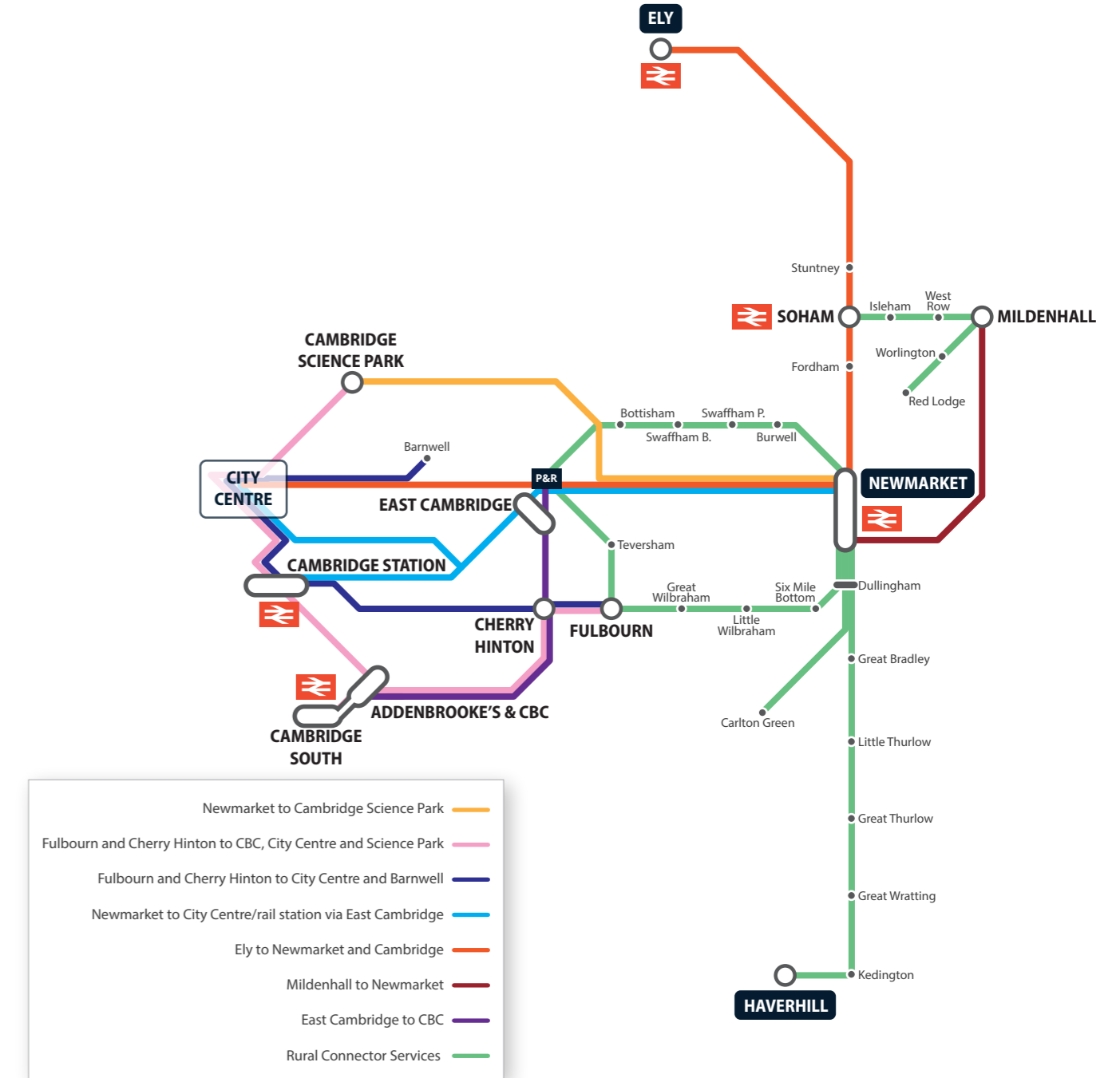
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 15 minutes from Waterbeach to Cambridge, with services increasing as the new town is developed
 - A bus every 10 minutes from Cottenham to Cambridge, including an hourly express
 - A bus every 15 minutes from Ely to Cambridge
- As well as services to the City Centre and Science Park, some of the new services would run onwards to CBC or directly to West Cambridge, providing a fast and direct link;
- Hourly rural services would include:
 - Oakington Busway to March via Cottenham and Chatteris
 - 'Ely Zipper' loop
 - Chatteris to Ely
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



FULBOURN AND NEWMARKET CORRIDOR

Improvements in this corridor would include:

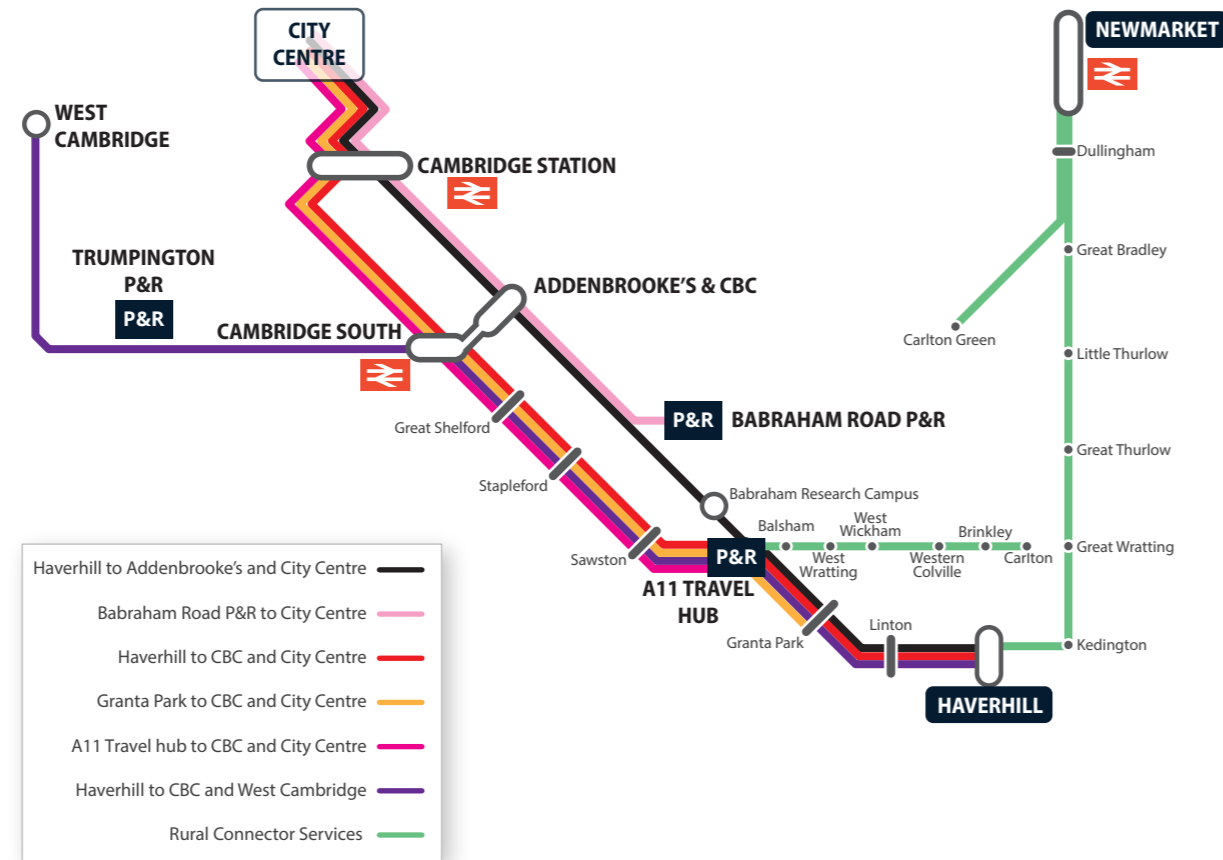
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 10 minutes from Newmarket to Cambridge, with a mix of express and stopping services – the latter would serve villages to the north of the A14
 - Buses every 10 minutes from the Park & Ride (existing or relocated) to the City Centre and to CBC via East Cambridge
 - A bus every 5 minutes or less from Cherry Hinton to the City Centre and CBC, with a service every 30 minutes from Fulbourn
- Some of the new services would run to the Science Park
- Hourly rural services would include:
 - Newmarket to P&R loop, via Swaffams and Fulbourn
 - Newmarket to Haverhill via the Thurlows
 - Carlton Green to Newmarket
 - Soham to Mildenhall and Red Lodge
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



HAVERHILL CORRIDOR

Improvements in this corridor would include:

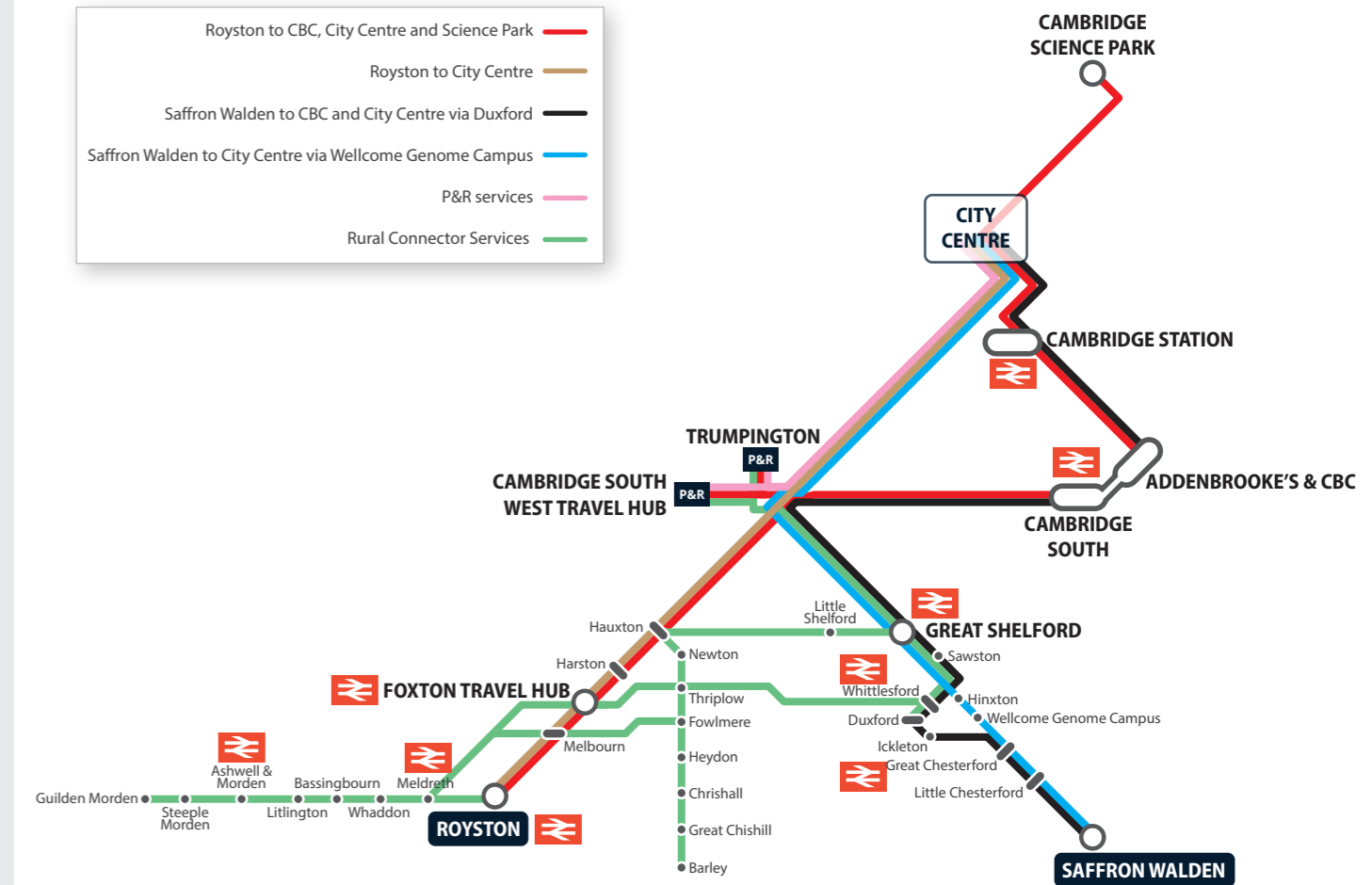
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 15 minutes from Haverhill to Cambridge
 - A bus every 7-8 minutes from the A11 travel hub to Cambridge via the new busway
 - Buses every 15 minutes serving Granta Park and Babraham Research Campus
- Some of the new services would run onwards from CBC to West Cambridge, providing a fast and direct link;
- Some of the new services would run as express buses, taking 30-40 minutes off the journey time from Haverhill;
- Hourly rural services would include:
 - Newmarket to Haverhill via the Thurlows
 - Carlton to the A11 travel hub via West Wickham
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



ROYSTON AND SAFFRON WALDEN CORRIDOR

Improvements in this corridor would include:

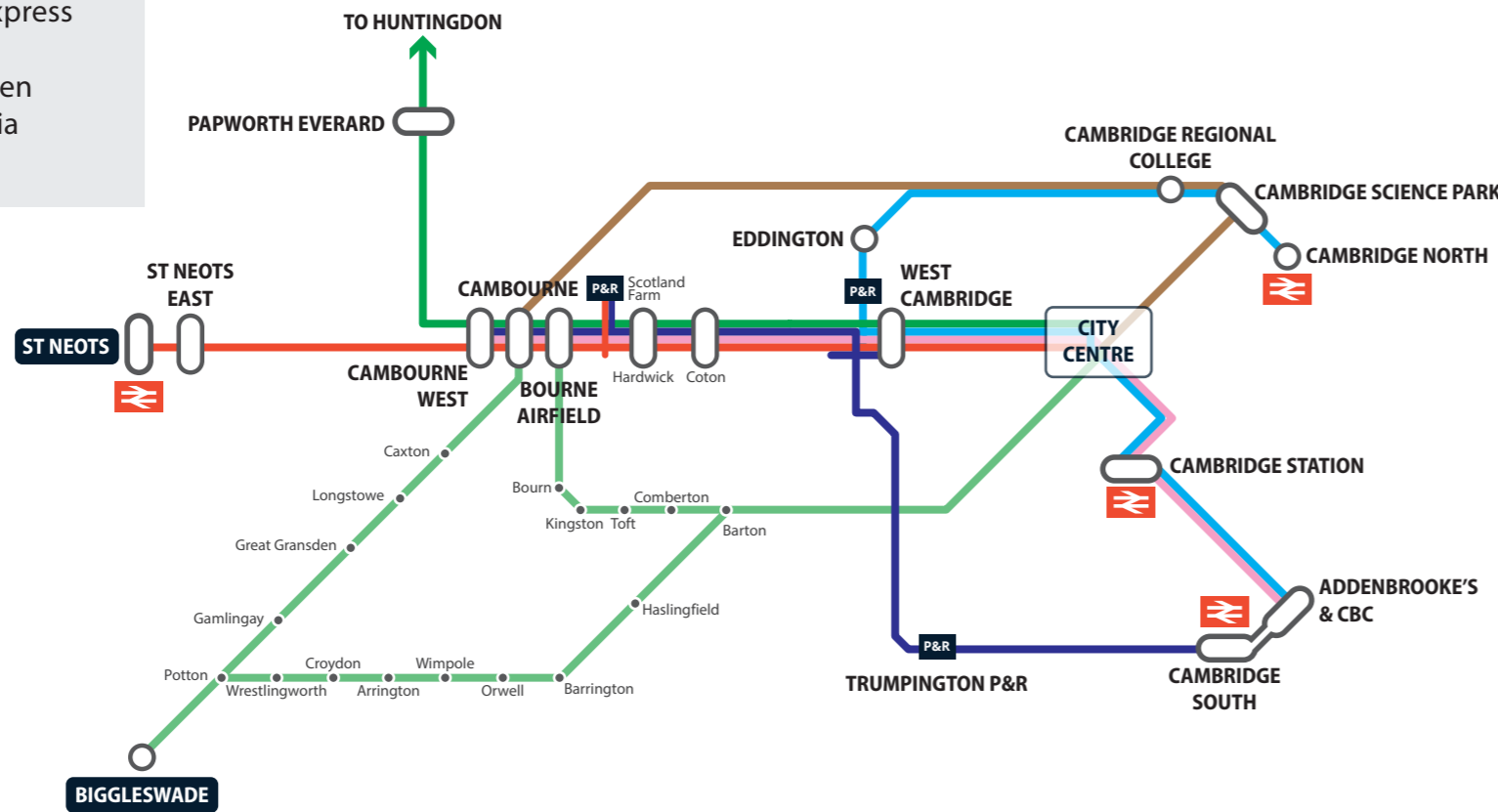
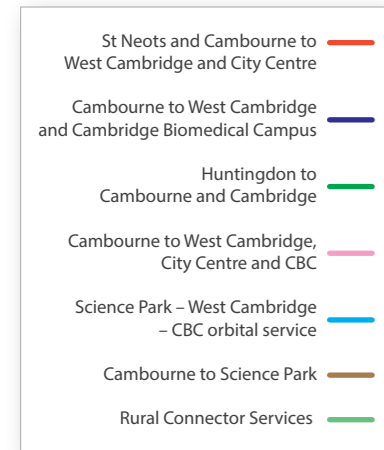
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 10 minutes from Royston to Cambridge via the Biomedical Campus
 - A bus every 10 minutes from Saffron Walden to Cambridge via the Biomedical Campus
 - A mix of express and stopping services on both routes cutting journey times – Saffron Walden to Cambridge would be 40 minutes quicker
- Some of the new services would run onwards to the Science Park or change at the Biomedical Campus for West Cambridge;
- Hourly rural services would include:
 - Barley to Hauxton and Great Shelford
 - Guilden Morden to Royston
 - Duxford to Trumpington P&R
 - Foxton and Melbourn to Sawston
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



CAMBOURNE AND ST NEOTS CORRIDOR

Improvements in this corridor would include:

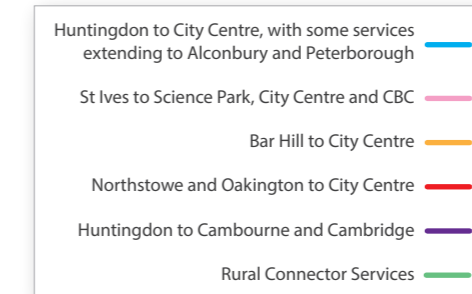
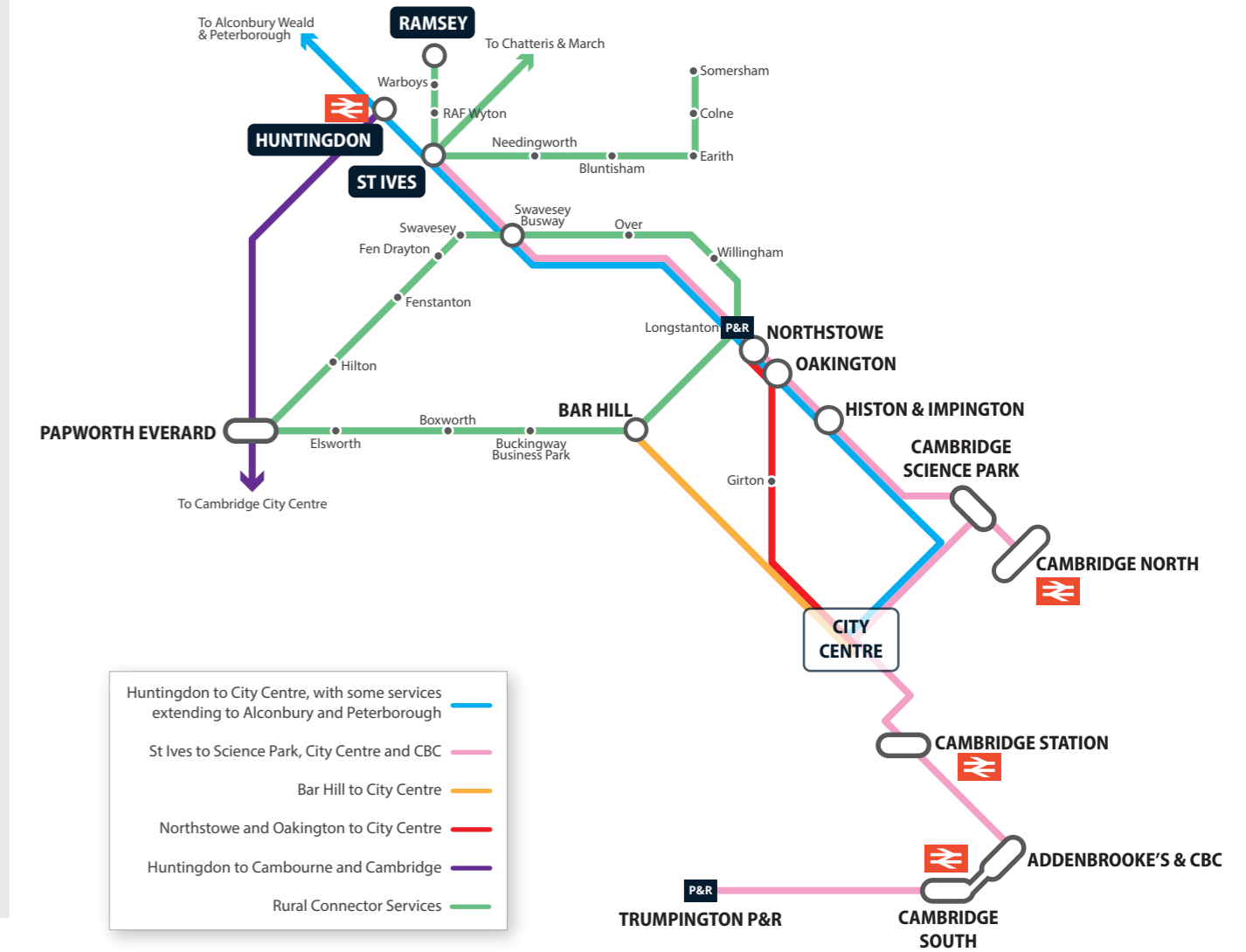
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 10 minutes from Cambourne to Cambridge, with a mix of express and stopping services with some going to Cambridge Biomedical Campus
 - A bus every 15 minutes from St Neots to Cambridge, with a mix of express and stopping services
 - A bus every 30 minutes between Huntingdon and Cambridge via Cambourne
- New services would run from Cambourne to Cambridge Biomedical Campus and Addenbrooke's via West Cambridge, every 30 minutes;
 - Cambourne to Cambridge via Bourn and Comberton
 - Biggleswade to Cambridge via Orwell
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub
 - Biggleswade to Cambourne via Gamlingay



NORTHSTOWE, ST IVES AND BAR HILL CORRIDOR

Improvements in this corridor would include:

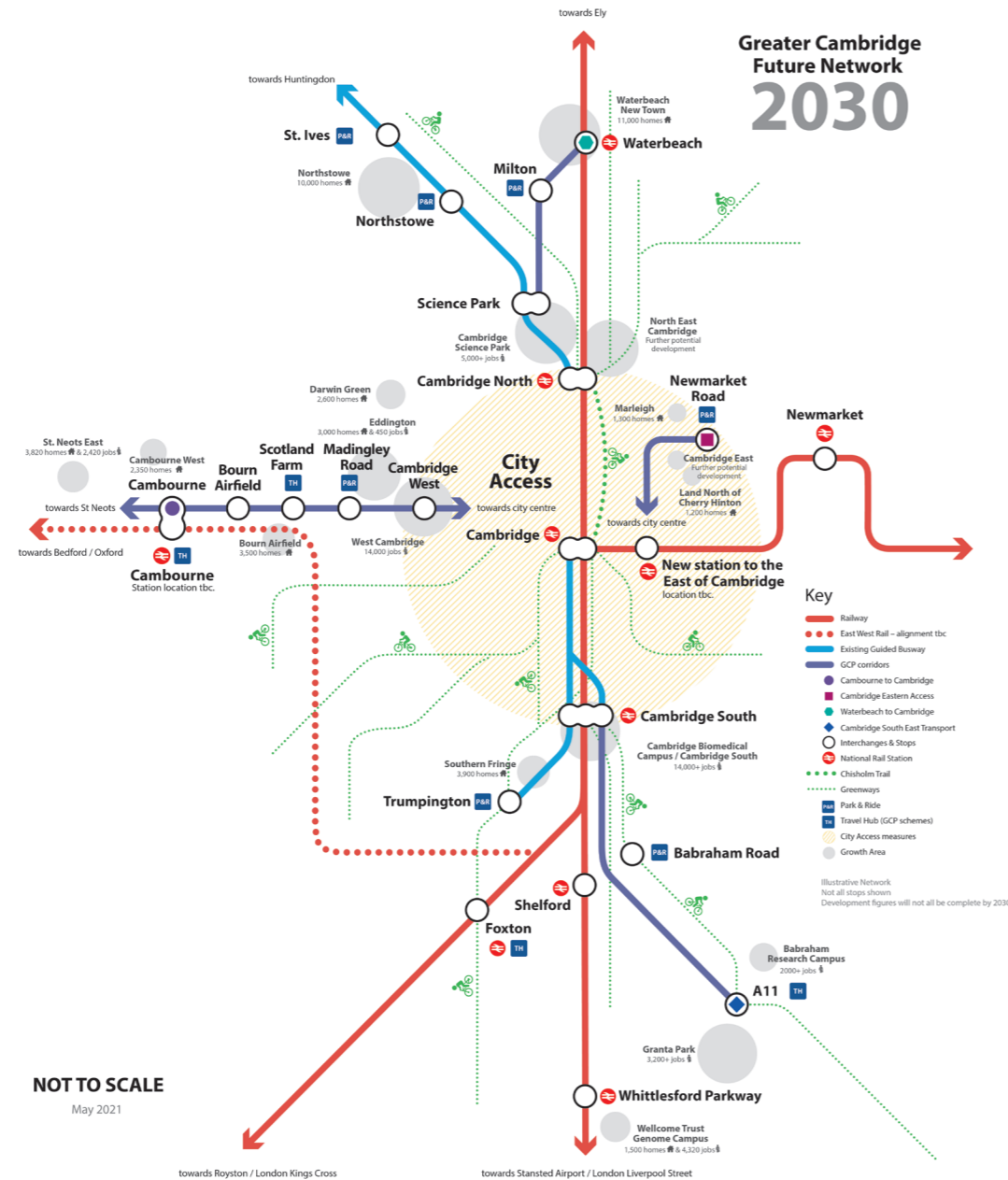
- Services operating between 5am and midnight
- Between 7am and 7pm, a high frequency service would operate including:
 - A bus every 5 minutes or less from St Ives to Cambridge
 - A bus every 10 minutes from Huntingdon to Cambridge
 - A bus every 10 minutes from Bar Hill to Cambridge
- Some of the new services would run onwards to Cambridge rail station and the Biomedical Campus, providing a fast and direct link;
 - A loop service covering villages between Swavesey, Longastanton, Bar Hill and Papworth Everard
 - Connections from Somersham, Ramsey and Chatteris to St Ives
- Hourly rural services would include:
 - A loop service covering villages between Swavesey, Longastanton, Bar Hill and Papworth Everard
 - Connections from Somersham, Ramsey and Chatteris to St Ives
- Lower fares
- Small villages will have opportunities to 'plug into' this network, whether that be through a regular connecting bus service, a demand responsive bus service, or access to a travel hub.



PART OF A WIDER NETWORK

GREATER CAMBRIDGE FUTURE NETWORK

A range of GCP schemes are also underway to contribute to the development of a better, greener transport network for our busy region. The transport network map to the right shows how schemes currently in progress will link with existing infrastructure to create a bigger sustainable transport network over the next few years.



The GCP's schemes seek to support delivery of the Cambridge City and South Cambridgeshire Local Plans which are produced by the Greater Cambridge Shared Planning service at District Council level. They also seek to deliver the objectives of the Local Transport Plan, which is set by the Cambridgeshire and Peterborough Combined Authority, whilst also delivering the objectives of the City Deal set by government.

The Greater Cambridge Local Plan is undergoing consultation this autumn. The Combined Authority is also seeking views on its refresh of the Local Transport and Connectivity Plan.

For further information on the Local Plan consultation please visit:

<https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals>

For further information on the Local Transport and Connectivity plan please visit:

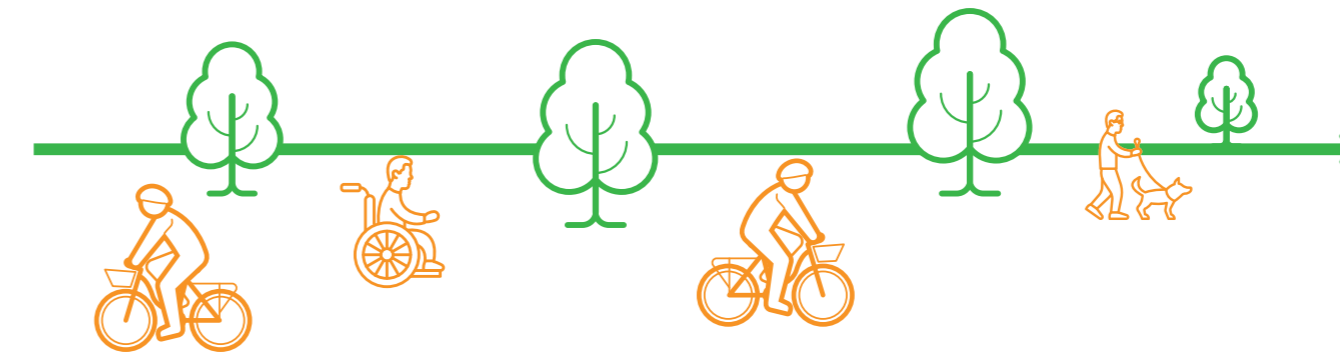
<http://www.yourltp.co.uk/>

GCP CORRIDOR SCHEMES

Four new public transport routes to the north, south east, east and west of Greater Cambridge connecting key areas of growth with the city, complemented by travel hubs and cycleways to encourage park and ride journeys and walking and cycling. Find out more at www.greatercambridge.org.uk/public-transport-schemes

GREATER CAMBRIDGE GREENWAYS

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes that will link local villages to Cambridge. Find out more at www.greatercambridge.org.uk/greenways



SMART CAMBRIDGE

We are also looking at ways to make it easier to take the bus, walk or cycle. This includes working with partners to provide better travel information and easier ticketing options.

CAMBRIDGE EASTERN ACCESS

We are also running a consultation on possible improvements to Newmarket Road to make it better for pedestrians, cyclists and public transport users. The consultation is seeking feedback on improvements to Elizabeth Way and Barnwell Road roundabouts, additional cycle lanes and bus lanes on Newmarket Road and initial ideas on relocating the Newmarket Road Park & Ride site.

The consultation closes at midday on Wednesday 22 December 2021 and you can find out more on our website:

www.greatercambridge.org.uk/NewmarketRd2021

YOUR VIEWS AND NEXT STEPS

There are a number of ways to tell us your views:



Fill out the online survey:
www.greatercambridge.org.uk/making-connections-2021



If you would prefer not to complete the consultation survey online, please telephone 01223 699906 and a member of our Call Centre will add your responses to the survey for you.



consultations@greatercambridge.org.uk



If you would prefer a hard copy of the consultation brochure please telephone **01223 699906** and a copy will be posted to the address you give us.



If you would prefer a copy of the consultation leaflet in large print, Braille, audio tape or in another language please email:
consultations@greatercambridge.org.uk



Further information can be found at:
www.greatercambridge.org.uk/making-connections-2021



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facebook.com/GreaterCambs

