

Table 3: Summary of individual schemes

Programme area	Scheme	Est. cost (£m)
A428 corridor (Cambourne)	<p>A428 to M11 segregated bus links  <i>High quality segregated bus priority measures between the A428 junction with the A1303 and the junction of the M11. The scheme may include on-line or off-line bus priority measures between the A428 and M11. The scheme would ensure that a bus journey between the A428/A1303 junction and the M11 is direct and unaffected by congestion caused by general traffic on the corridor. This scheme is part of the improvements along the whole of the A428 corridor to accommodate further additional growth focussed on West Cambourne and Bourn Airfield.</i></p>	13.0
	<p>A428 corridor Park &amp; Ride  <i>One or more Park &amp; Ride or rural interchange sites accessed from the A428, to take advantage of the bus priority measures on the A1303 between the A428 and the M11 in order to intercept more Cambridge-bound general traffic on the A428. Additional Park &amp; Ride capacity along the corridor would improve the corridor in a number of ways. Through the provision of segregated facilities along the corridor, Park &amp; Ride buses would benefit from the same advantages in terms of journey time and reliability as other services on the corridor, making it an attractive option for people who would otherwise drive all the way to Madingley Road Park and Ride or further into the city centre.</i></p>	11.5
	<p>Madingley Road bus priority  <i>High quality on-line bus priority measures between M11 and Queen's Road, Cambridge. The aim of the scheme is to ensure that a bus journey between the M11 and Queen's Road, is direct and unaffected by congestion caused by general traffic on the corridor. The link will form part of a longer segregated bus route between the Caxton Gibbet roundabout and Cambridge, helping to facilitate development both at the West Cambourne and Bourn Airfield sites and also further afield in St Neots.</i></p>	34.6
	<p>Bourn Airfield/Cambourne busway  <i>Segregated bus links from the A428 at Caxton Gibbet connecting West Cambourne, Cambourne and Bourn Airfield and continuing a segregated route to the junction of the A1303/A428. The link will help to facilitate the development of strategic development sites at West Cambourne and Bourn Airfield by forming part of a longer segregated bus route between this part of the A428 and Cambridge. The route in its entirety will also help to connect strategic development sites in St Neots and also significant University-based employment sites on the west of Cambridge.</i></p>	28.8
A1307 corridor (Haverhill)	<p>A1307 bus priority  <i>Bus priority at key congestion points on the A1307, to include:</i></p> <ul style="list-style-type: none"> <li>• <i>Bus priority in particular locations along the A1307</i></li> <li>• <i>Segregated car access to Babraham Park &amp; Ride site</i></li> <li>• <i>Transport interchanges at key locations along the corridor</i></li> <li>• <i>Improved bus journey times between Haverhill and Cambridge</i></li> </ul>	36.0

Programme area	Scheme	Est. cost (£m)
	<i>The scheme would help increase the attractiveness of the corridor as a place to invest and would also increase the desirability and accessibility of planned new housing in Haverhill.</i>	
	Additional Park & Ride capacity – A1307 <i>Provision of an outer Park &amp; Ride site on the A1307, located between Linton and the A11 to provide additional Park &amp; Ride capacity on the corridor and to intercept more car trips further out from Cambridge, thus freeing up more roadspace closer to the city. The scheme would help increase the attractiveness of the corridor as a place to invest and would also increase the desirability and accessibility of planned new housing in Haverhill.</i>	7.2
	Chisholm Trail links (cycle links parallel to the railway line north of Cambridge Station) <i>A high quality strategic cycle route that will extend along the rail corridor from Cambridge Station in the south of the city through to the Cambridge Science Park Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</i>	3.0
	Chisholm Trail bridge <i>A key part of the Chisholm Trail (see above) which could be delivered in advance of the entire route to provide an additional river crossing for pedestrians and cyclists between Chesterton and Ditton Meadows (Abbey Ward).</i>	4.5
Pedestrian and cycle networks – City	City centre capacity improvements <i>Measures to improve capacity for cycling movements in the city centre in order to encourage modal shift away from the private car and towards cycling.</i> <ul style="list-style-type: none"> <li>• <i>A new or extended city centre cycle park</i></li> <li>• <i>Improved surfacing of pavement and off road pedestrian and cycle provision, especially in areas where surfaces are used by servicing vehicles.</i></li> <li>• <i>Streetscape enhancements and measures to improve the legibility of the pedestrian and cycle network in the city centre</i></li> </ul> <i>A new facility or extended cycle park facility will provide capacity for new trips, help ensure that demand is not suppressed, and reduce the number of cycles that will otherwise be attached to any available railing, lamp post or sign.</i>	7.2
	Cross-city cycle improvements <i>To encourage modal shift away from the private car and towards cycling by:</i> <ul style="list-style-type: none"> <li>• <i>Developing a network of segregated cycle routes on arterial roads, safe junctions, crossings and an attractive network following quieter streets and open spaces</i></li> <li>• <i>Reviewing all of the radial routes into the city to make them as safe, direct and attractive as possible</i></li> <li>• <i>Enhancements through measures such as clear signage, cycle parking, public bike pumps and prominently-deployed bicycle counters</i></li> </ul>	15.5

Programme area	Scheme	Est. cost (£m)
	<ul style="list-style-type: none"> <li>• <i>Increase in cycling numbers in the city</i></li> </ul> <p><i>The upgrade and expansion of the Cambridge cycle network will create a realistic scenario whereby less confident cyclists would be able to make the majority of their trips on routes away from motor traffic, lifting cycling levels to a figure nearing 40%. This figure means that highway capacity could be released in the city, thus making way for further growth to be accommodated.</i></p>	
Pedestrian and cycle networks – inter-urban	<p>Bourn Airfield/Cambourne pedestrian/cycle route programme</p> <p><i>Direct, segregated high quality pedestrian/cycle links to west Cambridge, Papworth Everard, Highfields, Hardwick, Caxton, Bourn, Caldecote, Comberton, Bar Hill and Dry Drayton. The schemes would encourage more short and medium-length journeys to be undertaken on foot or by bike through the provision of safe, high quality links which are segregated from general traffic wherever possible. A fully segregated, direct route into Cambridge from the new developments along the A428 is necessary to encourage significant numbers of people to use bike instead of their car into Cambridge.</i></p>	8.4
	<p>Saffron Walden and Haverhill pedestrian/cycle route programme</p> <p><i>To deliver a comprehensive integrated network for cycling and walking along and within the corridor and to ensure good access between key residential and employment centres. The proposal aims to provide direct, safe and accessible links for cycling in the corridor by constructing new paths and crossings, and by improving existing ones. Many of the business parks are notoriously difficult to access by means other than private car – although some put on shuttle buses for staff, there is evidence to suggest that there is a suppressed demand for cycling to many of these sites. Several of these sites are located within cycling distance of a bus route or rail station, but there are few options to cycle to/from these points. This represents a considerable missed opportunity and a real constraint on their growth potential.</i></p>	4.8
	<p>Cambridge to Royston cycle link</p> <p><i>The creation of a high-quality network of foot and cycle routes linking key destinations along the A10 corridor between Cambridge and Royston, including:</i></p> <ul style="list-style-type: none"> <li>• <i>Completion of the strategic 'trunk' route along the A10 (south) between Cambridge and Royston</i></li> <li>• <i>Links from the strategic route to employment centres, villages, railway stations/interchanges and other key destinations within the corridor</i></li> </ul> <p><i>There is great potential in this corridor to enhance multi-modal journeys by enhancing the links between cycle and bus/rail. This would increase mobility choice for people, reduce congestion and negate the need for extensive car parks at stations, as well as reducing the likelihood of residential streets being clogged with commuter cars</i></p>	7.2

Programme area	Scheme	Est. cost (£m)
	<p>Waterbeach pedestrian/cycle route programme  <i>A comprehensive network of high quality pedestrian/cycle routes linking the town with key destinations in Cambridge and the surrounding villages. This could include a segregated cycle lane alongside the chosen route of the bus corridor, connecting Waterbeach to Landbeach and onwards to Cambridge, and a network of rural cycle links connecting surrounding villages to the strategic cycle route into Cambridge, the Park &amp; Ride, the village colleges at Impington and Cottenham Village Colleges. Waterbeach is ideally located for cycling into Cambridge, however cycling along the A10 is not a safe or enjoyable option in its current form. Research has shown that fully segregated routes for cyclists are key to increasing the uptake of cycling. Therefore, a fully segregated, direct route into Cambridge from the new development is necessary to encourage significant numbers of people to use bike instead of their car into Cambridge.</i></p>	14.4
Cambridge radials – Milton Road / Histon Road	<p>Histon Road, Cambridge bus priority  <i>High quality on-line bus priority measures between the Histon Interchange and the junction of Histon Road, Huntingdon Road and Victoria Road, Cambridge. The aim of the scheme is to ensure that a bus journey between the Histon Interchange and the junction of Histon Road, Huntingdon Road and Victoria Road, is direct and unaffected by congestion caused by general traffic on the corridor. The link will form part of a longer segregated bus route between a new P&amp;R site to the north of the Waterbeach development and Cambridge, helping to facilitate development both at Waterbeach and also further afield in Ely and (outside the strategy area).</i></p>	4.3
	<p>Milton Road, Cambridge bus priority  <i>High quality on-line bus priority measures between the Milton Interchange and Mitcham's Corner, Cambridge. The aim of the scheme is to ensure that bus journeys between the Milton Interchange and Mitcham's Corner are direct and unaffected by congestion caused by general traffic on the corridor. The link will form part of a longer segregated bus route between a new P&amp;R site to the north of the Waterbeach development and Cambridge, helping to facilitate development both at Waterbeach and also further afield in Ely (outside the strategy area).</i></p>	23.0
Cambridge radials – Hills Road	<p>Project Cambridge, Hills Road  <i>Connecting Cambridge rail station and the city centre using a high quality 'green link'. The aim of this scheme is to significantly improve the experience for pedestrians and cyclists travelling between the city centre and Cambridge rail station, including a much improved public realm. Measures could include:</i></p> <ul style="list-style-type: none"> <li>• <i>Improved cycle and pedestrian connectivity between the city centre and station</i></li> <li>• <i>Hills Road and Regents Street given a sense of place, not just a place to pass through – commercial and social value added</i></li> <li>• <i>Widened pavements, increased cycle parking, reduced street clutter</i></li> </ul>	25.8

Programme area	Scheme	Est. cost (£m)
Cambridge radials – Newmarket Road	<p>Newmarket Road bus priority phase 1, Elizabeth Way to Abbey Stadium <i>High quality on-line bus priority and segregated busway measures along the length of Newmarket Road, between the junction with East Road/Elizabeth Way and the junction with Airport Way to ensure that a bus journey between these points is direct and unaffected by congestion caused by general traffic on the corridor. Scheme likely to include a Busway between Elizabeth Way and the Abbey Stadium. The link will form part of a wider high quality bus network around the city, helping to facilitate major development both in the city and outside it.</i></p>	54.8
	<p>Newmarket Road bus priority phase 2, Abbey Stadium to Airport Way <i>High quality on-line bus priority and segregated busway measures along the length of Newmarket Road, between the Abbey Stadium and the junction with Airport Way to ensure that a bus journey between these points is direct and unaffected by congestion caused by general traffic on the corridor. The link will form part of a wider high quality bus network around the city, helping to facilitate major development both in the city and outside it.</i></p>	39.8
	<p>Newmarket Road bus priority phase 3, Airport Way Park &amp; Ride <i>Relocation of Newmarket Road P&amp;R site to Airport Way and expansion to 2,500 spaces in order to intercept more car journeys before they reach the city. This scheme will help to deliver a high quality public transport corridor on this side of the city.</i></p>	17.3
A10 corridor south (Royston)	<p>Foxton level crossing and interchange <i>The provision of a grade-separated crossing facility of the London King’s Cross –Cambridge railway line as it crosses the A10 and the introduction of a rural interchange using the resultant road layout. The scheme would remove the disruption along the A10 (south) corridor that is regularly caused to traffic through the lowering of the barriers at Foxton level crossing, and would also provide a better means by which people living in the more rural areas can interchange between modes to access the improved rail service along the corridor. The A10 carries approximately 12,000 vehicle trips per day (12 hour count) and the level crossing barrier operates some 76 times in a 12 hour period for an average time of 2 minutes and 20 sections per operation (almost 3 hours per day). The delays caused are being compounded as growth on the rail network, and in particular rail freight, increases.</i></p>	21.6
	<p>Hauxton Park &amp; Ride <i>Provision of an outer Park &amp; Ride site on the A10 (south) at Hauxton with capacity for 1,000 spaces to provide additional Park &amp; Ride capacity on the corridor and to intercept more car trips further out from Cambridge, thus freeing up road capacity closer to the city. Coupled with a busway between Hauxton and Trumpington (see scheme below) which would allow buses to bypass congestion around the M11 junction, this scheme would help to create a HQPT corridor in this part of the city.</i></p>	17.3

Programme area	Scheme	Est. cost (£m)
	<p>Hauxton-Trumpington busway  <i>A busway link between the new Park &amp; Ride site at Hauxton and the existing Park &amp; Ride site in Trumpington. The success of the new Park &amp; Ride site would depend on how easily buses can get through the M11 junction and whether there was an advantage to a car driver to leaving the car at the new facility. This scheme would allow buses to bypass congestion around the M11 junction, forming part of a HQPT corridor in this part of the city.</i></p>	15.8
Cambridge Orbital	<p>Ring road bus priority – Addenbrooke's to Newmarket Road  <i>To provide a means of giving priority to buses travelling orbitally between the biomedical campus in the south of the city and the eastern side of the city, without being held up in congestion caused by general traffic. The scheme is likely to include online high quality bus priority on the ring road connecting Addenbrooke's to Newmarket Road by way of Fendon Road, Mowbray Road, Perne Road, Brook's Road and Coldham's Lane.</i></p>	18.7
	<p>Newmarket Road to Cambridge Science Park Station busway  <i>A busway linking Newmarket Road to the new Cambridge Science Park Station in order to provide a segregated means of buses travelling orbitally between the east of the city and the new Cambridge Science Park Station, without being held up in congestion caused by general traffic. The scheme will greatly improve accessibility to Cambridge Science Park Station, and the business/science parks in the area..</i></p>	64.7
	<p>Western Orbital  <i>To provide a segregated means for buses travelling orbitally between the university developments in the north west of the city and the biomedical campus to the south, without being held up in congestion caused by general traffic, and avoiding the congested city centre. This scheme will increase orbital capacity for public transport.</i></p>	23.0
A10 corridor north (Waterbeach)	<p>A10 dualling and junctions  <i>Additional capacity (on an alignment to be determined) for general traffic between the northernmost access to the new town and the Milton Interchange of the A10 with the A14. Congestion on the A10 is severe at peak times and often during the inter-peak as well. Whilst it is intended that a high proportion of trips generated by the new development will be undertaken by public transport, cycling and walking, there will still be some trips that will be made by car and that will use this stretch of road, placing more demand on it.</i></p>	63.4
	<p>A14/A10 Milton Interchange  <i>Additional capacity at the Milton Interchange for general traffic movements between the A10 and A14, and the A14 and A10. The scheme is integral to the delivery of the new development at Waterbeach which will help support the economic growth of the area by providing homes for people coming to work in the area.</i></p>	66.4

Programme area	Scheme	Est. cost (£m)
	<p>Waterbeach Park &amp; Ride  <i>A new Park &amp; Ride site on A10 to intercept traffic from the north of Waterbeach, served by new busway link to Cambridge. Alignment to be determined. The scheme will intercept traffic from the north of Waterbeach and provide an opportunity for interchange onto public transport for the remainder of the journey. There is a significant volume of traffic from the north of Waterbeach that contributes to the congestion on the southern stretch of the A10. By providing an additional Park &amp; Ride site further out, more general traffic could be intercepted before reaching the southern stretch of the road, thus helping with the capacity problem on the A10 and also freeing up capacity at the existing Milton Park &amp; Ride.</i></p>	11.5
	<p>Waterbeach Barracks to North Cambridge busway  <i>A busway link from a relocated Waterbeach station and new town centre to north Cambridge, including a fully segregated crossing of the A14 Trunk Road. The scheme aims to ensure that a bus journey between the centre of the new town, the relocated railway station and the outskirts of Cambridge is direct and unhindered by congestion along the A10 or the A10/A14 junction. The scheme is integral to the delivery of the new development at Waterbeach which will help support the economic growth of the area by providing homes for people coming to work in the area.</i></p>	46.1
	<p>Waterbeach new station  <i>A relocated Waterbeach Station to serve the village and the new town, with platforms (capable of taking 12-carriage Thameslink trains or 10-carriage InterCity Express trains). A station already exists in the village of Waterbeach, however its current location is not ideal for encouraging residents of the new town to use the train. In addition, the rail industry is proposing significant service improvements along this line, including the introduction of 12-carriage trains. A relocated station would enable longer platforms to be provided to take advantage of the longer trains and increased capacity.</i></p>	33.1
<b>Total</b>		<b>752.7</b>