



**GREATER
CAMBRIDGE
PARTNERSHIP**



Cambridge Eastern Access – East Forum

6 November 2024

Areas of focus

- Project update
- Relocation of travel hub
- Greenways



Eastern Access Project



Cambridge Eastern Access (CEA) project is looking at access to and from the city from the east to enable people to get around more easily by public transport, cycle or on foot - one of four corridor schemes that form a part of the GCP's sustainable transport programme.

- Newmarket Road is the main radial route into Cambridge from the east and is congested, but space constrained. It provides a poor experience for all road users and is unattractive to active travel modes.
- The existing Park and Ride on the corridor is located close to the city centre, on a leased site, with the landowner having the right to terminate the lease from 2026 onwards
- Significant development is planned along the corridor which will place further pressure on the existing environment

Project update

- Newmarket Road Improvements from Chisholm Trail to Airport Way now at detailed design. Exploring with CCC Streetworks the timing of construction
- Elizabeth Way proposals being revisited to reflect consultation outcomes and the changing planning context with Beehive and Grafton redevelopment proposals
- Travel Hub – preferred site confirmed and planning application/EIA now underway
- Busway from Travel Hub towards city centre – being developed as part of wider plans for Airport site and the emerging Local Plan.



Transport

Relocation of travel hub

- Travel Hub site is too close to the city and increasing less appropriate in what is becoming a residential area
- Existing site is challenging to expand to accommodate future development
- Landlord can determine termination of lease after 30 years (from December 1996)
- Existing Site already safeguarded with indication it will be allocated for more appropriate residential use
- CPO (if successful) would require development value for land
- Recommended new site consistent with Cambridge East Area Action Plan/Local Plan



Transport

Travel hub site selection shortlist



Operational requirements



Site availability and deliverability



Environmental considerations

What is proposed



Travel Hub to comprise:

- Park and Ride
- Bus Interchange
- Park and Cycle
- Cycle and Ride
- Cycle Storage
- EV Charging

Potential for:

- Coach parking
- Cycle Hire
- eMobility
- Future Mobility
- ????????

Why site P1?

- Doing nothing is not an option
- Much stronger support for P1 than alternative sites amongst those expressing a preference at consultation
- Consistent with Transport Strategy for Cambridge and South Cambridgeshire 2014
- P2/3 closer to Wilbraham Fen SSSI
- P1 closer to Football ground
- P10 challenging to construct given drainage issues from narrow site between 2 major roads
- P11 has greater proximity to heritage
- P10/11 undesirable in operational terms as buses would need to cross Quy interchange, with much longer run times
- P10/11 less attractive for Park and Cycle
- No site north/east of Quy Interchange intercepts all potential users



Transport

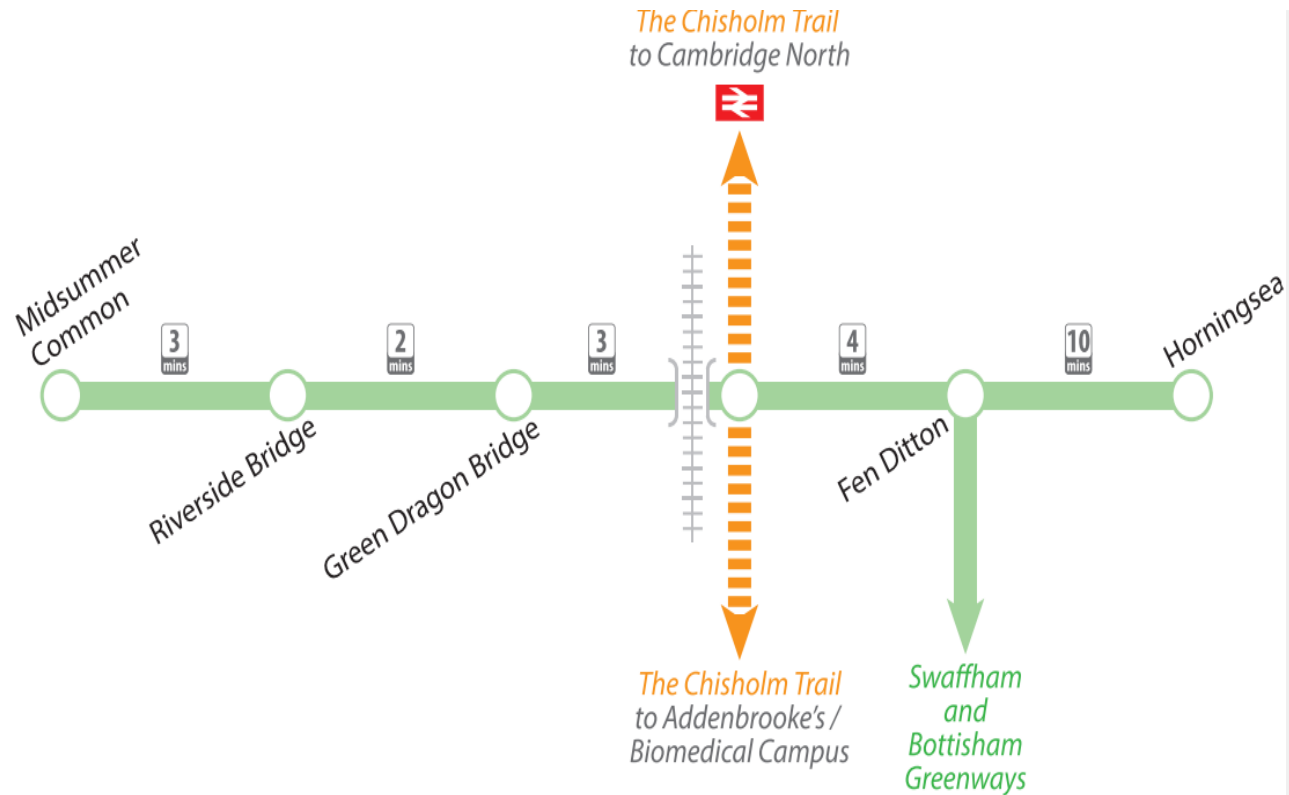
Next steps

- Scoping for Environmental Impact Assessment
- Ecology and heritage surveys
- Transport assessment and access issues
- Commence planning process for consent for site
- Initial engagement with key stakeholders
- Consider scope for active travel link from Teversham
- Liaise with CPCA re scope for satellite Travelhub north of A14
- Plan for 2025 consultation



Transport

Horningsea Greenway

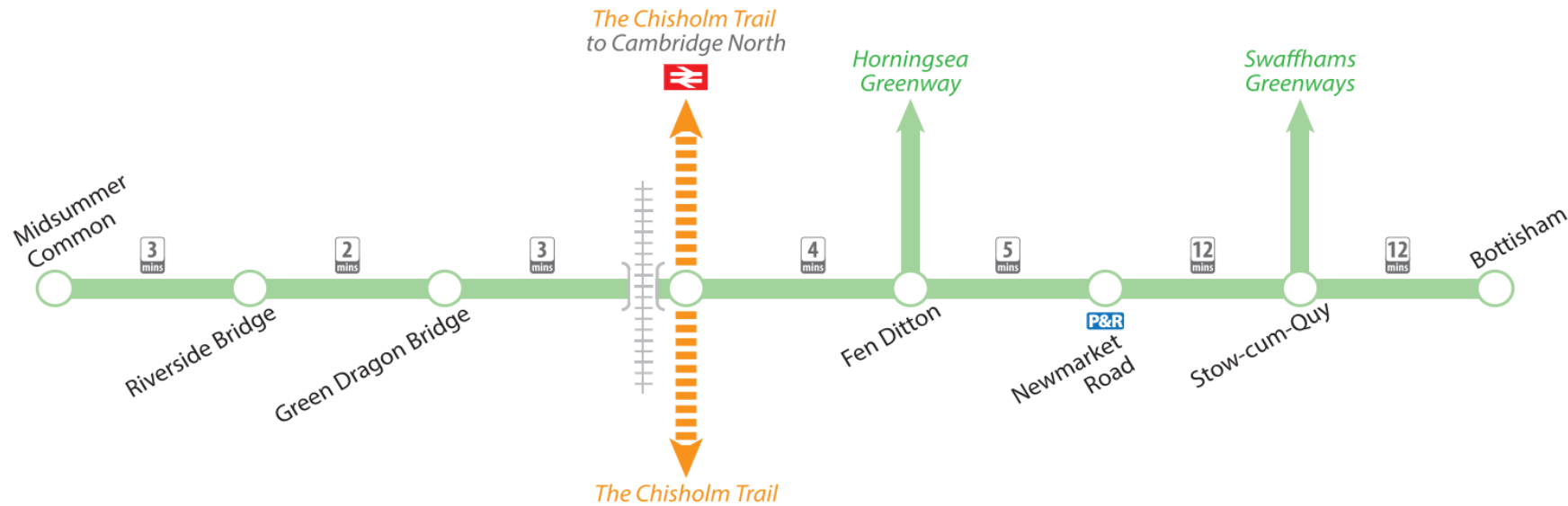


The route starts at Horningsea village then continues along the Horningsea Road (B0147), over the A14, past the primary school and on to Fen Ditton High Street. From the High Street it follows the Wadloes path to Ditton Meadows where it will join up with the Bottisham Greenway and continues into Cambridge.



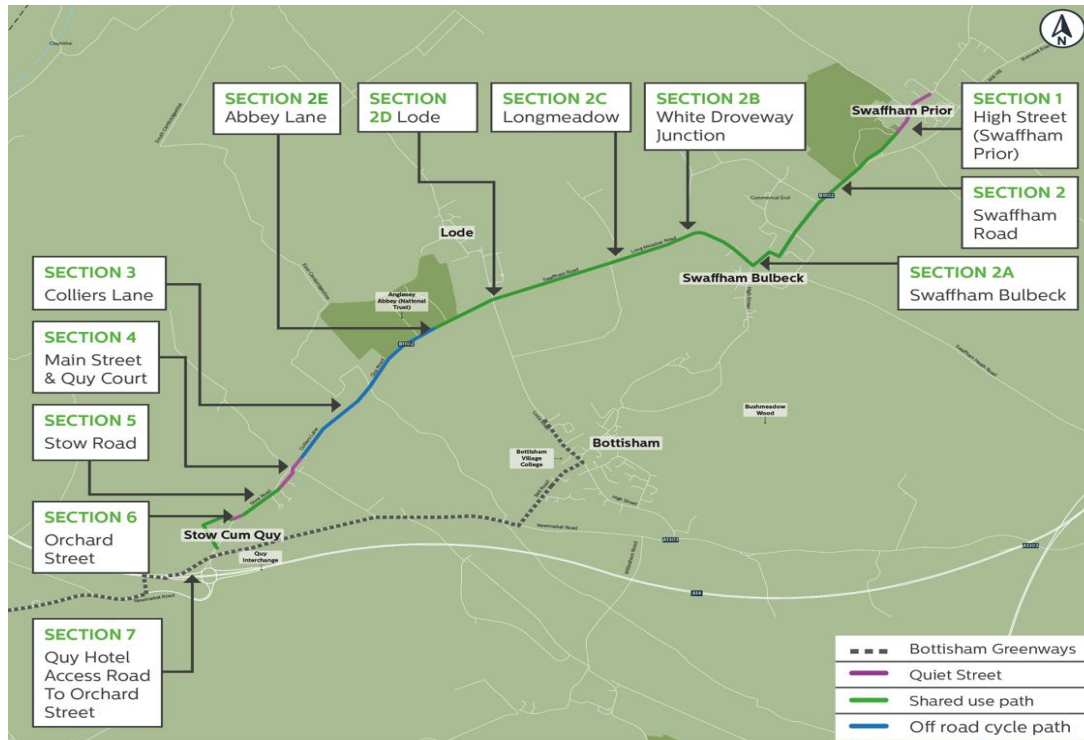
It is in the construction phase and is due to be completed by end of December 2024.

Bottisham Greenway



- Following the A1303 to Stow-Cum-Quy from Bottisham, it passes under the A14 near Quy Mill. It follows the A1303 then through the Marleigh development to Fen Ditton and onto paths through Ditton Meadows, Stourbridge Common and to Riverside.
- At present it is in detailed design, and construction is expected to begin in mid 2025(subject to land procurement).

Swaffhams Greenway



From Swaffham Prior and continue through Swaffham Bulbeck alongside the B1102, past Anglesey Abbey to Stow-cum-Quy.



West of Stow-cum-Quy the route would converge with the Bottisham Greenway towards Cambridge.



In detailed design phase at present



Construction is due to begin in mid 2025 (subject to land procurement)

Fulbourn Greenway



Phase 1: Eastern Section (covering Yarrow Road to Fulbourn Village)

- Preliminary design for Phase 1 is now complete
- Detailed design of Phase 1 is underway, due to be completed November 2024
- Construction of Phase 1 programmed for early 2025.

Phase 2: Western Section (covering Yarrow Road to Cambridge)

- Working with the design team to update concept design drawings
- Planning to undertake a public engagement on the Phase 2 proposals and alignment early 2025
- Working with National Rail on replacing the Tins Path Bridge.

Questions

