

summer 2003

rapid transit

The new high quality public transport system for your area



have **your** say

Changing the face of public transport



Cambridgeshire
County Council

in partnership with



Cambridgeshire's consultation on the Cambridge to Huntingdon Rapid Transit project

Introduction

A rapid transit system using guided bus technology is proposed along the A14 corridor to provide a high quality public transport link between Huntingdon and Cambridge. The proposal came out of the A14 Cambridge to Huntingdon Multi Modal study (CHUMMS). At the invitation of Government, the County Council has assessed the viability of the rapid transit proposals and these now form a part of the Cambridgeshire Local Transport Plan. The Rapid Transit system, which will offer many benefits to the area, is a key part of our strategy to deliver high quality public transport in Cambridgeshire.

Cambridgeshire County Council, in partnership with Huntingdonshire District Council, Cambridge City Council and South Cambridgeshire District Council, is now leading and developing this project with a planned opening date of 2007.

This consultation leaflet is the first of a series of information leaflets to give people the opportunity to become involved in the development of the scheme and to provide information on progress.

The origins of the project



The combination of road congestion on the A14, and the desire to improve public transport alternatives have been discussed for some years.

CHUMMS included as one of its recommendations provision of a guided bus system on the disused St Ives to Cambridge railway corridor with extensions to Trumpington, Addenbrooke's, Godmanchester and Huntingdon. Following acceptance by Government of the overall package recommended by this study, the County Council were invited to carry out an appraisal of the guided bus scheme and in July 2002 this appraisal formed the basis

for a £75m bid for funding as part of the Council's Local Transport Plan Annual Progress Report. Government have recently announced that the A14 road improvements recommended by CHUMMS have been included within the Trunk Road targeted programme for completion around 2010.



Update on recent developments

You may have seen proposals over the past year or so for a guided bus system between St Ives and Cambridge from a private sector consortium called SuperCAM who carried out a public consultation along the line of the route in spring 2002.

However, the SuperCAM proposals did not match the full aspirations of the County Council so discussions were held with the company to explore ways of moving forward and delivering a single project. It has now been agreed that SuperCAM will no longer promote their guided bus project and that development of the Rapid Transit system will be taken forward by the County Council. To speed delivery the Council continues to cooperate with one of the partners in SuperCAM, J J Gallagher, promoter of the new town at Oakington /Longstanton. This cooperation allows the project to be progressed more quickly by building on the earlier work undertaken, but the County Council will remain in full control.

This partnership is intended to operate only while legal powers to deliver the Rapid Transit system are obtained. The mechanism for selecting the contractor to build the project has not yet been decided.

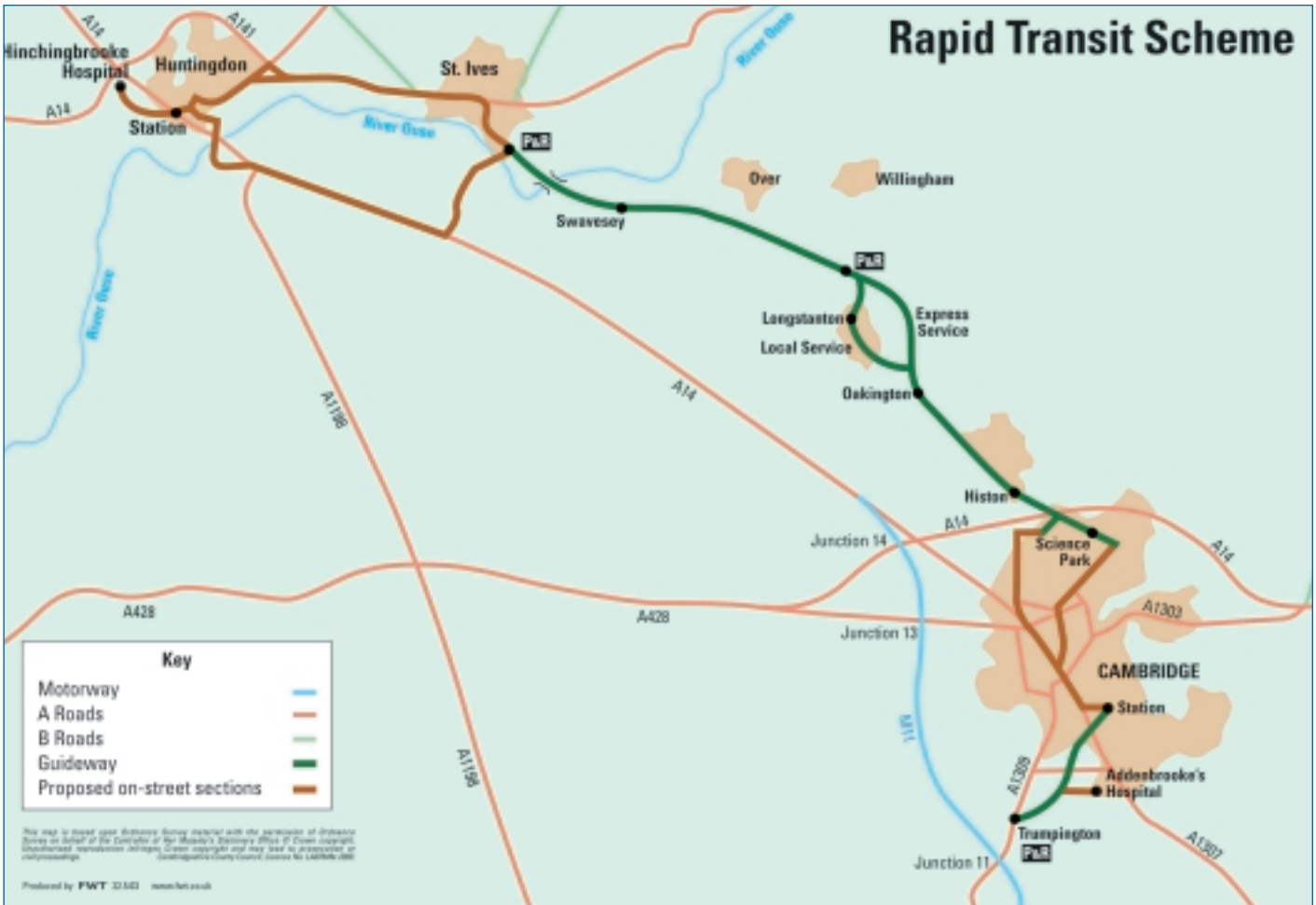
What does the scheme involve?

The proposal is for a new Rapid Transit system using guided bus technology between the Huntingdon area, St Ives, the new town at Oakington/Longstanton, the northern Cambridge suburbs, central Cambridge, Addenbrooke's hospital and the Trumpington Park & Ride site.

The Route

Total proposed length 40 km
Guided section 23 km
On-street running or running on private land 17 km

Guided Bus is a system that guides buses along a track thus allowing for higher speeds and better ride comfort. Unlike trains or trams, Guided Buses can also operate on normal roads with no track. This flexibility is one of the main reasons why this technology was chosen for this corridor.



The project consists of two main parts - sections where buses will be guided and sections where they will not. The guided sections are in two main lengths, one will run from the south east side of St Ives to the north of Cambridge, linking into the proposed new rail station and interchange at Chesterton and around the south side of the new large development site at Arbury. The second length will start near Cambridge Station and run on the former Bedford rail line trackbed to the Trumpington Park and Ride site.

Away from the guided sections, buses will run on conventional roads but with various types of priority measures to reduce bus journey times. The main areas where these are proposed are between Huntingdon and St. Ives, on links into Cambridge, in the centre of Cambridge and between Cambridge city centre and the railway station area.



In Huntingdon, the route is proposed to run on the ring road and out of the town on the A1123 to St Ives. In Cambridge, the services are proposed to operate on Histon Road and Milton Road to the city centre. Alternative, longer term, proposals are also being considered. These include use of the existing line of the A14 between Huntingdon and St Ives when the new A14 road is built and along the rail line in Cambridge between the proposed new station at Chesterton and the rail station. These elements do not form part of the current proposals but will be developed over the coming years.

The project includes two new Park & Ride sites which we propose be landscaped and integrated into their local environment, in a similar manner to the five sites already located around the edges of Cambridge. These are proposed to be at St Ives (500 spaces) and Longstanton (1,000 spaces).

System Characteristics

The proposed system is focused on raising the quality of public transport and providing a real alternative to the car. Services will be fast and frequent and offer high levels of passenger comfort.

Stops are proposed at a number of locations along the route serving all main residential and employment areas. These include Hinchingsbrooke Hospital, Huntingdon rail station, Huntingdon town centre, St Ives, Longstanton, Oakington, the new town at

Oakington/Longstanton, Swavesey, Histon, the Cambridge Science Park, Arbury, Cambridge rail station, Addenbrooke's Hospital and Trumpington. It is intended that all stops will be provided with real time bus information systems, ticket machines, covered shelters, seats, security and other facilities. Buses will also offer high standards of quality. It is intended that they will be air-conditioned, low-floor, provide next stop information and offer high degrees of passenger comfort.



The Council has decided that the system should be 'open' – meaning that it can be used by all operators provided they meet certain quality

standards. By doing this, a range of existing and new services will be encouraged to use the system and the benefits of its construction will be spread widely.

As with other key routes operating in the county, it is anticipated that a common brand will be developed for services operating on the system.

The parts of the project

- A** Huntingdon area to St Ives running on roads
- B** St Ives Park & Ride site to north Cambridge suburbs running on guideway
- C** Cambridge northern suburbs to south of the central railway station running on roads
- D** South of Cambridge Station to Trumpington Park and Ride running on guideway
- E** A link across to Addenbrooke's Hospital

The benefits for users

The system will provide a step change in the quality of public transport in the area and will offer a real and attractive alternative to the private car. On the new lengths of guideway, passengers will experience improved quality of ride compared with freely steered vehicles on ordinary roads.

The flexibility of the guided system means that buses will be able to join and leave the guideway at a number of places. It can therefore be used by buses serving villages and locations away from the guideway, and these services can still benefit from the higher quality ride and consistent journey times offered by the guideway.

The two Park & Ride sites planned will further reduce the need to bring private cars into busy urban areas.

Probably the greatest benefit that customers will receive though is the frequency and reliability that will be offered by the system. By having a dedicated track for over half of its length bus services will be

faster and more reliable. This will encourage more use and thus result in even better services. We estimate that by 2016, almost 20,000 journeys per day will be made on the system.

The choice of technology

Guided bus technology is affordable, yet still of a sufficiently high quality to represent a step change improvement. At the same time it is more flexible than any rail solution could ever be, joining and leaving the guideway and running on streets where circumstances require it.

The potential for rail or light rail alternatives has been considered in the past but CHUMMS concluded that they would offer less benefit than Guided Bus and would be very much more expensive. The high costs and unacceptable level of impacts of Light rail in small, historic cities rule this option out. Government has indicated that it will only fund the guided bus option.



The type of guidance proposed for the system is termed 'side guidance'. This consists of raised kerbs laid along a smooth road surface to form a track

which buses can run within. Buses are fitted with small guide wheels close to the main road tyres which engage with the guidance kerbs on either side. This offers a superior, controlled ride compared with orthodox buses running on open roads.

There are several other types of guidance available that the County Council has considered such as electronic or optical tracking. The chosen guided system provides the best solution at this time, however, there is no reason why these new technologies could not be used at a later date should they be deemed appropriate.

The Council has retained experts with experience of designing and developing the world's first substantial guideway in Adelaide, Australia as well as experts who worked on the Leeds and Bradford guideways to help us with the technological aspects of this scheme.

Services, destinations, frequencies

The Council, and the District Councils, have specified that the guideway should be operated in such a way that a number of operators can provide services. This means that it is difficult to be precise as to how many vehicles will use the system. However, based on the expected number of passengers, we believe that there will be at least six services per hour each way between St Ives and Cambridge and at least 20 services per hour each way between the new town at Oakington/Longstanton and Cambridge. These details will be refined as the scheme develops.

Destinations will be determined by bus operators based on demand but we envisage that services will link together the main destinations including Hinchingsbrooke and Addenbrooke's Hospitals and serve the main settlements and town centres in between, including the Cambridge Science Park.

In addition, it is expected that bus operators will make use of the guideway for other services, joining and leaving the guided section between St Ives and Cambridge at selected points.

How it is planned to be built and operated

To ensure value for money, the construction phase of the project will be managed as a separate task from the current one of obtaining the legal powers to build it. Ideas and solutions for employing the construction industry are being developed since a number of methods of constructing and then maintaining and perhaps also managing or operating the system are available. For example, the Council could seek one supplier to construct the guideway then create a separate organisation to own it, and manage operations and maintenance.



There will be two aspects to operation of the guideway: one to ensure safety standards, cleaning and maintaining the infrastructure and the other to apply quality standards to bus operators wishing to use the guideway, create an operational policy and supervise day-to-day performance. Under present legislation the Council is not able to control all aspects of bus company operations. These are regulated by the Traffic Commissioner for the East of England.

The formal planning process

To deliver the system the Council will be seeking a Transport and Works Order under the Transport and Works Act, and, at the same time seeking (deemed) planning permission from the Secretary of State to deliver the guided lengths. We anticipate starting this process with the submission of the draft Transport and Works Act Orders in November of this year.

This submission will trigger a 42-day period in which people can formally express their support for, or object to, the scheme by writing to a special unit within Central Government. If you have registered your interest with us, see below, we will be able to contact you to advise of where and when the submitted project details can be inspected and to whom you can make your representations. Once this 42 day period is over all representations will be passed to the County Council for consideration. Outstanding issues will be addressed at a Public Inquiry.

Whilst the non-guided lengths, such as extending bus priority on existing roads, form an integral part of the proposed rapid transit system, they cannot legally be included within the draft Transport and Works Act Order application, although they are likely to feature in discussions as part of the Public Inquiry. They will, therefore, be developed and delivered using the County Council's powers as Highway Authority and will be subject to further public consultations before they are implemented.

How to become involved in the on-going consultation process

This leaflet, is the first of a number of information documents that the County Council will distribute. On the back is a reply-paid questionnaire on which you can give us your views and register your interest in the project. We can then write to you when there is some news to pass on and advise you of progress as the project moves forward. In addition, a number of public exhibitions are planned throughout July, see back page, where staff working on the project will be available to discuss the proposed system and answer your questions.

Individual comments on the proposal can be sent to the project team at anytime. We will review the scheme in the light of this consultation and amend it where appropriate.

Static Exhibitions

Between 3rd - 24th July (unless otherwise stated) un-staffed displays providing details of the scheme will be available at the following locations:

Huntingdonshire

- Huntingdon Library (8-24th July)
- Houghton County Primary School
- Hinchbrooke Hospital
- Huntingdon Rail Station
- Huntingdonshire District Council Offices – Pathfinder House
- Rainbow Supermarket – Ramsey
- St Ives Library

Cambridge City

- Addenbrooke's Hospital
- Cambridge Rail Station
- Cambridge Central Library
- Cowley Road Park and Ride (3-9th July)
- Cambridge City Council Offices – Guildhall
- Cambridgeshire County Council Offices – Shire Hall
- Grafton Centre (14-18th July)

South Cambridgeshire

- South Cambridgeshire District Council Offices – South Cambridgeshire Hall
- Cambridge Regional College – Newmarket Road Campus and Kings Hedges Road Campus
- Babraham Road Park and Ride Site (10-14th July)
- Trumpington Road Park and Ride Site (17-24th July)

Staffed Exhibition Programme for July 2003

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			3rd July Addenbrooke's Addenbrookes Hospital, Rosie Corridor 1pm-7pm	4th July Cambridge Rail Station Concourse Station Road 3.30pm-8pm	5th July Huntingdon Chequers Court, Marquee 10am-6pm	6th July
7th July Swavesey Village College 5pm-8.30pm	8th July Histon Histon Junior School 5pm-9pm	9th July Willingham Primary School 5pm-8.30pm	10th July Needingworth Holywell Primary School 5pm-8pm	11th July Cottenham Village College 5pm-8pm	12th July Cambridge Lion Yard Walkway, Lion Yard 10am-6pm	13th July Longstanton Village Hall 1pm-5pm
14th July Trumpington Village Hall 5pm-8pm	15th July Impington Village College 5pm-9pm	16th July Oakington Primary School 4pm-8pm	17th July Over Community Centre The Doles 5pm-8.30pm	18th July Godmanchester Elizabeth Hall Post Street 5pm-8pm	19th July St Ives Burleigh Hill Community Centre 1pm-6pm	20th July
21st July St Ives Free Church 10am-5pm	22nd July Arbury Community Centre, Buchan Street 4pm-8pm	23rd July Huntingdon Commemoration Hall 12pm-6pm	24th July Fenstanton Fenstanton & Hilton Primary School 5pm-8pm			

Further Information

Log on to www.cambridgeshire.gov.uk or keep an eye on your local press for further information about Rapid Transit. Alternatively, please contact us directly by email at transport.plan@cambridgeshire.gov.uk or ring the **Rapid Transit Phonenumber** on 01223 716972 or text us on 07748181445.

Please attend one of the staffed exhibitions detailed above to find out more about the system.

If you would like this leaflet in large print, audio, Braille or an alternative language please contact us on 01223 716972 or email transport.plan@cambridgeshire.gov.uk and we will do our best to assist you.

The County Council provides the information supplied in this leaflet in good faith. The project is developing during this and subsequent consultation phases and details are subject to amendment. Please refer to the Project team for the latest information.

Questionnaire

Now that you have had the chance to consider the Rapid Transit proposals we would like to know your views. Please fill in this questionnaire and return it to us by 7 August 2003. In addition, if you would like to be kept informed as the proposal progresses and to be notified when the draft Transport and Works Act Order is submitted to Government please complete the section at the bottom of this page.

Please state the city, town or village where you live

How you currently travel:

1 Do you currently travel to any destination that would be served by the proposed Rapid Transit system?

Yes If so where No (please go to Q.2)

1b If yes, how often do you make this journey ?

Daily weekly monthly Other (please state)

1c Which mode do you usually use for this journey?

Private car(driver) Private car (passenger) Motorcycle Public Transport Cycle Walk

The Rapid Transit Route:

2 Do you support provision of a high quality public transport route between Huntingdon and Cambridge? (please tick one box)

support partially support No view partly object object

3 Do you support use of the former rail line trackbed between St Ives and Cambridge to provide a high quality public transport system? (please tick one box)

support partially support No view partly object object

4 Do you in general support bus priority measures along the on road sections of the Rapid Transit system to ensure consistent journey times ? (please tick one box)

support partially support No view partly object object

Any other comments?

Please use the space below for anything more you would like to say about the Rapid Transit proposals. If you would like to say more please do so on a separate sheet and either attach it to this or send it to the following address: Ashley Curtis, Freepost, ET1034, Castle Court, Shire Hall, Cambridge, CB3 7BR or email your comments to the address below.

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Thank you for completing this questionnaire.

Please detach and post it back to us reply paid, at Cambridgeshire County Council.

If you wish to be kept informed of progress with developing the Rapid Transit Proposals please provide your details below:

Name:

Address (house number & Street):

Address (City/Town or Village): Postcode:

Telephone Number: email address:

Please note that these details will be kept on a computer system for the duration of the project, treated in accordance with the Data Protection Act, and will only be used to contact you in connection with the Rapid Transit proposals. Provision of your details will be taken as your acceptance of this.



Second fold

BUSINESS REPLY SERVICE
LICENCE NO CB 176

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Fold first

Ashley Curtis
ET 1034
Cambridgeshire County Council
Castle Court
Castle Hill
Cambridge
CB3 7BR



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