

THE GREATER CAMBRIDGE PARTNERSHIP'S

CAMBOURNE TO CAMBRIDGE

Better Bus Journeys: Phase One

IMPORTANT EXTRA INFORMATION

The consultation brochure on the Cambourne to Cambridge scheme includes important errors and omissions that you need to be aware of:

- Misleading information on the cost of schemes
- Vital missing information on Green Belt impact
- Major errors in the description of the community option, Route B
- Incorrect information on journey times and reliability
- Critical omissions in the comparison of Park & Ride sites



The brochure is a blatant attempt to deceive you into supporting the expensive, destructive Route C busway
DON'T BE FOOLED!

COSTS – DON'T BE FOOLED!

The cost of Route C has been grossly understated – it's likely to be **well over £100 million**. Major costs have been left out, like more than £20 million to buy up the Green Belt land to be concreted over and as much again for renewals and maintenance.

Compare that to just **£10-15 million** for Route B.

Don't be fooled – this money has to come from you, the taxpayer.

GREEN BELT IMPACT – DON'T BE FOOLED!

Route C would have a massive impact on the Green Belt. Independent experts LDA Design have told the GCP that Route C would be **"inappropriate development", causing a high level of harm to the Green Belt**. South Cambs District Council has committed itself to avoiding harm to our valuable Green Belt.

Don't be fooled – Route C isn't allowed through our Green Belt.

PARK & RIDE SITES – DON'T BE FOOLED!

Here's what they missed about the sites:

SCOTLAND FARM PARK AND RIDE OPTION

- **MORE EFFICIENT** as situated before the start of congestion.
- **MORE CONVENIENT** for people living west of Cambridge.
- **MORE SUSTAINABLE**, as shorter distances need to be travelled by private car.
- **EASY ACCESS** from the A428, from either direction.

THE WATERWORKS PARK AND RIDE OPTION

- **LESS EFFICIENT** as situated after the start of congestion.
- **LESS CONVENIENT** for people living west of Cambridge.
- **LESS SUSTAINABLE**, as longer distances need to be travelled by private car.
- **DIFFICULT ACCESS** from the A428; no exit at Madingley Mulch for westbound cars.

Don't be fooled – the only reason the Waterworks site is being considered is that it's **more convenient for the Route C Busway**. It's completely the wrong place for a new Park & Ride.

ROUTE B – DON'T BE FOOLED!

Route B is supposed to be the community's widely supported on-road scheme, "Option 6". But it's been deliberately doctored to make it look as unattractive as possible, to discourage you from supporting it.

- **Route B does not need overhead gantries.**
- **Route B does not need a widened M11 bridge.**
- **Route B is as fast and reliable as Route C to key destinations.**

This is the real Route B:

ROUTE B

An on-road, central bus lane on Madingley Road between Madingley Mulch Roundabout and the West Cambridge site.

- **Bus lane could be either inbound-only or tidal.**
- **Bus priority traffic lights at junctions.**
- **Improved journey times all day, especially in the morning peak – Cambourne to Cambridge reliably in 15-20 minutes.**
- **Dedicated cycleway to Cambridge.**

Don't be fooled – choose Route B and add in your answer to Q6 that you want the community's original "Option 6".



Cross section showing how **Route B** would look.

JOURNEY'S END – DON'T BE FOOLED!

Halfway down Grange Road is not where people want to go. We want to get to Cambridge city centre, Cambridge Science Park, Addenbrooke's and the Biomedical Campus. Route B is as **fast and reliable** as Route C to those key destinations.

Don't be fooled – Route C goes the wrong way to the wrong place.

DON'T BE FOOLED! SUPPORT ROUTE B and SCOTLAND FARM PARK & RIDE!

Fill in the questionnaire online at www.greatercambridge.org.uk/c2c