Cambourne Station Enhancement Study

FINAL

July 2026

Contents

0 Introduction

This section introduces the vision and purpose of this report.

Cambourne Growth Strategy Programme

Vision and Purpose of the Study

Cambourne's Station Enhancement Study

Cambourne is set to become Cambridgeshire's third-largest town, and East West Rail will bring a new station to the heart of its growing town centre. This study sets out a shared vision and a clear purpose for making the most of that opportunity – aligning investment with development and transport planning around an enhanced station.

As part of this study, GCSP held multiple workshops with East West Rail Company Limited (EWR Co) and its consultants aimed at exploring different ideas for the enhancement of the station. EWR Co tested the feasibility of some of these ideas - for example, changing the A428 active travel overbridge southeast of the station into a bus overbridge, changing the station active travel underpass to incorporate a bus/vehicle link, potential moves to the station car park - such that GCSP could consider, as part of this study, how those deemed to be feasible might support development and place-making around the station and build on the benefits offered by its baseline DCO design in this area.

Vision

Coordinate and align investment to strengthen the EWR Cambourne Station and CN Town Centre as a destination, establishing a distinctive identity for Cambridgeshire's future third-largest town.

Purpose

- To continue the work undertaken in the Stage 1 Rail Integration Study, assessing opportunities to improve station integration and support future development
- To optimise EWR investment in the delivery of Cambourne Station by exploring alternate enhanced station designs that might unlock additional connectivity, placemaking and greater development potential at Cambourne North
- Maximise development potential and higher densities around the station –90 dph+
- Creating a sense of place and identity through improved station/ urban integration and activation
- Better align emerging 'with development' station proposals with CN spatial framework Transport Strategy
- Respond to existing evidence base developed through the GBI Framework, CN Transport Strategy and stakeholder engagement.
- Supporting evidence to the GCLP policy position for future developer contribution to an enhanced station option
- Develop a set of recommendation for inclusion as a supporting Annex to the Transport Strategy Addendum

1 Key Considerations

This section sets out the transport and spatial framework shaping the station, including connectivity, movement and integration with Cambourne.

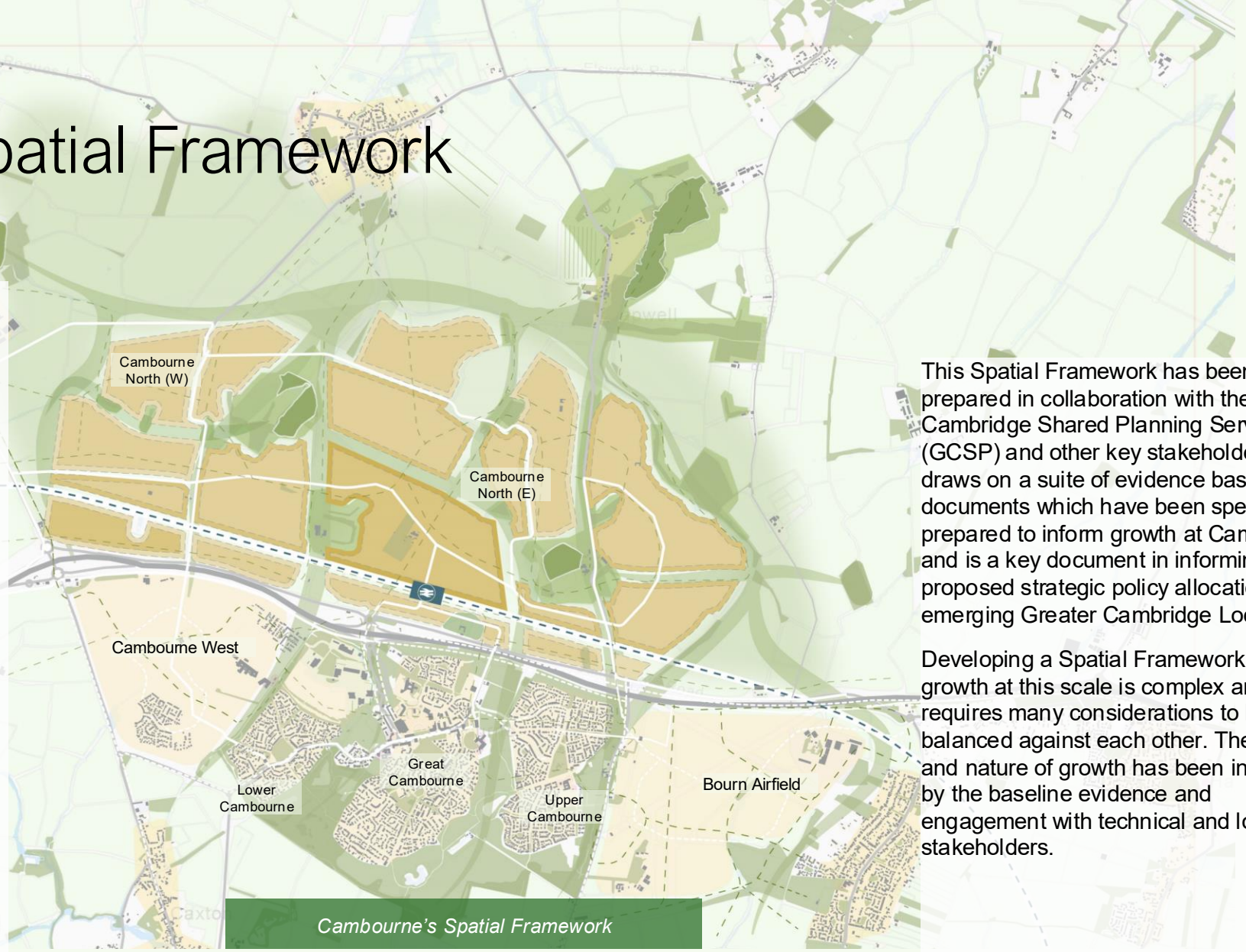
Cambourne's Spatial Framework

Overview

The Spatial Framework describes the opportunity to grow Cambourne to become a thriving regional town which is renowned for its natural environment. The arrival of East West Rail (EWR) and the Cambourne to Cambridge public transport scheme (CtoC) will increase the accessibility of Cambourne by public transport to Cambridge, Bedford, Milton Keynes and Oxford. This creates an opportunity for Cambourne to grow and provide new homes and jobs which will benefit from the improved connectivity.

The Spatial Framework illustrates the spatial form which Cambourne's expansion could take and describes the type of place it could be, supporting new neighbourhoods connected by a robust set of landscape features.

This report sits alongside a wider suite of evidence being submitted for the Regulation 19 stage of the emerging Greater Cambridge Local Plan. Together, these documents set out the planning, technical and environmental case for growth at Cambourne and should be read as a connected whole.



Cambourne's Spatial Framework

This Spatial Framework has been prepared in collaboration with the Greater Cambridge Shared Planning Service (GCSP) and other key stakeholders. It draws on a suite of evidence base documents which have been specifically prepared to inform growth at Camborne and is a key document in informing the proposed strategic policy allocation in the emerging Greater Cambridge Local Plan.

Developing a Spatial Framework for growth at this scale is complex and requires many considerations to be balanced against each other. The scale and nature of growth has been informed by the baseline evidence and engagement with technical and local stakeholders.

Vision

Cambourne 2060

In 2060, Cambourne is a **well-connected**, **sustainable**, **thriving** and **prosperous** town that is **rooted in nature**. Cambourne is famous across the region for the forest which wraps around the town – allowing nature to flourish and improving the wellbeing of local residents, employees and visitors. As one of the best connected places in Cambridgeshire, Cambourne is **a fantastic place to live, work or base a business**. Everyone who calls Cambourne home has easy access to a wealth of employment opportunities, services and facilities. Cambourne's excellent transport connections have also helped to make it **a destination in its own right**, with the Cambourne Forest, Events Hub, Leisure Hub and Cultural Hub all acting as major draws for visitors.

Vision

Key elements of the vision explained

Well Connected Cambourne

Cambourne is one of the best connected places in Cambridgeshire, with the Cambourne to Cambridge CtoC High quality public transport corridor (HQPT) and East West Rail making it a fantastic place to live, work or base a business. New walking and cycling routes and excellent local transport connections mean that every neighbourhood is less than fifteen minutes from local amenities, the Town Centre and Station Quarter, making it easy to get to work and access services.

Destination Cambourne

Cambourne has become a destination in its own right. People travel from across Cambridgeshire and the wider Oxford-Cambridge Region to visit an exhibition at the Cultural Hub, take in a show at the Cambourne Events Hub, go for a swim at the Leisure Hub or spend time in Cambourne's Forest.

Prosperous Cambourne

Start ups, spin outs and mid-tech businesses have flocked to the new Cambourne Station Quarter due to its favourable location (and cheaper rents than Cambridge!). New employment locations are less than 10 minutes from the Cambridge Biomedical Campus by train, as well as less than thirty minutes from several economic hubs to the West. A new economic cluster is growing around an anchor institution which has moved its headquarters here - attracted by the improved quality of life Cambourne offers its employees.

Thriving Cambourne

Cambourne's southern centre has been complemented by a new Town Centre north of the A428, with a new civic square playing host to an everchanging series of events including a regular market. New and improved connections across the A428 and EWR stitch the growing Cambourne together, with a landmark new 'landbridge' acting as an iconic connection between the main centres, Station Quarter, Leisure Hub and Events Hub.

A Place to Call Home

Each new neighbourhood of Cambourne has a unique character, with sensitively designed high quality sustainable homes that are entwined with nature. At the centre of each neighbourhood is a place to gather, with community uses, a corner shop, flexible employment spaces and a café or pub. Flexibility and resilience are built in from the start. People love living here because they can walk their kids to school, cycle to work and have culture, leisure and nature on their doorstep.

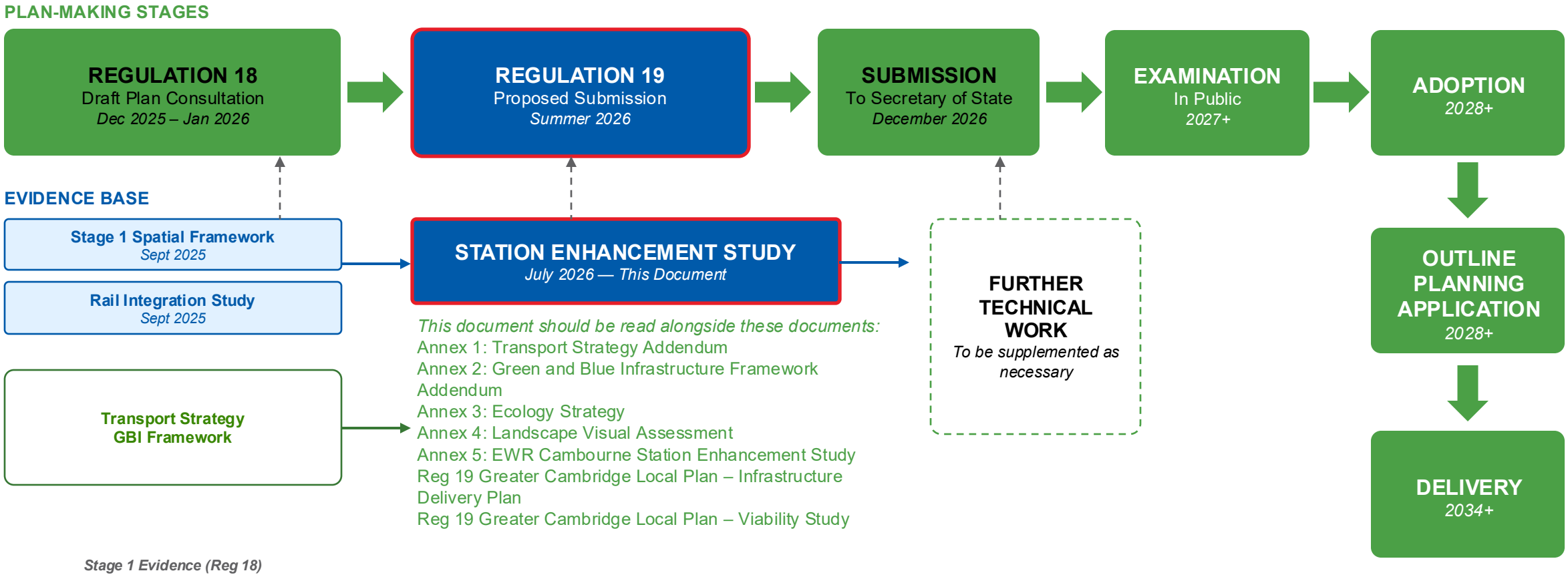
Green Cambourne

Cambourne is famous across the region for the forest which wraps around the town - creating homes for nature and improving the wellbeing of local residents, employees and visitors. The whole town has nature at its core, with neighbourhoods and centres connected by green spaces and places, strengthening local ecosystems and creating a healthy, resilient and sustainable intergenerational community.

Cambourne Growth Strategy Programme

Greater Cambridge Local Plan: Process & Evidence Base

How this Station Enhancement Study sits within the plan-making process and builds on the Regulation 18 evidence base



This report is part of a wider suite of evidence being submitted for Reg 19.

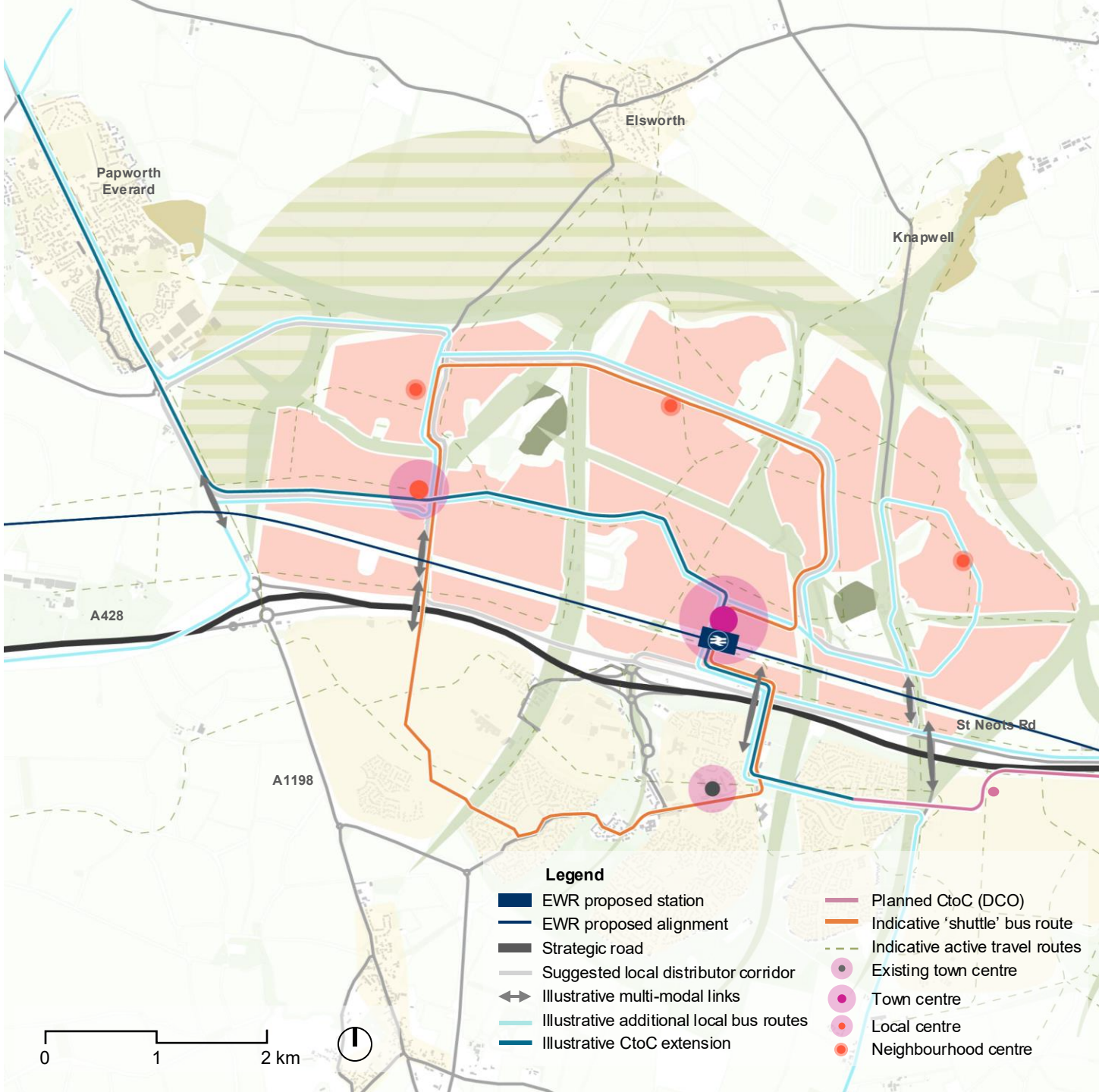
Transport Principles

Spatial Framework - Connectivity overview

The Spatial Framework sets out several transport principles with a view to maximise opportunity of the EWR station and integrate it with existing and new Cambourne.

These include:

- Develop Cambourne EWR Station as a multi-modal hub with direct and legible walking, cycling and bus access, prioritising sustainable modes in the station public realm.
- Deliver a strong integrated connectivity network that stitches together existing Cambourne and Cambourne North through north-south and east-west links.
- Establish a primary bus corridor through the development with high service frequencies serving local centres.
- Allow the potential to extend and integrate the CtoC corridor with the EWR station, local centres and existing Cambourne.
- Provide vehicular access through existing and planned infrastructure, including the A428 dumbbell junction, with access arrangements to be refined through further testing.



Cambourne Growth Strategy Programme

Transport Considerations

Priorities for Cambourne North and EWR

To consider any station enhancements it is important to recognise some key features the spatial framework and EWR station development is seeking to achieve.

EWR:

- Provide pedestrian, cycle, bus, and vehicular access to station.
- Maintain/ re-provide existing highway connection between the existing Cambourne dumbbell junction and Brockley Road which will be severed by the new rail line.

Spatial Framework Transport Strategy:

- Utilises A1198 and A428 as main points of access for longer distance trips with limited Town centre access via the A428 Cambourne dumbbell junction.
- Encourages sustainable travel by providing most direct links to the EWR station, new town centre, and existing Cambourne by bus and active modes, with more circuitous routes by private vehicles.
  - Preference for an EWR crossing to align with the existing Brockley Road and western local centre.
  - Reprovision of Brockley Road in existing alignment would maintain flexibility for the delivery of development and public realm improvements around the station by reducing the need for additional highway infrastructure and the required embankment within the central development area.

2 Station Options

This section introduces the Base, Enhanced and Enhanced+ station options and how each shapes access, development and place.

Cambourne Growth Strategy Programme

Station options

Introduction

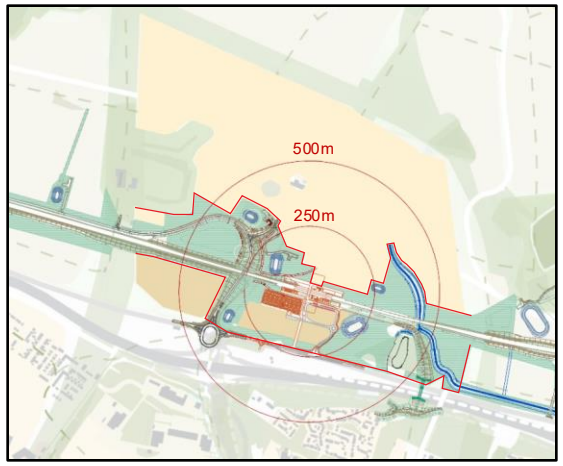
This section presents the station options developed for the EWR Cambourne Station. The following options; Base, Enhanced (Option 1 and Option 2) and Enhanced+, have been carried forward to provide a clear rationale for future work while remaining aligned with the DCO process. The following pages set out how each option shapes access, development and place, alongside the overarching assumptions and points still under development.

Overarching summary

- **Base option:** The base option (DD5.1D), which EWR presented at its 2026 Consultation, is the station design anticipated to be proposed in EWR's Development Consent Order (DCO) application. This includes two elevated platforms, an active travel underpass providing north-south connectivity under the railway alignment and associated facilities (e.g., parking, active travel hub).
- **Enhanced and Enhanced+ options:** Through a feasibility study, EWR has confirmed that a combined active travel and bus/vehicle underpass could be delivered beneath the station, subject to additional funding and consenting powers. Enhanced (Option 2) and Enhanced + suggests the removal of the Coldharbour Farm overpass to unlock development closer to the station, maximise growth benefits and improve place outcomes. These options also assume a further change to EWR's DCO design, whereby the bridge over the A428 to the south-east of the station is upgraded to accommodate both active travel and bus connectivity.
- **Appraisal focus:** differences are assessed on Spatial Framework plots close to the station, within a 500m radius. Results are reported for the entirety of the plot to ensure alignment with previous assessments.
- **Density:** held consistent at approximately 90 dwellings per hectare (net), as this is assumed as an appropriate considering the highly connected place. Because the density remains fixed, differences in development quanta between the options are reflected in developable land and land-use mix rather than density.
- **Parking:** based on a multi-storey car park (MSCP) rather than surface parking for all options. Development over the car park identified as challenging but potentially a future opportunity, along with splitting the car park north and south of the station.
- **Environmental mitigation:** assumed relocated away from the station applied consistently across all options.
- **Transport benefits:** the bus underpass and A428 bus/pedestrian/cycle bridge provide operational benefits, rather than transformational.
- **Development:** this is a strategic study undertaken at the spatial framework plot level. Further optimisation of developable land resulting in an increase in jobs, homes and other placemaking benefits may be achieved through more detailed studies.

Cambourne Growth Strategy Programme

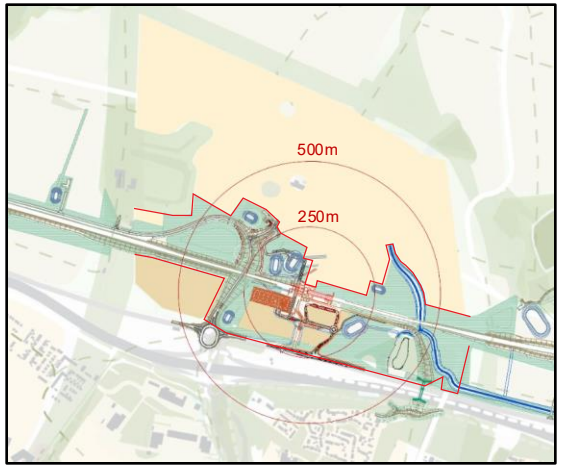
Options Overview



Base (Current EWR Design)

Key features:

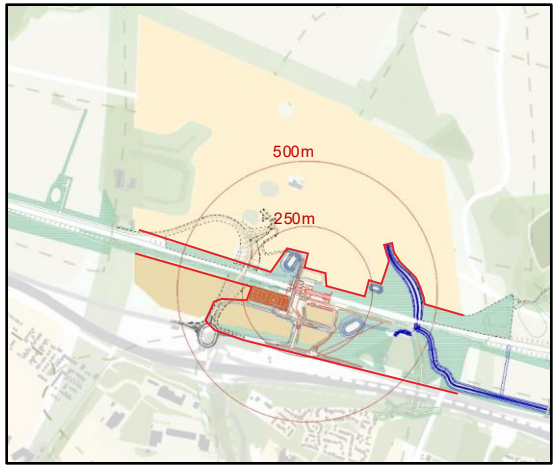
- Pedestrian underpass access at station
- Cyclists need to dismount for underpass
- Coldharbour Farm vehicular overpass
- Development in station area



Enhanced (Option 1)

Key features:

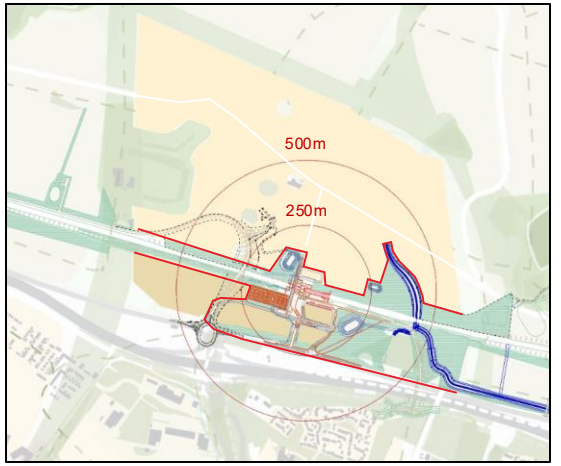
- Pedestrian and cyclist underpass access at station – improved permeability
- Bus underpass access at station
- Coldharbour Farm vehicular overpass
- Development in station area



Enhanced (Option 2)

Key features:

- Pedestrian and cyclist underpass access at station – improved permeability
- Bus underpass access at station
- Removal of Coldharbour Farm overpass to unlock development closer to station
- Improved station integration with urban fabric - development to the west station, both north and south of the corridor.



Enhanced +

Key features:

- Pedestrian and cyclist underpass at station
- Bus + limited vehicular underpass
- Removal of Coldharbour Farm overpass to unlock development closer to station
- Improved station integration with urban fabric - development to the west station, both north and south of the corridor.

Appraisal focus: differences are assessed on Spatial Framework plots close to the station, within a 500m radius. Results are reported for the entirety of the plot to ensure alignment with previous assessments.

Base Option (DD5.1D - Current EWR Design)

The current EWR Design (an evolution of the DD5.1D Option) carried forward as the baseline, against which the revised Enhanced options are appraised.

Cambourne Growth Strategy Programme

Baseline (DD5.1D)

Assumptions

The base option corresponds to the DD5.1D option, which was presented at 2026 Consultation featuring the Coldharbour Lane vehicular overpass and pedestrian underpass at the station.

Landscape mitigation, parking and internal road layout design has since evolved and has been incorporated in the Base (EWR current design) option.

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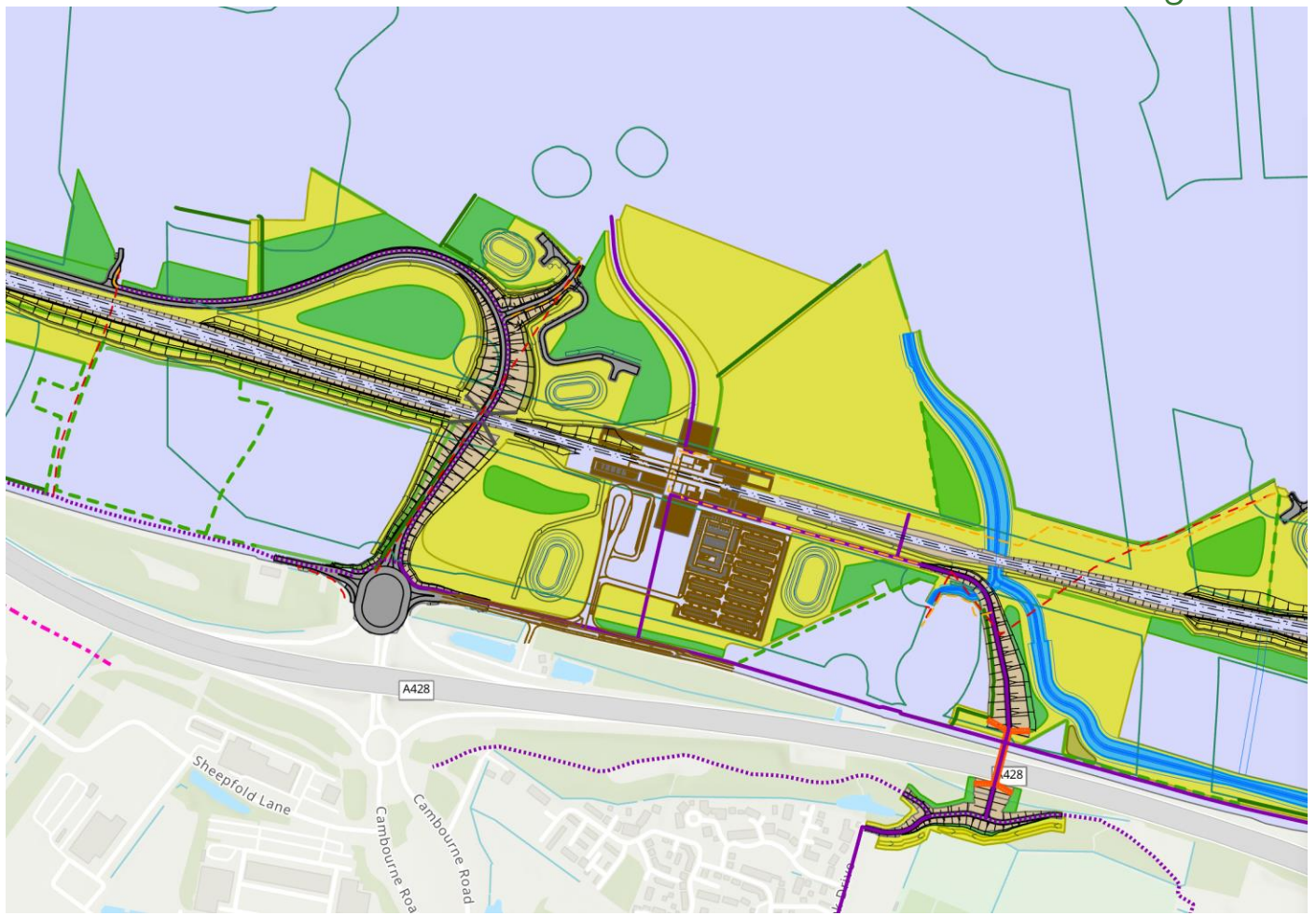


- Proposed hedgerow
- Enhanced hedgerow
- Retained hedgerow
- Environmental Mitigation Habitat (woodland)
- Environmental Mitigation Habitat (grassland)

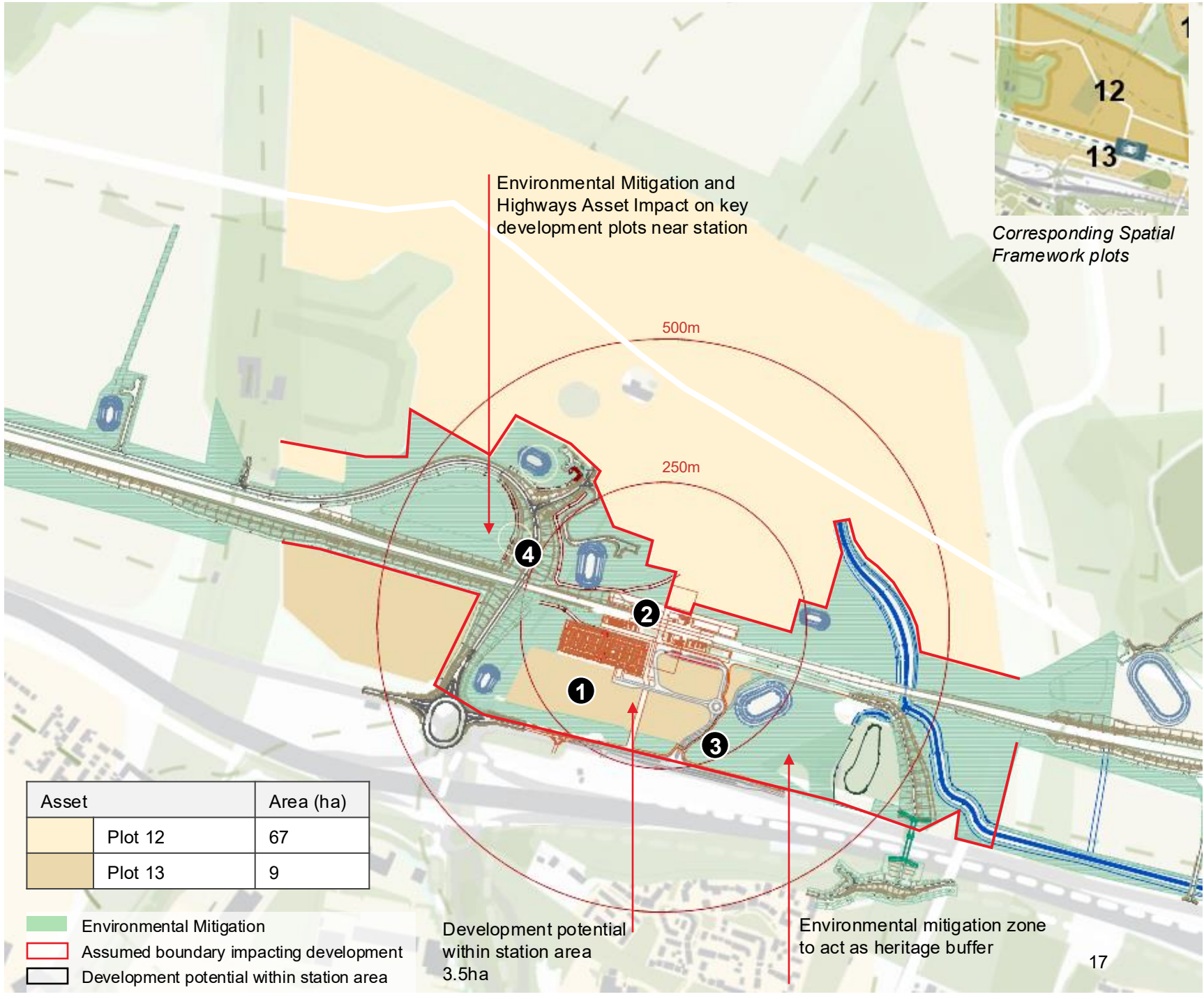
Source: EWR Co.

Baseline

Development considerations

1. **3.5ha developable land** within immediate station area
2. **Pedestrian only underpass** at the station (cyclists must dismount)
3. **Bus is required to enter and exit the station** area and then cross over Coldharbour Farm overpass
4. **Coldharbour Farm overpass 200m west of station** - scale and size impacts quality of place around the station and town centre and limits development potential.

The base option will be the basis of EWR's DCO submission, who are committed to exploring the enhancements to better integrate and maximise the potential of Cambourne North.



Cambourne Growth Strategy Programme

Baseline

Visualisation

Source: EWR Co.

Cambourne Growth Strategy Programme

Baseline

Transport considerations

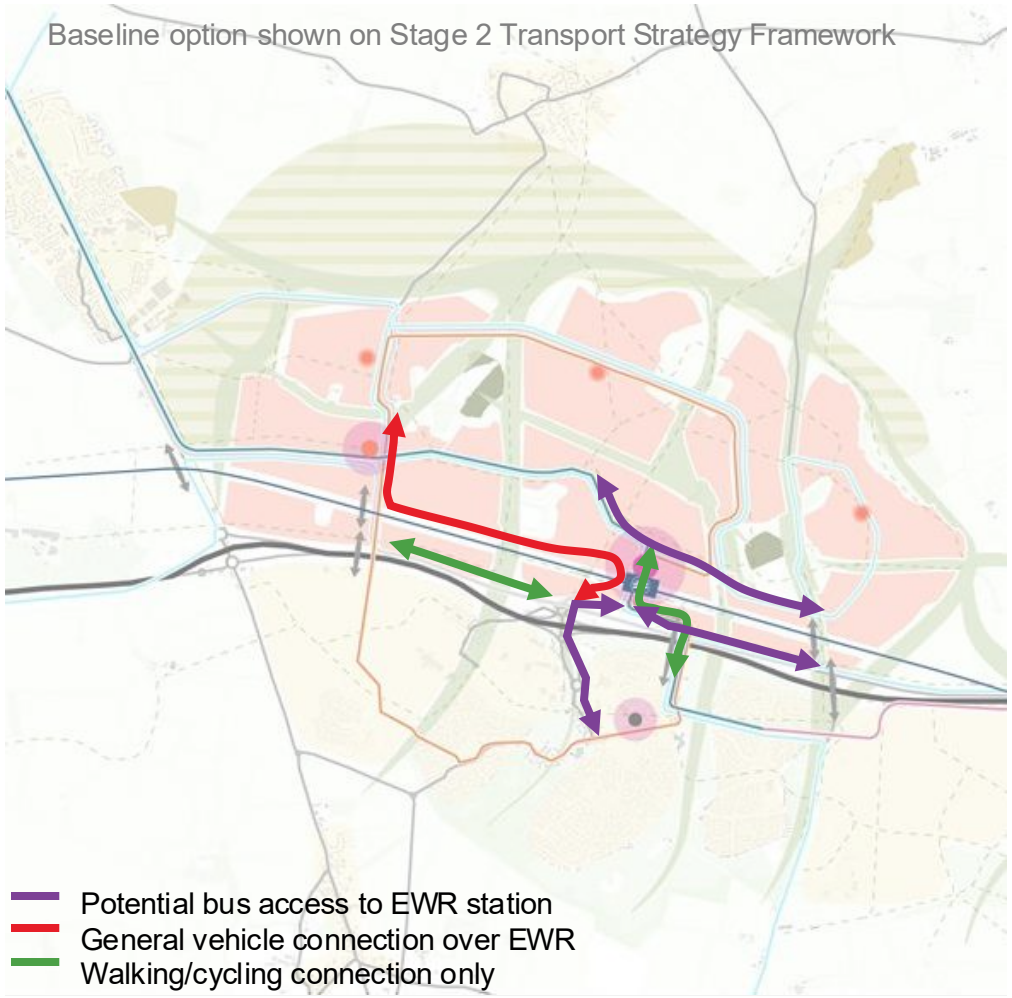
- Permeability through/ under station for active travel only (cyclists must dismount).
- Bus access to north and south of station.
- General vehicular access via dumbbell roundabout serves Station, Town Centre and wider Cambourne North (bridging over the rail line).

Benefits

- **Walking and cycling prioritised** giving the station a pedestrian-first feel.
- Bus access provided to the **north and south of station.**
- N-S vehicular connection maintained, with **bridge over EWR.**

Limitations

- Multiple access routes create a **more dispersed station frontage and arrival experience.**
- Bus services serving both the station and wider Cambourne would route via the **A428 dumbbell** junction, which may **influence journey times and operational flexibility,** reducing attractiveness of bus and interchange with EWR.
- Bridged connection over EWR reduces developable area and **embankment adds to severance**.
- Road alignment alongside EWR increases severance of the N–S landscape corridor.
- No direct connection is provided between the western local centre and development south of EWR.
- Lack of **natural surveillance** on ped/cycle route over A428.
- Cyclists must dismount and walk through station underpass to travel between existing Cambourne and new centre around EWR station.



Enhanced Options

In Enhanced Option 1 and 2, a bus underpass and cycle through-route is added to improve access, station integration and development potential.

Cambourne Growth Strategy Programme

Enhanced Option

Visualisation

Source: EWR Co.

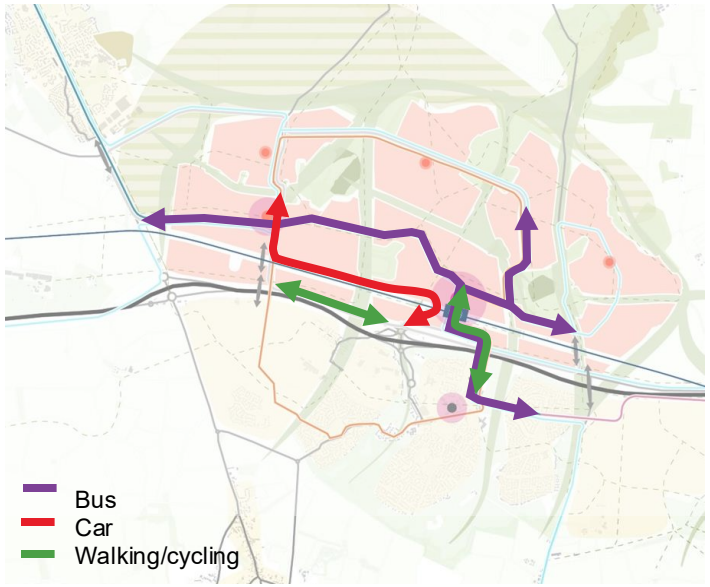
Cambourne Growth Strategy Programme

Enhanced Options

Connectivity

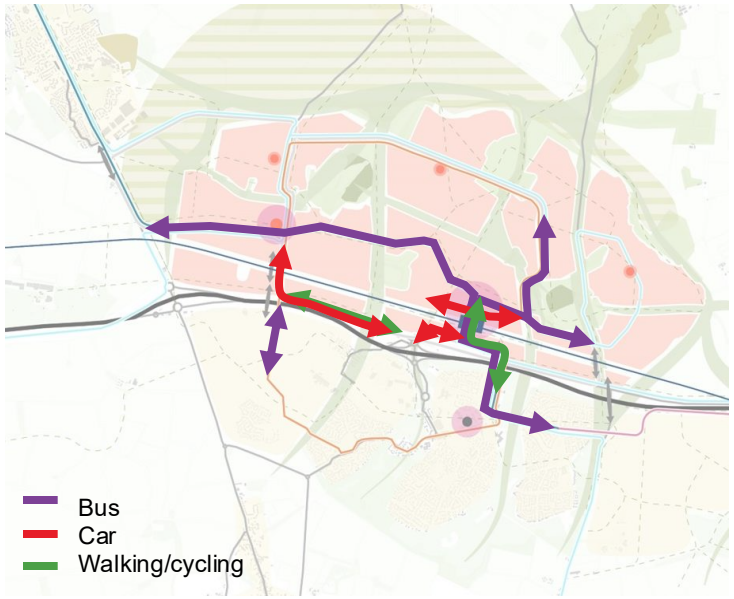
Enhanced Options 1 and 2 improve permeability through the station by providing a dedicated active travel link as well as North-South bus access.
Variation in the options is from the vehicular crossing of EWR; this is provided by the proposed Coldharbour Farm overpass in Option 1, and by a reprovision of the existing Brockley Rd bridging over EWR to the west, in Option 2 impacting development potential.

Option 1: Enhanced station option with Coldharbour farm vehicular overpass



- Permeability through station/ under rail line for active travel.
- Bus integration with connection through station.
- General vehicular access to town centre and Cambourne North via dumbbell roundabout, over EWR.

Option 2: Enhanced station with vehicular crossing to the West

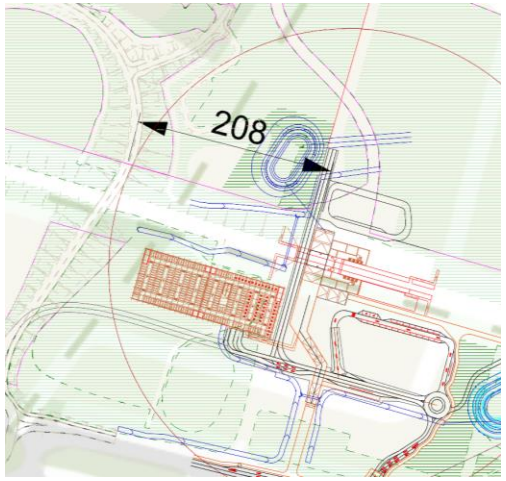


- Permeability through station/ under rail line for active travel.
- Bus integration with connection at station/ under rail line.
- General vehicular crossing aligns with western local centre and crossing to Cambourne West (subject to integration with Cambourne West masterplan). General vehicular access to south of the station via A428 dumbbell and to the north via highway connection to the east.

Enhanced Option 1

Development considerations

1. **Bus, pedestrian and cyclist underpass** access at station
2. Approximately **3.2ha of developable land** within the station area.
3. **Coldharbour Farm overpass 200m west of station** - scale and size impacts quality of place around the station and limits development potential. The current Coldharbour Farm overpass and associated mitigation occupies approx. 6.5ha of potential developable land.



Plan showing distance between underpass and the Coldharbour Farm overpass

Spatial Framework plots

Environmental Mitigation and Highways Asset Impact on key development plots near station

500m

250m

Asset		Area (ha)
	Plot 12	66
	Plot 13	8

Environmental Mitigation Habitat
Assumed boundary impacting development
Development potential within station area

Development potential within station area 3.2ha

Environmental mitigation zone to act as heritage buffer

Cambourne Growth Strategy Programme

Enhanced Option 1 with Coldharbour Farm overpass

Transport considerations

- Permeability through station/ under rail line for active travel.
- Bus integration with connection through station.
- General vehicular access to town centre and Cambourne North to the east via dumbbell roundabout, over EWR.

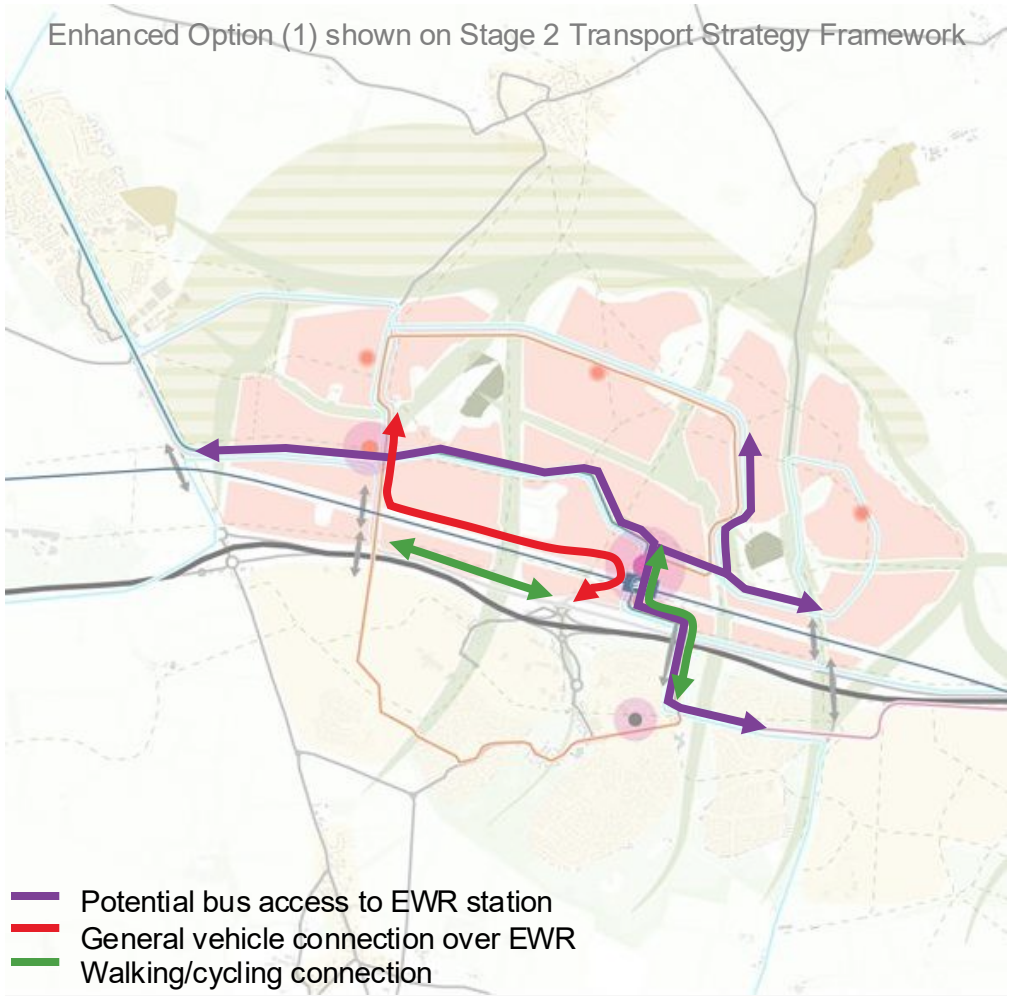
Benefits

- Walking and cycling prioritised.
- **Single route for sustainable modes creates clear sense of arrival/ integration.**
- **Traffic free bus and active travel route connecting with existing Cambourne likely to improve journey time reliability, making sustainable travel more attractive.**
- **Allows direct traffic free extension of CtoC and integration with station and Cambourne North town centre.**

Limitations

- Direct vehicular connection risks making car trips more attractive.
- Bridged connection over EWR reduces developable area and embankment creates severance.
- Additional connection across landscape corridor N of EWR.
- Lacks connection between western local centre and development south of EWR.

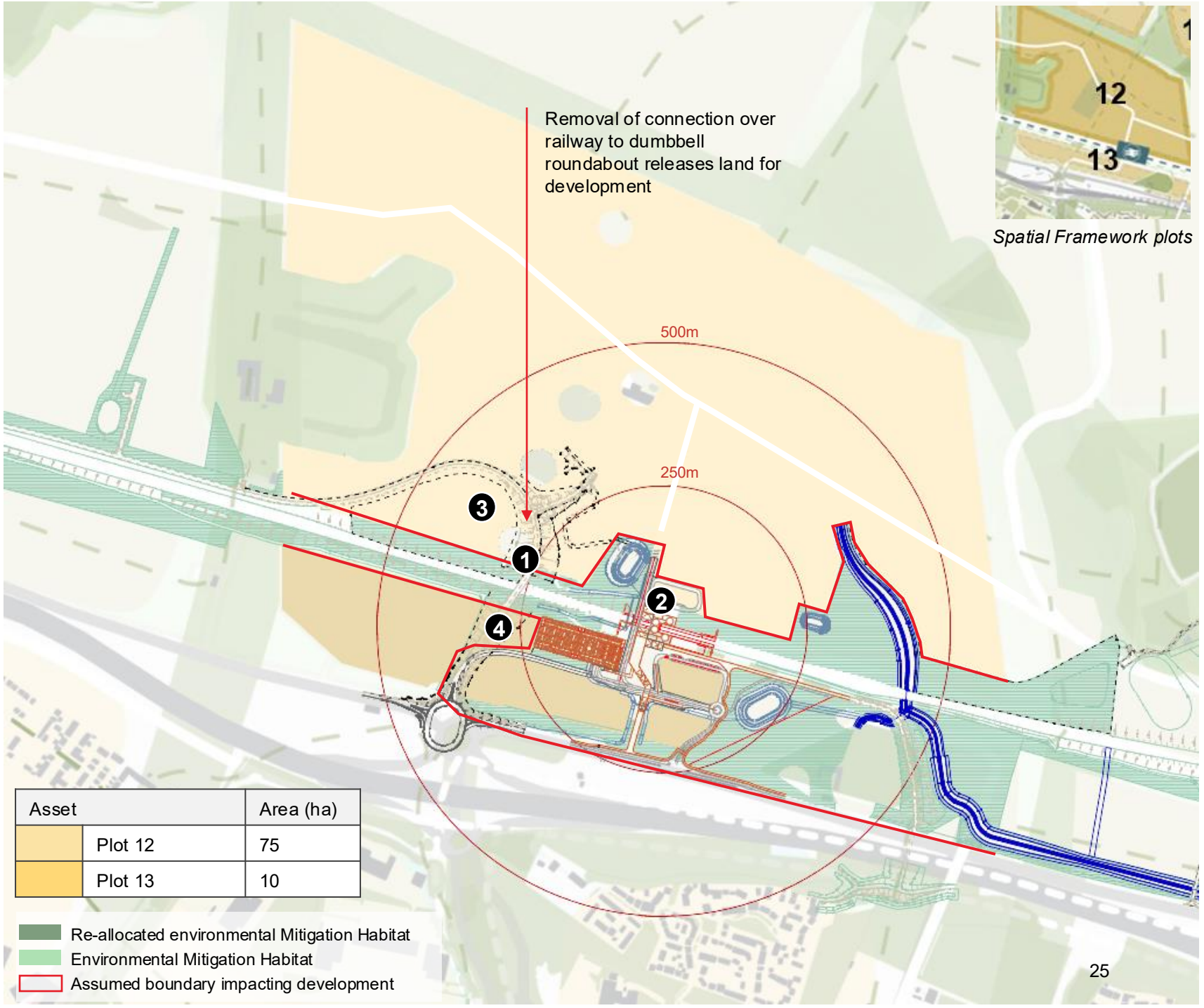
Enhanced Option (1) shown on Stage 2 Transport Strategy Framework



Enhanced Option 2

Development

1. **Bus, pedestrian and cyclist underpass** access at station
2. Removal of Coldharbour Farm overpass and associated infrastructure and provide an **alternative crossing** to the west at Brockley Road
3. Unlocks additional 9 – 11 ha of developable land (to Base and Enhance Option 1) closer to the station to **maximise development potential.**
4. Improve infrastructure efficiency and provide **potential cost savings.**



Cambourne Growth Strategy Programme

Enhanced Option 2 with vehicular crossing to the west

Transport considerations

- Permeability through station/ under rail line for active travel.
- Bus integration with connection at station/ under rail line.
- General vehicular crossing aligns with western local centre and crossing to Cambourne West (subject to integration with Cambourne West masterplan). General vehicular access to south of the station via A248 dumbbell and to the north via highway connection to the east.

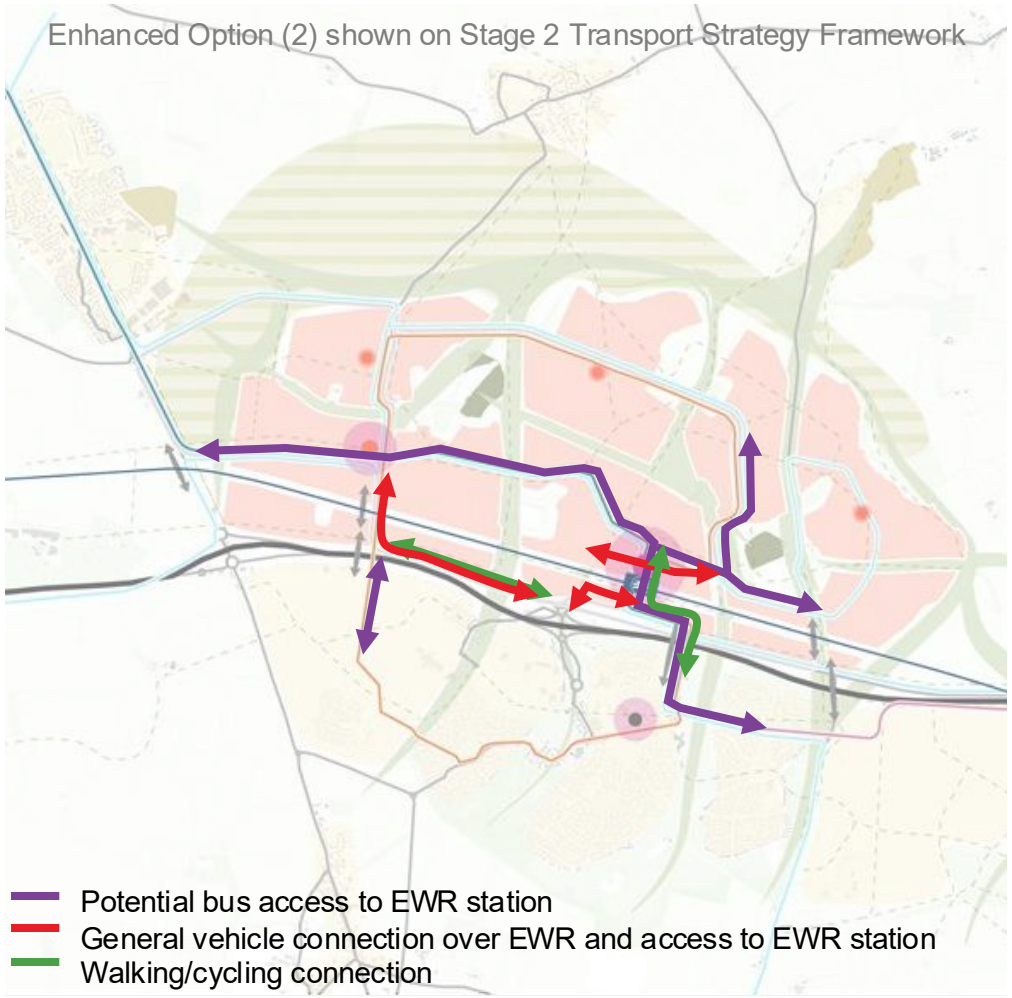
Benefits

- Walking and cycling prioritised.
- Single route for sustainable modes creates clear sense of arrival/ integration.
- Traffic free bus and active travel route connecting with existing Cambourne likely to improve journey time reliability, making sustainable travel more attractive.
- Allows direct traffic free extension of CtoC and integration with station and town centre.
- **Aligns vehicular crossing with potential public transport connection to existing Cambourne and connects development south of EWR with western local centre.**
- **Removes second connection across landscape corridor.**

Limitations

- **No direct town centre access via A428**
- **Increased vehicular traffic through A428 junctions at Caxton Gibbet and Scotland Road**

Enhanced Option (2) shown on Stage 2 Transport Strategy Framework



Enhanced Option +

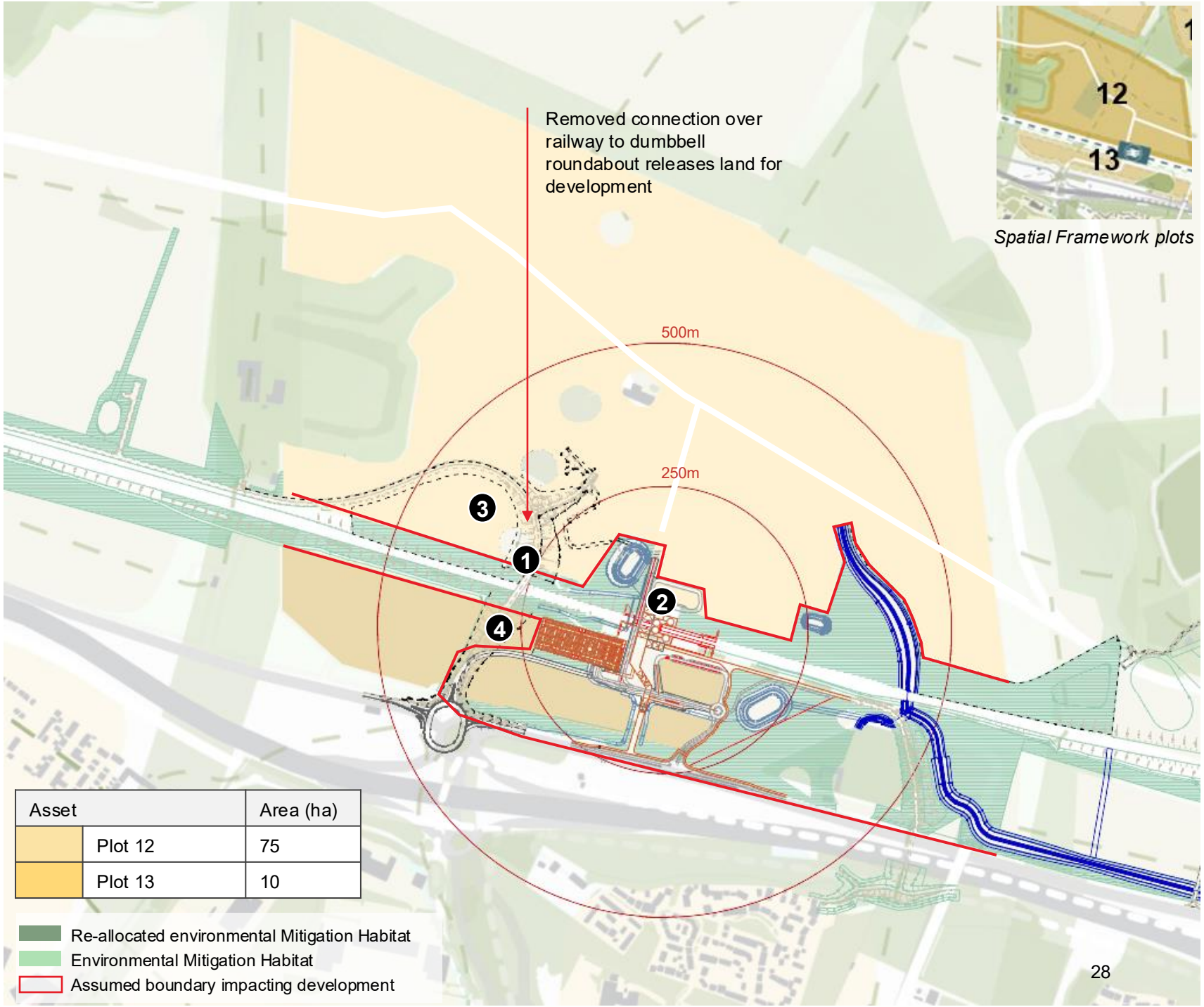
Builds on the Enhanced Option with the addition of vehicular access through the station and potential further enhancements to be explored in future phases.

Enhanced Option +

Development

1. Removal of Coldharbour Farm overpass and associated infrastructure and integrate **controlled vehicular access through station** to facilitate improved station and urban integration.
2. Re-routing of **some general traffic through the station underpass** but based on traffic volumes, NH/CPCA requirements and severance issues, **alternative bridge** (to Coldharbour Farm) would very likely also be required (e.g., at Brockley Road)
3. Unlocks additional 9ha of developable land closer to the station to **maximise development potential.**
4. Improve infrastructure efficiency and provide **potential cost savings.**

Further work required to explore this option, solve associated technical challenges and ensure a general traffic road connection under the station would not compromise the delivery of a “bustling” station quarter



Cambourne Growth Strategy Programme

Enhanced station with all mode permeability + W crossing

Transport Enhanced Option +

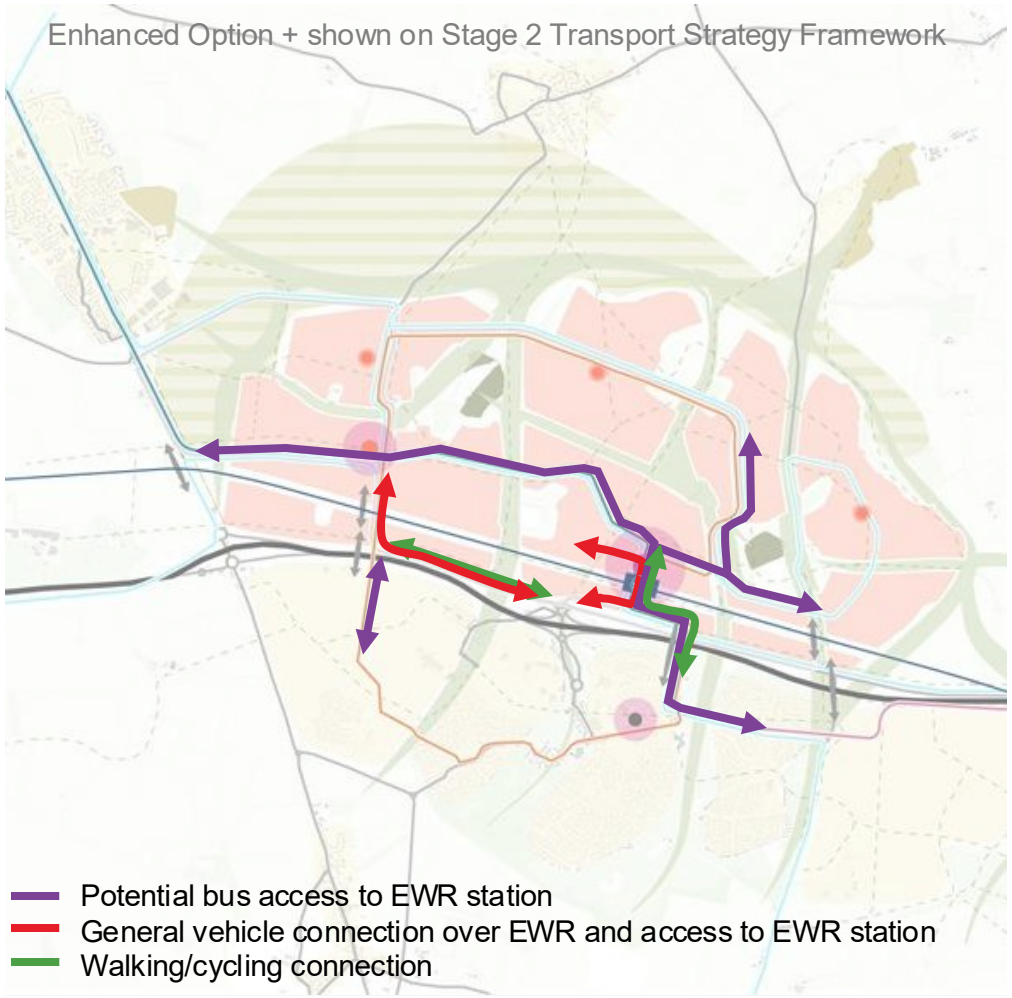
- Active travel permeability through/ under station.
- Bus integration with connection at station/ under rail line.
- General vehicular crossing aligns with western local centre and crossing to Cambourne West (subject to integration with Cambourne West masterplan). General vehicular access to south of the station via A248 dumbbell with some limited traffic via a connection under the rail line.

Benefits

- Walking and cycling prioritised.
- Single route for sustainable modes creates clear sense of arrival/ integration.
- Traffic free bus and active travel route connecting with existing Cambourne likely to improve journey time reliability, making sustainable travel more attractive.
- Allows direct traffic free extension of CtoC and integration with station and town centre.
- Aligns vehicular crossing with potential public transport connection to existing Cambourne and connects development south of EWR with western local centre.
- Removes second connection across landscape corridor.
- **Improved balance of demand across A428 access junctions.**

Limitations

- **Some general traffic through the station, however there is potential to limit this through plot design to serve the town centre only (e.g. servicing and deliveries/ limited car parking)**



Cambourne Growth Strategy Programme

Precedents

Enhanced Option +

- Successful station environments can accommodate vehicular access whilst retaining a strong focus on walking, cycling and public transport.
- Public realm quality is influenced more by vehicle speed, street design and pedestrian priority than by the simple presence of traffic.
- Carefully managed vehicle movements can enhance station accessibility and network permeability without creating significant severance.
- International examples such as Pakenham Station demonstrate that transport function and placemaking objectives can be delivered together.

Pakenham Station, Melbourne

Cambourne Growth Strategy Programme

Precedents

Enhanced Option +

Pakenham Station, Melbourne

- Segregated cycle, walking, and vehicle routes, with landscaping used to separate modes

Cambourne Growth Strategy Programme

Precedents

Enhanced Option +

Kentish Town West, London

UK precedents are generally constrained due to aged bridge structures or older designs which prioritise vehicle movement.

Shoreditch High Street, London

Cambourne Growth Strategy Programme

Benchmarking locations and traffic counts

Benchmarking indicative vehicular volumes for stations with traffic counts

The station benchmarking draws on station environments with available DfT traffic counts where vehicular traffic passes beneath a rail line, or close to a station.

Wood Lane, Pancras Road (Kings Cross/ St Pancras) use daily flows factored to peak hour, while Loughborough Junction uses observed two-way peak hour flows.

Location	DfT count point	Flow for comparison
Wood Lane, Wood Lane Station	6428	10,587 vehicles/day. AM peak assumed as 9% = c.950 veh/hr; PM peak assumed as 10% = c.1,060 veh/hr.
Pancras Road, King's Cross/ St Pancras	80722	4,574 vehicles/day. AM peak assumed as 9% = c.410 veh/hr; PM peak assumed as 10% = c.460 veh/hr.
Coldharbour Lane, Loughborough Junction	47607	Observed two-way peak hour flows: 681 AM and 664 PM peak all motor vehicles.

Wood Lane, London

Pancras Road, King's Cross/ St Pancras, London

Coldharbour Lane, Loughborough Junction, London

3 Assessment Results

This section compares the options through an assessment of movement, placemaking and released land.

Cambourne Growth Strategy Programme

Development Summary

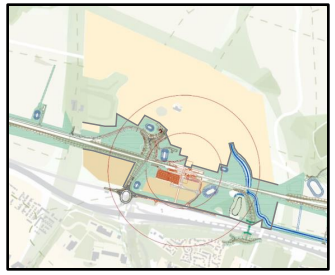
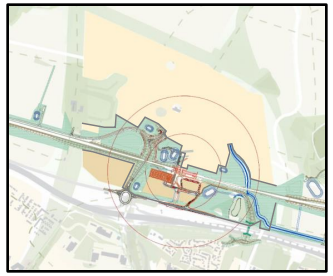
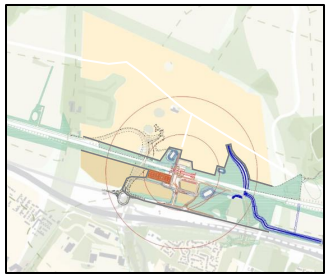
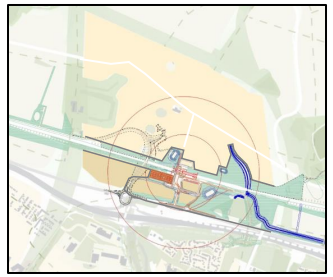
- **Density is fixed at up to 90dph across all revised options** — appropriate for a station-edge site with rail, bus, and pedestrian access.
- **The benefit is land, not higher density** — Enhanced+ removes the overpass road and associated mitigation, freeing developable land the baseline and Enhanced Option loses to roads. More land at the same density means more homes.
- **Access is largely equal across all options**, so the case rests on **released land**, not connectivity or journey times.
- **That released land** — the extra homes and jobs over the baseline — is what **underpins developer contributions**, concentrated within the **~250–500m station catchment**
- **Optimisation of infrastructure –** removal of the Coldharbour overpass and the provision of vehicular access through the underpass improves infrastructure efficiencies.
- This study provides a high-level assessment of station integration opportunities. Further detailed studies may identify **additional opportunities to optimise investment, land use, and infrastructure delivery.**
- **Alternative car parking arrangements**, including the potential to split parking provision between the north and south of the station and to integrate parking within future development, may be explored through subsequent studies.

Development Summary

There is a minor reduction in developable area, jobs and home between Base and Enhanced Option 1 due to the increase in mitigation measures with the underpass widening to accommodate bus movements.

The **greatest benefit is achieved with Enhanced Option 2 and Enhanced +** with the removal of the Coldharbour Farm Overpass releasing approximately **9 - 11ha of additional developable land.** This results in a **24% increase in jobs and 25% increase in homes** provided within the Cambourne North town centre.

This study has been undertaken at a strategic plot level. Further optimisation may be achieved through detailed studies.

	Base	Enhanced		Enhanced +
		Option 1	Option 2	
Plot 12 Area	67	66	75	75
Plot 13 Area	9	8	10	10
Total Area	76	74	85	85
Jobs	1,700	1,800	2,100	2,100
Homes	1,600	1,600	2,000	2,000

Cambourne Growth Strategy Programme

A428 northern dumbbell performance

Local junction assessment

Local junction assessments have been undertaken using Junctions 11 (for priority junctions) and LinSig (for signalised junctions) assessment software using DS3a strategic model outputs. A summary of assessment results is provided below showing maximum Ratio of Flow to Capacity (RFC) and Degree of Saturation (DoS) with proposed mitigation identified where appropriate. This demonstrates that the A428 Cambourne dumbbell northern roundabout can operate with or without a dedicated Cambourne North northern access arm.

See accompanying Cambourne North Stage 2 Transport Modelling Report for further details.

Ref	Access junction	Description	Proposed mitigation	Max RFC/DoS AM	Max RFC/DoS PM
3	Cambourne A428 dumbbell roundabout	Northern dumbbell with new site access	EB off-slip widening, new site access arm (north)	0.81	0.66
3a	Site access via St Neots Rd east and west	Northern dumbbell with no site access	EB off-slip widening, slip road from St Neots Road (east) to A428	0.79	0.65

Junction 3 Cambourne A428 dumbbell northern roundabout with new site access arm to the north with some widening of the A428 EB off-slip.

Junction 3a Cambourne A428 dumbbell northern roundabout without new site access arm to the north with some widening of the A428 EB off-slip. Cambourne north traffic would instead Access the site via St Neots Road (east) with a new slip provided from St Neots Road (east) to A428 eastbound onslip.

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A428 northern dumbbell performance

with/ without northern site access arm

Local junction assessment shows that **the northern roundabout can accommodate Cambourne North DS3a traffic volumes with and without the northern site access arm**, with traffic accessing the site via St Neots Road (east) without the northern arm.

Junction 3 - 2046 DS3a with northern arm with EB off-slip mitigation

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2046 DS3a with northern arm and EB off-slip mitigation									
1 – Northern roundabout - 1 - Cambourne Road (S)	D1	1.5	3.68	0.60	A	D2	2.0	4.33	0.66	A
1 - Northern roundabout - 2 - A428 EB Off-Slip		4.1	20.55	0.81	C		1.5	10.76	0.60	B
1 - Northern roundabout - 3 - St Neots Road (W)		0.2	5.07	0.16	A		0.1	5.41	0.13	A
1 - Northern roundabout - 4 - Site Access		1.6	6.08	0.62	A		0.5	2.97	0.32	A
1 - Northern roundabout - 5 - St Neots Road (E)		1.5	10.04	0.59	B		1.1	6.35	0.51	A
2 – Southern roundabout - 1 - Cambourne Road (N)		0.6	2.42	0.37	A		0.5	2.25	0.32	A
2 - Southern roundabout - 2 - A428 WB Off-Slip		1.0	4.09	0.50	A		4.7	11.52	0.83	B
2 - Southern roundabout - 3 - Cambourne Road (S)		3.0	7.74	0.75	A		3.7	10.64	0.79	B

Junction 3a - 2046 DS3a without northern arm (with traffic using St Neots Road east) with EB off-slip mitigation

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2046 DS3a without northern arm with traffic using St Neots Road (east) and EB off-slip mitigation									
1 - Northern roundabout - 1 - Cambourne Road (S)	D1	1.4	3.54	0.59	A	D2	1.9	4.13	0.65	A
1 - Northern roundabout - 2 - A428 EB Off-Slip		3.6	18.24	0.79	C		1.4	9.91	0.58	A
1 - Northern roundabout - 3 - St Neots Road (W)		0.2	4.97	0.15	A		0.1	5.23	0.12	A
1 - Northern roundabout - 4 - St Neots Road (E)		1.6	6.81	0.61	A		0.8	4.43	0.44	A
2 - Southern roundabout - 1 - Cambourne Road (N)		0.6	2.40	0.36	A		0.5	2.24	0.32	A
2 - Southern roundabout - 2 - A428 WB Off-Slip		1.0	4.03	0.49	A		4.7	11.42	0.83	B
2 - Southern roundabout - 3 - Cambourne Road (S)		2.8	7.38	0.74	A		3.5	10.19	0.78	B

Cambourne Growth Strategy Programme

Qualitative Assessment

Theme		Baseline (ped underpass)	Enhanced (ped + bus underpass)		Enhanced + (all modes underpass)
			(1) **with Coldharbour farm vehicular overpass**	(2) **vehicular crossing to the West**	
Movement	Bus Interchange	Yes – Direct access on both sides of the station.	Yes – direct access on both sides of the station, with opportunity for through-routing via the station, creating a direct connection N-S.		Direct access on both sides with greatest flexibility for through-routing and network integration.
	Bus Catchment/ Journey time/ Journey reliability	Reduced bus journey time reliability likely during peak periods due to reliance on A428 dumbbell junction for bus routes connecting with existing Cambourne. Indirect bus routing between CtoC, EWR and CN town centre	Similar accessibility, with potential for improved operational flexibility and integration through the station. Improved bus journey time reliability when combined with bus connection over A428. Direct bus routing options integrating CtoC, Station and CN town centre when combined with bus connection over A428.		Improved bus journey time reliability when combined with bus connection over A428. Direct bus routing options integrating CtoC, Station and CN town centre when combined with bus connection over A428. Extent of general vehicles under station to be limited to avoid negative impact on buses.
	Cycle	Cyclists can access the station from north and south, however, cyclists must dismount and walk through station underpass, making this a less attractive through route. Active travel hub to be located on south side only, with potential for additional hub in the north.	Access and direct through route from both north and south, increasing activity in the area. Active travel hub to be located on south side only, with potential for additional hub in the north.		Access and direct through route from both north and south, increasing activity in the area. Active travel hub to be located on south side only, with potential for additional hub in the north.

Cambourne Growth Strategy Programme

Qualitative Assessment

Note: Density is fixed at up to 90dph across all options, so developable area is the variable, not density.

Theme		Baseline (ped underpass)	Enhanced (ped + bus underpass)		Enhanced + (all modes underpass)
			(1) **with Coldharbour farm vehicular overpass**	(2) **with vehicular crossing to the West**	
Movement	Vehicular N-S Access	N-S vehicular access provided via Coldharbour Farm overpass and connection to western centre of CN, with no direct access to town centre plots.	N-S vehicular access provided via Coldharbour Farm overpass and connection to western centre of CN, with no direct access to town centre plots.	N-S vehicular access provided via bridging over EWR, maintaining western alignment of existing road. Future potential to extend crossing to connect Cambourne West development. No direct access to town centre plots.	N-S vehicular access provided via bridging over EWR, maintaining western alignment of existing road. Potential to extend crossing to connect Cambourne West development in future. Limited vehicular access via underpass to new town centre, with extent to be limited by plot design.
Development	Station Area (Plots 12 and 13)	**76ha** developable area. Development constrained by retained road infrastructure and land requirements, particularly overpass embankment.	**74ha** developable area. The bus underpass improves connectivity, but the layout still retains most highway and mitigation land, releasing only marginally more developable land than the baseline.	**85ha** Similar Removing the dumbbell connection and rearranging mitigation frees developable land the baseline loses to roads. This releases the most land, homes, and jobs concentrated within the ~250–500m station catchment, the value that underpins developer contributions.	**85ha** developable area. Similar to Enhanced Option 2.

Cambourne Growth Strategy Programme

Qualitative Assessment

Theme		Baseline (ped underpass)	Enhanced (ped + bus underpass)		Enhanced + (all modes underpass)
			(1) **with Coldharbour farm vehicular overpass**	(2) **with vehicular crossing to the West**	
Placemaking	Activation	Retail on the southern side of the station. Current design does no preclude retail to be on the northern side as there is limited active frontage towards the station in the north due to mitigation.	Station retail on north and south as well as small increase in adjacent development south of the station.	Station retail allowance both north and south as well as adjacent development north and south of the station in plots in close proximity (within 500m radius).	Station retail allowance both north and south as well as adjacent development north and south of the station in plots in close proximity (within 500m radius).
	Legibility	Station entrance clearly legible in both N and S. South entrance acting as main entrance, which might lead to perception of a **"front" and "back" of station**, however this could be minimised through detailed design in the following stages.	The station entrance is in a central position clearly visible from both sides of the corridor. A generous access route directly in front of the entrance, combined with an integrated bus interchange, creates strong legibility. **Legibility concerns** of underpass location should be addresses in the design (e.g. wayfinding, lighting).		The station entrance is clearly visible from both sides of the corridor. A generous access route directly in front of the entrance, combined with an integrated bus interchange, and vehicular access creates strong legibility. Legibility concerns of underpass location should be addresses in the design (e.g. wayfinding, lighting).
	Safety	Current station design with a back and front with the risk of being a physical and visual barrier between communities either side of the rail corridor, however this could be minimised through detailed design in the following stages.	Increased activation with more modes passing through the station and increased retail improves passive surveillance.		Increased activation with all modes passing through the station and increased retail, in combination with development located adjacent the station increases 24hour passive surveillance

Cambourne Growth Strategy Programme

Qualitative Assessment

Theme		Baseline (ped underpass)	Enhanced (ped + bus underpass)		Enhanced + (all modes underpass)
			(1) **with Coldharbour farm vehicular overpass**	(2) **with vehicular crossing to the West**	
Placemaking	Urban Integration	With just a pedestrian underpass, the station keeps a **'front and back' arrangement** — there's a risk it acts as a physical and visual barrier between communities, and development stays concentrated to the south.	Adding a cycling through route and bus underpass provides **integrated access for public transport and active travel on both sides**. Through increasing permeability and footfall, development becomes more attractive on both sides of the station.	Adding a cycling through route and bus underpass provides **integrated access for public transport and active travel on both sides**. Through increasing permeability and footfall, development becomes more attractive on both sides of the station. The removal of the Coldharbour Farm overpass improves urban integration west and east of the station on both sides of the rail corridor	Greatest potential to integrate development on both sides of EWR through enhanced permeability and connectivity.

4 Recommendations and Next Steps

This section sets out the next steps to finalise the study and publish it as supporting evidence.

Cambourne Growth Strategy Programme

Recommendations and Next Steps

Summary

Building on the assessment undertaken in this study, the following enhancement measures should be tested further:

Transport

- This study has tested the **potential removal of the Coldharbour Farm/ A428 dumbbell connection**. At a strategic level this does not appear to impact traffic flows, however, further testing is required to confirm the land take released and the wider highway-network implications.
- This study has examined whether **limited plot-related traffic could be accommodated through or near the station.** Further testing is needed to confirm the access controls and impacts on placemaking, station design, operational safety and consenting.
- This study has reviewed **alternative access arrangements**. Further testing is needed to model traffic redistribution and junction impacts, including implications for retaining the connection to Brockley Road severed by EWR line.
- This study has a number of different parking options including **replacing surface parking with a multi-storey car park, integrating parking with development and providing parking north and south of the station**. Further testing is needed to confirm development potential of this measure.
- This study has developed the **bus underpass, crossing and sustainable transport arrangements**. An all-mode crossing provides the greatest flexibility however, further testing should be carried out with consideration of bus routing, journey-time reliability, station integration and wider connectivity.

Landscape

- This study has updated the treatment and **location of environmental mitigation**. Further testing is needed to confirm where it can be relocated away from the station to release developable land and placemaking benefits, and whether balancing ponds can be relocated as part of the proposed public realm.

Delivery

- There is a **strong preference for the Enhanced+** station option. Further work will explore whether enhancement elements can be **delivered within the DCO or parallel consenting order** to provide more certainty for all stakeholders.
- It is noted that the draft policy highlights future **CIL contributions to both the station and other infrastructure** to ensure that high quality development and station/ rail interfaces are delivered.
- **Further joint exploration** of station options alongside **EWR, CGC, CCC and developers** is key to progressing beyond this study.

Development

- This study has identified the potential benefits in **development capacity, land-use mix, employment floorspace and station-quarter character** between the different options. Further testing will confirm the development quantum and deliverability with the design team.

Cambourne
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A

Appendices

The slides shown in Appendix 1/A are a record of the thinking which EWR provided throughout mid-2026 in support of this study. They were produced to facilitate initial discussions and have not been coordinated with the wider design. The pages should be considered as draft work-in-progress

Introduction

Cambourne Growth Strategy Programme

The following pages capture the joint thinking developed between CGSP and EWR Co. through early workshops, exploring the continued optimisation of the proposed EWR Cambourne Station. This builds on the foundations established through the Stage 1 Rail Integration Study (July 2025), the work seeks to improve alignment and integration by exploring opportunities to strengthen urban integration & placemaking, improve infrastructure efficiency, maximise the value of public and private investment, and unlock strategic land for development.

Workshop 1

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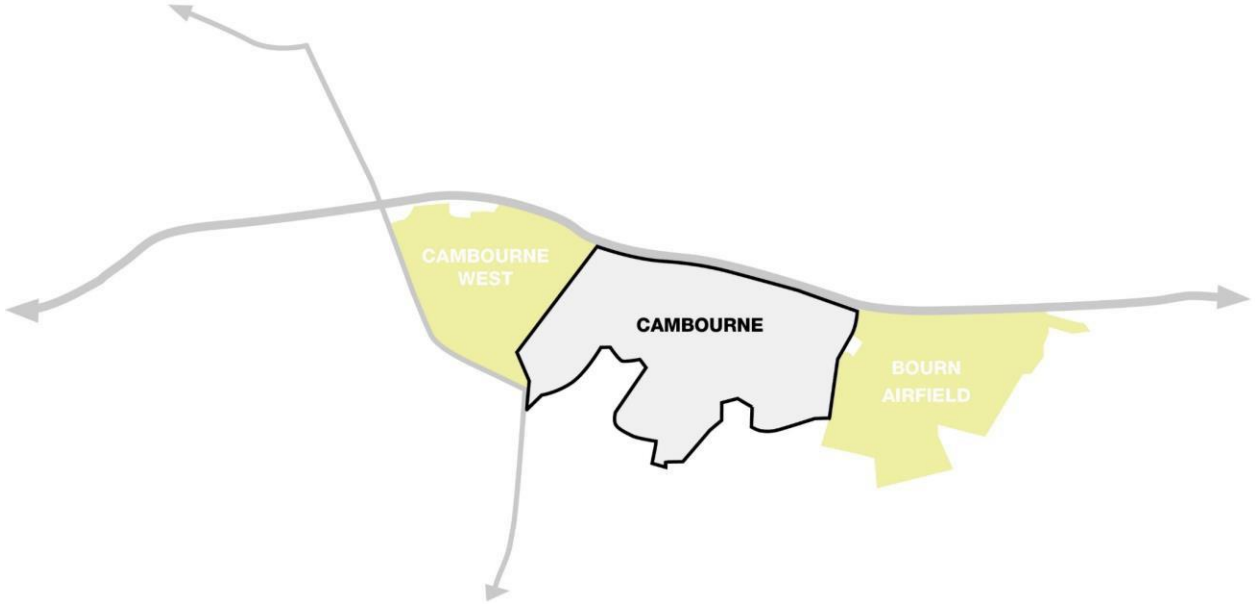
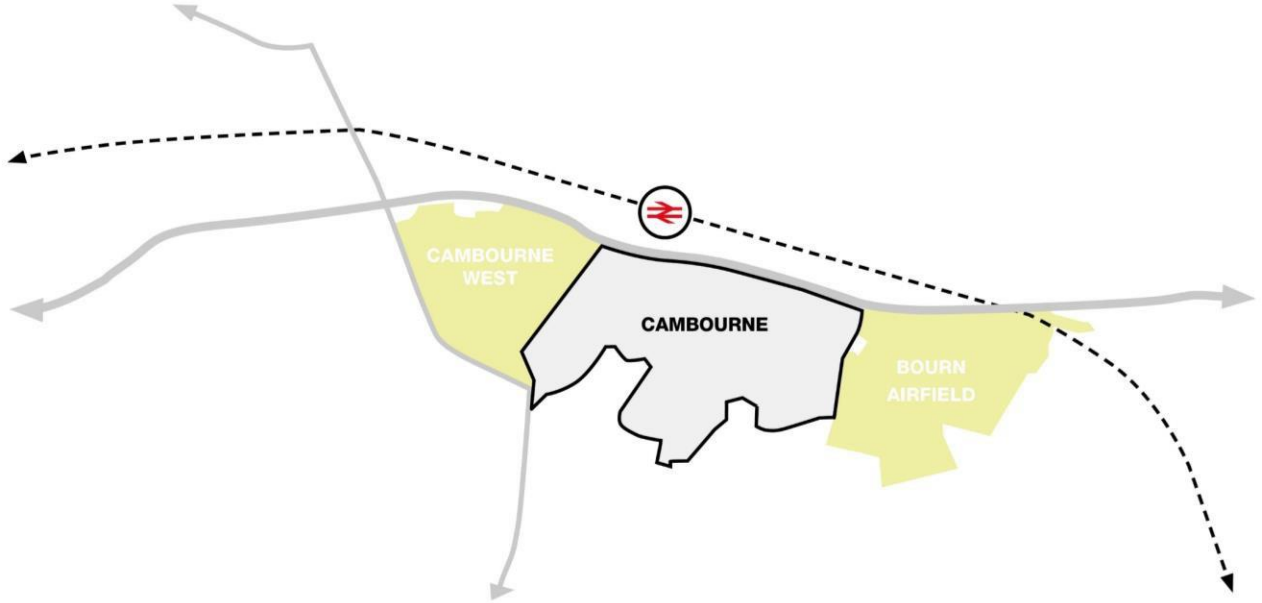
Cambourne Station Introduction



Cambourne Station Introduction



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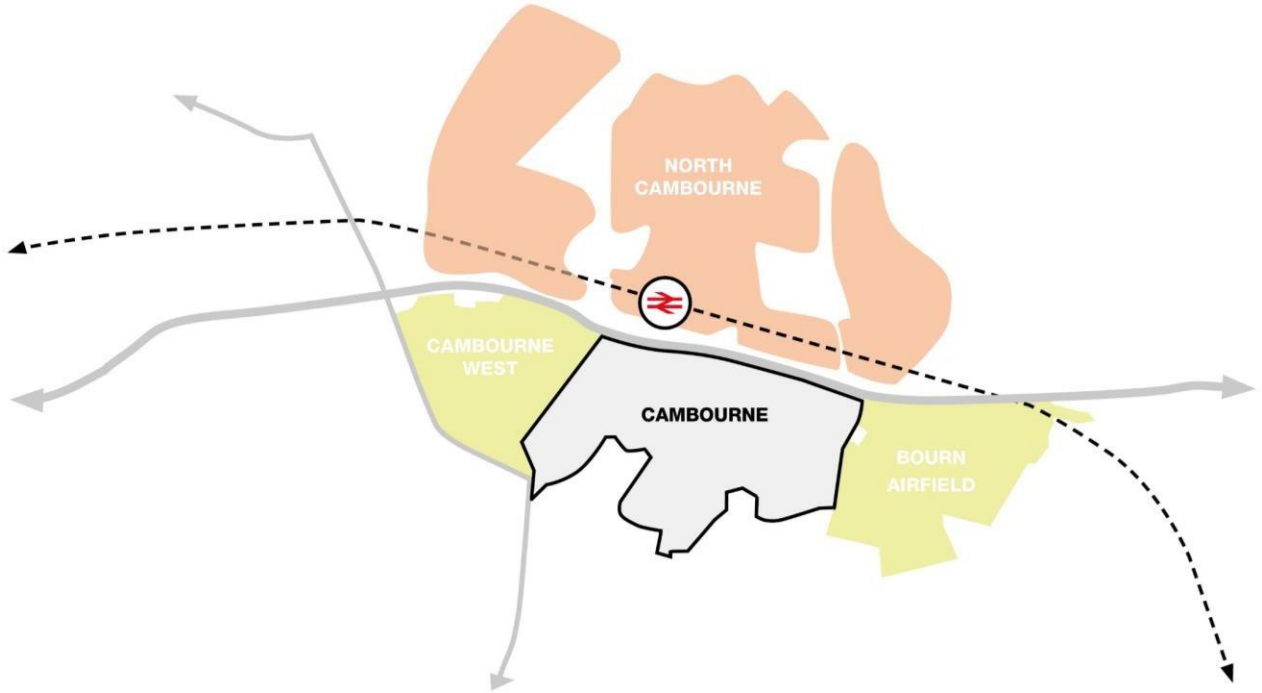

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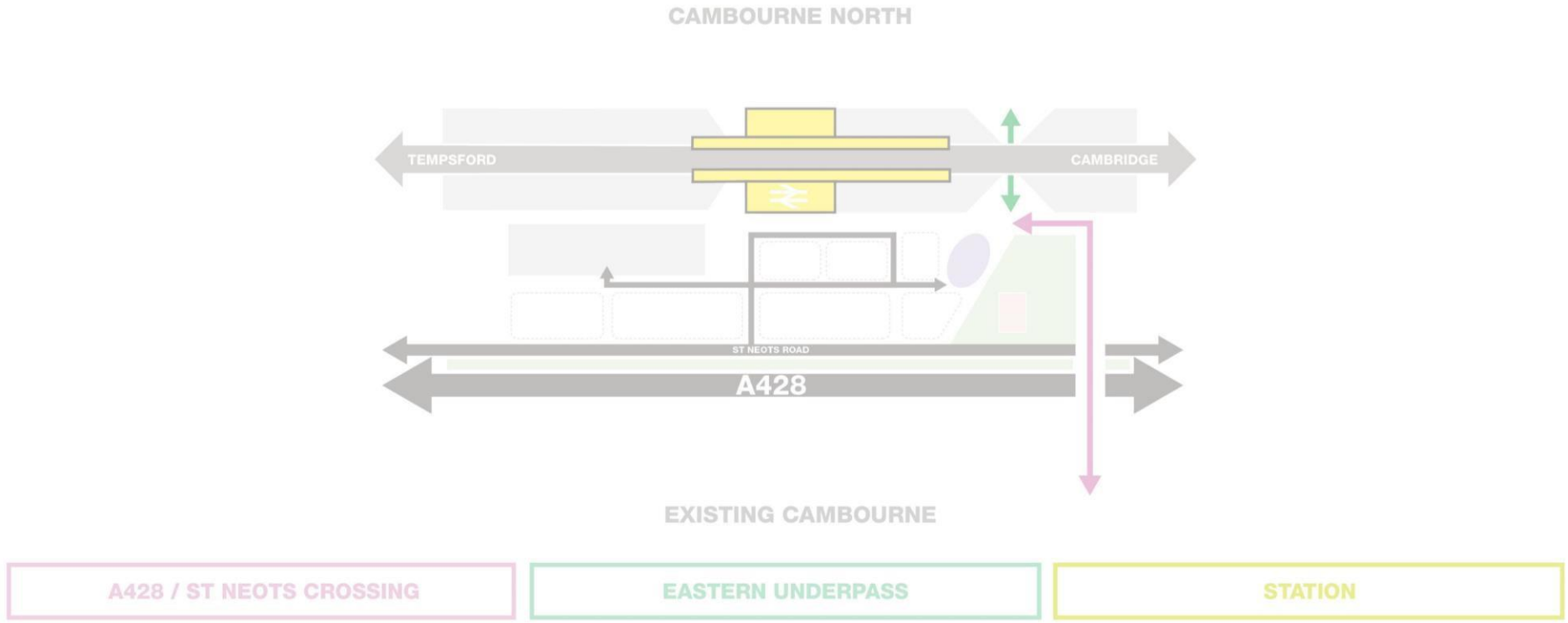
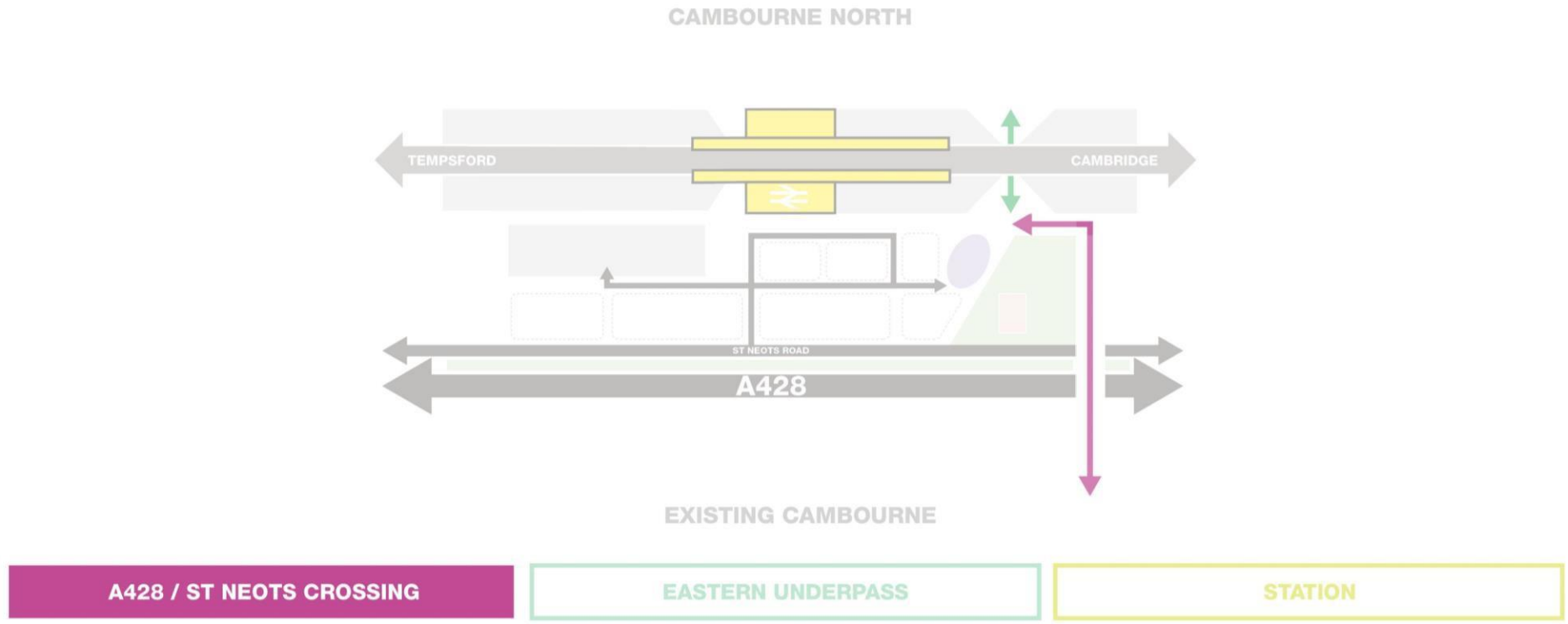
Cambourne Connectivity Overview



Cambourne Connectivity Overview



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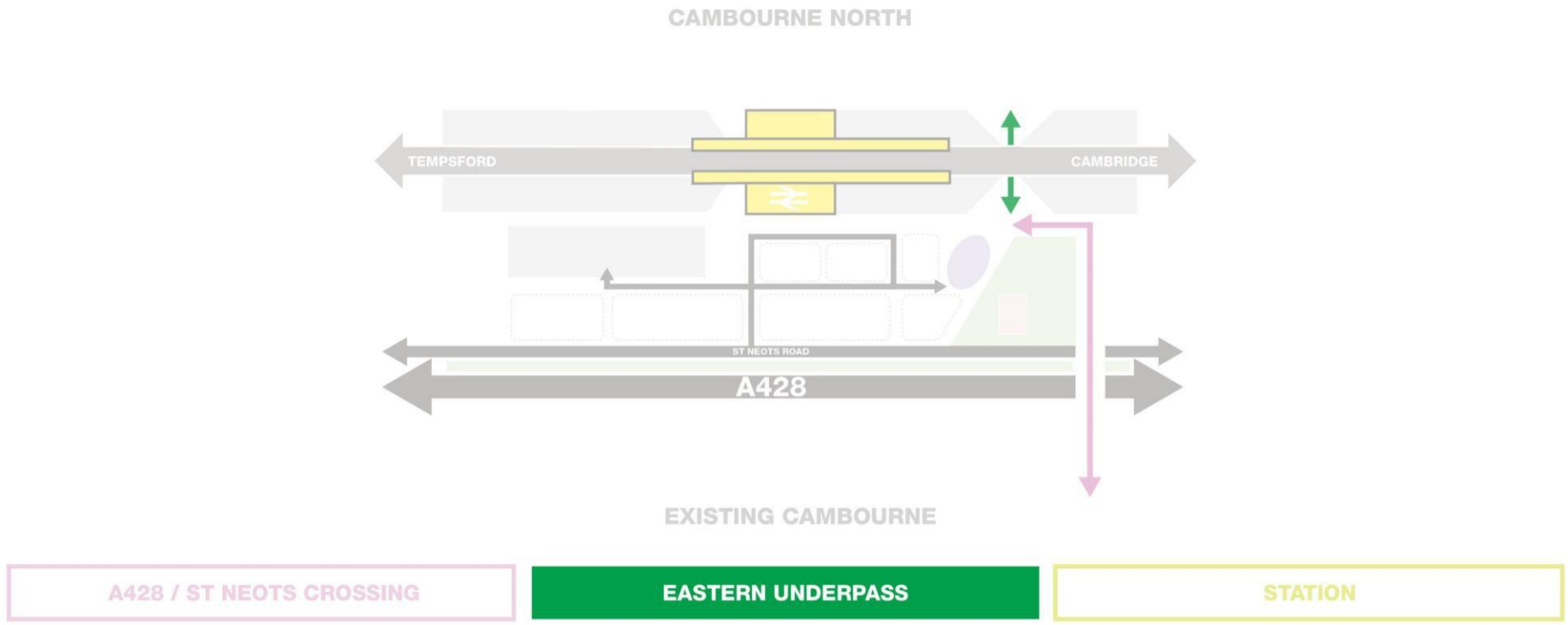
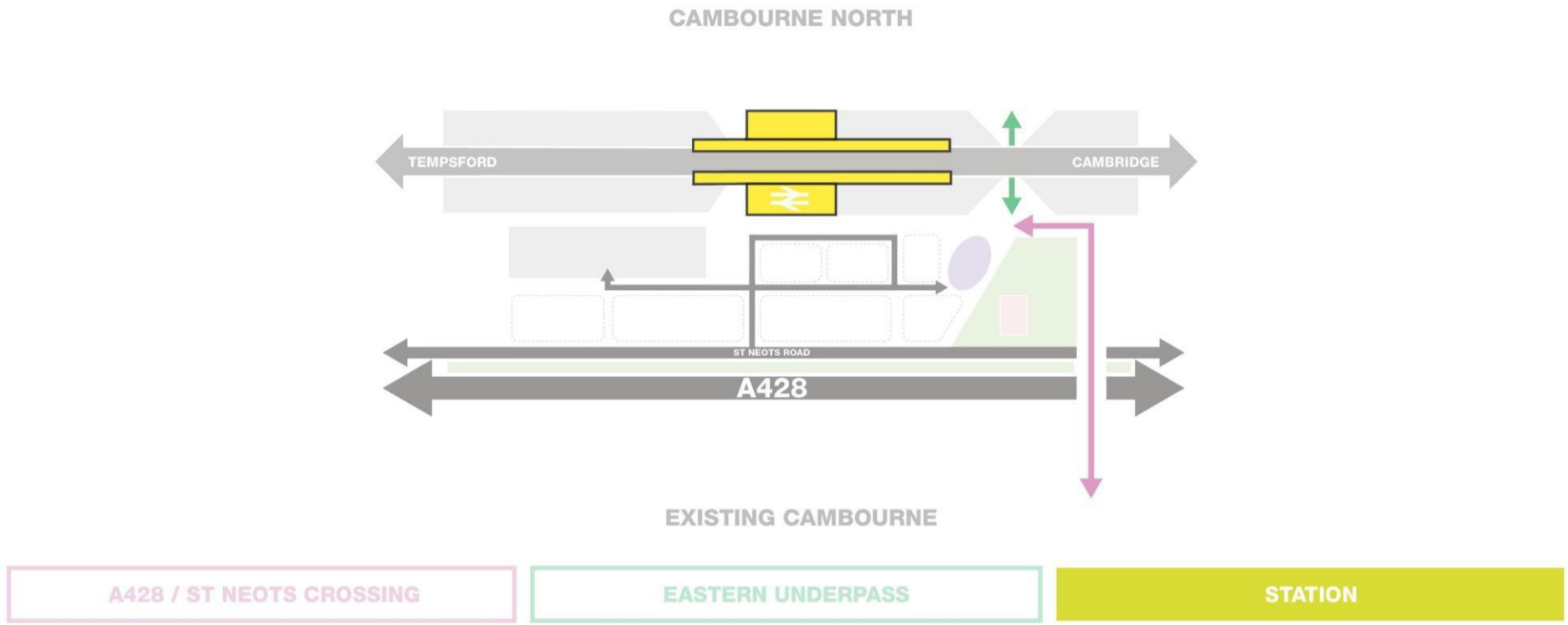
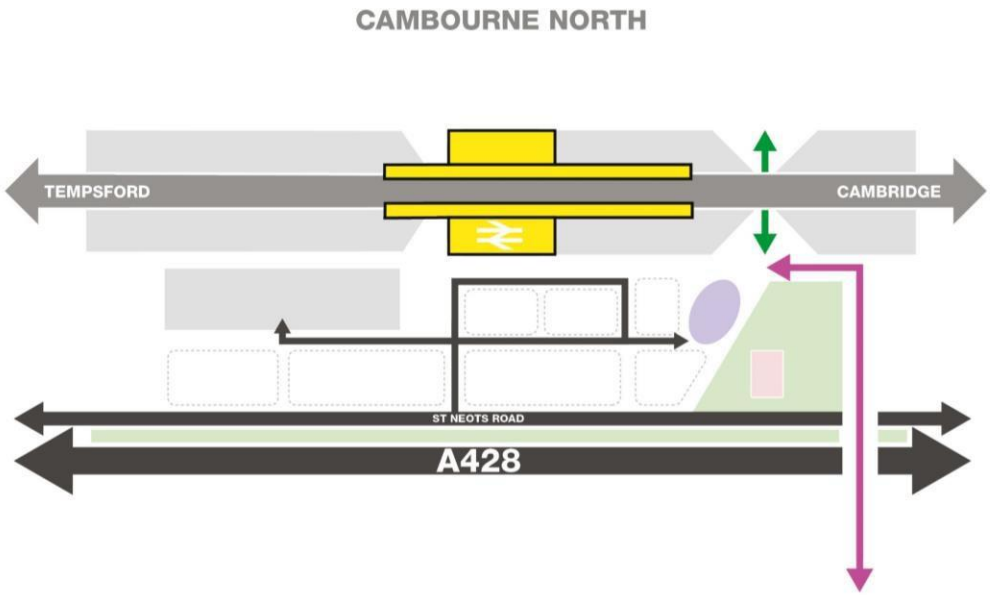
Cambourne Connectivity Overview



Cambourne Connectivity Overview

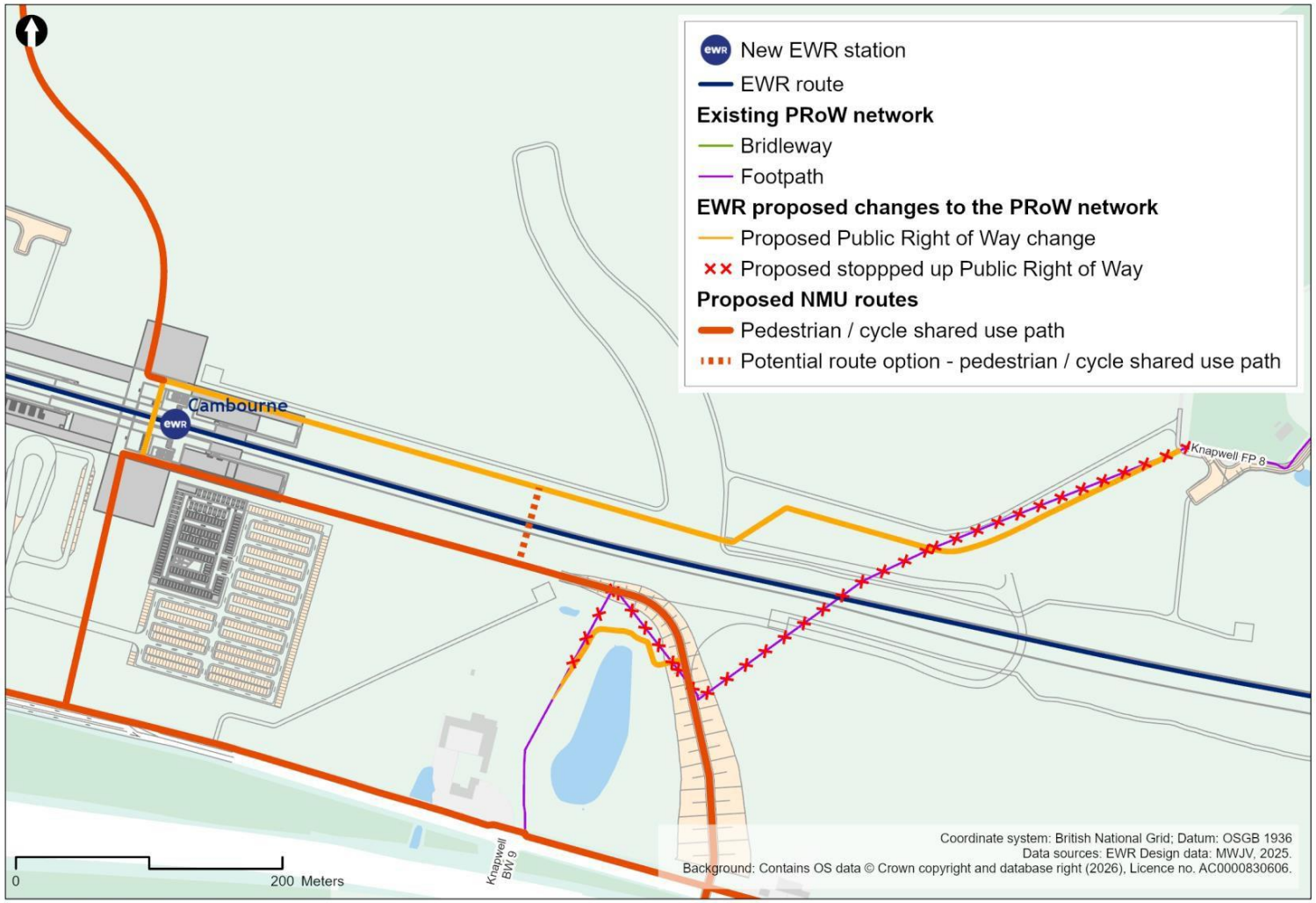


Cambourne Connectivity Overview



A428 / ST NEOTS CROSSING | EASTERN UNDERPASS | STATION

Existing PRoW

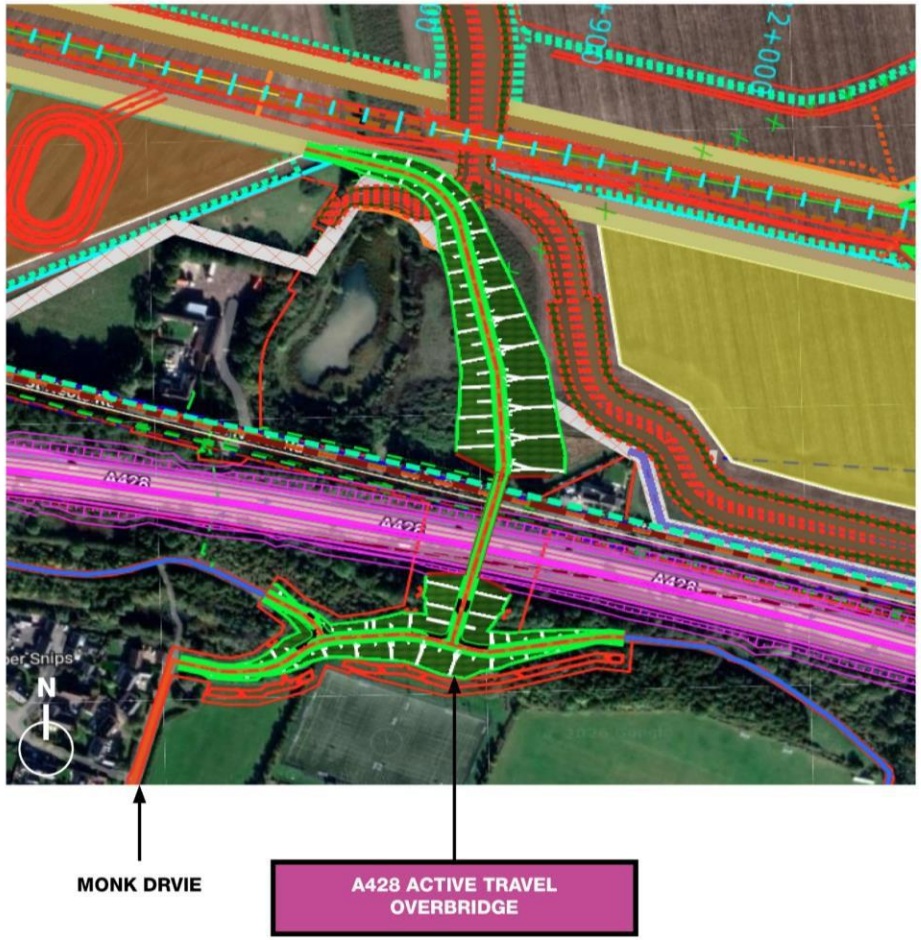


Cambourne_Station_AT_Assessment | TN Figure | 29 Apr 2026

A428 / St Neots Road Crossing

Cambourne Growth Strategy Programme

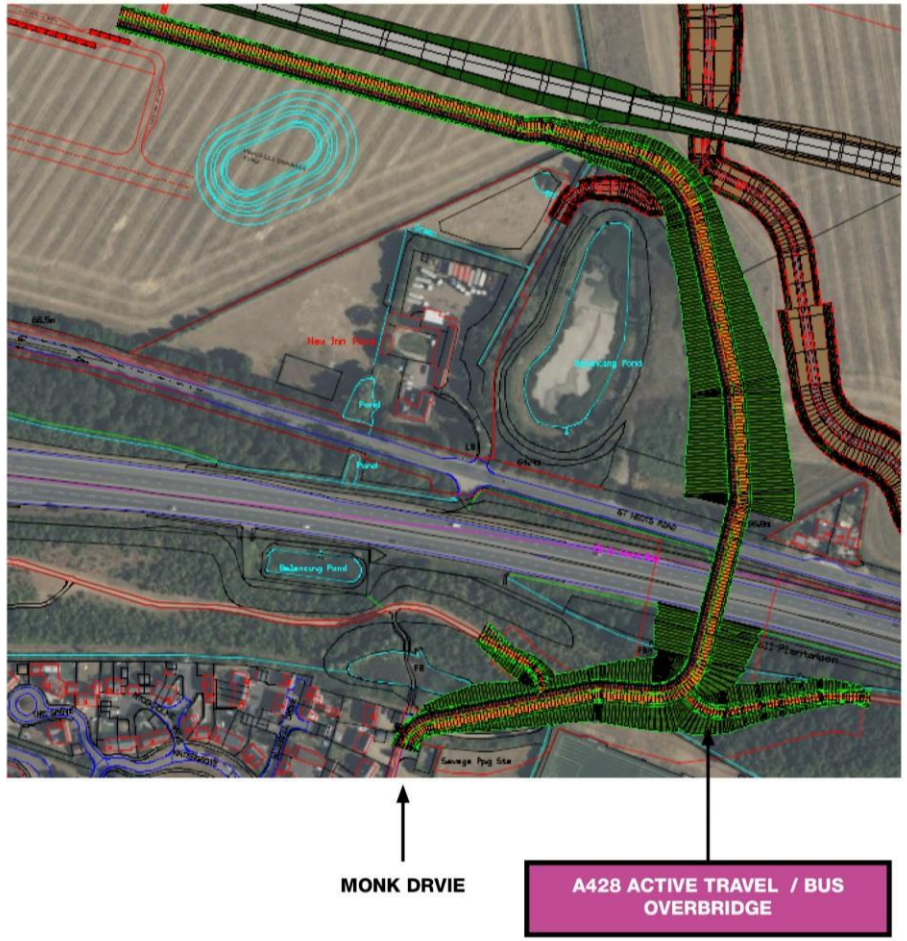
A428 Active Travel bridge (baseline) – general layout



- Baseline strategy for crossing the A428 and St Neots Road
- Provides connectivity to the existing town centre
- Ties into existing active travel routes to the south of the A428

A428 Active Travel bridge (with bus lane)

Cambourne Growth Strategy Programme



- Provides segregated bus route to the station
- Ties into existing active travel routes to the south of the A428
- Potential footprint to increase to provide effective space for landscape mitigation.
- Potential loss of Open Space with interface with Cambourne Sports Centre
- Risk to properties of St Neots Road
- Increased loss of Ancient Replanted Woodland (irreplaceable habitat)
- Interface with Monk Drive and South Cambourne requires further development.

East of Station Underpass

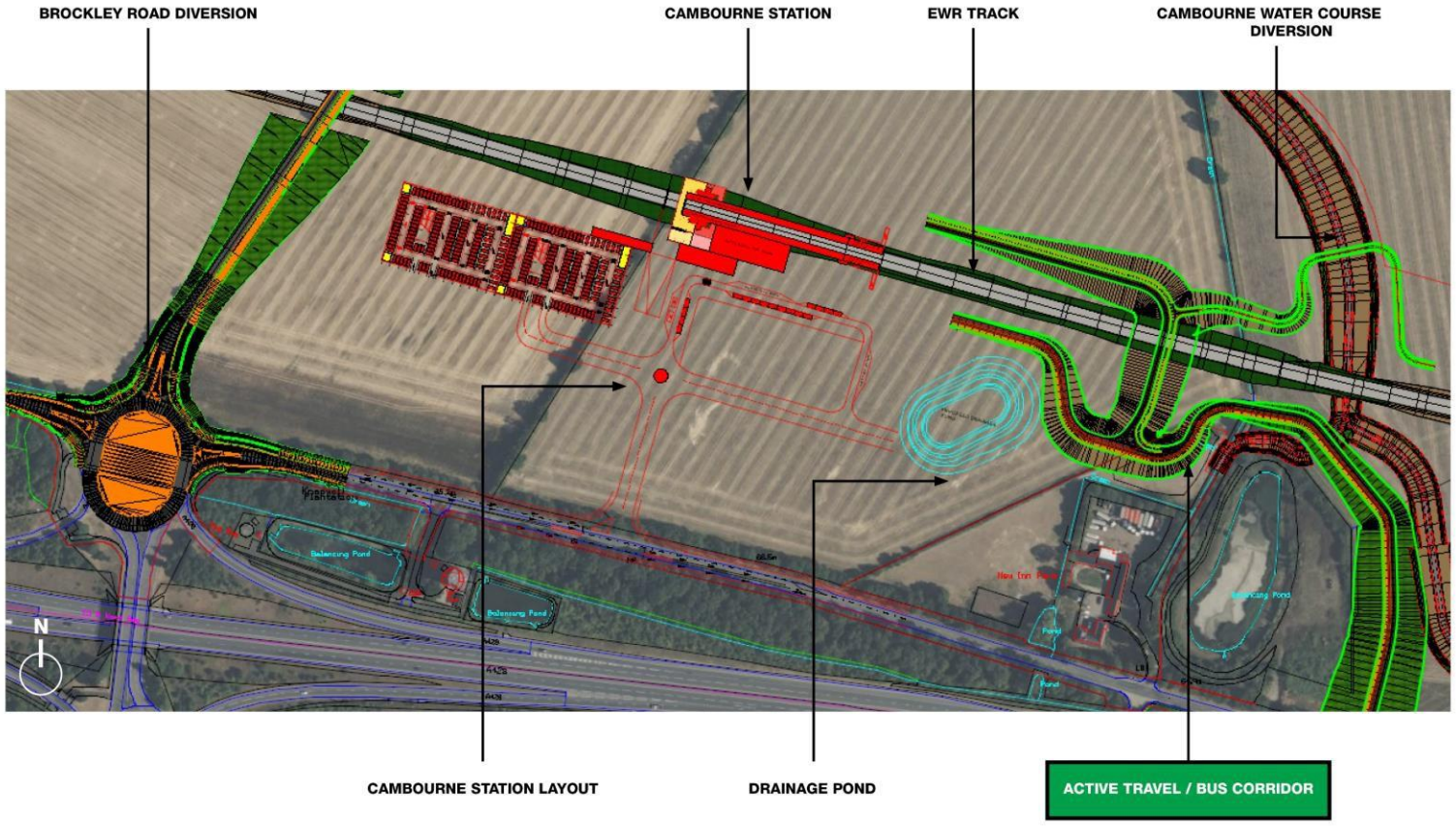
Cambourne Growth Strategy Programme

Walking/cycling shared-use underpass (611+720) – General Layout

- Underpass supports connectivity to Knapwell Footpath 8 reducing journey time and diversion distance.
- Improved accessibility and connectivity within the area, beneficial for the emerging North Cambourne Development
- Additional crossing to the track corridor provides

Bus Route/ NMU Underpass Option at 611+720- General Layout

Cambourne Growth Strategy Programme

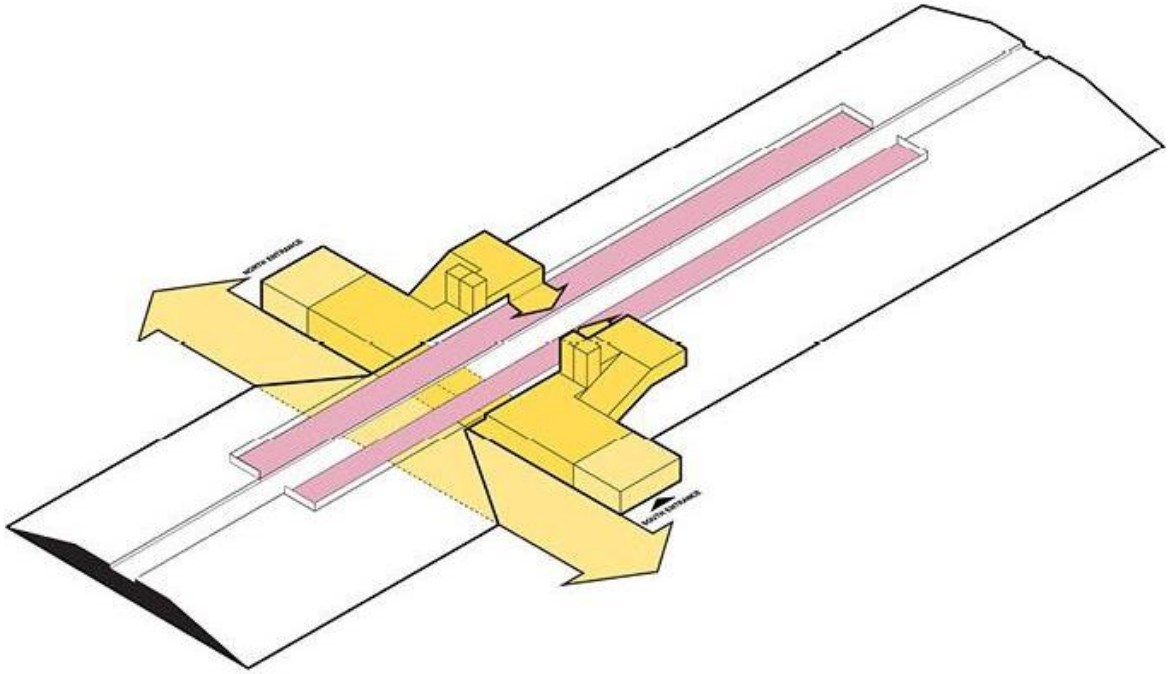


- Option works with the A428 St Neots Bus Crossing
- Crossing point to the east of the station in a constrained location
- The underpass will have significant impact to the setting of the listed buildings and sits within the land ownership of the properties
- Proposals clashes with Cambourne river realignment
- Greater loss to high distinctive habitat

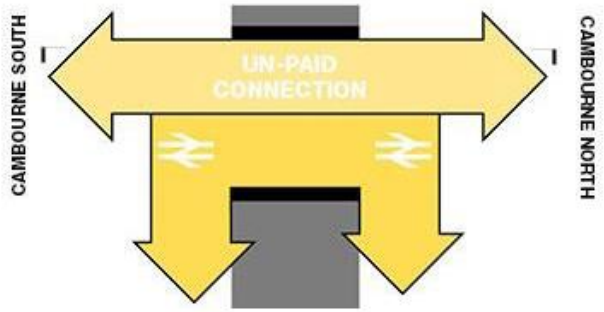
Station

Baseline Overview

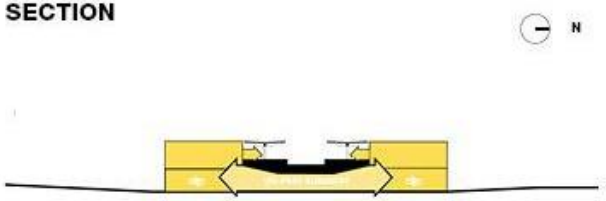
ISOMETRIC



PLAN



SECTION



Notes:

- Option 04 develops the subway strategy by introducing both an unpaid and a paid subway connection, separated by a partition beneath the platforms.
- The subway would be built as a box-section underbridge.
- Platform access is provided via stairs and lifts.
- Enables PRoW reprovision at grade.
- Provides an opportunity to consolidate the gateline into a single location serving both North and South Cambourne.

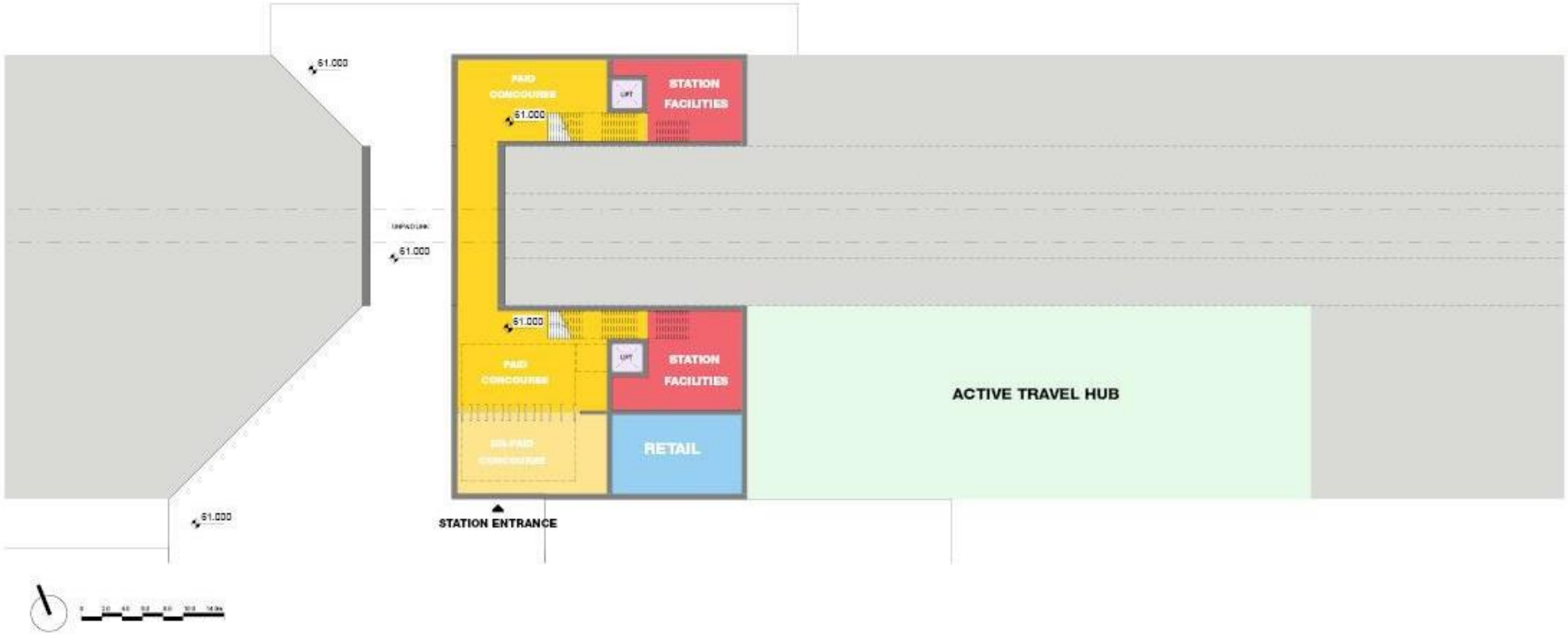
KEY

UN-PAID CONCOURSE

PAID CONCOURSE

Baseline Concourse Level

Cambourne Growth Strategy Programme



Baseline Platform Level

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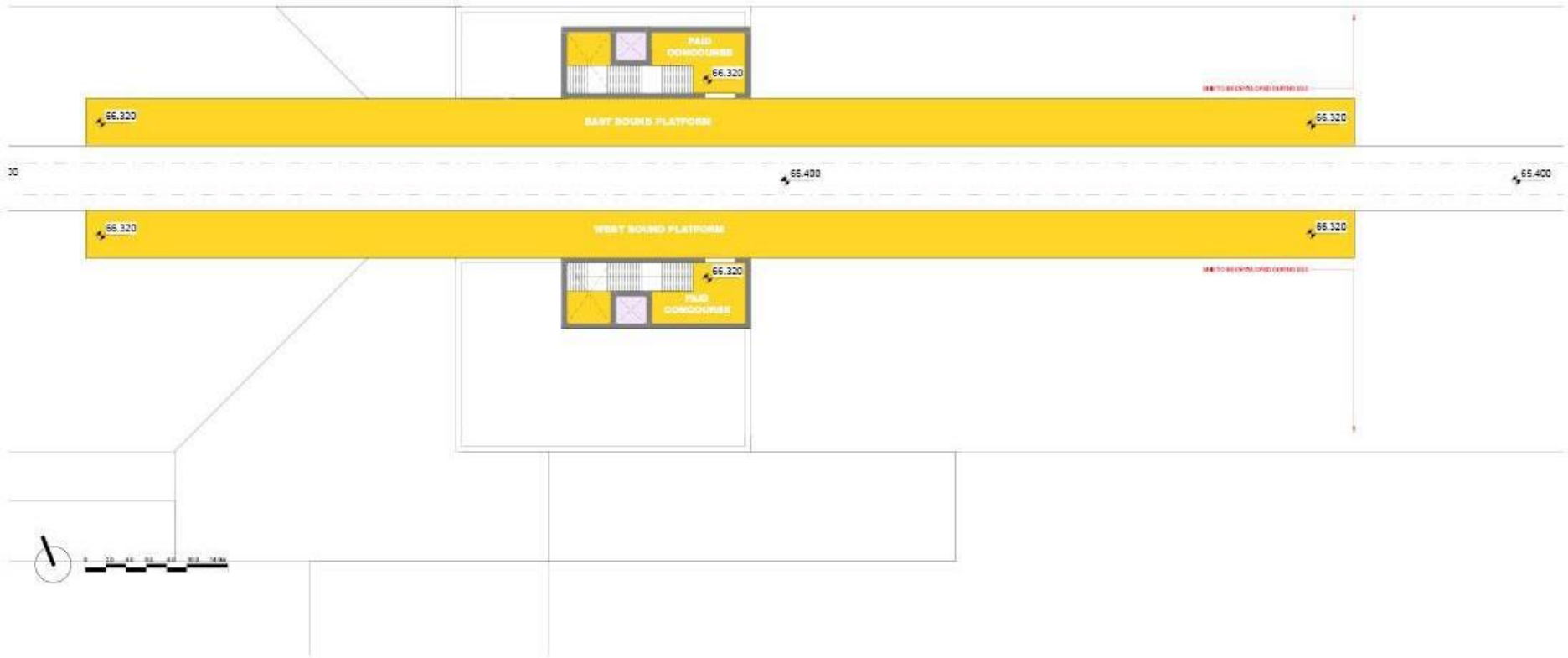
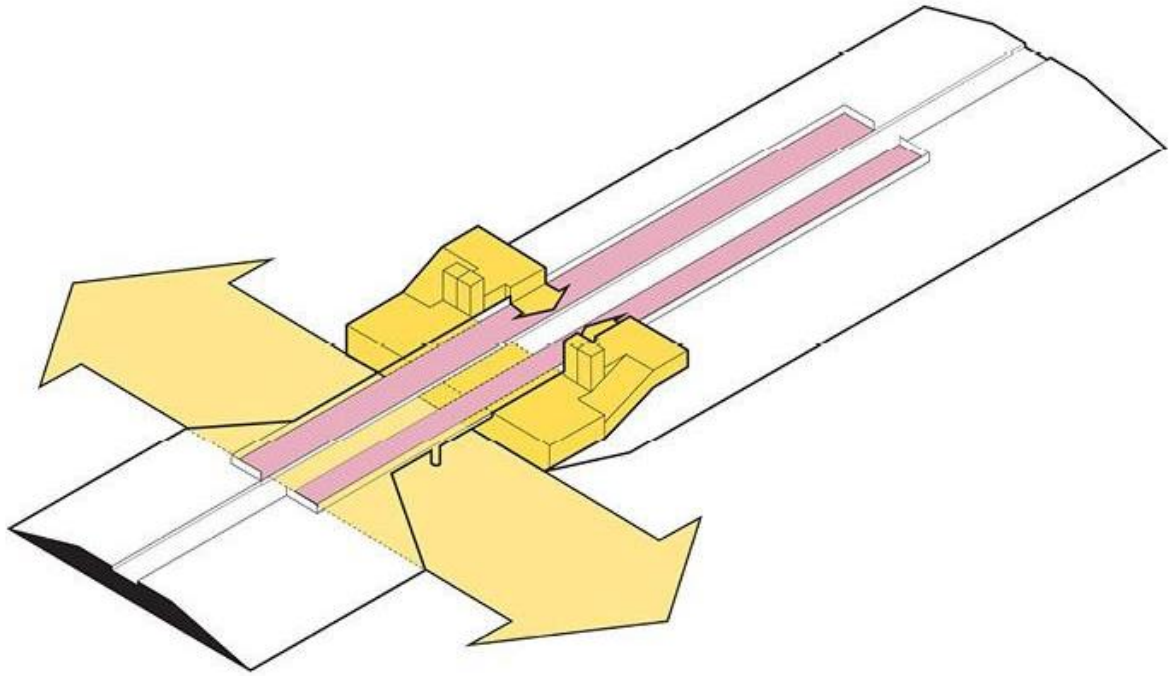


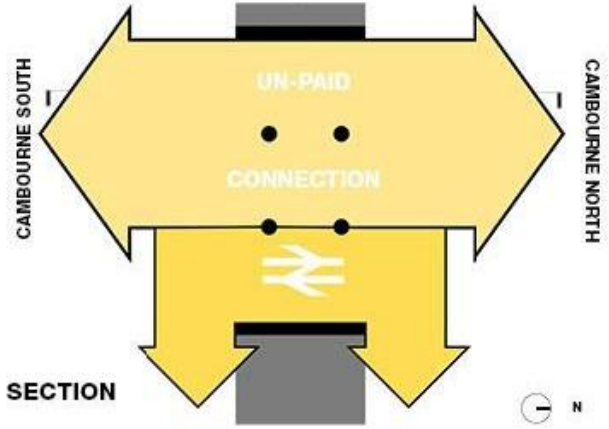

Cambourne
Cambourne

Maximum Connectivity Overview

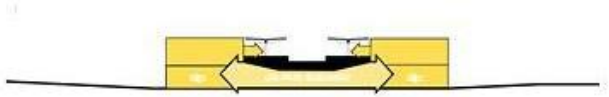
ISOMETRIC



PLAN



SECTION



Notes:

- Option 05 proposes a large multi-span underbridge beneath the platforms.
- Creates the most generous at-grade connection between North and South Cambourne.
- Allows the station entrance to be consolidated beneath the platforms, serving both sides via a single gateline.
- Platform access is provided via stairs and lifts.
- Construction would require localised excavation.

KEY

UN-PAID CONCOURSE

PAID CONCOURSE

Maximum Connectivity Concourse Plan

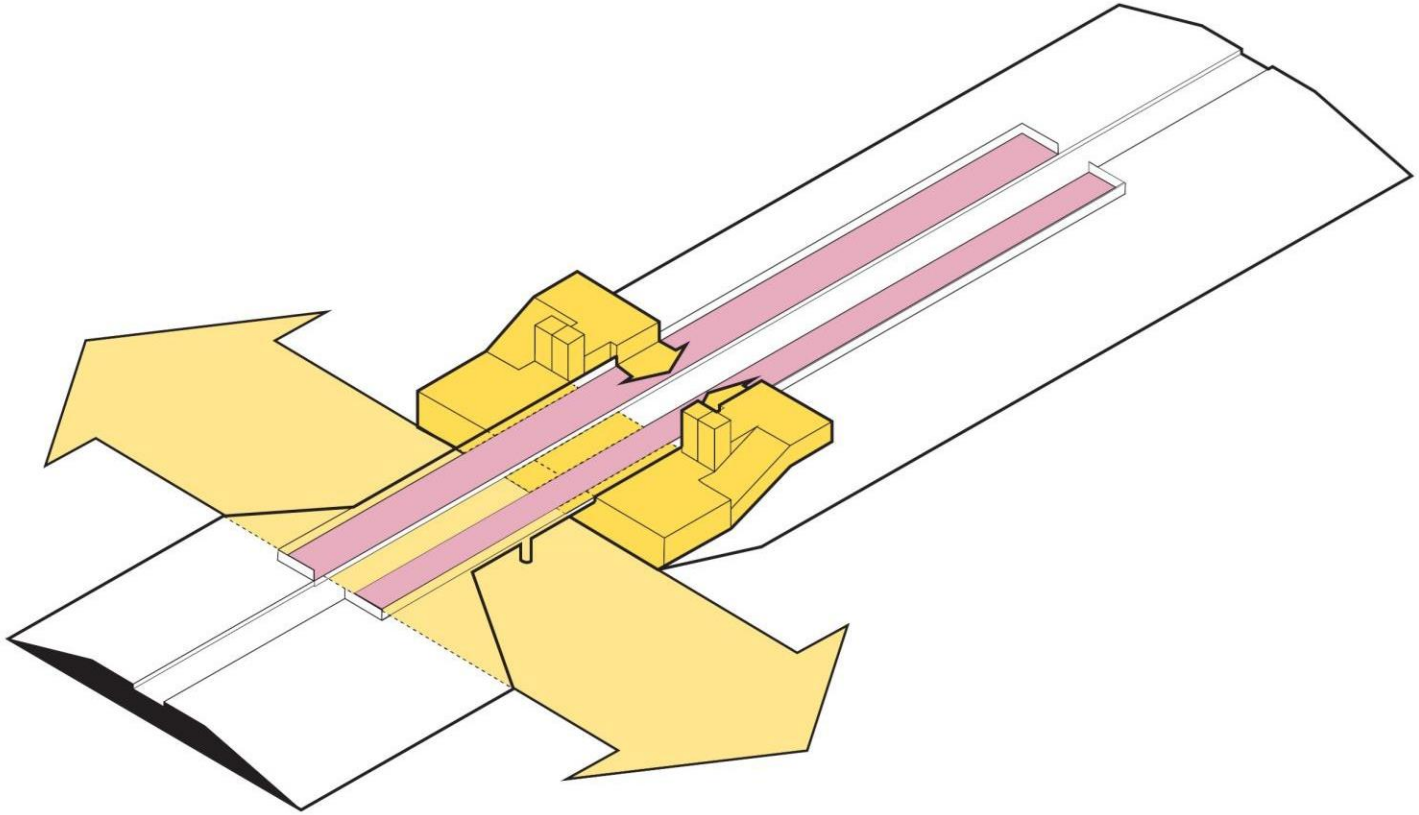
Cambourne Growth Strategy Programme

Maximum Connectivity Platform Plan

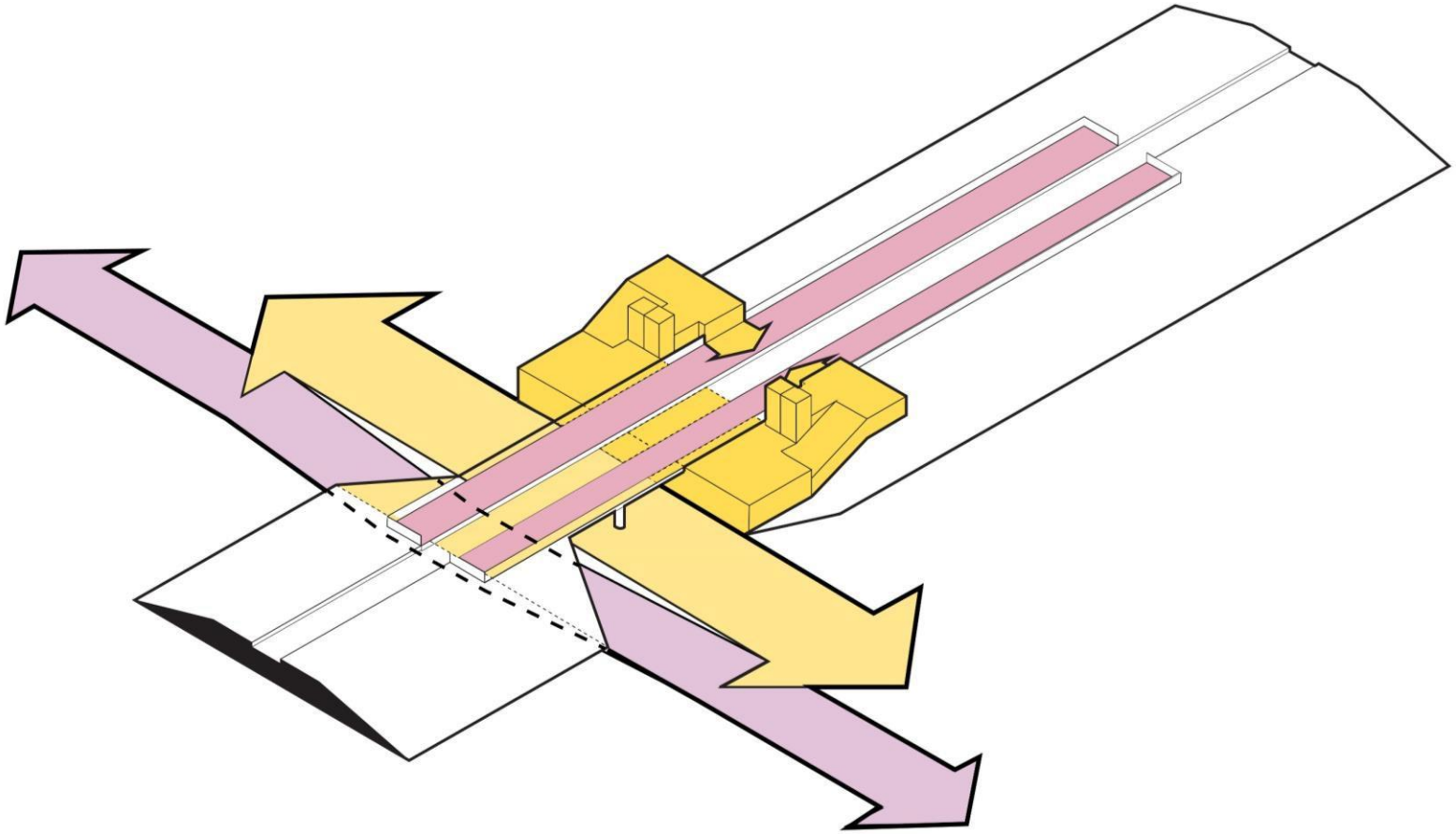
Cambourne Growth Strategy Programme


Cambourne
Cambourne

Enhanced Connectivity Bus Connection



Enhanced Connectivity Bus Connection



Requires further technical development to understand feasibility

Drienbergen Zeist Station – Urban Realm / Highway Connection

Summary

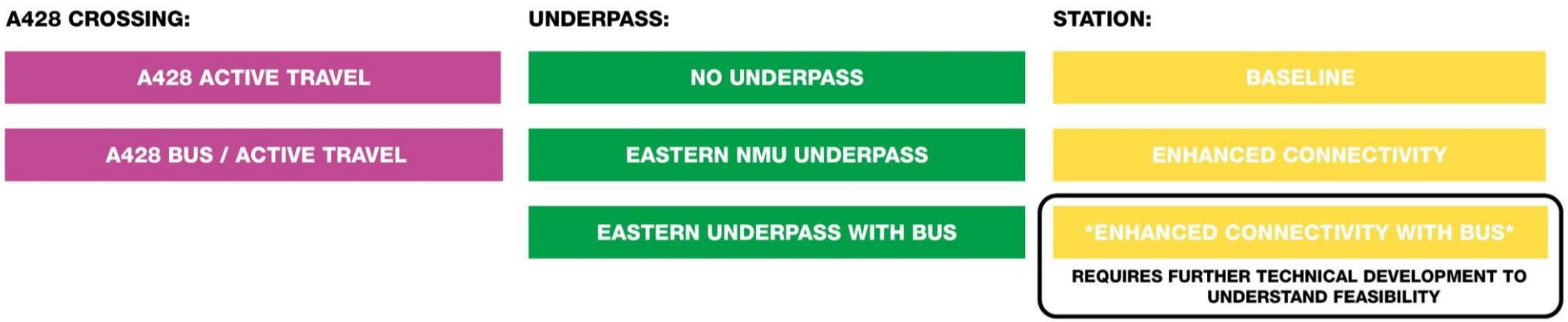
Cambourne Growth Strategy Programme

Cambourne Station Optionality

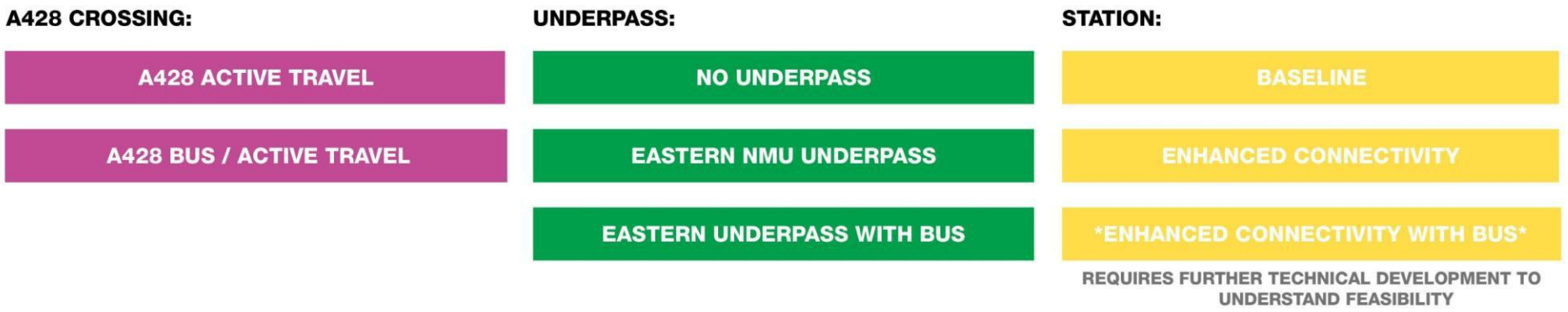
A428 CROSSING:	UNDERPASS:	STATION:
A428 ACTIVE TRAVEL	NO UNDERPASS	BASELINE
A428 BUS / ACTIVE TRAVEL	EASTERN NMU UNDERPASS	ENHANCED CONNECTIVITY
	EASTERN UNDERPASS WITH BUS	*ENHANCED CONNECTIVITY WITH BUS*

Cambourne Station Optionality

Cambourne Growth Strategy Programme

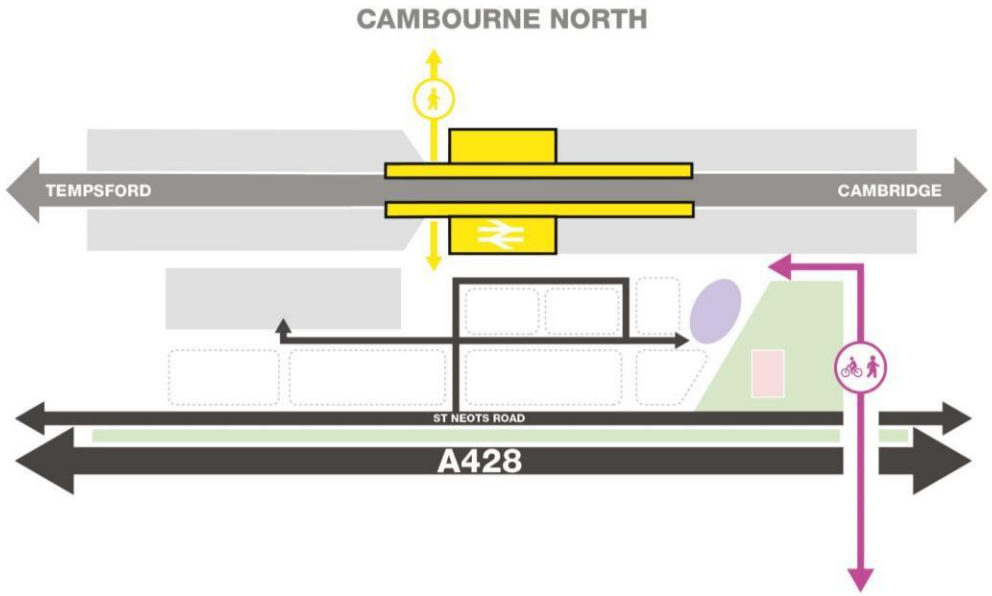


Cambourne Station Optionality



Baseline

Cambourne Growth Strategy Programme

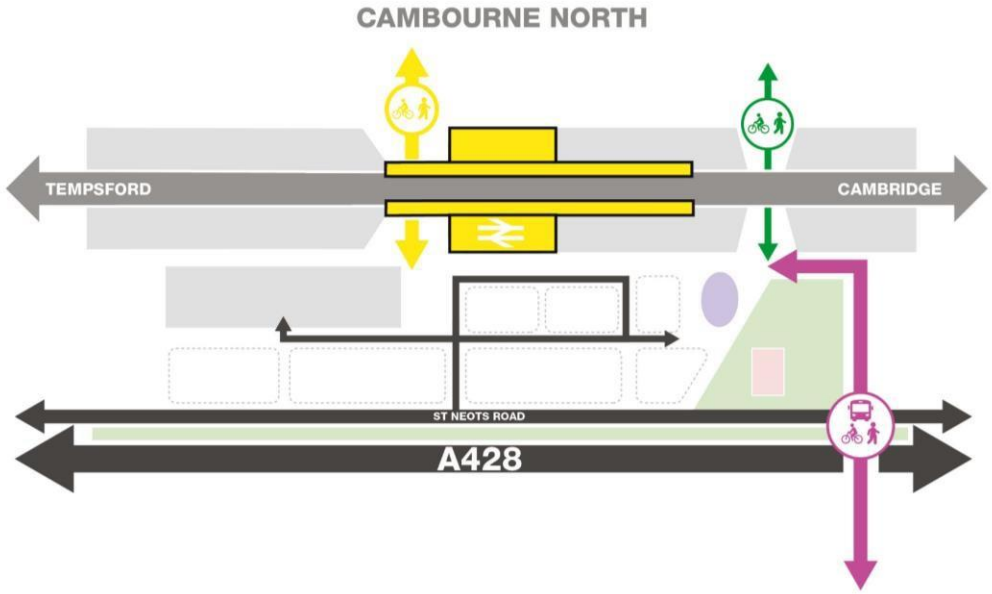


EXISTING CAMBOURNE

A428 CROSSING:	UNDERPASS:	STATION:
A428 ACTIVE TRAVEL	NO UNDERPASS	BASELINE
A428 BUS / ACTIVE TRAVEL	EASTERN NMU UNDERPASS	ENHANCED CONNECTIVITY
	EASTERN UNDERPASS WITH BUS	*ENHANCED CONNECTIVITY WITH BUS*

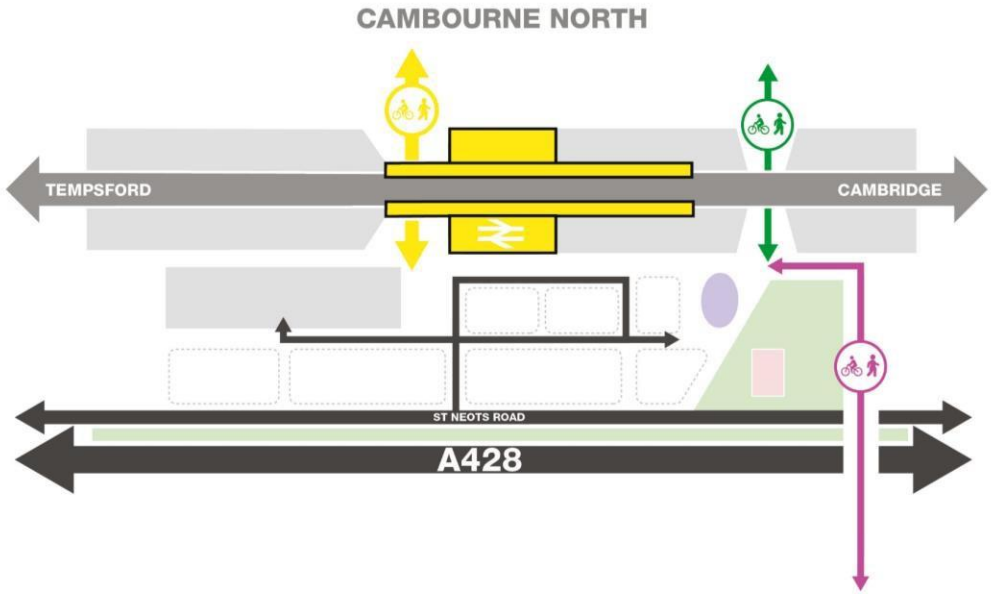
Cambourne Growth Strategy Programme

Package 01 – Balanced Ambition



A428 CROSSING:	UNDERPASS:	STATION:
A428 ACTIVE TRAVEL	NO UNDERPASS	BASELINE
A428 BUS / ACTIVE TRAVEL	EASTERN NMU UNDERPASS	ENHANCED CONNECTIVITY
	EASTERN UNDERPASS WITH BUS	*ENHANCED CONNECTIVITY WITH BUS*

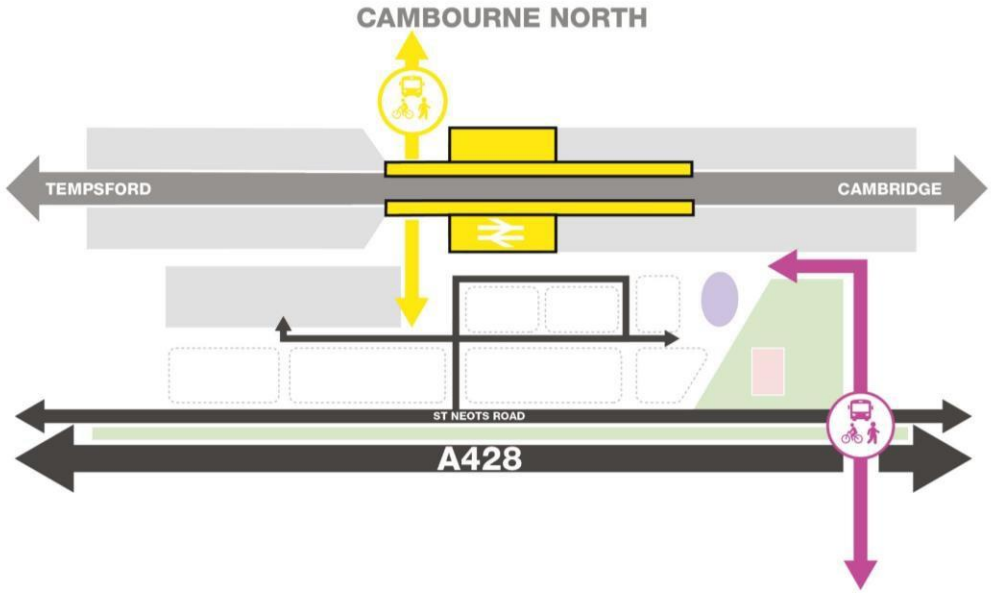
Package 02 – Maximise Active Travel



A428 CROSSING:	UNDERPASS:	STATION:
A428 ACTIVE TRAVEL	NO UNDERPASS	BASELINE
A428 BUS / ACTIVE TRAVEL	EASTERN NMU UNDERPASS	ENHANCED CONNECTIVITY
	EASTERN UNDERPASS WITH BUS	*ENHANCED CONNECTIVITY WITH BUS*

Cambourne Growth Strategy Programme

Package 03 – Maximise Station Connectivity



A428 CROSSING:

- A428 ACTIVE TRAVEL
- A428 BUS / ACTIVE TRAVEL

UNDERPASS:

- NO UNDERPASS
- EASTERN NMU UNDERPASS
- EASTERN UNDERPASS WITH BUS

STATION:

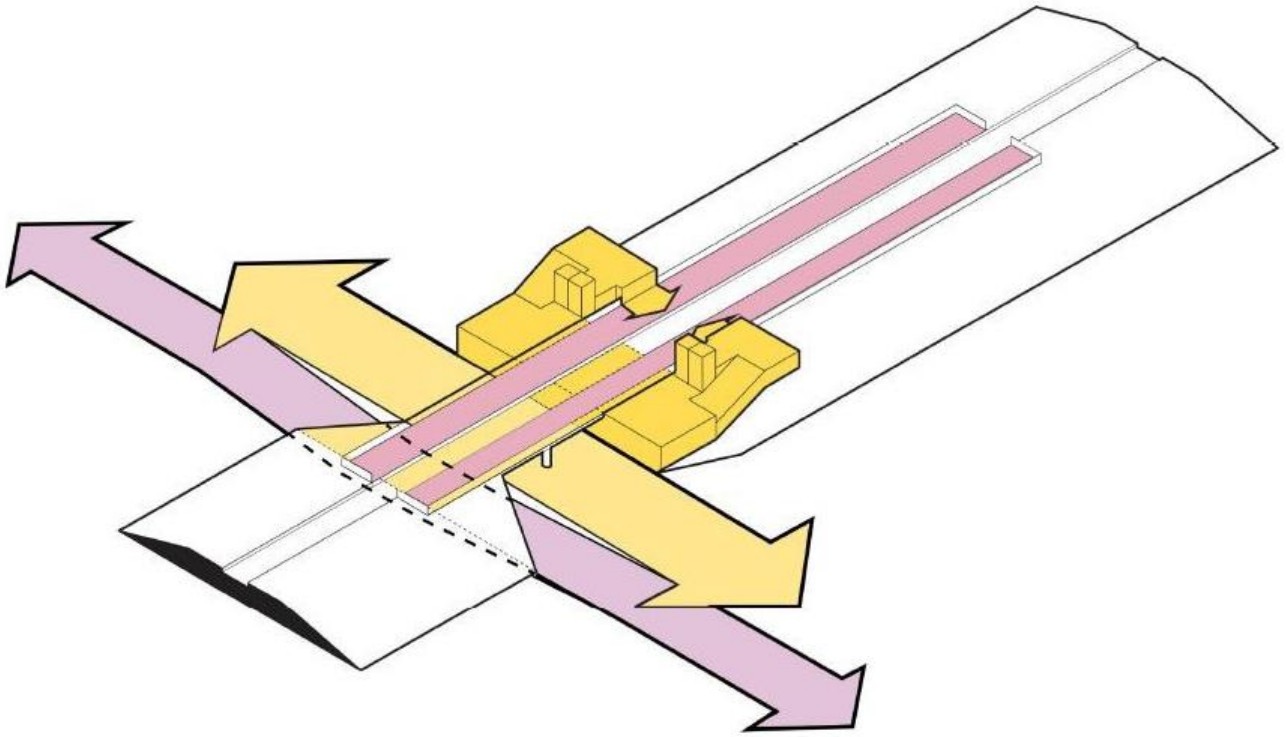
- BASELINE
- ENHANCED CONNECTIVITY
- ENHANCED CONNECTIVITY WITH BUS

REQUIRES FURTHER TECHNICAL DEVELOPMENT TO UNDERSTAND FEASIBILITY

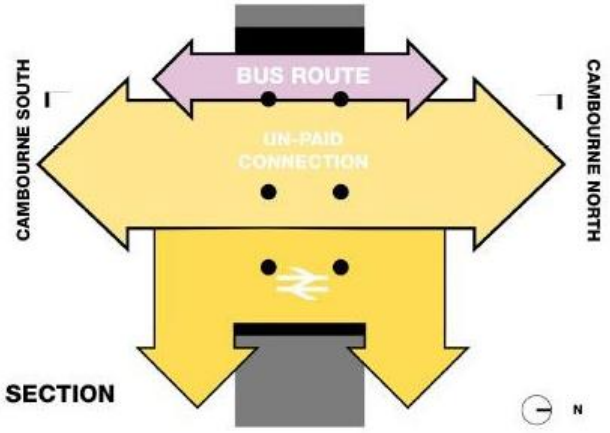
Workshop 2

Option 07 Overview

ISOMETRIC



PLAN



SECTION

Notes:

- Option 07 proposes a large multi-span underbridge beneath the platforms, that also provides a bus connection between north and south sides of the rail corridor.
- Creates the most generous at-grade connection between North and South Cambourne.
- Allows the station entrance to be consolidated beneath the platforms, serving both sides via a single gateline.
- Platform access is provided via stairs and lifts.
- Construction would require localised excavation.

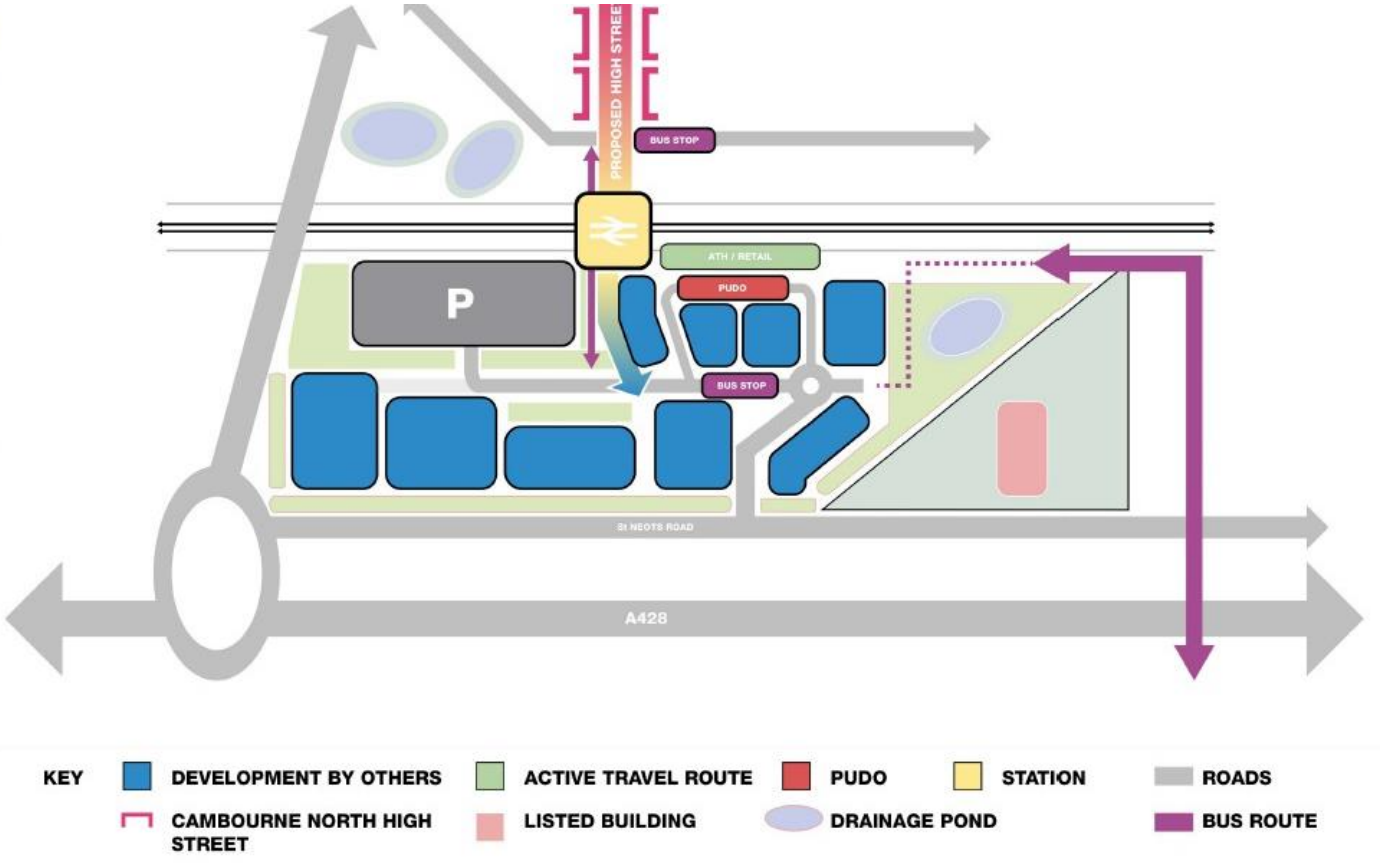
KEY

- UN-PAID CONCOURSE
- PAID CONCOURSE
- BUS CONNECTION

Site Strategy

The High Street study has been developed to explore the integration of the bus link across the A428 and St Neots Road. This has informed the introduction of a new bus connection that skirts the eastern drainage pond and ties into the existing roundabout.

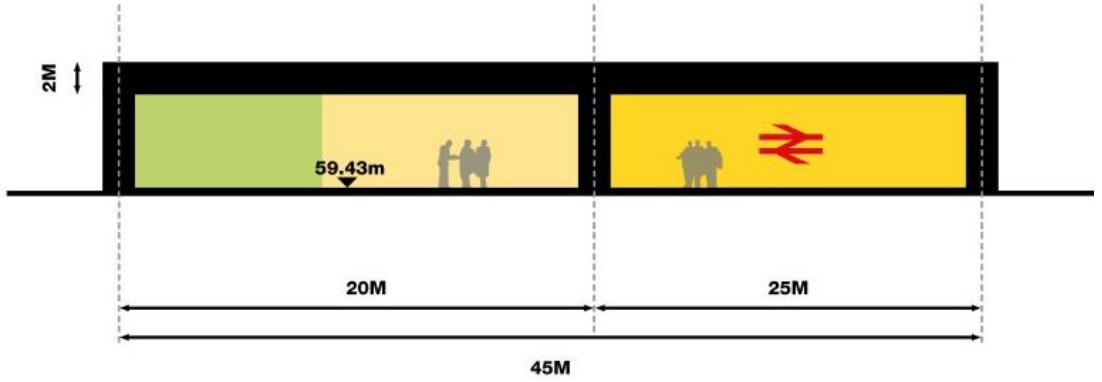
A bus stop will be located along the east–west route on the southern side, serving the adjacent employment zone. The route then turns north, passing beneath the rail corridor before arriving at the station, where additional bus stops will provide direct service to the station and integrate with the wider Cambourne North proposals.



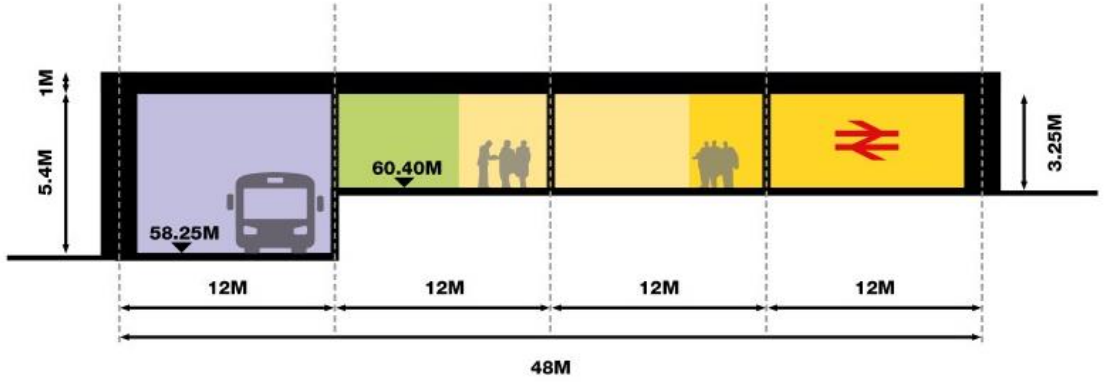
Structural Strategy

To minimise the extent of excavation required for the bus underpass, the structural strategy was revised. This involved adopting a 12m column grid, resulting in an increased number of columns. In turn, this allowed for a **reduction in the overall structural depth by 1m**. This adjustment has significantly reduced the excavation requirements across the site.

Option 06 – Structural Deck



Option 07 – Structural Deck

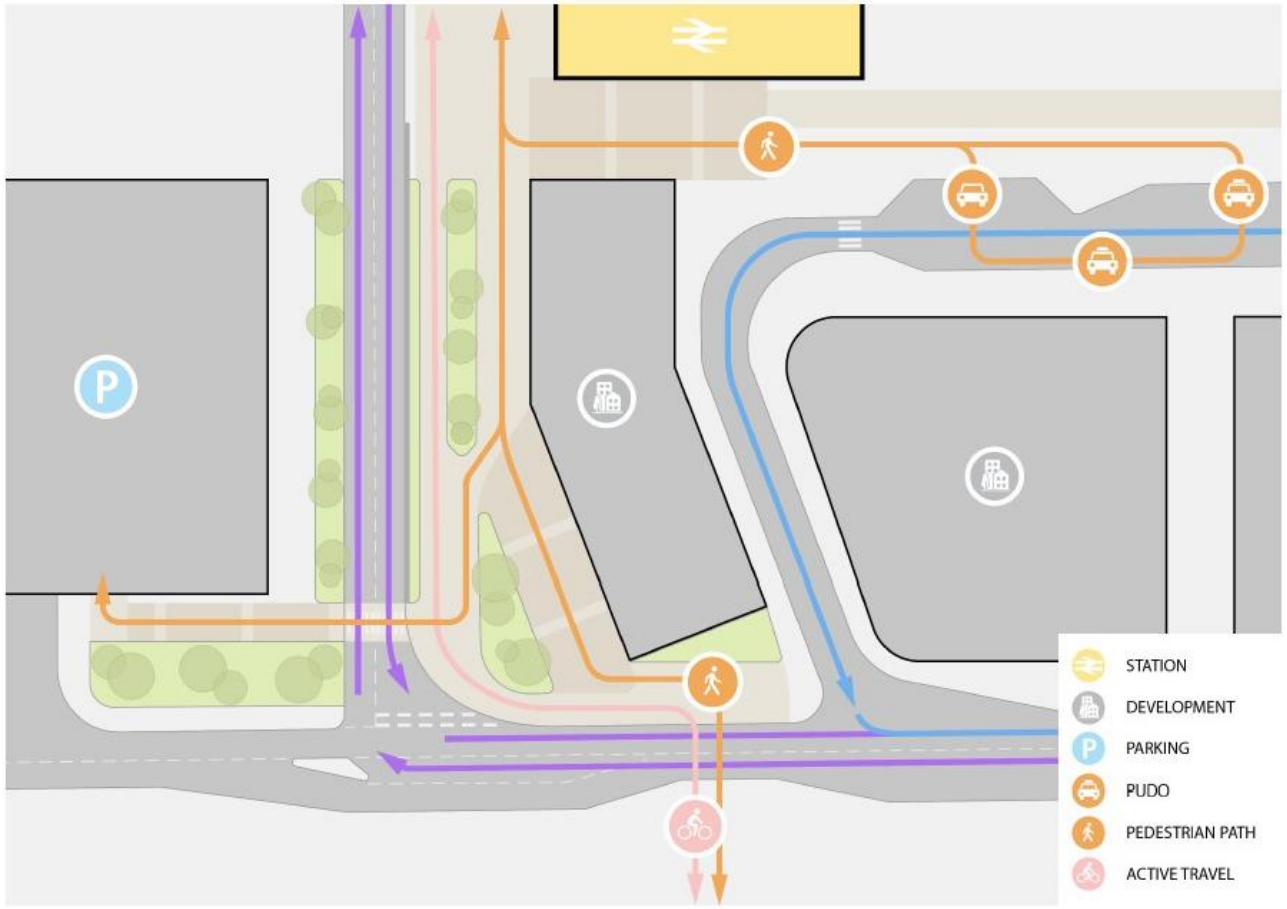


South Station Forecourt

To improve bus sightlines, the pick-up and drop-off (PUDO) tie-in has been relocated eastward. This creates an opportunity for a landmark building between the PUDO and the station, helping to activate the public realm through active commercial frontages.

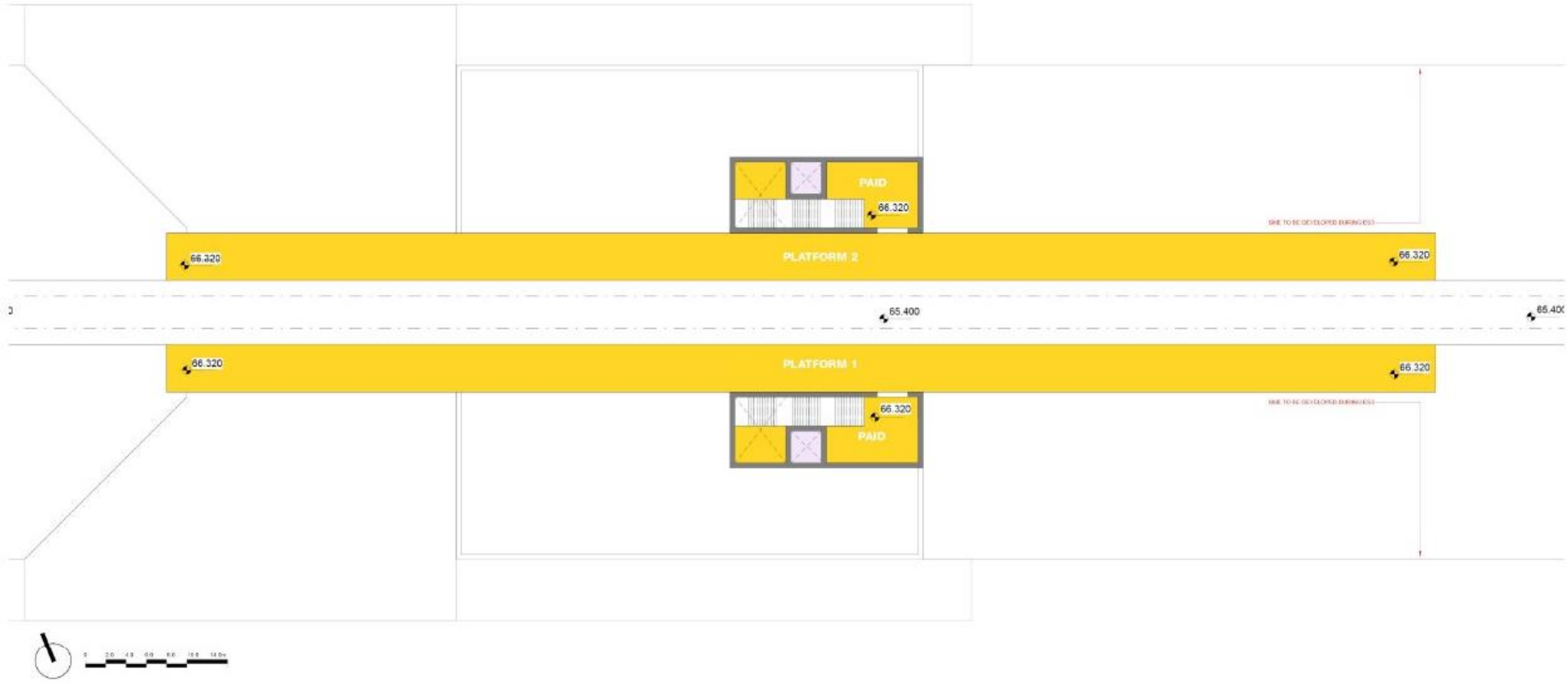
The station forecourt will be lowered to the west to accommodate buses, with a pedestrian crossing located at the top of the ramp providing access to the multi-storey car park (MSCP).

In parallel, a segregated active travel route will run through the forecourt, enhancing north south connectivity and promoting safer, more efficient movement for pedestrians and cyclists.



Option 07 – Concourse Level

Option 07 – Concourse Level



Workshop 3

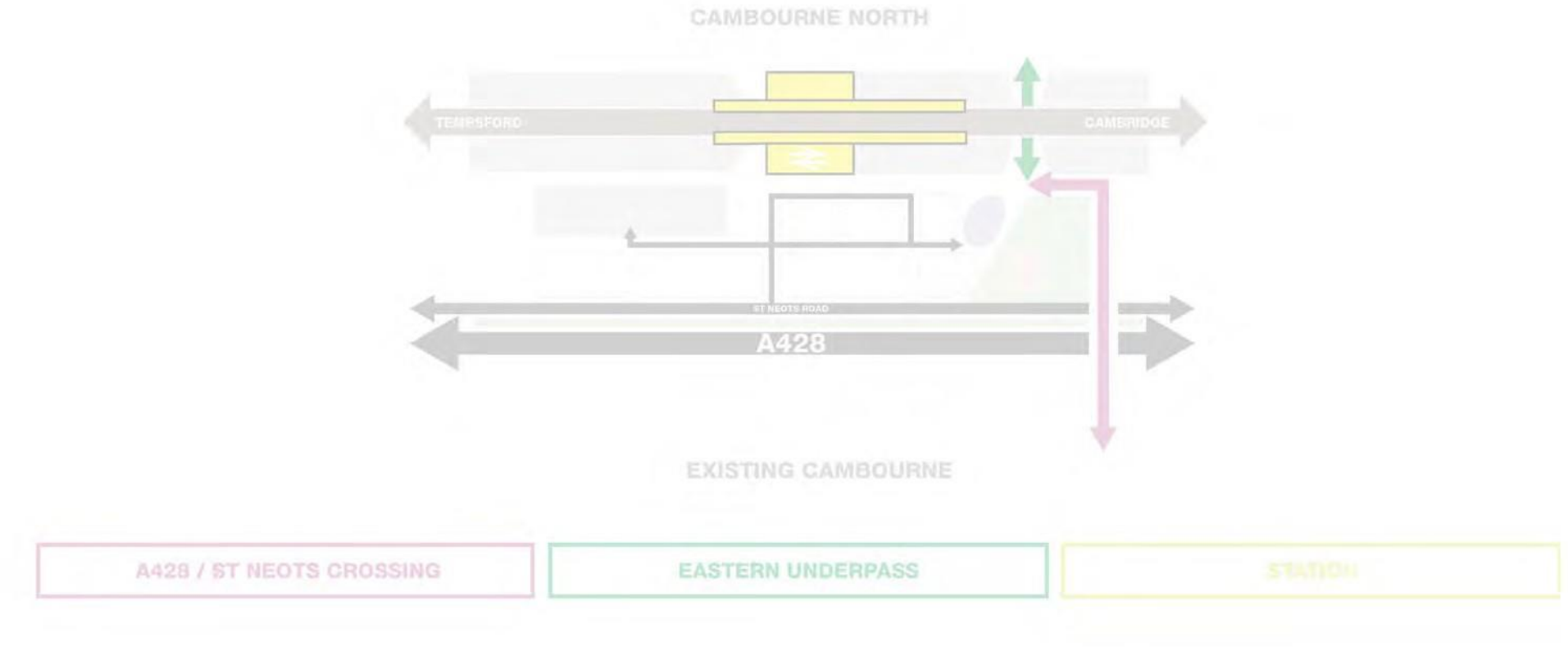
Cambourne
Growth
Strategy
Programme

Overview

- Station Vision Configuration Overview
- Southern Access Arrangement
- Baseline Station Overview
- Enhanced Connectivity Bus Link Overview

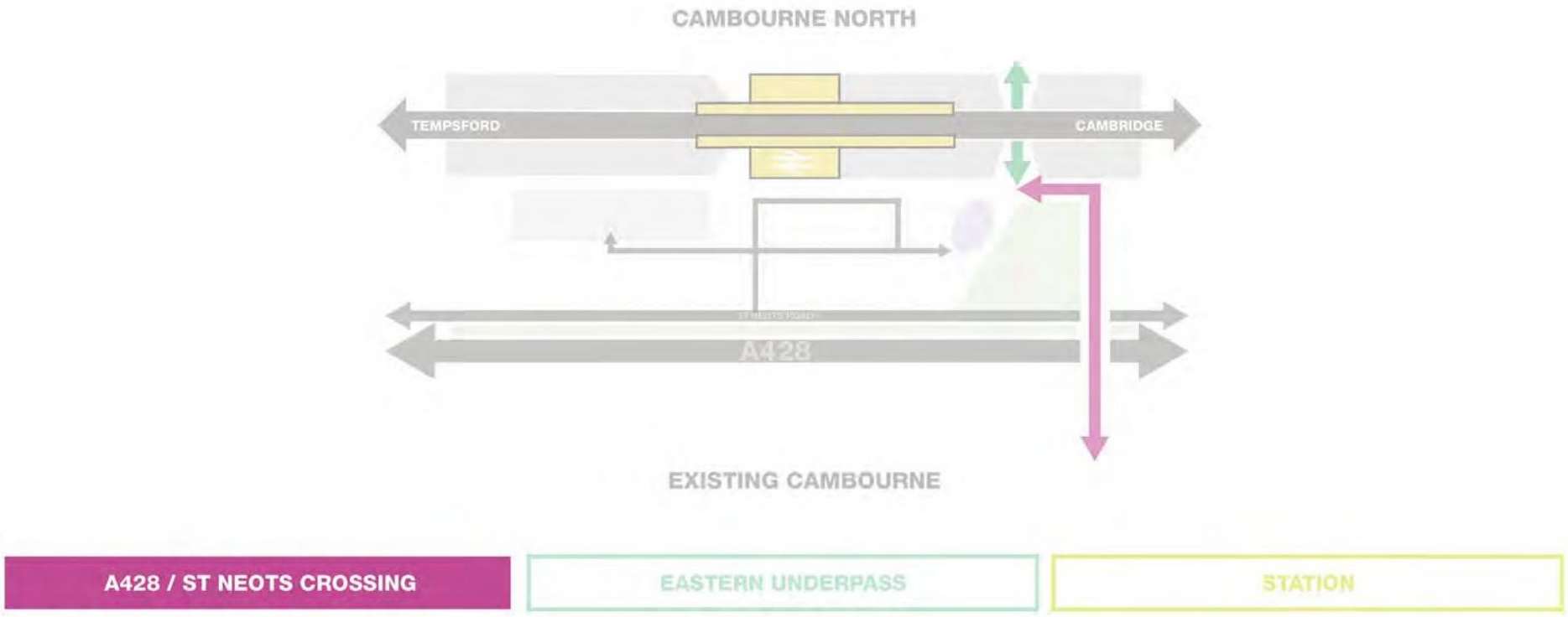
COMPONENTS OF THE STATION VISION

Cambourne
Growth
Strategy
Programme



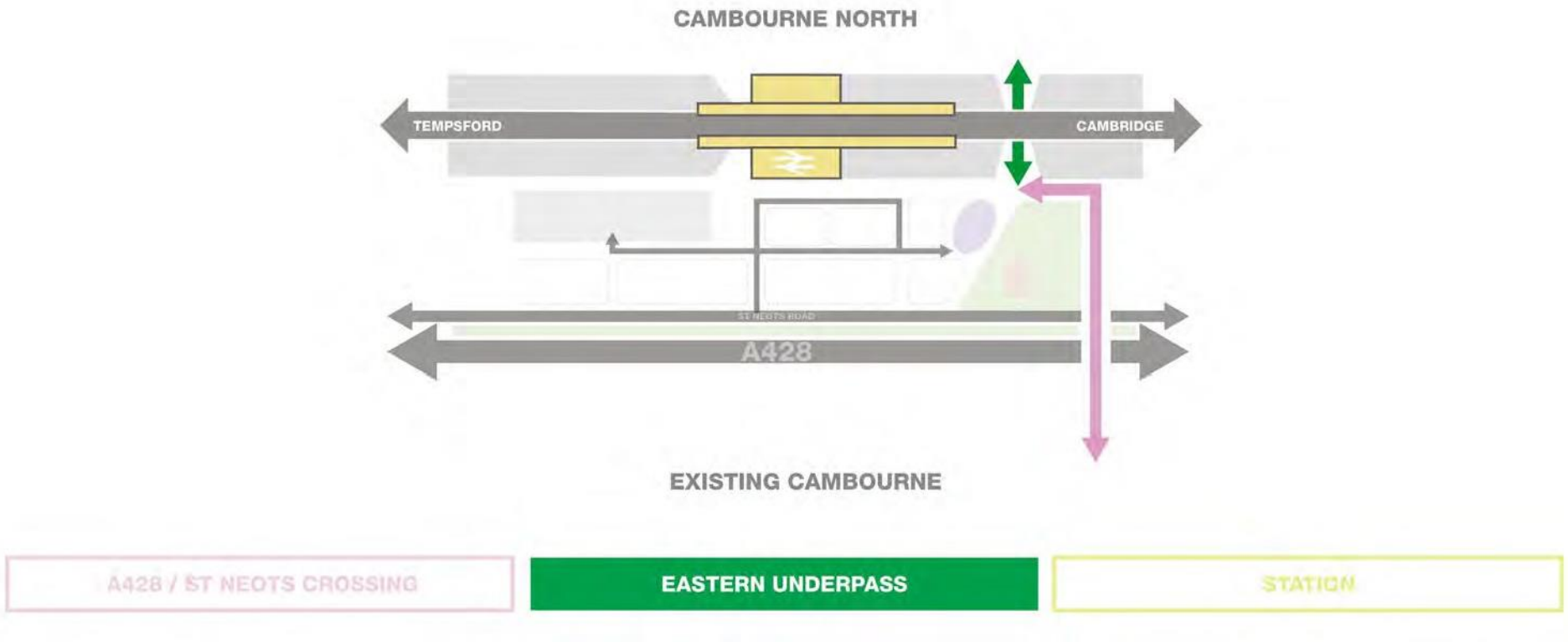
COMPONENTS OF THE STATION VISION

Cambourne Growth Strategy Programme

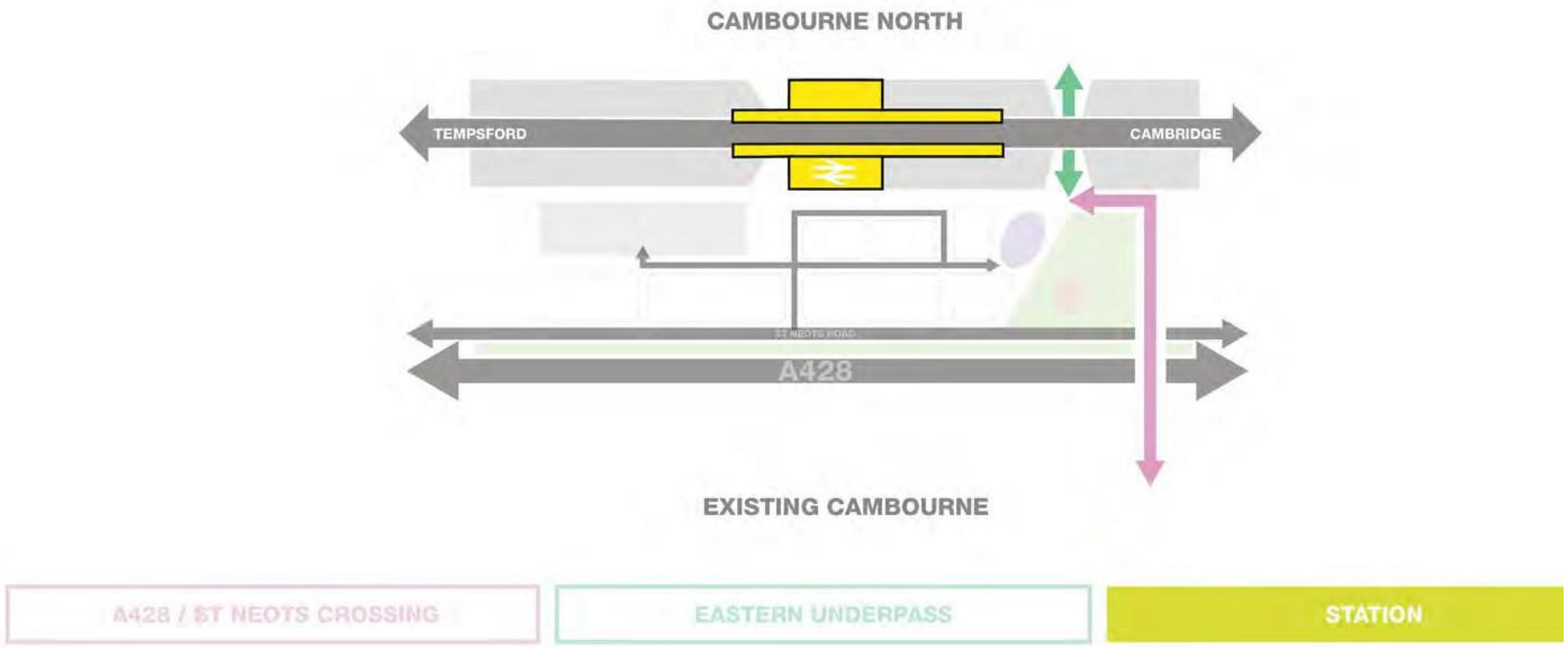


COMPONENTS OF THE STATION VISION

Cambourne Growth Strategy Programme

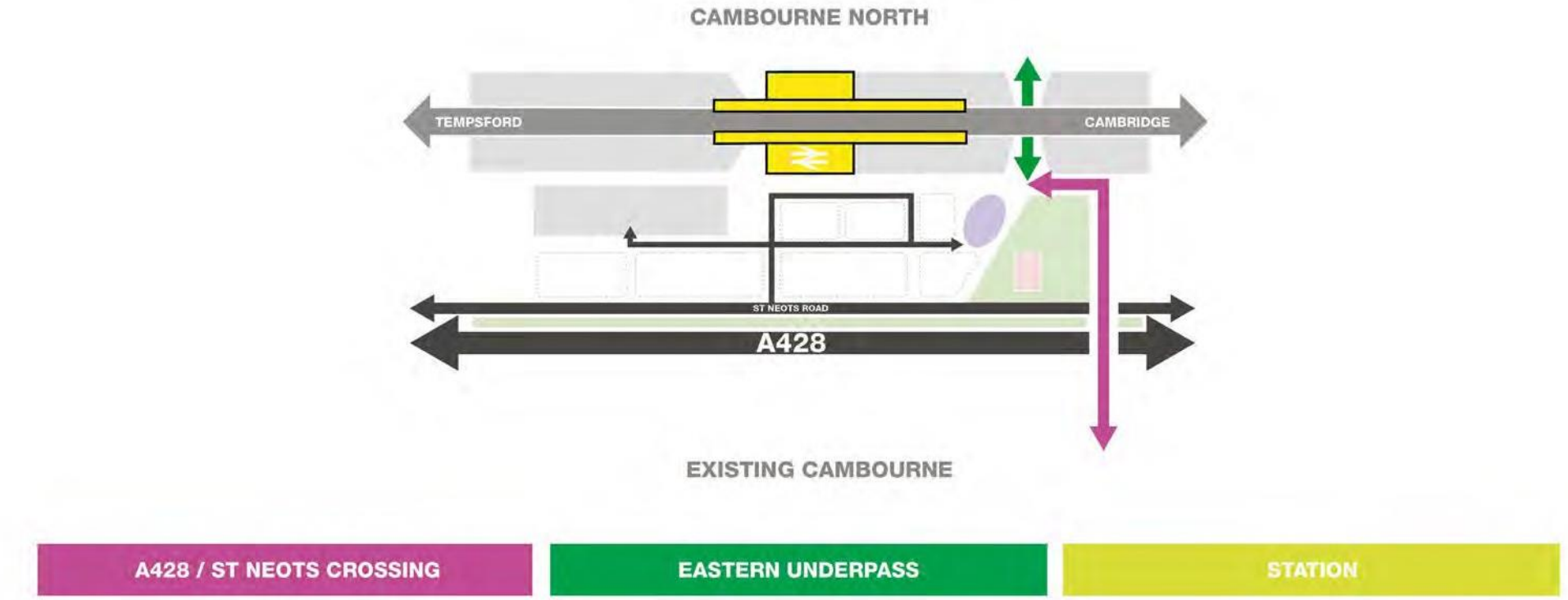


COMPONENTS OF THE STATION VISION

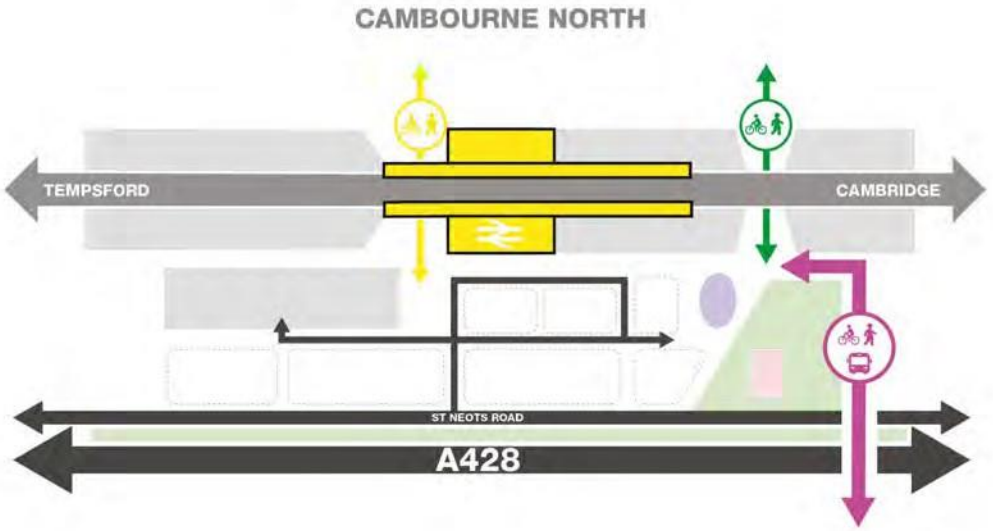


COMPONENTS OF THE STATION VISION

Cambourne Growth Strategy Programme



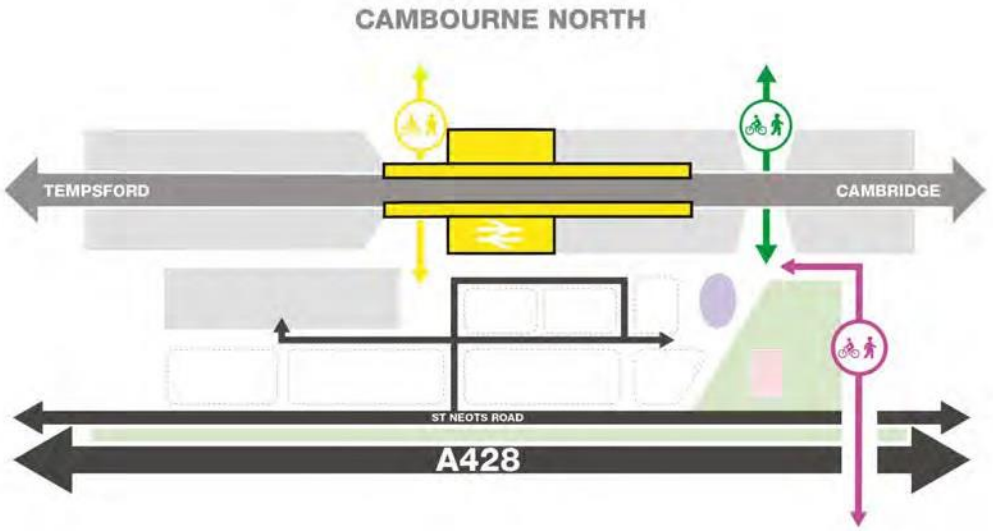
PACKAGE 01



EXISTING CAMBOURNE

STATION:	UNDERPASS:	A428 CROSSING:
BASELINE	NO UNDERPASS	A428 ACTIVE TRAVEL
ENHANCED CONNECTIVITY	EASTERN UNDERPASS	A428 BUS / ACTIVE TRAVEL
ENHANCED CONNECTIVITY WITH BUS		

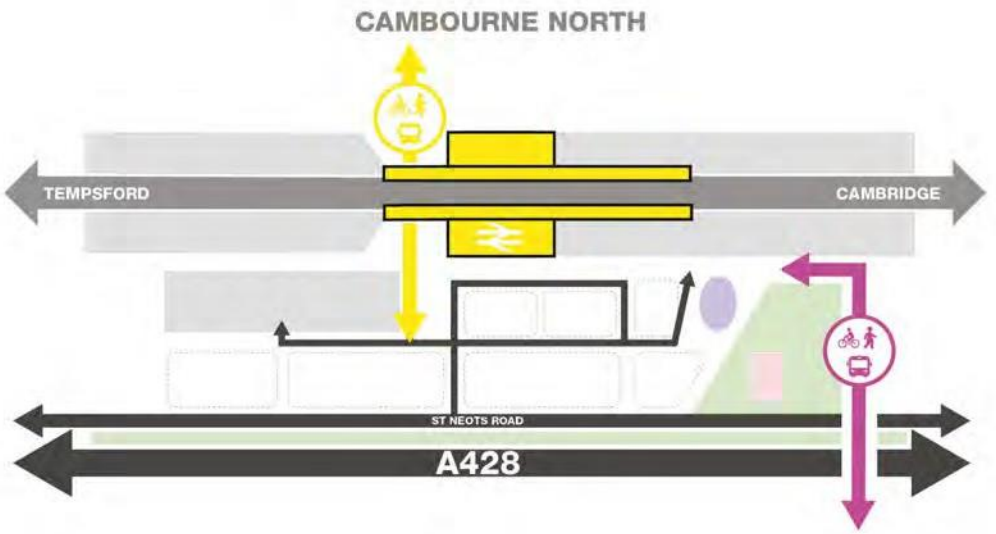
PACKAGE 02



EXISTING CAMBOURNE

STATION:	UNDERPASS:	A428 CROSSING:
BASELINE	NO UNDERPASS	A428 ACTIVE TRAVEL
ENHANCED CONNECTIVITY	EASTERN UNDERPASS	A428 BUS / ACTIVE TRAVEL
ENHANCED CONNECTIVITY WITH BUS		

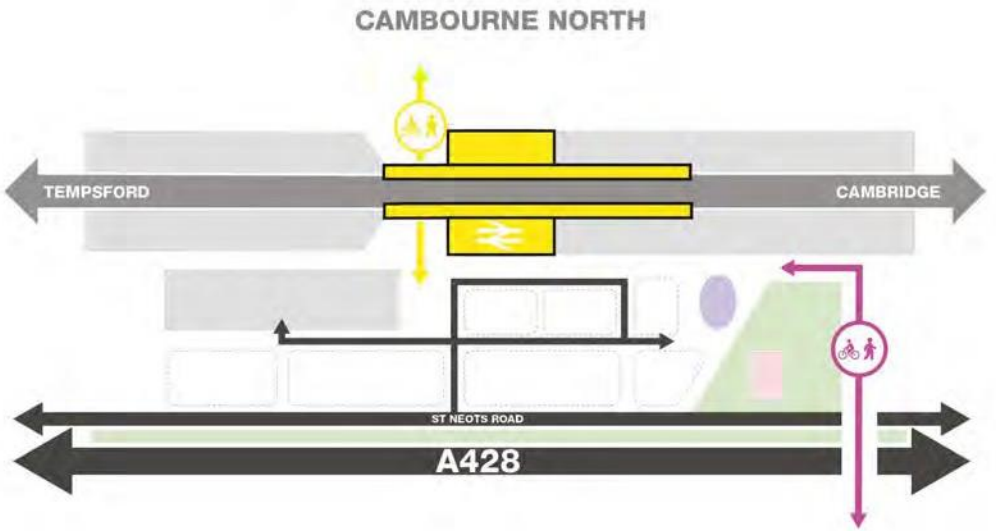
PACKAGE 03



EXISTING CAMBOURNE

STATION:	UNDERPASS:	A428 CROSSING:
BASELINE	NO UNDERPASS	A428 ACTIVE TRAVEL
ENHANCED CONNECTIVITY	EASTERN UNDERPASS	A428 BUS / ACTIVE TRAVEL
ENHANCED CONNECTIVITY WITH BUS		

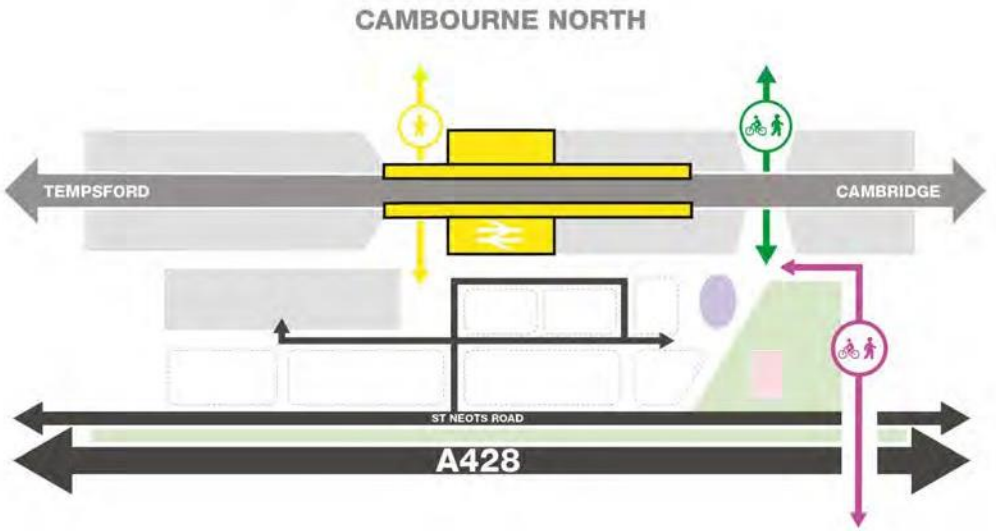
PACKAGE 04



EXISTING CAMBOURNE

STATION:	UNDERPASS:	A428 CROSSING:
BASELINE	NO UNDERPASS	A428 ACTIVE TRAVEL
ENHANCED CONNECTIVITY	EASTERN UNDERPASS	A428 BUS / ACTIVE TRAVEL
ENHANCED CONNECTIVITY WITH BUS		

PACKAGE 05



EXISTING CAMBOURNE

STATION:	UNDERPASS:	A428 CROSSING:
BASELINE	NO UNDERPASS	A428 ACTIVE TRAVEL
ENHANCED CONNECTIVITY	EASTERN UNDERPASS	A428 BUS / ACTIVE TRAVEL
ENHANCED CONNECTIVITY WITH BUS		

OPTIONS SUMMARY

Cambourne Growth Strategy Programme

Package no.	Package components
Package 1	Station NMU (Non-Motorised User) underpass (AR option 6) + active travel bridge bus lane + eastern underpass (NMU)
Package 2	Station NMU underpass (AR option 6) + eastern underpass (NMU)
Package 3	Station bus underpass (AR option 7) + active travel bridge bus lane
Package 4	Station NMU underpass (AR option 6)
Package 5	NMU underpass east of station + baseline station underpass (option 5)

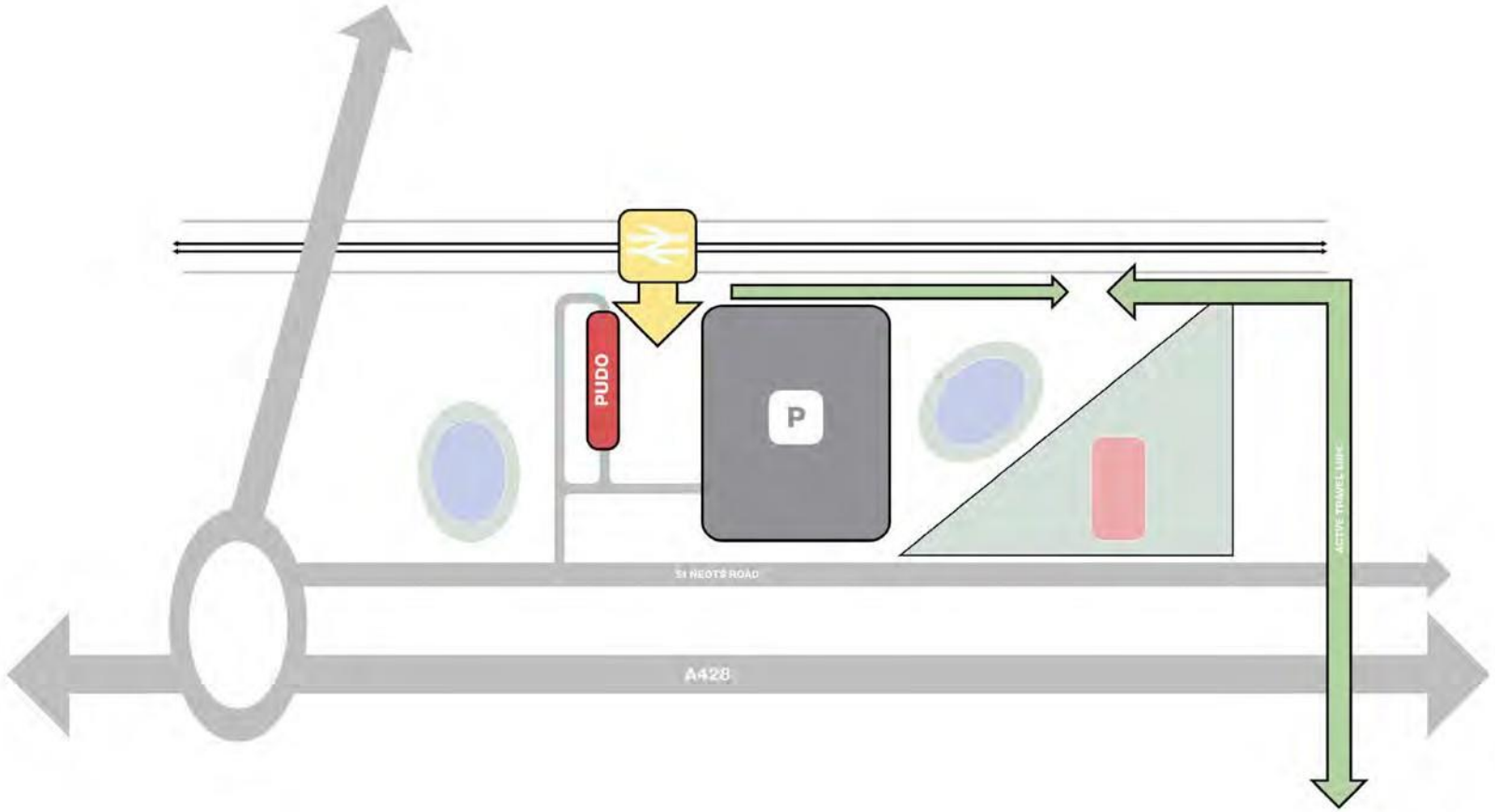
OPTIONS SUMMARY

Cambourne Growth Strategy Programme

Package no.	Package components
Package 1	Station NMU (Non-Motorised User) underpass (AR option 6) + active travel bridge bus lane + eastern underpass (NMU)
Package 2	Station NMU underpass (AR option 6) + eastern underpass (NMU)
Package 3	**Station bus underpass (AR option 7) + active travel bridge bus lane**
Package 4	Station NMU underpass (AR option 6)
Package 5	NMU underpass east of station + baseline station underpass (option 5)

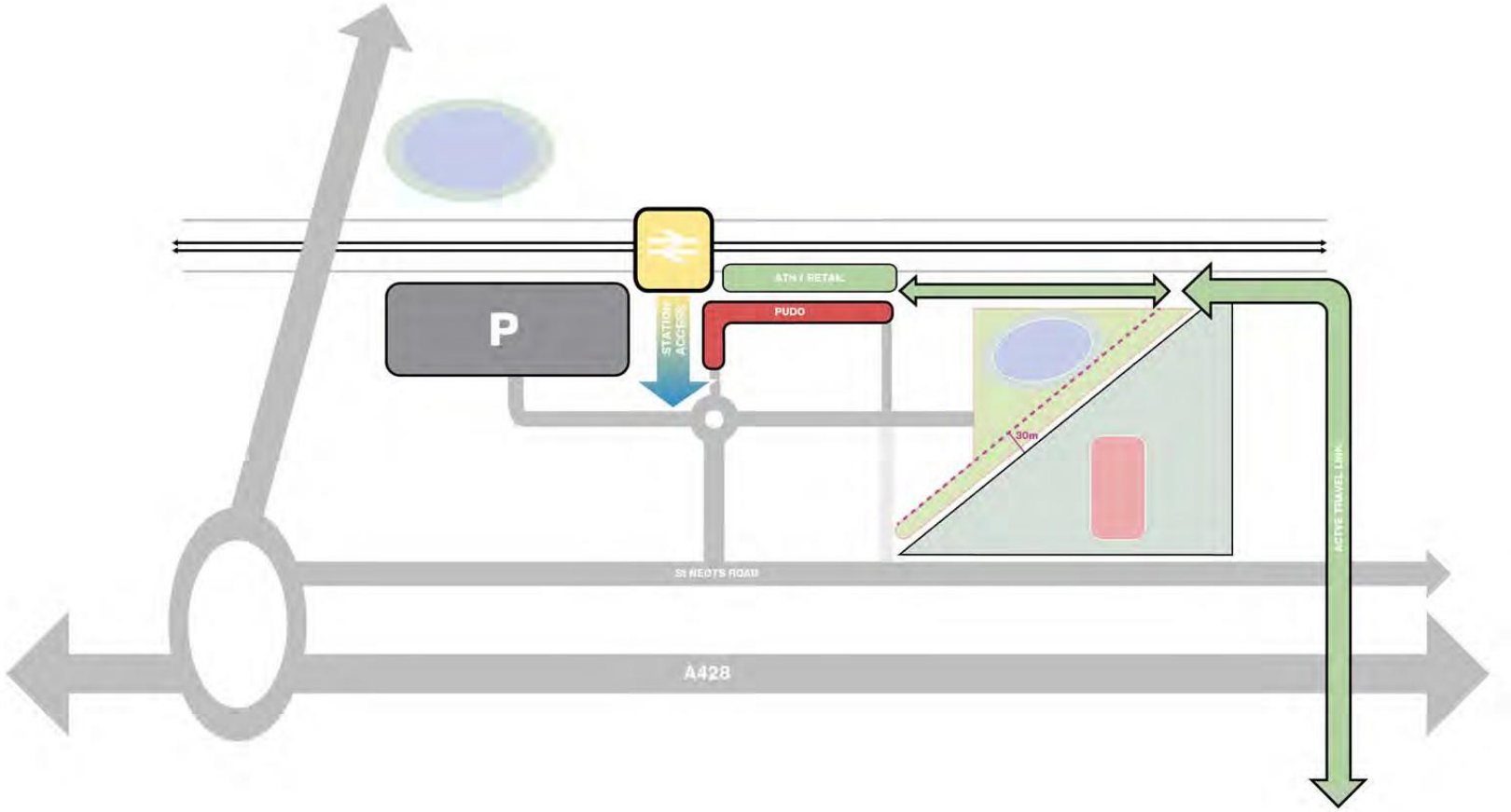
SOUTHERN ACCESS ARRANGEMENTS

DD5.1D



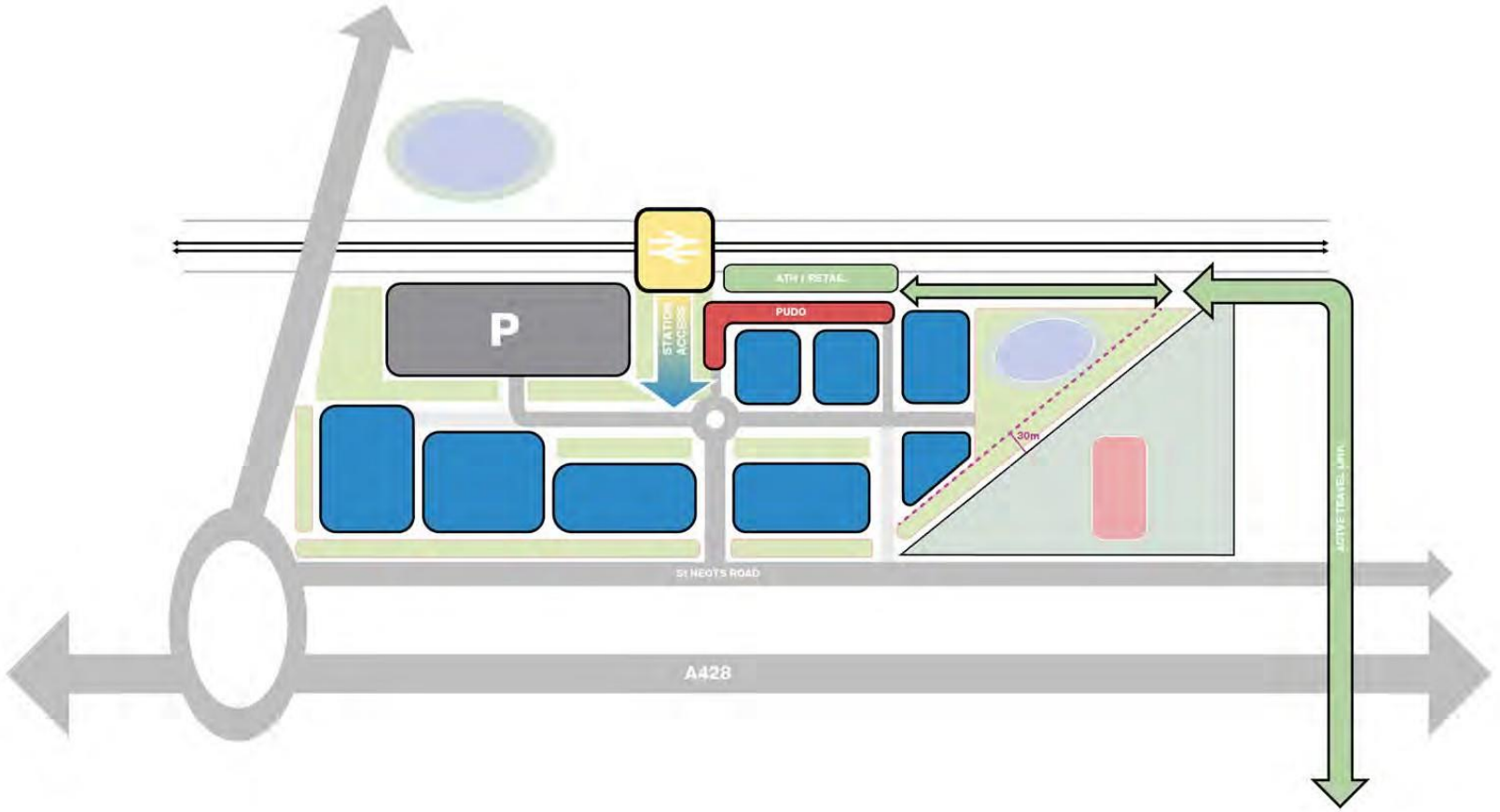
Cambourne Growth Strategy Programme

HIGHSTREET ARRANGMENT



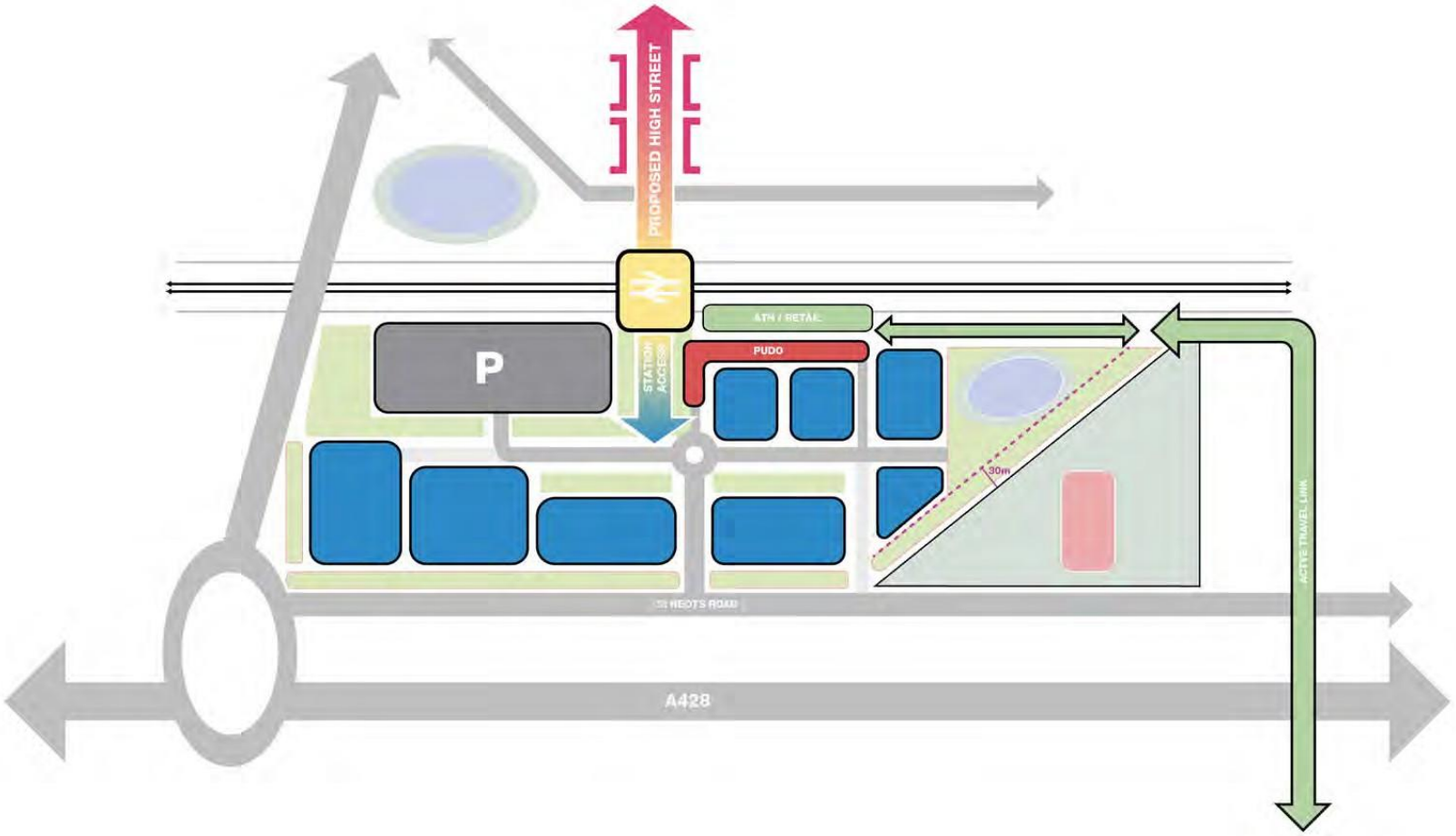
SOUTHERN DEVELOPMENT PLOTS

Cambourne Growth Strategy Programme



Cambourne Growth Strategy Programme

CAMBOURNE NORTH INTERGRATION



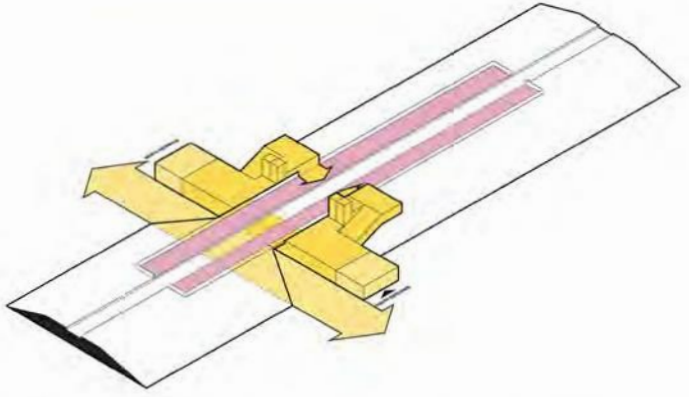
DESIGN STUDY OVERVIEW

VERTICAL TRACK ALIGNMENT

DESIGN OPTIONS

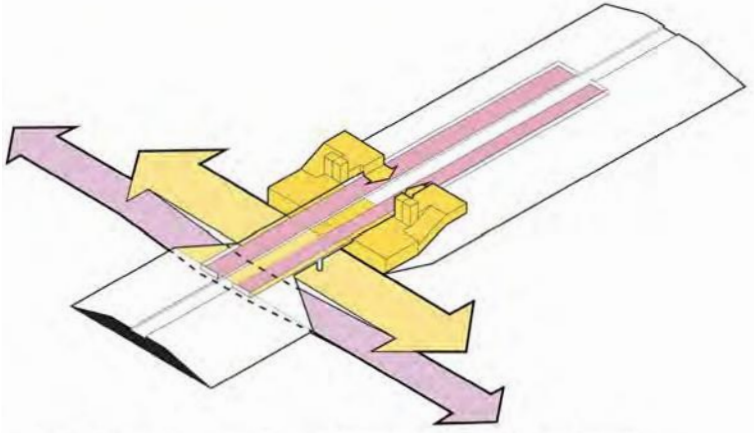
Cambourne Growth Strategy Programme

BASELINE



The baseline design includes an underpass connection to North Cambourne, providing a paid connection within the station. This arrangement has been established as the revised design baseline to respond to the vertical track alignment.

ENHANCED CONNECTIVITY WITH BUS

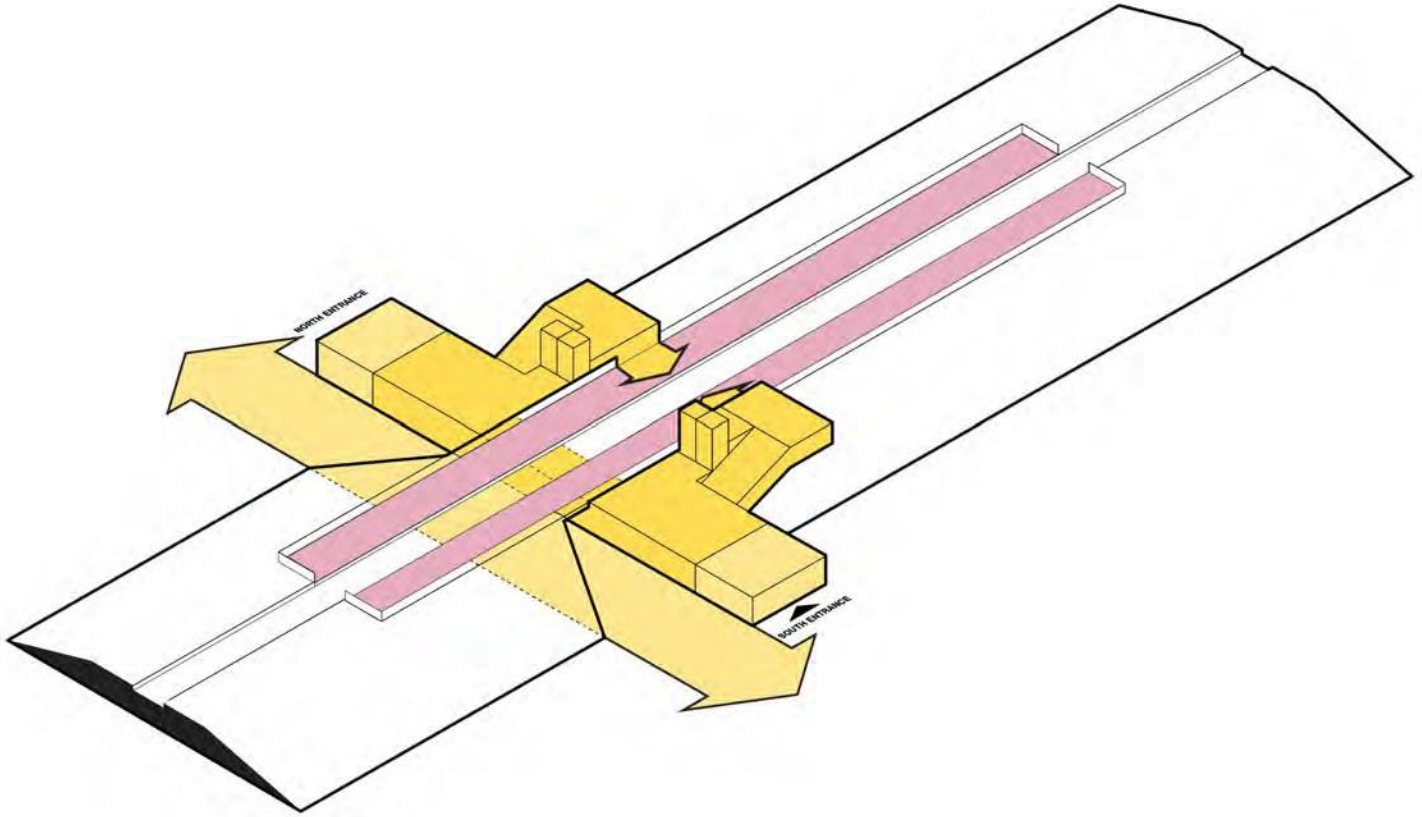


The Enhanced Connectivity Option provides the potential to integrate a bus connection adjacent to the station underpass, strengthening its role as a meaningful urban connection.

BASELINE STATION DESIGN

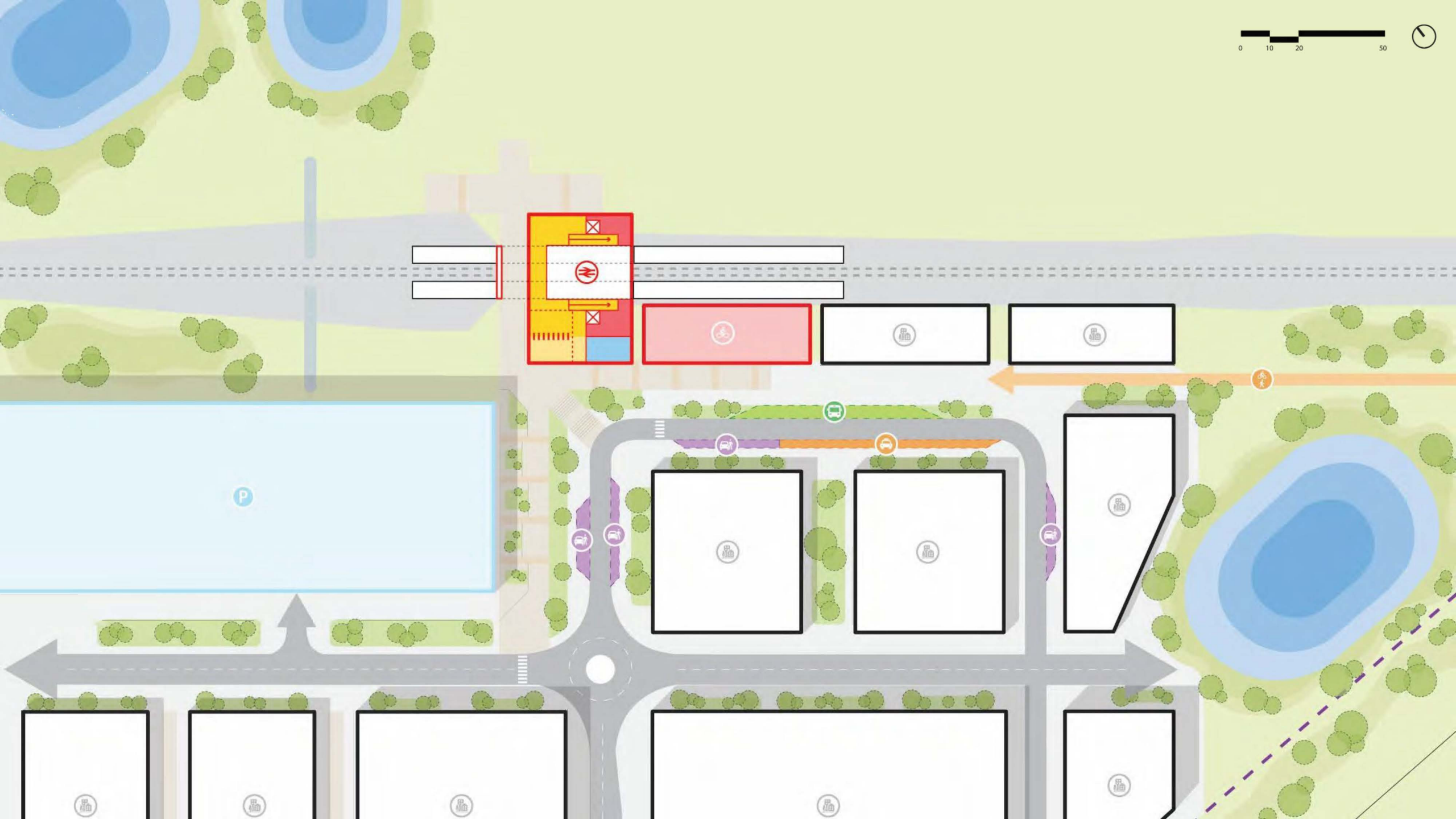

Cambourne
Cambourne

BASELINE



CONCOURSE PLAN

Cambourne Growth Strategy Programme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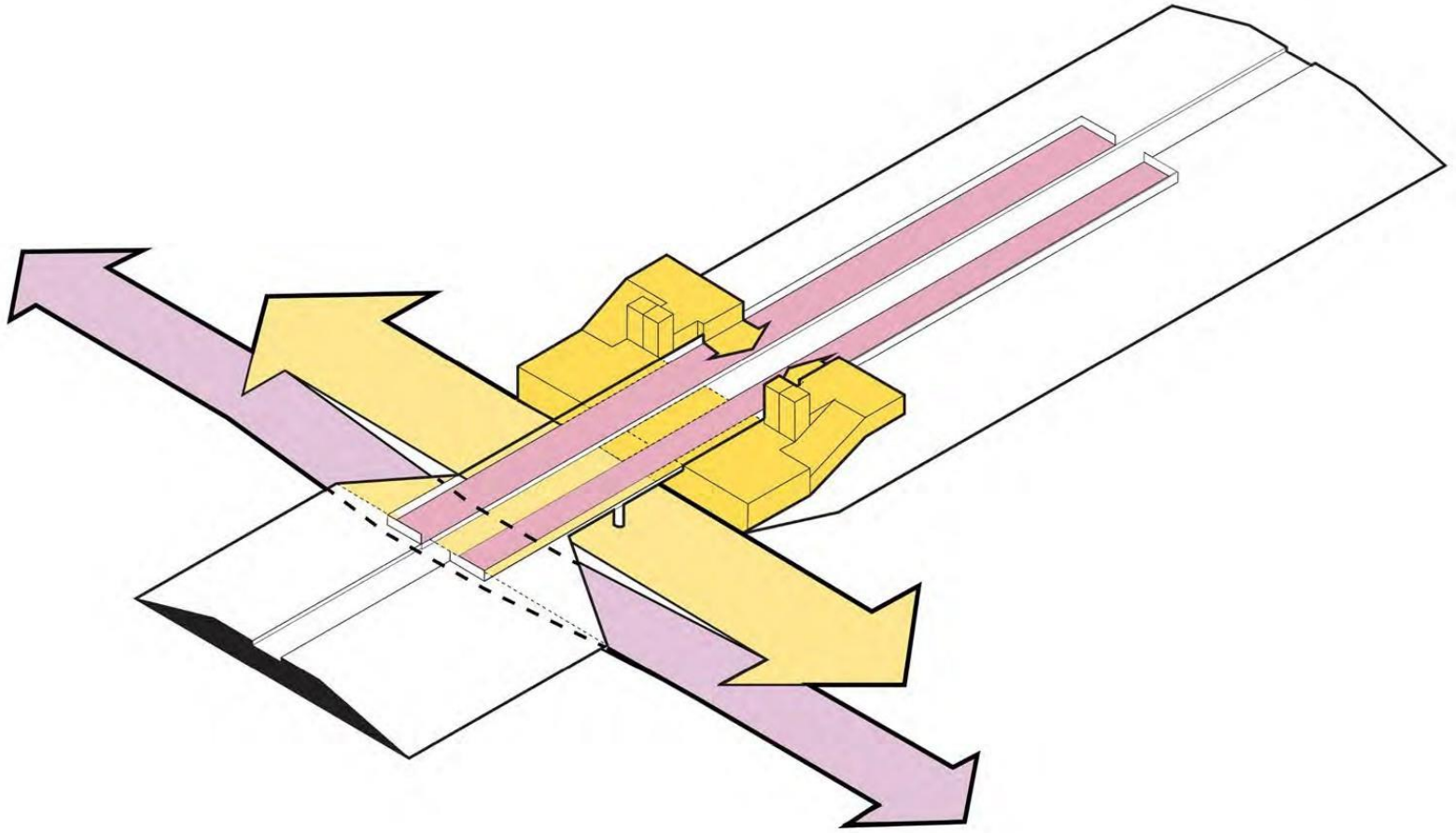
ENHANCED CONNECTIVITY BUS LINK

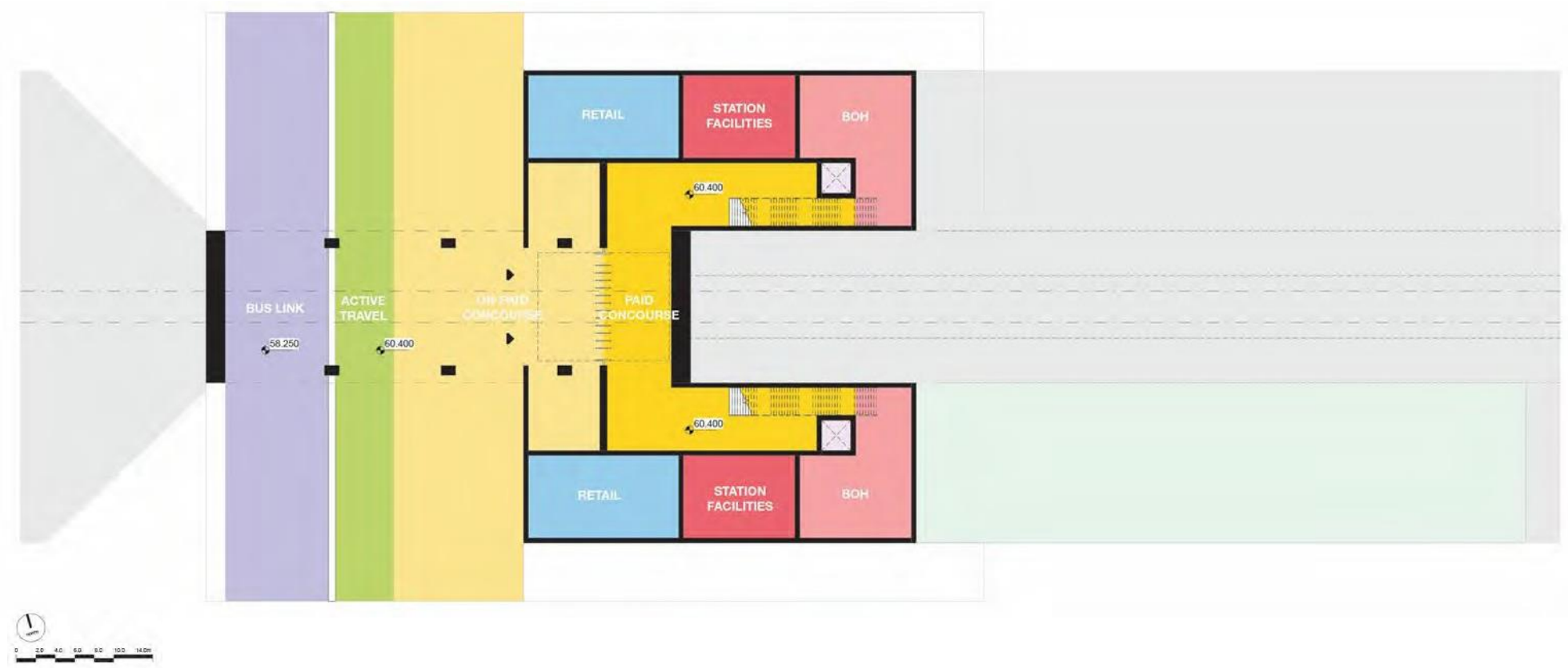
SUBJECT TO THIRD PARTY FUNDING

BUS LINK CONNECTIVITY

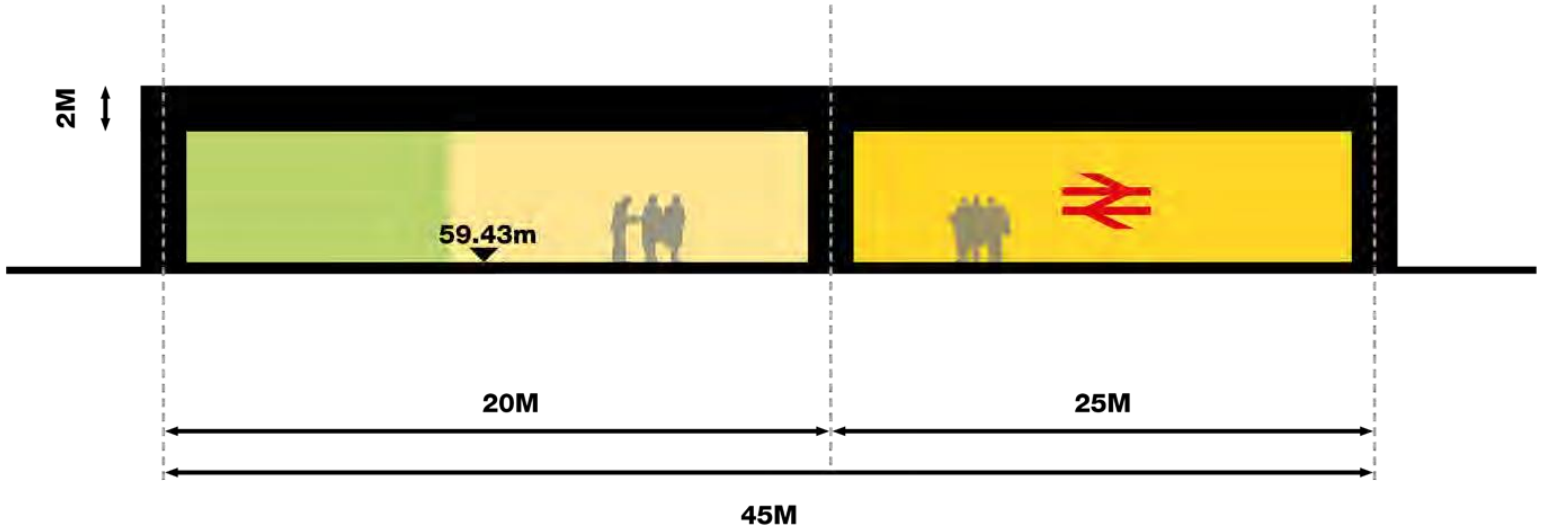


CONCOURSE PLAN

Cambourne Growth Strategy Programme

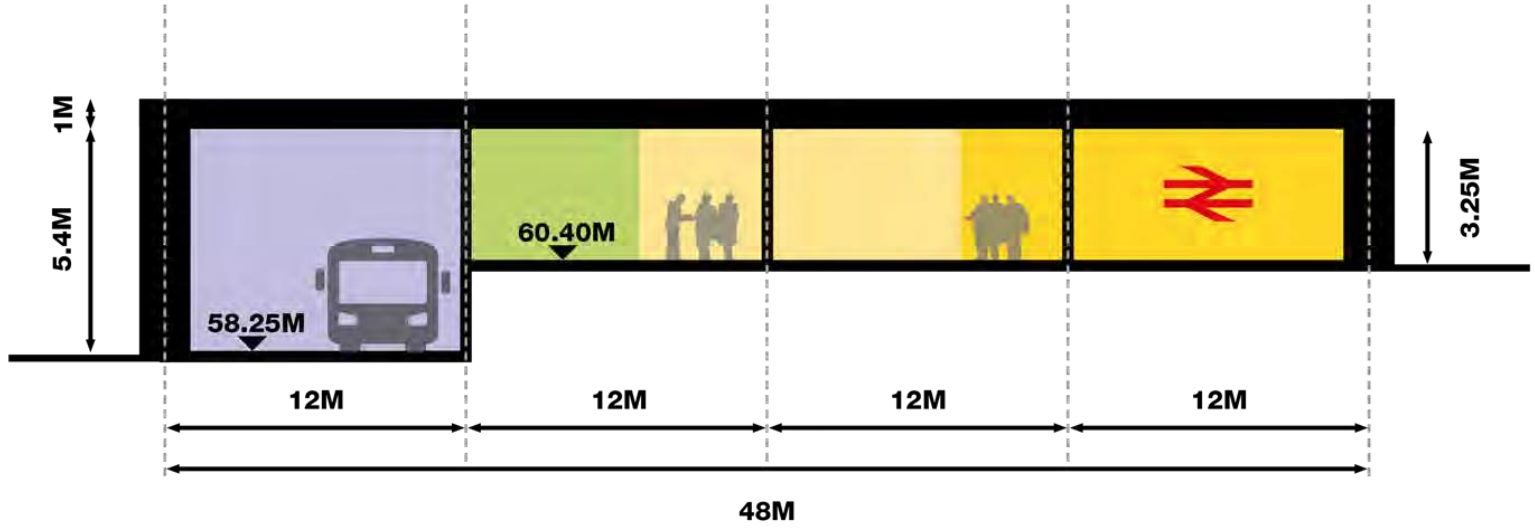


STRUCTURAL DESIGN DEVELOPMENT



PAID CONCOURSE
UP-PAID CONCOURSE
ACTIVE TRAVEL ROUTE
ACTIVE TRAVEL HUB
BUS LINK
RETAIL
STATION FACILITIES
BOH

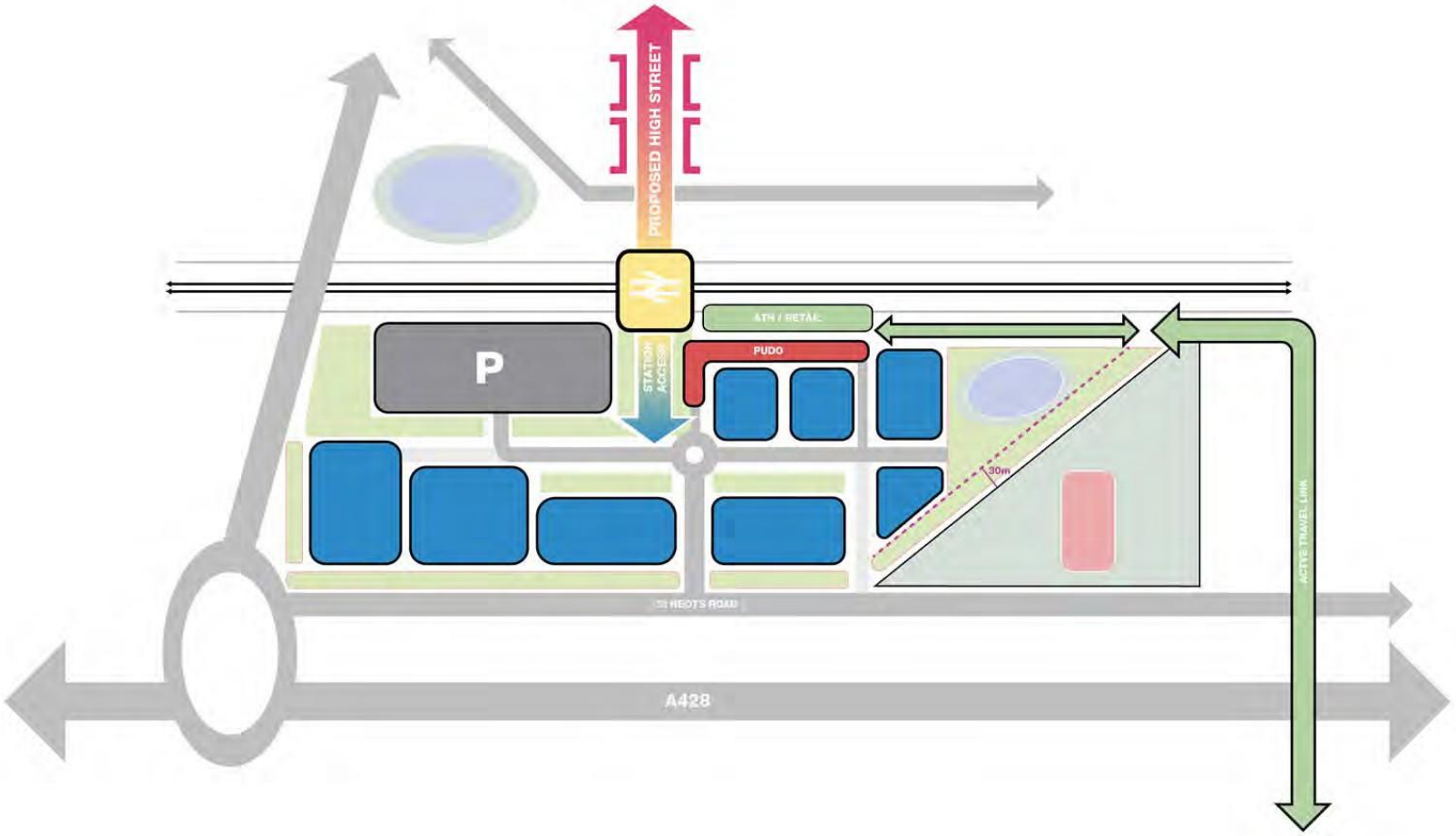
STRUCTURAL DESIGN DEVELOPMENT



PAID CONCOURSE
UP-PAID CONCOURSE
ACTIVE TRAVEL ROUTE
ACTIVE TRAVEL HUB
BUS LINK
RETAIL
STATION FACILITIES
BOH

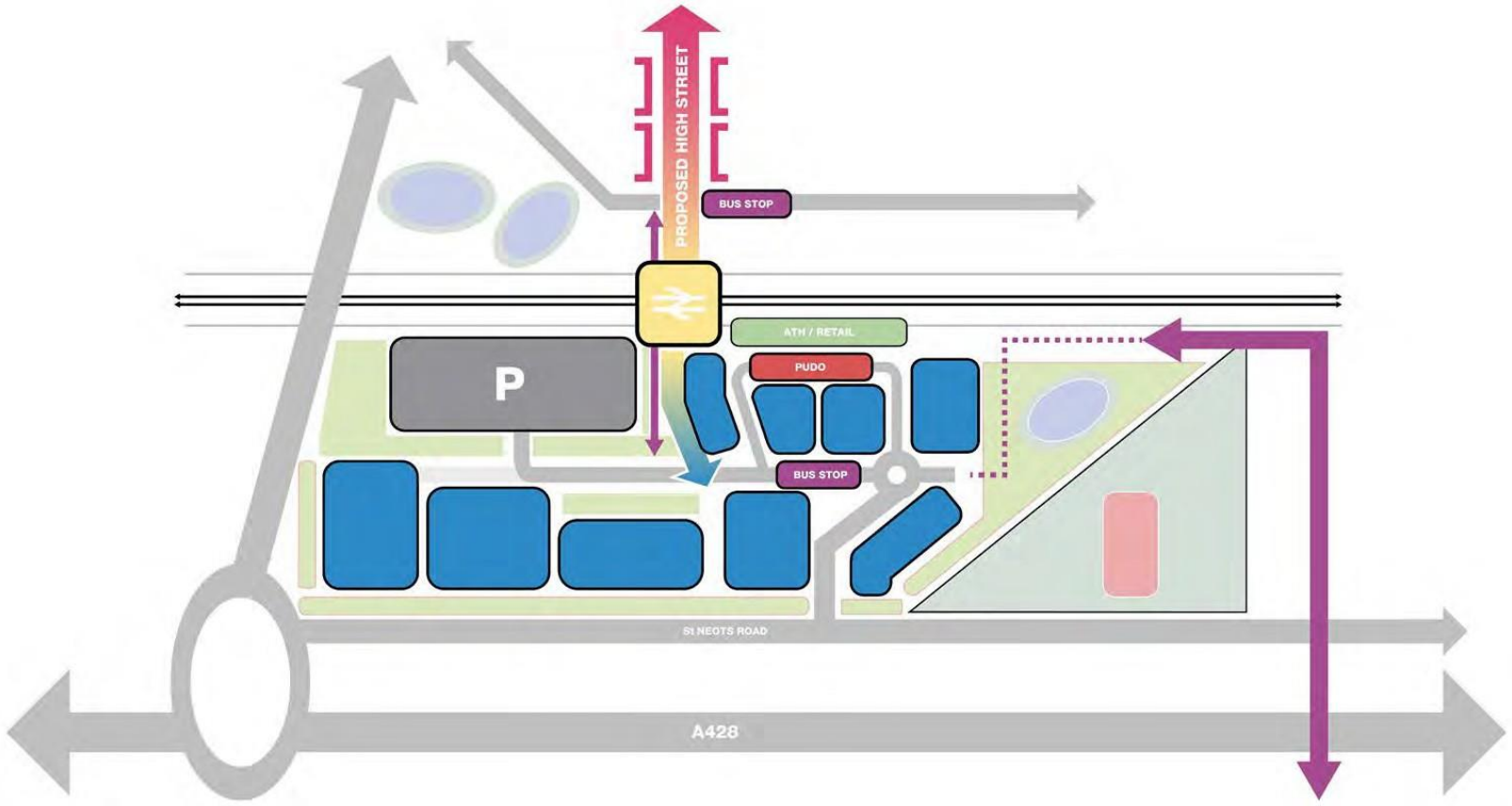
Cambourne Growth Strategy Programme

CAMBOURNE NORTH INTERGRATION



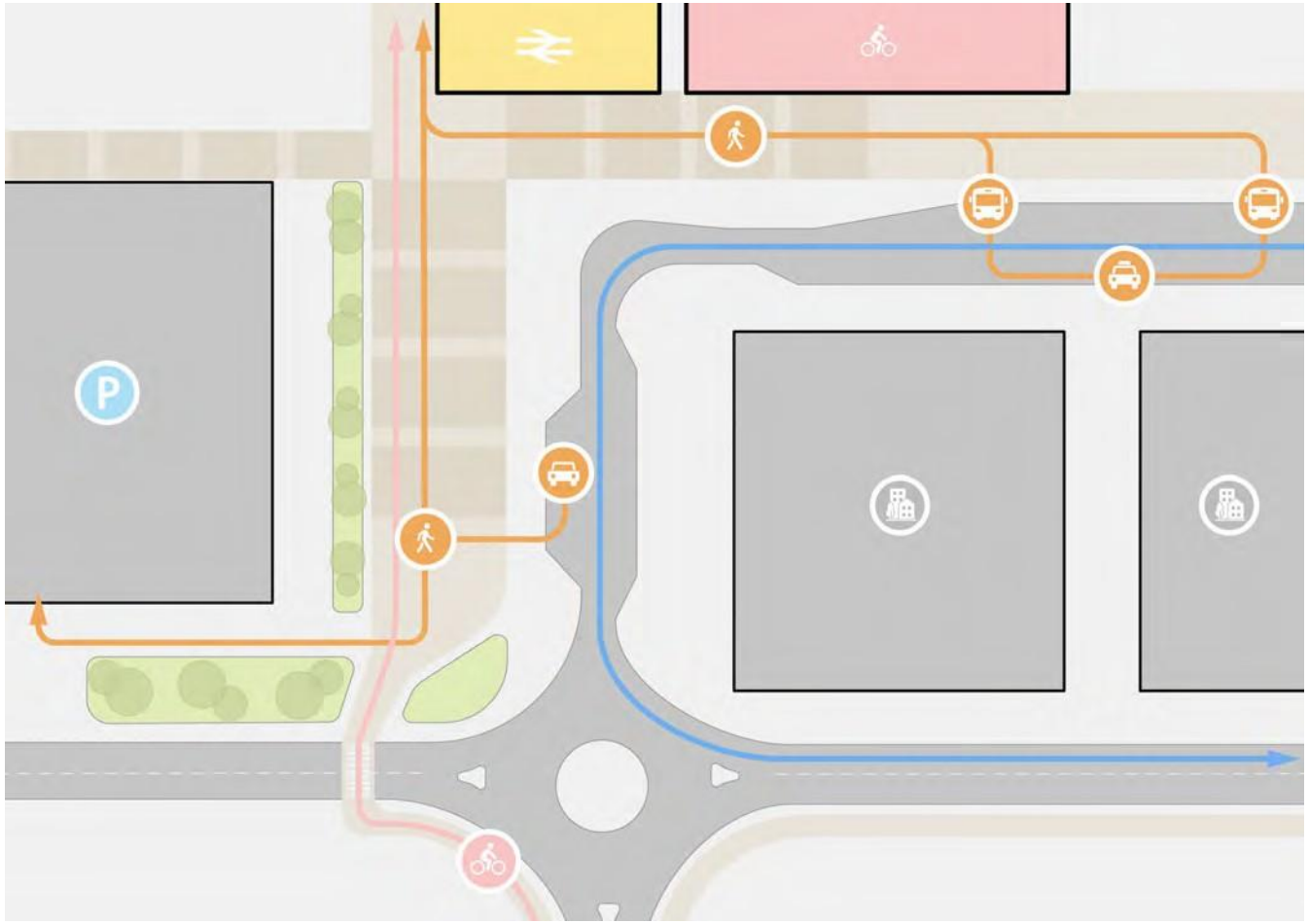
Cambourne Growth Strategy Programme

CAMBOURNE BUS INTERGRATION

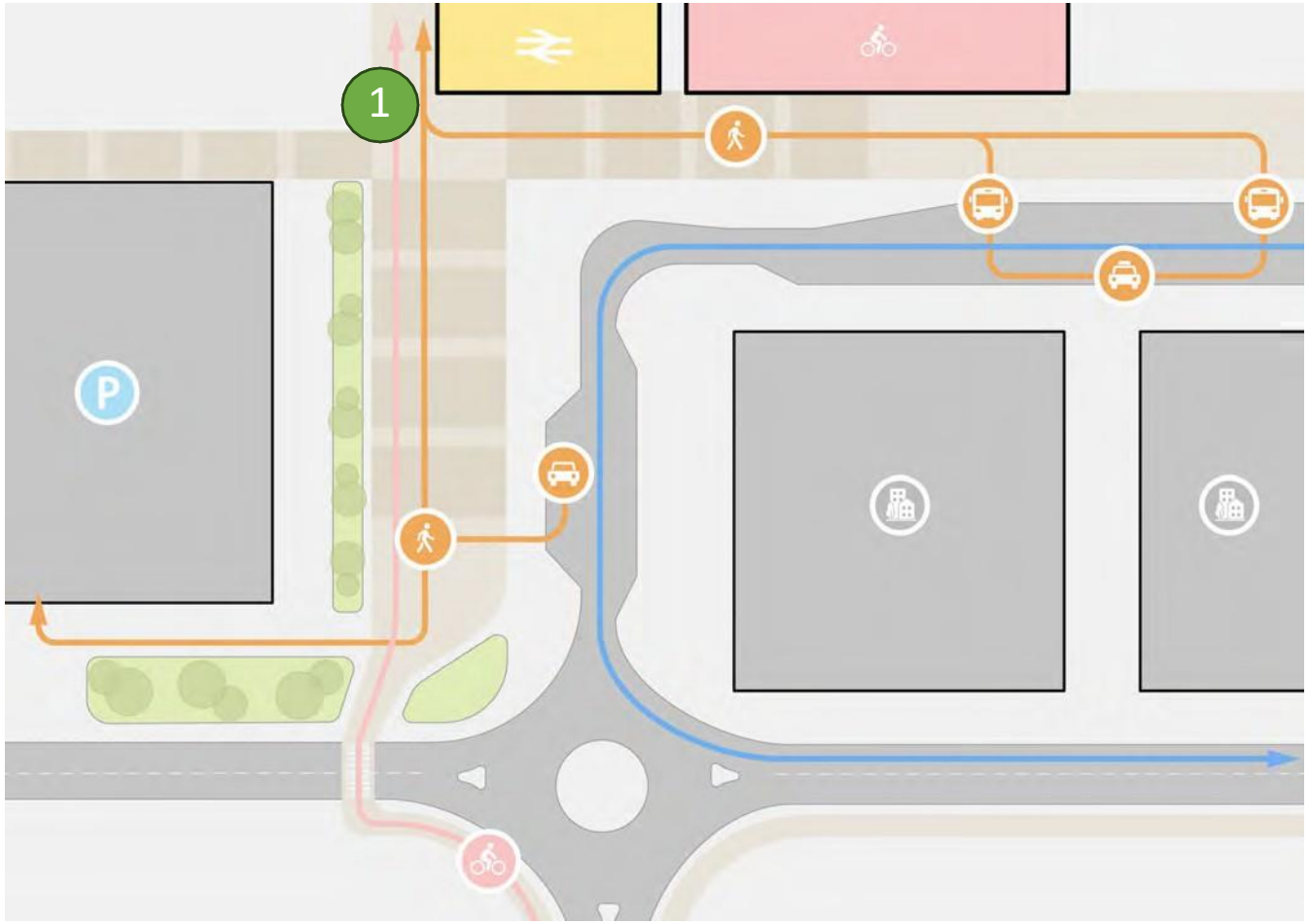


ENHANCED CONNECTIVITY
KEY MOVES

Enhanced Connectivity Bus Link – Key Moves

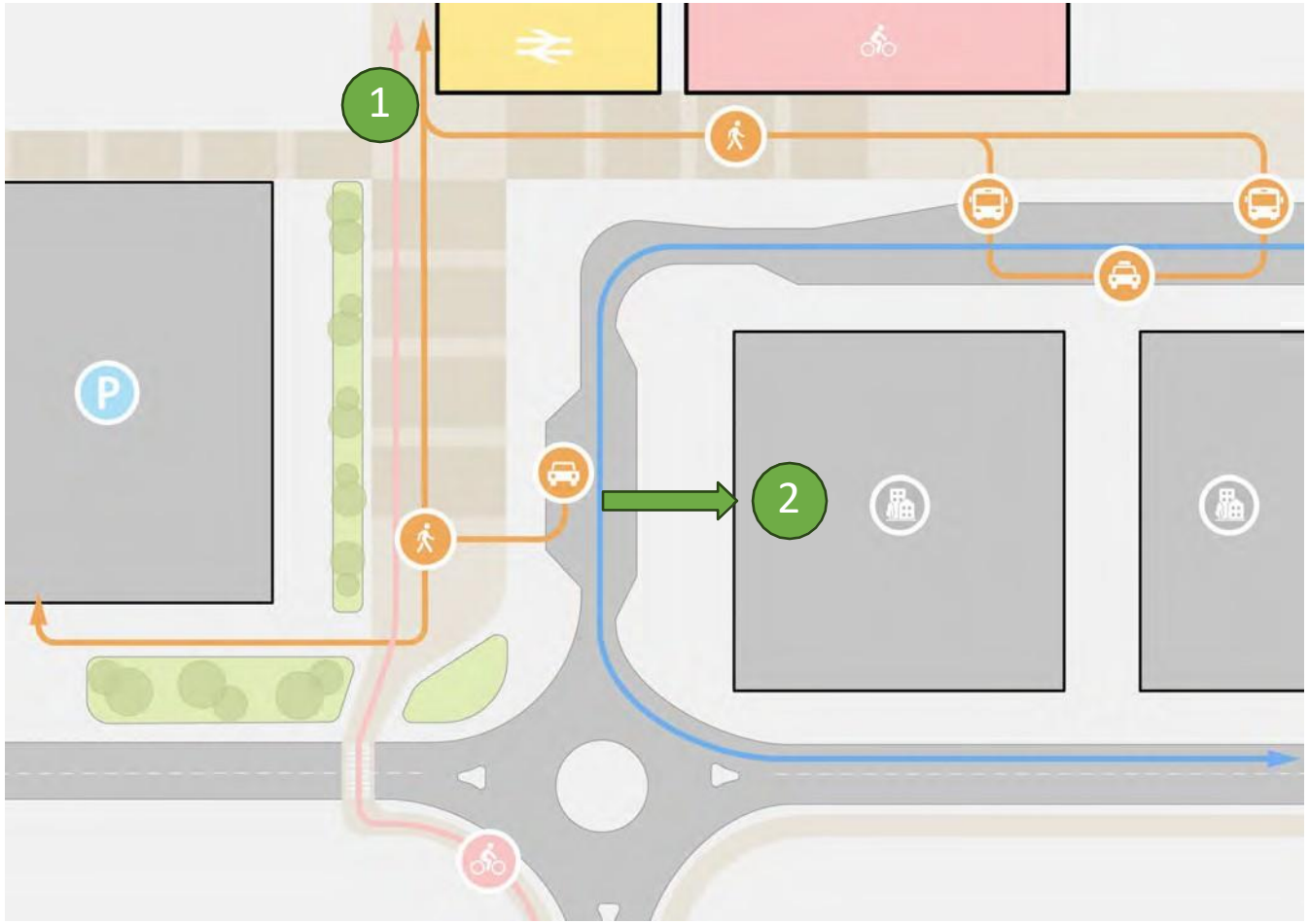


Enhanced Connectivity Bus Link – Key Moves



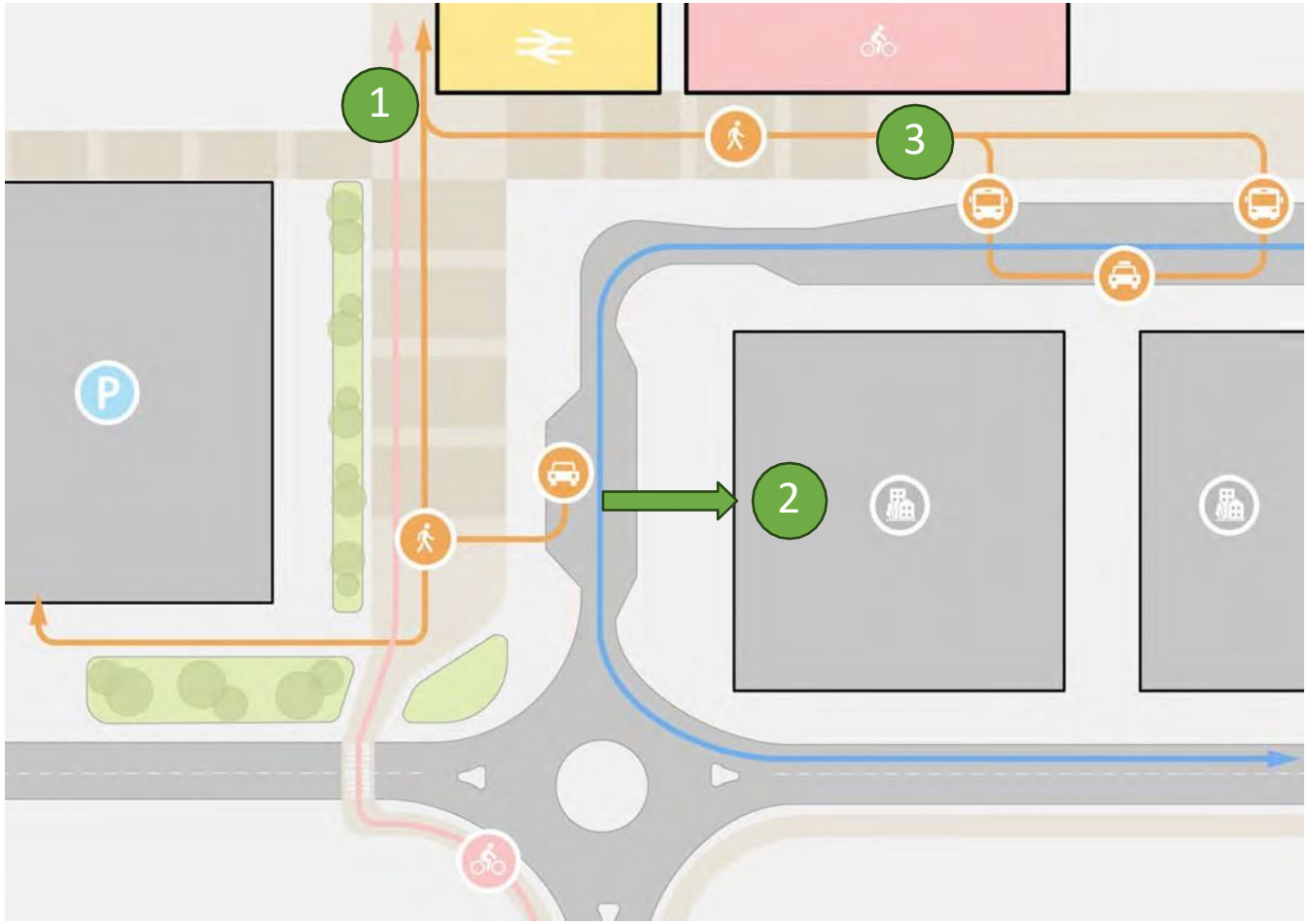
1. Inclusion of bus link underpass through the station.

Enhanced Connectivity Bus Link – Key Moves



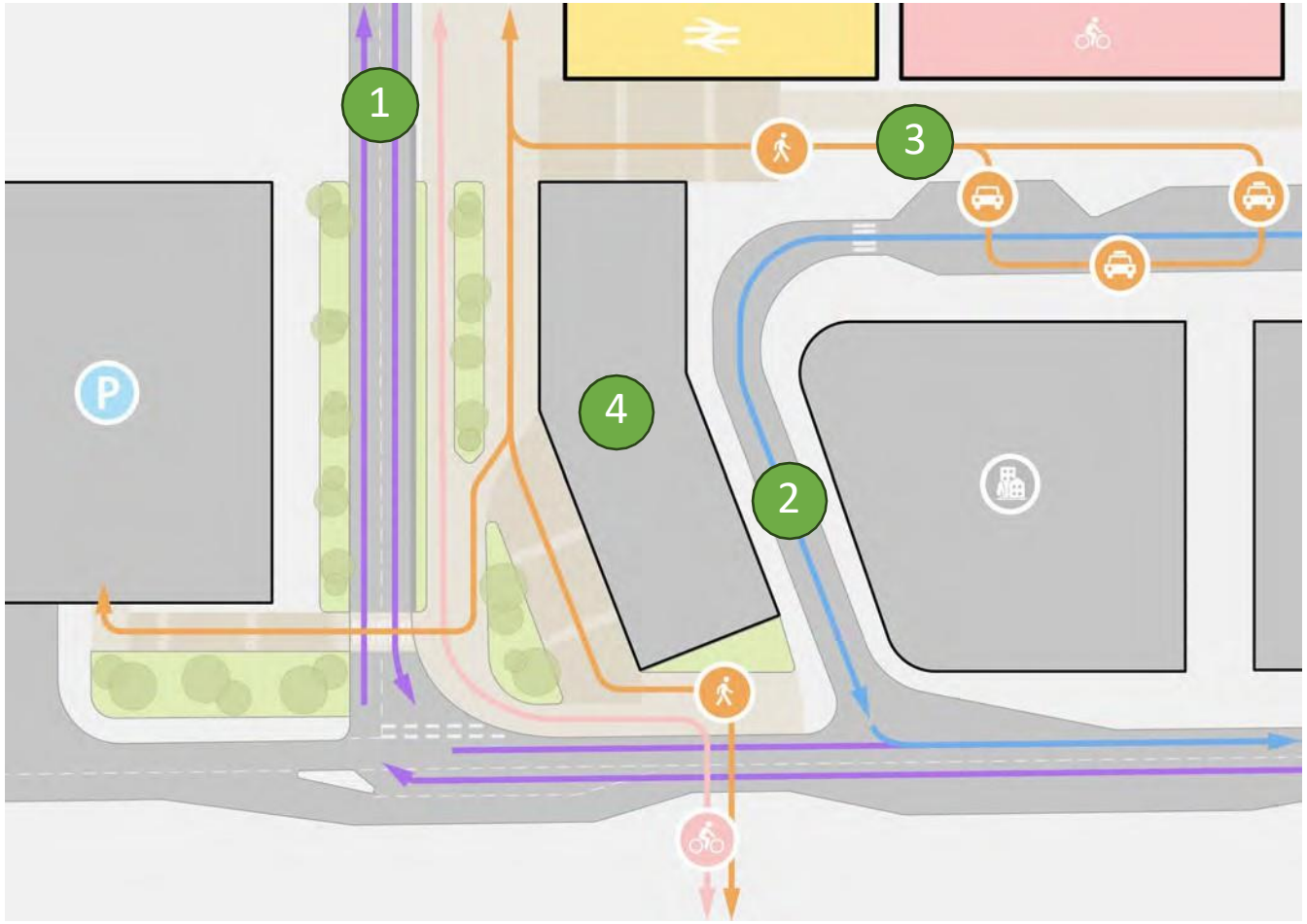
1. Inclusion of bus link underpass through the station.
2. PUDO / axis road and roundabout shifted east to account for bus link integration.

Enhanced Connectivity Bus Link – Key Moves



1. Inclusion of bus link underpass through the station.
2. PUDO / axis road and roundabout shifted east to account for bus link integration.
3. PUDO access road lowered to reduce the level change to station entrance.

Enhanced Connectivity Bus Link

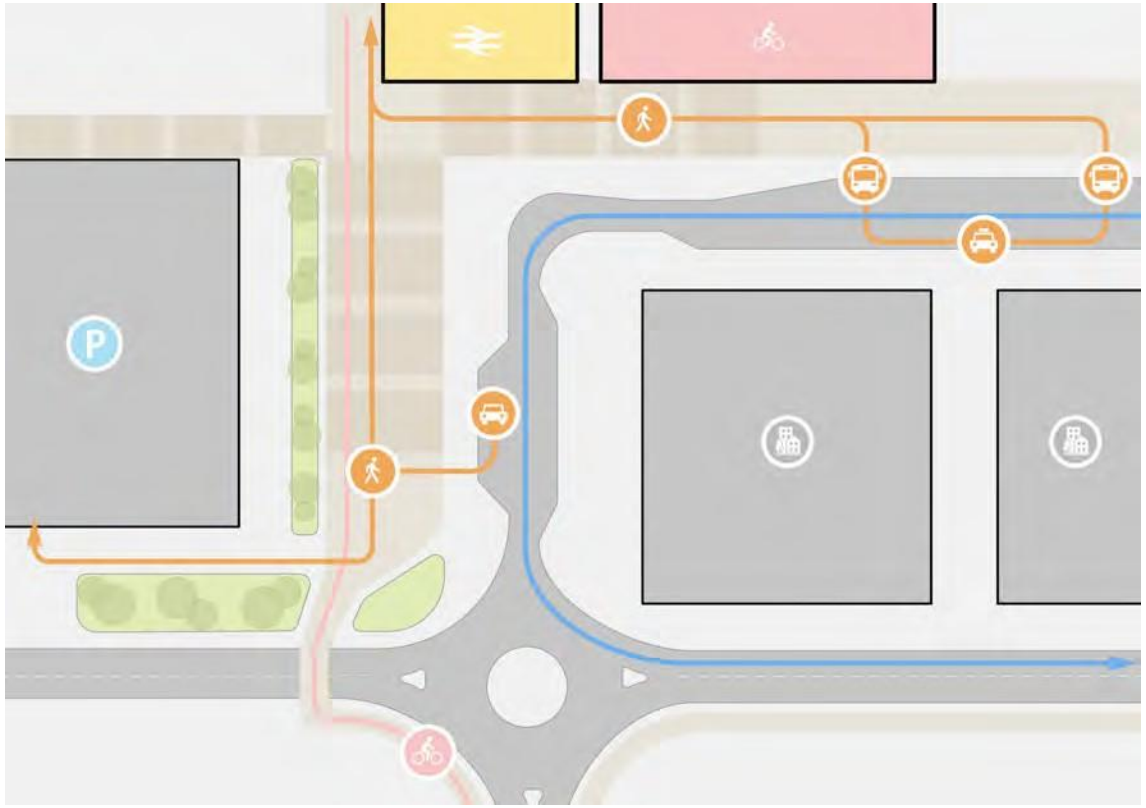


1. Inclusion of bus link underpass through the station.
2. PUDO / axis road and roundabout shifted east to account for bus link integration.
3. PUDO access road lowered to reduce the level change to station entrance.
4. New development plot adjacent to pedestrian access to station.

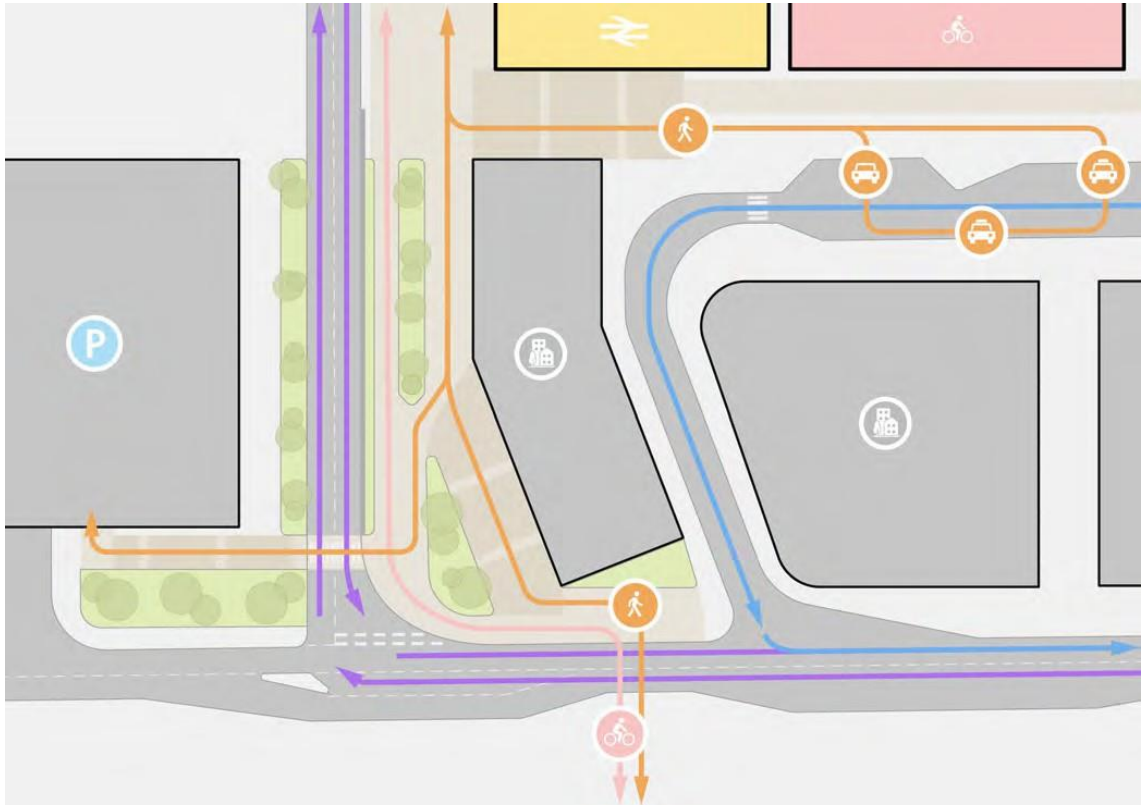
SUMMARY

Cambourne Growth Strategy Programme

Option 05 – Forecourt Arrangement



Option 07 – Forecourt Arrangement




Cambourne
Cambourne 04

Junction assessment outputs