steer

GCTS Capital Delivery Plan

Intervention name	Lead org.	Description and local issue(s) addressed	GCTS Objectives (abr.)					Committed, Local Plan or Additional	Local Plan policies	Phasing			Estimated Costs			Status and Next Steps	Partner orgs.	Funding and Delivery Commentary
			Congestion	Access	Business	Development	Environment			Short term (2026-30)	Medium term (2030-35)	Long term (2035-45)	Capital - design, development and construction (£m)	Capital - maintenance and renewal (£m per annum)	Resource e.g. staff and energy costs (£m per annum)			
All of Greater Cambridge																		
Bus franchising	**CPCA**	CPCA is progressing a bus franchising scheme under section 123H(1) of the Transport Act 2000. This will enable greater public control over routes, frequencies, fares and service standards, helping to support a more integrated, reliable and user-focused bus network across Greater Cambridge and the wider Combined Authority area.	2	3	2	2	1	**Committed**	I/ST, I/ID, I/TH				31			First franchised routes due to run from 2028	CCC/local highway authority, Bus operators, DfT	Deliverability: bus franchising powers are available to all local transport authorities (LTAs) in England including CPCA via Transport Act 2000, Bus Services Act 2017 and the Bus Services Act 2025. The CPCA have utilised these powers and followed the due process. Timing: CPCA commitment to deliver phased approach, starting in 2027. Funding: Commitment to secured mode via CPCA Board in June 2026.
LCWIP improvements	**CCC**	Local walking, wheeling and cycling improvements identified through the LCWIP, including smaller-scale route, crossing, junction, wayfinding, accessibility, cycle parking and Healthy Streets measures that fill gaps in the network and improve everyday access to schools, centres, hubs and local destinations. Over time, this should help build a more connected network linking new settlements, rural towns and larger villages, with gaps filled as opportunities arise and improvements prioritised on routes with the greatest potential to support more cycling.	1	2	1 / ?	0 / ?	1	**Committed**	I/ST, I/ID, WS/HD				1 - 5 (per annum)			Ongoing investment and prioritisation	CPCA	Deliverability: Various LCWIP schemes under development by CCC. CPCA active travel strategy with implementation plan to be approved in 2027. Timing: Set out in CCC and GCP delivery programmes for Greenways and LCWIP (pre-2030). CPCA Walk, Wheel and Cycle strategy currently under development and scheduled for approval during 2027 with longer term forward-look. Funding: Committed programme and funds as above. Further funding could be made by CPCA through 'gainshare' funding, developer funding, and Active Travel England grants.
Increased provision of electric vehicle (EV) charging points	**CCC**	A series of EV charging points are to be installed both within new developments and as part of a district-wide installation scheme. This includes planned provision at GCP-led travel hubs, including: • Scotland Farm • Granta Park • Cambridge South West • Waterbeach • Newmarket	0	0	1 / ?	1 / ?	3	**Committed**	I/EV, I/ST, I/ID				5 (public) 50 - 100 (Local Plan developer-led)	0.1 - 0.5	0.1 - 0.5	Ongoing investment and prioritisation	Developers, GCP	Deliverability: Domestic and commercial charge points delivered as conditions on planning permissions. CPCA overseeing delivery of Local Electric Vehicle Infrastructure (LEVI) programme working alongside CCC. Timing: Delivery by developers to be timed as development comes forward. Office for Zero Emission Vehicles (OZEV, DfT) funding available for wider deployment to period to 2030. Funding: Funding by developers as condition of development. CPCA allocated £5.4 million capital for deployment of chargers and £362k for galleys over period to 2030. Programme over next 5-7 years for deployment
East West Rail	**East West Railway Company**	East West Rail will provide a new strategic rail connection linking Oxford, Milton Keynes, Bedford, Tempsford, Cambourne, Cambridge South and Cambridge. This would improve east–west connectivity across the Oxford–Cambridge Growth Corridor, support planned growth, strengthen access to key jobs and services, and provide a more sustainable alternative to car travel for longer-distance trips.	2	2	3	2	1	**Local Plan / Committed**	I/ST, I/ID, I/TH, I/SI, S/CBC, S/CE				5,000 - 10,000	100 - 200	30 - 70	Delivery to Cambridge currently expected by the mid-2030s	CPCA, GCP, CCC	Deliverability: Scheme under development by Government's East West Rail Company with approvals route via Development Consent Order (DCO) Timing: DCO to be launched by EWR in 2027 with services anticipated to run in the early 2030s. Funding: Substantial funding allocated through Treasury spending reviews, reflecting political support to stimulate regional growth in the Oxford–Cambridge corridor.
Increased frequency and capacity of rail services	**Network Rail / Rail operators**	Increased rail service frequencies on routes serving Greater Cambridge, particularly towards Peterborough, Ely, King's Lynn, Norwich and Ipswich, would improve capacity, connectivity and flexibility for longer-distance journeys to and from Cambridge and Cambridge South. Capacity could also be increased through longer trains and, over time, East West Rail's proposed service of up to five trains per hour. This would widen access to jobs, services and regional centres and aligns with current work on Ely, the Ipswich to Cambridge corridor, and wider West Anglia and eastern rail improvements.	2	2	3	2	1	**Local Plan**	I/ST, I/ID, S/CBC				N/A	N/A		Continued support and advocacy	CPCA, Transport East, Rail Partnerships	Deliverability: will become reponsibility of nationalised operator Great British Railways (GBR). GBR will base its business plans on the funding allocated by the Transport Secretary and the Long-Term Rail Strategy (LTRS) which sets 30-year strategic goals. Service enhancements secured via GBR's Access and Use Policy (AUP). Timing: To be aligned with delivery of new infrastructure (eg: EWR) and adocacy activities from local partners. Funding: Through operational grants, integration into infrastructure scheduling, and GBR enhancement budgets.
North East – West orbital mass rapid transit	**CPCA**	Building on existing passive provision, options will assessed for an orbital mass rapid transit link between North East Cambridge and North West Cambridge (Eddington), including connections to Madingley Park & Ride and the Cambourne to Cambridge corridor, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case.	2	2	3	2	1 / ?	**Additional**	I/ST, I/ID, I/TH, I/SI				50 - 250	1 - 10	1-10	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, GCP, CPCA	Deliverability: GCDC-led SOBC, with CPCA, GCP and partners, will test the orbital corridor; further modelling, feasibility work and an approved business case are required. Timing: SOBC expected in 2027; delivery programme is not yet set. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
Further orbital mass rapid transit	**CPCA**	Delivery of a package of orbital mass rapid transit connections forming the basis of a longer-term orbital public transport network around Cambridge, linking major growth locations, employment areas and transport corridors. This includes connections between: • West Cambridge, Cambridge South West Travel Hub and Cambridge Biomedical Campus • Cambridge Biomedical Campus and Cambridge East • Cambridge East and North East Cambridge	2	3	2	2	1 / ?	**Additional**	I/ST, I/ID, I/TH, I/SI				150 - 1,200	3 - 48	3 - 48	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	GCDC, CCC, GCP	Deliverability: GCDC-led SOBC will test the orbital package, including corridor feasibility, network integration and business-case approval. Timing: SOBC expected in 2027; phasing and delivery dates are not yet set. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
Further mass rapid transit (MRT) network development	**CPCA / GCDC**	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case, CPCA will develop and test a wider network of potential mass rapid transit corridors beyond the Cambridge urban area, strengthening regional connectivity and supporting longer-distance movements into and across Greater Cambridge. **Potential future extensions being considered include:**																Deliverability: Wider MRT corridors will be tested through the GCDC-led SOBC and subsequent corridor business cases, modelling and feasibility work. Timing: SOBC expected in 2027; extensions are longer-term and not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
		To St. Ives, Huntingdon and Alconbury: likely to build on the existing guided busway alignment, with improved priority and segregation for onward connections from St. Ives Park & Ride.	2 / ?	2 / ?	3 / ?	3 / ?	1 / ?	**Additional**	I/ID, I/SI, I/ST, I/TH				100 - 200	2 - 8	2 - 8	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, Huntingdonshire District Council/North Huntingdon Opportunity Zone (NHOZ)	Deliverability: Extension would build on the guided busway and requires testing through the GCDC-led SOBC, corridor feasibility work and an approved business case. Timing: SOBC expected in 2027; delivery is not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
		To Haverhill: likely to build on the CSET 'extended corridor' and initial extensions to Grange Farm and Granta Park, extending further along the A1307 growth corridor.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?						150 - 750	3 - 30	3 - 30	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, Suffolk County Council	Deliverability: Extension depends on the south-east corridor and initial Grange Farm/Granta Park links, with testing through the GCDC-led SOBC and an approved business case. Timing: SOBC expected in 2027; delivery is not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
		To Mildenhall: likely to build on the Cambridge East corridor, extending the reach of higher-capacity public transport to the north-east.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?						300 - 1,500	6 - 60	6 - 60	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, Suffolk County Council	Deliverability: Extension depends on the Cambridge East corridor and requires testing through the GCDC-led SOBC, feasibility work and an approved business case. Timing: SOBC expected in 2027; delivery is not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
		To St. Neots and Tempsford: likely to build on the Cambourne to Cambridge corridor, providing additional connectivity to new development and strategic interchange opportunities.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?						200 - 1,000	4 - 40	4 - 40	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, Huntingdonshire District Council/North Huntingdon Opportunity Zone (NHOZ)	Deliverability: Extension would build on the Cambourne–Cambridge corridor and requires testing through the GCDC-led SOBC, feasibility work and an approved business case. Timing: SOBC expected in 2027; delivery is not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
Bus fleet electrification	**CPCA / Bus operators**	CPCA and bus operators are progressing the transition to zero-emission buses and supporting charging infrastructure across the network. This would reduce greenhouse gas emissions, improve local air quality and noise conditions, and help modernise the bus fleet while supporting a cleaner and more attractive public transport offer across Greater Cambridge and the wider Combined Authority area.	1	1	1	1	2	**Additional**	I/ST, I/EV, I/ID, CC/NZ				0.3 - 0.5 (unit cost)			Ongoing investment and prioritisation	GCP, DfT	Deliverability: CPCA and operators can phase fleet replacement alongside depot and charging upgrades, subject to operator plans and supporting infrastructure, and details established through franchising model (currently under development). Timing: Ongoing investment and prioritisation; delivery will follow fleet and depot replacement cycles. Detailed timing to be established through rollout of bus franchising with CPCA commitment to deliver phased approach on franchising, starting in 2027, following approval to proceed from CPCA Board in June 2026. Funding: Bus operator investment, supported where available by ZEBRA or successor national zero-emission bus programmes and local bus funding.
Other strategic rail infrastructure enhancements	**Network Rail**	Working with Network Rail and regional partners, CPCA will support and advocate for the exploration of strategic rail infrastructure enhancements aligned with the Transport East rail strategy, including Ely Area Capacity Enhancements and Haughley rail junction, improved links into the wider East, future East West Rail connections towards Norfolk and Suffolk, and additional capacity on routes serving Newmarket and Soham. These measures could improve rail capacity, resilience and connectivity, supporting more frequent and reliable passenger and freight services and strengthening Greater Cambridge's national and regional connections.	2	2	3	2	1	**Additional**	I/ST, I/SI, I/ID				Scheme-dependent			Continued support and advocacy	CPCA, Transport East, Rail Partnerships	Delivery: Ongoing advocacy and co-working with partner organisations, particularly on EACE and Haughley where there is widespread pan-regional support Timing: To be determined through co-working with rail industry including DfT and Great British Railways Funding: Funding packages to be developed through co-working with rail industry, regional partners, and developers.
Freight and deliveries consolidation pilot	**CPCA**	Pilot a freight consolidation model based on an edge-of-city hub and city-centre micro-consolidation / onward delivery operation to reduce servicing traffic in the commercial core and other constrained streets. The scheme would test consolidated deliveries, timed servicing and electric last-mile vehicles, while also informing how freight could connect better with rail-based movements and helping to manage the impact of construction traffic from growth sites and major infrastructure. This would help improve air quality, public realm and the efficient use of limited street space, while establishing whether a permanent and commercially viable model could be rolled out more widely and informing the wider Freight Delivery Strategy.	2	1	2	1	1	**Additional**	I/SD, I/ST, I/ID, CC/CE				0.1 - 1		0.1 - 1		GCP, CCC, Freight operators, Delivery companies/platforms	Delivery: to be secured through planning process with the support of developers, and the local planning and highway/transport authorities, with potential pilot support from GCP. To be explored via CPCA freight strategy currently live and under development. Timing: to be determined via ongoing CPCA freight strategy. Funding: Potentially via GCP City Deal funding, CPCA support depending on freight study outcomes, and/or via developer funding
Increased provision of micromobility	**CPCA**	Building on the ongoing shared e-scooter and e-bike trial in Cambridge and the development of a wider CPCA micromobility strategy, CPCA and local partners would support the expansion and integration of micromobility provision, including shared e-bikes, e-scooters and other small electric or pedal-assisted vehicles where appropriate. This would help improve first- and last-mile access to public transport, travel hubs, employment areas and local centres, provide a practical alternative to short car trips, and support more flexible, low-carbon travel choices across Greater Cambridge, while recognising the need for clear legal standards, safe use and appropriate enforcement of illegally modified or non-compliant vehicles.	1	2	1	1	1	**Additional**	I/ST, I/ID, I/TH				0.5 - 2			Ongoing investment and prioritisation	GCP, Operators	Deliverability: Builds on the existing shared e-scooter and e-bike trial and emerging CPCA micromobility strategy, with operator, safety and regulatory requirements to resolve. Timing: Ongoing investment and prioritisation; wider rollout will follow strategy development and trial outcomes. New contract currently being let by CPCA with operation secured from late 2026. Funding: Local transport allocations and operator/private investment, with Active Travel England funding relevant to supporting access and integration. Funding model to be secured via CPCA's currently live re-procurement exercise.
M11 improvements study	**National Highways**	Working with National Highways and local partners, CPCA would support the longer-term development and assessment of potential proposals to improve the performance, resilience and connectivity of the M11 in Greater Cambridge, particularly in relation to through traffic, travel hubs and major growth areas. This would sit beyond the transport infrastructure needed to support current Local Plan growth and could include options to address key junction and corridor constraints while ensuring that any interventions complement wider public transport and active travel measures.	?	?	?	?	?	**Additional**	I/ST, I/ID, I/SI				1 - 5			Continued support and advocacy	CPCA, CCC, GCDC	Deliverability: co-working with National Highways to establish principle of M11 study in RIS forward work programme. Timing: to be determined through engagement with NH and their RIS process. Funding: likley via central Government via RIS process but with potential supplementary funding from developer contributions where clear linkages established.
A14 improvements study	**National Highways**	Working with National Highways and local partners, CPCA would support the longer-term development and assessment of potential proposals to improve the performance, resilience and connectivity of the A14 corridor in and around Greater Cambridge. This would sit beyond the transport infrastructure needed to support current Local Plan growth and could include options to address key corridor and junction constraints, strengthen access to employment areas, growth locations and travel hubs, and support the efficient movement of freight and longer-distance traffic, while ensuring that any interventions complement wider public transport and active travel measures.	?	?	?	?	?	**Additional**	I/ST, I/ID, I/SI				1 - 5			Continued support and advocacy	CPCA, CCC, GCDC	Deliverability: co-working with National Highways to establish principle of A14 study in RIS forward work programme. Timing: to be determined through engagement with NH and their RIS process. Funding: likley via central Government via RIS process but with potential supplementary funding from developer contributions where clear linkages established.
Review of parking provision	**Cambridge City Council / Cambridgeshire County Council**	Building on ongoing city parking policy work, local partners will review parking provision across Greater Cambridge, including Resident Parking Schemes and Controlled Parking Zones, Park & Ride, travel hubs, wider on- and off-street parking, parking standards, and coach parking need, to be taken forward through a forthcoming Greater Cambridge Integrated Parking Strategy.	2 / ?	0 / ?	0 / ?	2 / ?	1 / ?	**Additional**	I/EV, I/TH, I/ST, I/ID				0.1 - 0.5			Production, adoption and implementation of Greater Cambridge Integrated Parking Strategy	GCP	Deliverability: Cambridge City Council and CCC will develop and adopt a Greater Cambridge Integrated Parking Strategy before phased implementation. Timing: Strategy production and adoption are the next steps; implementation programme is not yet set. Funding: Primarily local authority transport allocations, with s106, CIL or developer delivery relevant where measures support growth sites and travel hubs.
Cambridge urban area																		
A1134 Cycle Plus	**GCP**	Improvements to walking and cycling infrastructure along a section of the A1134 in the south-east, from Addenbrooke's hospital to Coldham's Lane roundabout, including Fendon Road, Mowbray Road, Perne Road, and Brooks Road.	1	2	1	1	1	**Committed**	I/ST, I/ID, WS/HD				10	0.1 - 0.2		Consultation on proposals will take place early 2027; construction could start early 2029	CCC	Deliverability: GCP is progressing concept development and consultation before detailed design, approvals and procurement. Timing: Consultation is planned for early 2027; construction could start in early 2029. Funding: Primarily Greater Cambridge City Deal/gainshare funding, with Active Travel England and local transport authority capital potential supplementary sources.
Hills Road Cycle Plus	**GCP**	Changes to Hills Road (Lansfield Road to Hills Road Sixth Form College) to provide high-quality footways, crossings, enhanced cycling provision, bus lanes and junction improvements. As one of Cambridge's most important urban corridors, the scheme will also improve street quality, legibility and public realm, supporting the Local Plan's design and placemaking objectives as well as healthier travel outcomes.	1	2	2	1	1	**Local Plan / Committed**	I/ST, I/ID, GP/QP, S/CBC				9.7	0.1 - 0.2		Concept design has been consulted on and a paper to update is planned early 2027, subject to agreement, and preliminary design for engagement with the public is planned for mid-2027.	CCC	Deliverability: Concept consultation is complete; the scheme must progress through updated proposals, preliminary and detailed design, approvals and procurement. Timing: Update expected early 2027 and public engagement on preliminary design in mid-2027. Funding: Primarily Greater Cambridge City Deal/gainshare funding, with Active Travel England and local transport authority capital potential supplementary sources.

Chisholm Trail Phase 2	**GCP**	The Chisholm Trail will provide a predominantly off-road walking and cycling link between Cambridge railway station and Cambridge North Station. Phase 2 will connect Coldham's Common with Cambridge Station, via Cromwell Road, Great Eastern Street car park, and Cavendish Road to Clifton Road.	1	3	2	1	1	**Local Plan**	I/ST, I/ID, GP/QP, WS/HD				5	<0.1		Negotiations ongoing with Network Rail. Decision on final scheme March 2027.	CCC	Deliverability: Completion depends on agreement with Network Rail and approval of the final scheme. Substantial elements including Abbey-Chesterton bridge already open. Timing: Negotiations are ongoing, with a decision on the final scheme expected in March 2027. Funding: Greater Cambridge City Deal/gainshare is the principal local source; Active Travel England, rail partnership and local transport authority funding may support linked elements.
North East Cambridge active travel improvements	**CCC**	Identify ways to improve walking and cycle links to/from North Cambridge Academy, King's Hedges, Milton Road and the Chisholm Trail in North East Cambridge.	1	2	1 / ?	2	1 / ?	**Local Plan**	I/ST, I/ID				0.5 - 2	<0.1			CPCA	Deliverability: to be led by CCC or successor organisation as the local highway authority with highways implementation powers. Timing: to be determined including via CPCA active travel strategy currently under development. Funding: potentially via Active Travel England, CPCA support, and/or developer contributions.
Cambridge bus priority measures	**CPCA**	Measures to promote unimpeded access for Park & Ride buses (and other radial services) to and through the city centre along priority corridors: • Milton Road/Milton Park & Ride to Cambridge city centre; Histon Road to Cambridge city centre: signal/junction priority for buses (including smart signals) and possible small-scale extensions to bus lanes. • Cambridge city centre to Cambridge station: signal and junction priority for buses (including the use of smart signals) and improved enforcement of existing Traffic Regulation Orders (TROs).	2 / ?	1 / ?	0 / ?	2 / ?	0	**Additional**	I/ST, I/TH, I/ID				1 - 2 (per km)	As part of existing maintenance budgets			Cambridge City Council, Cambridgeshire County Council	Timing: to be determined via ongoing Bus Network Performance and Improvement Study (BNPIS) being let by CPCA. Funding: via capital budget allocated by CPCA and other partner funding and aligned to bus franchising (being delivered via phased approach, starting in 2027).
Cross-city mass rapid transit	**CPCA / GCDC**	Cross-city mass rapid transit is needed to address the challenges created by Greater Cambridge's increasingly polycentric pattern of growth, with major employment areas distributed across the urban area while the current transport network is highly radial and reliant on a constrained historic core. This results in indirect journeys, pressure on key corridors, and limited connectivity. Mass rapid transit would therefore require a combination of improved interchange, priority measures, changes to city centre circulation and potential introduction of one-way or two-way traffic restrictions where necessary to create sufficient space for high-capacity public transport throughput and to support a more people-focused central area.	2	2	1 / ?	2 / ?	1 / ?	**Additional**	I/ST, I/TH, I/SI, I/ID, GP/QP				120 - 480	2 - 19	2 - 19		Cambridge City Council, Cambridgeshire County Council	Deliverability: GCDC-led SOBC will test the cross-city network, including capacity, interchange, city-centre operation and the feasibility of priority or traffic-management measures. Timing: SOBC expected in 2027; delivery programme is not yet set. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
Civic Quarter (including public realm and traffic management)	**Cambridge City Council / Cambridgeshire County Council**	Changes to signals, crossings, bus stop arrangements and access management to support a better-functioning, more pedestrian-friendly and accessible central Cambridge environment, reflecting the constraints of the historic core and its role as both a movement corridor and a place of high civic and cultural importance.	1	1	1 / ?	1 / ?	2	**Additional**	I/ST, I/ID, GP/QP, WS/HD				10-20	As part of existing maintenance budgets			CPCA, GCP	Deliverability: via a range of initiatives to be led by different members of local authority family (eg: City Council leading on Civic Quarter and related initiatives, CPCA on bus-related initiatives, CCC on highway interventions, and GCP via City Access Programme. Timing: to be determined through the various authorities' decision-taking processes. Funding: via a range of sources including City Council support for Civic Quarter area, GCP City Deal Funding, CPCA capital allocations to support bus efficiencies, County Council local highways funding, and developer contributions.
Additional bus depot(s)	**CPCA**	Provision of bus depot capacity, including longer-term relocation of the Milton Road Stagecoach depot, to support the future Greater Cambridge bus network, transition to zero-emission buses, and wider network growth. Depot provision should be flexible and scalable, with initial and future requirements aligned to network development and MRT planning, and should recognise that depot land requirements may be more modest than often assumed depending on layout and operational needs.	1	1	1	1	0	**Additional**	I/ID, I/ST, I/SI				15 - 60				Bus operators, CCC	Deliverability: being explored by CPCA as part of wider proposals for bus franchising. Also potentially to be considered by GCDC through MRT network development process. Timing: depending on CPCA and GCDC timings and business case processes. Funding: potentially via GCDC Business Case process and CPCA / bus operator funding aligned with bus franchising delivery.
Cambridge station eastern entrance	**East West Rail Company**	A new eastern entrance to Cambridge station, with associated access improvements on the east side of the station, providing a direct additional access point and improving interchange from surrounding areas including Davy Road and Station Road.	0	3	1	1	0	**Additional**	I/ST, I/TH, I/ID				50	0.1 - 0.5	<0.1		Network Rail/Great British Railways, CPCA, CCC, EWR	Deliverability: Scheme included in proposals under development by Government's East West Rail Company with approvals route via Development Consent Order (DCO) Timing: DCO to be launched by EWR in 2027 with eatern entrance expected to be incorporated. Funding: Substantial funding allocated through Treasury spending reviews, reflecting political support to stimulate regional growth in the Oxford–Cambridge corridor.
Cambridge station connectivity improvements	**CCC**	Improvements to walking, cycling, public transport and street connectivity to Cambridge station and the proposed eastern entrance, strengthening access from surrounding commercial and residential areas and improving onward connections to key destinations.	1	2	1 / ?	1	1	**Additional**	I/ST, I/TH, I/ID, GP/QP				2 - 5	0.1 - 0.5	<0.1		CPCA, GCP, EWR	Deliverability: by CCC or successors as highway authority, potential developer implementation where aligned with development, and Network Rail/GBR as rail authorities. Timing: to be aligned with delivery of eastern access being taken forward via EWR DCO process. Funding: combination of local authority, rail industry, and developer funding.
The edge of Cambridge																		
Cambridge South West Travel Hub	**GCP**	A new travel hub and Park & Ride site north of the A10 at M11 Junction 11. There is significant housing and employment growth connected to the area, including Trumpington Meadows, Cambridge Biomedical Campus and West Cambridge. There are currently 16 peak time P&R buses per hour from Trumpington to Cambridge city centre, with forecasts showing the site will soon reach capacity.	1 / ?	2	2	2	0 / ?	**Local Plan / Committed**	I/ST, I/TH, I/ID, S/CBC				72	0.3	0.1	Decision on Full Business Case and Construction in November 2026.	CCC, CPCA	Deliverability: GCP has advanced the scheme to Full Business Case, with construction subject to Executive Board approval and final delivery arrangements. Timing: Full Business Case and construction decision expected November 2026. Funding: Greater Cambridge City Deal.
Cambridge Eastern Access Phase 1	**GCP / Developer-led**	Public transport and active travel improvements up to and around Cambridge East, including the relocation of Newmarket Road Park & Ride and safeguarding for a new mass rapid transit route through the Cambridge Airport site connecting with the Park & Ride. This would improve sustainable access from the east of the city, support the phased redevelopment of Cambridge East, and help reduce congestion and reliance on private car travel on the corridor.	1	2	2	2	1	**Local Plan / Committed**	I/SI, I/ST, I/ID, I/TH, S/CE				58.5	0.1 - 0.5		Draft study to be produced by the end of 2026, at which point next steps will be outlined.	Cambridge City Council, Cambridgeshire County Council, CPCA	Deliverability: Phase 1 is being developed by GCP and developers; the ongoing draft study will define scope, dependencies and subsequent approvals. Within scope for consideration by GCDC via MRT business case process. Timing: Draft study expected by the end of 2026, when next steps will be set. GCDC SOBC expected to be delivered early 2027. Funding: Blended City Deal/gainshare and developer funding, including potential s106, CIL, planning-condition or s278 contributions, with relevant national funding opportunities including potentially a GCDC/MRT fund.
Cambridge East to Cambridge mass rapid transit (Cambridge Eastern Access Phase 2)	**CPCA**	Future mass rapid transit corridor between the Cambridge Airport site and Cambridge to support the long-term build out of Cambridge East and improve sustainable access from the east of the city. Building on shorter-term Cambridge Eastern Access improvements along Newmarket Road, this would help provide a high-quality public transport connection between the city centre, airport site, relocated Newmarket Park & Ride and wider key destinations, support the transport strategy for a major mixed-use growth area, and reduce reliance on private car travel for trips to and through the eastern side of Cambridge.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?	**Local Plan**	I/ST, I/ID, I/SI, S/CE				35 - 175	1 - 7	1 - 7	Potential route safeguarded by phase two of Cambridge Eastern Access.	Developers	Deliverability: Corridor is safeguarded through Cambridge Eastern Access Phase 2 but remains subject to the GCDC-led SOBC, Cambridge East build-out and an approved business case. Timing: SOBC expected in 2027; delivery will follow development phasing and is not yet programmed. Funding: TBD. Likely to combine central government support with developer-linked and other local/partner contributions.
Madingley Road improvements	**GCP**	Proposals include improvements to Madingley Road (Eddington Avenue to Lady Margaret Road) to provide high-quality footways, crossings, enhanced cycling provision, bus priority measures and junction improvements, supported subject to an assessment of impacts on public transport.	1	2	1	2	1	**Local Plan**	I/ST, I/ID, S/ED				14.5	0.1 - 0.2		Consultation planned for autumn 2026. Detailed Design will be completed by the end of 2027 before procurement begins for construction in 2028, subject to Executive Board approval.	CCC, CPCA	Deliverability: GCP is progressing consultation and design, subject to assessment of public transport impacts and Executive Board approval. Timing: Consultation autumn 2026, detailed design by end-2027 and procurement for construction in 2028. Funding: Primarily Greater Cambridge City Deal/gainshare, with Active Travel England and local transport authority capital potential supplementary sources.
Cambridge East station	**Network Rail**	A new Cambridge East station, subject to ongoing options assessment, will support the phased redevelopment of Cambridge East as a major new mixed-use urban quarter in the east of the city by providing direct rail access to new homes, jobs and services. Alongside wider eastern corridor measures, this would help connect the site more effectively to Cambridge, the wider rail network and key destinations across Greater Cambridge, strengthen sustainable access to a strategic growth area, and support a lower-car pattern of development as the area builds out over time.	2	2	3	2	1	**Additional**	I/ID, I/TH, I/ST, I/SI, S/CE				150 - 250	2 - 5	0.5 - 1	Subject to delivery of East West Rail, next step is production of an SOBC.	EWR, CPCA, GCP	Deliverability: Station development depends on East West Rail and completion of options assessment, followed by an SOBC and rail approvals. Likely to be included in EWR DCO. Timing: SOBC is the next step; delivery will follow East West Rail and Cambridge East development phasing, with EWR DCO expected to be launched 2027 with services potentially operating on EWR in early to mid-2030s. Funding: National rail enhancement funding through Network Rail/Great British Railways processes and approvals via EWR DCO, supplemented by developer contributions such as s106 or CIL and wider partnership funding.
A10 Ely to A14 improvements scheme	**CPCA**	Suggested options include a range of possibilities from improving junctions to creating a completely new dual carriageway.	1	1	2	1	0 / ?	**Additional**	I/ST, I/ID, I/SI				215	1 - 3		An OBC is now being prepared.	CCC	Deliverability: CPCA is preparing an Outline Business Case to define the preferred package, costs, impacts and approvals route. Timing: OBC preparation is underway; delivery programme will follow business-case approval. Funding: Major Road Network or Large Local Majors-style funding, alongside local authority capital, s106/CIL and other growth-related contributions.
Girton Interchange to Cambridge mass rapid transit corridor	**CPCA**	Potential mass rapid transit between Girton Interchange and Cambridge, subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case. This would include a travel hub at Girton Interchange to improve public transport on the north west approach to the city, strengthening access to North West Cambridge, West Cambridge and the city centre. By improving interchange and intercepting private car trips on this approach, it could also help manage pressure on the wider road network, reducing interactions with strategic freight and HGV and coach movements around Girton Interchange.	2 / ?	3 / ?	2 / ?	2 / ?	2 / ?	**Additional**	I/SI, I/TH, I/ST, I/ID				20 - 100	0.4 - 4	0.4 - 4	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case	CCC, Freight/coach operators	Deliverability: GCDC-led SOBC will test the MRT corridor and Girton travel hub, followed by feasibility work and an approved business case. Timing: SOBC expected in 2027; delivery programme is not yet set. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
Fen Road Level Crossing study	**Network Rail/Great British Railways**	Changes at Fen Road level crossing will be explored with rail and local partners to address severance, safety and reliability issues in the north-east of Cambridge, particularly for walking, wheeling and cycling movements between Abbey, North East Cambridge and surrounding areas. This would help improve local connectivity across the rail corridor in a highly constrained part of the city, while potentially supporting bus access, place and movement objectives.	2	3	1	1	1	**Additional**	I/ST, I/ID, GP/QP				0.5 - 2			Continued support and advocacy	CCC, GCP, CPCA, Network Rail/Great British Railways	Deliverability: by Network Rail / Great British Railways as rail infrastrucure operator Timing: to be agreed through co-working between local partners and rail industry Funding: to be established but potentially via local partners, GCDC, and rail industry funding via direct government allocations, regulatory-approved budgeted spending within control periods, operator access charges, and commercial income.
New settlements																		
North																		
Waterbeach New Town station	**GCP**	To unlock the delivery of thousands of new homes as part of the Waterbeach New Town development, the GCP is supporting the construction of a new Waterbeach New Town Station.	1	2	2	3	1	**Committed**	I/ST, I/TH, I/ID, I/SI, S/WNT				43.4	0.5 - 1		Construction underway; decision on facilities funding will be made in November 2026.	Network Rail, CPCA, CCC	Deliverability: Construction is underway, with remaining station facilities subject to a separate funding decision. Timing: Works are in progress; decision on facilities funding expected November 2026. Funding: Greater Cambridge City Deal/gainshare and rail partnership funding, with developer contributions linked to Waterbeach New Town and relevant national rail programmes.
Waterbeach Greenway	**GCP**	A walking and cycling scheme that will link Waterbeach via Milton Village with Cowley Road, and connect to the Chisholm Trail, Milton Road and the St Ives Greenway for onward journeys.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/WNT				11	0.2 - 0.6		Decision anticipated in March 2027 to agree Full Business Case.	CCC	Deliverability: GCP Greenways programme scheme, subject to Full Business Case approval and remaining design, land and statutory processes. Timing: Full Business Case decision anticipated March 2027; wider delivery is route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
St Ives Greenway	**GCP**	Active travel improvements between St Ives and Cambridge.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD				6.7	0.1 - 0.3		Decision on sign-off of Full Business Case for July 2026 Executive Board.	CCC	Deliverability: GCP Greenways programme scheme progressing through Full Business Case approval and remaining delivery processes. Timing: Sign-off was scheduled for July 2026; outcome and construction programme to be confirmed within the rolling 2027–29 delivery period. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Waterbeach to Cambridge high-quality public transport corridor	**GCP**	The Waterbeach to Cambridge corridor will provide a new high-quality public transport and segregated active travel link between Waterbeach New Town and Cambridge, supported by a travel hub west of the A10 near Waterbeach. This would strengthen sustainable access from the north into Cambridge, improve interchange between longer-distance and local trips, and support the phased growth of Waterbeach and the wider northern corridor while helping to reduce reliance on private car travel.	2	2	2	2	1	**Local Plan**	I/ST, I/TH, I/ID, I/SI, S/WNT				109.4	2 - 4	2 - 4	TWAO submission scheduled for Autumn 2026. Executive Board Decision will follow Detailed Design, currently scheduled for mid-2028.	CPCA, Developers	Deliverability: Requires TWAO consent, detailed design, land and statutory processes before an Executive Board construction decision. Timing: TWAO submission scheduled autumn 2026; Executive Board decision expected after detailed design in mid-2028. Funding: Greater Cambridge City Deal/gainshare, with national funding and developer contributions including s106, CIL, planning-condition or s278 mechanisms linked to Waterbeach growth.
South																		
See 'CSET extended corridor' for additional interventions relevant to Local Plan Policy S/GF 'Land adjacent to A11 and A1307 at Grange Farm'.																		
East																		
There are no interventions here as no new settlements are proposed in the east of Greater Cambridge in the Local Plan.																		
West																		
A428 Black Cat to Caxton Gibbet	**National Highways**	The A428 Black Cat to Caxton Gibbet Road Improvement Scheme will upgrade the A428 between the A1 Black Cat roundabout and A1198 Caxton Gibbet roundabout with a new 10-mile dual carriageway and several junction improvements.	2	2 / ?	2 / ?	1 / ?	-1	**Committed**	I/ST, I/ID				1000	5 - 15		Completion expected by 2027	CCC, CPCA	Deliverability: National Highways is delivering the committed scheme under its statutory approvals and construction programme. Timing: Completion expected in 2027. Funding: National Highways investment through the Road Investment Strategy, with the scheme already committed and under construction.
New station at Cambourne	**East West Rail Company**	A new East West Rail station at Cambourne, integrated with mobility hub and interchange facilities, will provide a rail-based gateway for the wider Cambourne/west of Cambridge area and support the Cambourne North site as it grows. It would create a focal point for access and interchange from both the north and the south of Cambourne, linking with local public transport, active travel and onward local access, and helping connect the Cambourne area more effectively with Cambridge and the wider Oxford-Cambridge growth corridor.	2	2	2	3	1 / ?	**Local Plan / Committed**	I/ID, I/TH, I/ST, I/SI, S/CBN				50 - 150	0.5 - 3	0.5 - 1	Subject to delivery of East West Rail, next step is production of an SOBC.	CPCA, CCC, Developers	Deliverability: Station delivery depends on East West Rail, integration with the Cambourne growth area and completion of an SOBC and rail approvals. Scheme under development by Government's East West Rail Company with approvals route via Development Consent Order (DCO). Timing: SOBC is the next step; delivery will follow East West Rail and development phasing. DCO to be launched by EWR in 2027 with services anticipated to run in the early 2030s. Funding: National rail enhancement funding through Network Rail/Great British Railways processes and Treasurt spending reviews, supplemented by developer contributions such as s106 or CIL and wider partnership funding.
Cambourne to Cambridge high-quality public transport corridor	**GCP**	A new high-quality public transport and segregated active travel corridor between Cambourne and Cambridge via Bourn Airfield, Hardwick and West Cambridge, supported by a major travel hub at Scotland Farm, Dry Drayton. This would improve the speed, reliability and attractiveness of public transport and active travel on the west corridor and support planned western growth while reducing reliance on private car travel for longer-distance trips.	2	2	2	2	1	**Local Plan / Committed**	I/ST, I/TH, I/ID, I/SI, S/ED, S/CBN				181.3	2 - 5	2 - 5	Executive Board decision following Detailed Design expected by the end of 2027; construction to follow.	CPCA, CCC, Developers	Deliverability: GCP is progressing detailed design, land and statutory processes before Executive Board approval and construction. Expected to be integrated into MRT network proposals emerging from GCDC. Timing: Executive Board decision expected by end-2027; construction to follow. Funding: Greater Cambridge City Deal/gainshare, with national funding and developer contributions including s106, CIL, planning-condition or s278 mechanisms linked to western growth.

steer

Mass rapid transit extension to Papworth Everard	**CPCA / GCP / GCDC (TBC)**	A mass rapid transit extension to Papworth Everard would build on the Cambourne–Cambridge scheme by extending high-quality public transport connectivity further west via Cambourne North. This would improve links between Papworth Everard, Cambourne North and Cambridge, support the transport strategy for the Cambourne North site, and help create a broader west corridor public transport network that offers a more sustainable alternative to car travel.	2 / ?	2 / ?	2 / ?	2 / ?	1 / ?	**Local Plan**	I/SI, I/ID, I/ST, S/CBN				40 - 200	1 - 8	1 - 8	Subject to the related Greater Cambridge Development Corporation study and preparation of an appropriate business case, as well as delivery of Cambridge South East Transport.	GCDC, CPCA, Developers	Deliverability: Extension depends on the Cambourne–Cambridge scheme, Cambourne North delivery and testing through the GCDC-led SOBC and an approved business case. Timing: SOBC expected in 2027; delivery remains linked to western growth phasing and is not yet programmed. Funding: TBD. Likely to require central government support alongside developer-linked and other local/partner contributions.
The rural southern cluster																		
Sawston Greenway	**GCP**	Delivery of a walking and cycling scheme that connects the villages of Sawston and Stapleford with the DNA Path and Cambridge Biomedical Campus.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC, S/BRC, S/GF				6.7	0.1 - 0.3		Decision on sign off of Full Business Case for July 2026 Executive Board	CCC	Deliverability: Outline Business Case and TRO reports reached the Executive Board in July 2026; remaining TRO and detailed delivery matters continue. Timing: Main Biomedical Campus/A1301 section targeted for late 2026/early 2027, with some risk of slippage into 2027. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Linton Greenway	**GCP**	The Greenway will link South Cambridgeshire through the creation of an active travel link between CBC and the village of Linton.	1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC, S/BRC, S/GF				9.5	0.1 - 0.5		Decision on next steps for July 2026 Executive Board	CCC	Deliverability: GCP Greenways programme scheme; next steps remain subject to the Executive Board decision and subsequent design, land and statutory processes. Timing: Decision was scheduled for July 2026; outcome and delivery programme to be confirmed within the rolling 2027–29 period. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Francis Crick Avenue improvements	**GCP**	Reconfiguration of Francis Crick Avenue to provide a high-quality, multimodal corridor serving Cambridge South station, including segregated walking and cycling routes, enhanced crossings and legible station access, together with improved interchange with the guided busway and local services; the scheme also safeguards and enables the CSET 'extended corridor', supporting longer-term high-capacity connectivity down to the A11, the Southern Cluster and wider growth areas.	2	1	2	2	1	**Local Plan / Committed**	I/ST, I/TH, I/ID, I/SI, S/CBC, S/BRC, S/GF				5.5	0.1 - 0.5		Works on Francis Crick Avenue are anticipated to begin in the middle of 2027, subject to landowner agreements.	CCC, Network Rail, Developers	Deliverability: GCP is progressing the scheme subject to landowner agreements and coordination with Cambridge South station and future CSET or alternative provision. Timing: Works are anticipated to begin in mid-2027, subject to landowner agreements. Funding: Greater Cambridge City Deal/gainshare, with Active Travel England, rail partnership and developer contributions relevant to linked access and growth.
CSET 'extended corridor'	**GCP (Phases 1 and 2) / CPCA (further extension)**	An extended high-quality public transport and active travel corridor from Cambridge Biomedical Campus and Cambridge South station towards the Wellcome Genome Campus (recognising CPCA aspirations to accelerate delivery of connections), Whittlesford Parkway and Duxford via an A11 Travel Hub.	3	3	3	3	2 / ?	**Local Plan / Additional**	I/ST, I/TH, I/ID, I/SI, S/CBC, S/BRC, S/GF, S/WGC				20.8 (Phase 1) 162 (Phase 2)	3 - 6 (Phase 2)	3 - 6 (Phase 2)	Phase 1: Decision to complete work at Haverhill Road in July 2026 Executive Board Phase 2: TWAO has been submitted, subject to date of inquiry this will be updated at the next Board cycle.	GCDC, CCC, Developers	Deliverability: Phase 1 is at delivery decision stage; Phase 2 requires TWAO determination and subsequent detailed design and approvals. Extension depends on the Grange Farm link, Granta Park growth and integration with Whittlesford Parkway, Duxford and the Wellcome Genome Campus, and will require testing through the GCDC-led SOBC, feasibility work and an approved business case. Timing: Phase 1 decision was scheduled July 2026; Phase 2 programme will be updated once an inquiry date is set. Funding: Greater Cambridge City Deal/gainshare, alongside national funding, local transport allocations and developer contributions including s106, CIL and s278 for growth-related elements.
Whittlesford Parkway station improvements	**GCP**	Further improvements to walking, cycling, public transport and highway access to and around Whittlesford Parkway railway station, together with increased provision of parking and other station facilities, to strengthen its role as a multi-modal travel hub serving the southern employment cluster.	1	2	2	1 / ?	1	**Additional**	I/ST, I/ID, I/TH				0.3			Scheme currently paused	Network Rail	Delivery: CPCA to work with GCP and CCC on potentially re-commencing earlier feasibility work, alongside engagement with sites in the southern cluster on their site-specific transport strategies. Timing: Subject to further discussion and ongoing CPCA strategic prioritisation exercise. Funding: Potentially from CPCA sources, subject to prioritisation, alongside developer and site-specific support.
A505 Royston to Granta Park study	**CPCA**	A study of the A505 corridor between Royston and Granta Park, building on the completed Strategic Outline Case and its initial investigation of issues and opportunities. The study would consider a multimodal package of improvements to support the internationally important cluster of science parks and employment sites in the corridor, including better public transport links, active travel measures and safety improvements.	1	1 / ?	2	2 / ?	0 / ?	**Additional**	I/ST, I/ID, I/SI				0.5 - 1.5			Dependent on ongoing strategic prioritisation exercise	CCC	Delivery CPCA has previously commissioned a Preliminary Strategic Outline Business Case for the A505 Corridor. Progress to the the next stage (Strategic Outline Business Case) is dependent upon the A505 being prioritised for further development through CPCA's ongoing strategic prioritisation exercise. If taken forward, measures are deliverable by CPCA and CCC as transport and highway authorities for the route. Timing Dependent on ongoing strategic prioritisation exercise. Funding If prioritised would likely be via Major Road Network or Large Local Majors-style funding, alongside local authority capital, s106/CIL and other growth-related contributions.
Rest of the rural area																		
Bottisham Greenway	**GCP**	An arterial 'wheel' of Greenways will connect smaller settlements for local journeys as well as longer distance commutes into the city.	1	1	0 / ?	0	1	**Committed**	I/ST, I/ID, WS/HD				10.3	0.2 - 0.5		Full Business Case Decision in November 2026	CCC	Deliverability: GCP Greenways programme scheme, subject to Full Business Case approval and remaining design, land and statutory processes. Timing: Full Business Case decision expected November 2026; wider delivery is route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Swaffham Greenway	**GCP**		1	1	0 / ?	0	1	**Committed**	I/ST, I/ID, WS/HD				6.4	0.1 - 0.3		Full Business Case Decision in November 2026	CCC	Deliverability: Planning submission and landowner permissions are being finalised before construction can proceed. Timing: Some sections remain targeted to start in 2026, with wider delivery expected route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Haslingfield Greenway	**GCP**		1	1	0 / ?	0	1	**Committed**	I/ST, I/ID, WS/HD				11.6	0.2 - 0.6		Full Business Case Decision in March 2027	CCC	Deliverability: GCP Greenways programme scheme, subject to Full Business Case approval and remaining design, land and statutory processes. Timing: Full Business Case decision expected March 2027; wider delivery is route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Comberton Greenway	**GCP**		1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/ED				8.6	0.1 - 0.4		Planning submitted, decision expected by end of 2026. Construction to follow. Decision on Full TRO on Sidgwick Av July 2027	CCC	Deliverability: Adams Road works are complete and Coton works continue; remaining sections depend on planning, TRO and delivery approvals. Timing: Construction is rolling, with the Sidgwick Avenue TRO decision scheduled for July 2027 and wider completion route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Barton Greenway	**GCP**		1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/ED				11.9	0.2 - 0.6		Construction continuing online during 2026, offline routes planning decision due June 2026 Decision on Baulk Path, for July 2026 Executive Board	CCC	Deliverability: Off-road works from the M11 to the city boundary are complete, but the Barton Road connection is being reconsidered following objections to the original design. Timing: Final-link design and decision remain unresolved; wider delivery is route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Melbourn Greenway	**GCP**		1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC				15.3	0.2 - 0.8		Decision on sign off of Full Business Case for July 2026 Executive Board	CCC	Deliverability: Shepreth works are under construction; the wider route remains subject to confirmation of the summer 2026 Board decision and continuing delivery processes. Timing: Fowlmere Road and Shepreth Road works run to October 2026; remaining sections will follow route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Fulbourn Greenway	**GCP**		1	1	0 / ?	1 / ?	1	**Local Plan / Committed**	I/ST, I/ID, WS/HD, S/CBC				7.1	0.1 - 0.4		Phase 1 Construction underway, Phase 2 consultation before decision in November 2026 on next steps	CCC	Deliverability: Phase 1 is under construction; Phase 2 remains subject to consultation and agreement on next steps. Timing: Phase 2 decision expected November 2026, with wider delivery route-by-route through 2027–29. Funding: Primarily Greater Cambridge City Deal funding released through gateway reviews; supplementary active travel or developer contributions may support linked elements.
Foxton Level Crossing study	**Network Rail/Great British Railways**	A study of issues and opportunities at Foxton level crossing to improve safety, reduce delay and support more reliable movement on the southern A10 corridor, while considering opportunities for park-and-rail / travel hub interchange and wider travel choices south of Cambridge.	1	1	1	1	1	**Additional**	I/ST, I/SI, I/ID, I/TH				0.5 - 2			Continued support and advocacy	CPCA, CCC	Deliverability: by Network Rail / Great British Railways as rail infrastrucure operator Timing: to be agreed through co-working between local partners and rail industry Funding: to be established but potentially via local partners, GCDC, and rail industry funding via direct government allocations, regulatory-approved budgeted spending within control periods, operator access charges, and commercial income
Rural mobility hubs	**CCC**	Strengthening connections from rural communities to local services, market towns and key transport interchanges through multimodal travel hubs and locally led transport solutions, including demand responsive transport.	1	2 / ?	0	0 / ?	0 / ?	**Additional**	I/TH, I/ST, I/ID				N/A			Ongoing investment and prioritisation	GCP, CPCA	Deliverability: CCC and partners can develop hubs through local transport, bus and community transport programmes, with operating arrangements required for each location. Timing: Ongoing investment and prioritisation; individual hubs will be phased as business cases and partnerships mature. Funding: Local transport allocations, BSIP or successor bus programmes and Active Travel England, supplemented by private landowner or developer contributions where hubs support growth.
Other active travel improvements	**CCC**	Supporting measures to enhance walking, wheeling and cycling connections between villages, mobility hubs, nearby services and key transport corridors. Measures will include local links to travel hubs, connections to Greenways and strategic routes, wayfinding and accessibility upgrades, and removal of severance barriers on rural roads.	0	1 / ?	0	0	1	**Additional**	I/ST, I/ID, I/TH, WS/HD				N/A			Ongoing investment and prioritisation	CPCA	Deliverability: CCC can deliver a rolling package through LCWIP and local network programmes, subject to prioritisation, design and local approvals. Timing: Ongoing investment and prioritisation, with measures phased as routes and hub connections are developed. Funding: Active Travel England and related multiyear active travel funding, supplemented by local transport authority capital and growth-related s106 or CIL contributions.
Rural safety improvements	**CCC**	Targeted interventions including junction and crossing improvements, visibility enhancements and safer provision for walking, wheeling and cycling in rural areas. This ensures users can access mobility hubs confidently, supporting more inclusive transport provision while improving overall road safety outcomes.	0	1	0	0	1	**Additional**	I/ST, I/ID, I/TH, WS/HD				N/A			Ongoing investment and prioritisation	CPCA	Deliverability: CPCA have road safety strategy under development with adoption likely late 2026/early 2027 Timing: Strategy adoption as above plus implementation / action plan (with timings) to be included in strategy Funding: Potential £1m funding in capital MTFP for safety measures via CPCA.

END