

# Cambridge – Report on Transport in the City Centre. 22.10.2008. Written by Jacob R. Little

## 1. Public Transport.

### 1.1 Train Service

I propose that a new train line is to be built through the city centre (along with a new station), with the line underground where needed, such as when historic buildings or landmarks are in the way. I also propose this line to be connected to a station in the north-east of the city where an existing 'Y' rail junction is placed. This rail line could also be extended west to serve commuters travelling to or from Birmingham, Coventry and Northampton. The reason for this is to serve people who want to travel from the north-east or the south via the north-east station to town for work. This service is not integrated at present, so cars would have to make this journey.

I also believe initiatives such as discounted rail fares at peak times important to persuade people to leave their cars at home and use the train to travel to work or shopping. Increasing the frequency of train and bus services at these busy times will also be added to increase the convenience of travel.

### 1.2 Bus Service

Another integral point in reducing traffic is a good bus service. I propose as stated in 1.1 (above) to vastly increase services at peak times. I believe buses should travel from all areas of the city, especially high residential areas to centres of high employment e.g. industrial centres, commercial centre and of course the city centre (also for shopping or visiting the market). This is to reduce cars on these particular journeys as well as to preserve profits of town shops.

### 1.3 Transport passes

I propose a variety of transport passes, to allow access to buses, mini-buses, (3.2) trains etc. These could be at a fixed charge, cheaper than it would be to travel and pay each time. They could come in handy for tourists coming for a weekend, workers and school children travelling to school.

## 2. Cycling and Walking Paths

I think many more cycle paths from residential estates/areas connecting to schools, offices, theatres etc. This could also be partnered by a positive campaign to get people walking, cycling and doing exercise; this would also help the growing obesity problem our country faces today. An increase in places to secure these bikes would also be brought in.

## 3. Roads

### 3.1 Ring Road

Most cities in the UK have a ring road or bypass around the city, Cambridge is an exception. I think that there are existing roads to the north (A14) and west (M11) meaning that these two roads could be connected via a bypass around the south-east of the city, creating a ring road. This would significantly reduce traffic in the city because people living on the edge would use this road to get from south to north or east to west etc.

### 3.2 Pedestrianisation

I propose that Cambridge pedestrianises the city centre and uses a park and ride system for shoppers/workers etc. This would reduce the air and noise pollution making it a much better environment for working/shopping etc. Also, this would preserve historic narrow streets and offer a prettier town centre for tourists. Many multi-story car parks would have to be built for parking and a system of mini-buses would arrive every minute or two to shuttle people to the centre. These mini-buses, normal buses, trains, emergency vehicles and delivery lorries (11pm-5am) would be the only vehicles allowed into this area.

## 4. Out of town shopping

To reduce pressure on cars travelling to the centre, I propose a shopping centre (with your B&Q, Tesco and Comet etc.) in the north-east. It would be situated between the two lines at the 'Y' train junction and near the northern bypass (A14) where a new exit would be built to the centre to allow easy access from the road and north-east rail station (1.1). This would not put central town or high street shops out of business as they provide a service for certain products that would not be available at the shopping centre e.g. WH Smiths Stationary.