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Cambridge Guided Busway Guided busway during trials, 2009OverviewOwnerCambridgeshire County CouncilLocalCambridgeshire, United KingdomTransit typeGuided buswayWebsitewww.thebusway.infoOperationBegan operation7 August 2011; 9 years ago (2011-08-07)Stagecoach in Huntingdonshire, WhippetTechnicalSystem length16 miles (25 km) Cambridgeshire Guided Busway, known locally as The Busway, connects Cambridge, Huntingdon and St Ives in the English county of Cambridgeshire. It is the longest guided bus way in the world.[1][2] overtaking the O-Bahn Busway in Adelaide, South Australia. [3] [4] [5] Two guided sections make up 25 km of the route. The northern part, which uses the course of the former Cambridge and Huntingdon railway, runs through the former stations Oakington, Long Stanton and Histon. The southern part, which uses part of the former Varsity Line to Oxford, connects Cambridge railway station, Addenbrooke's Hospital and the park and the riding area of Trumpington, via homes on the Clay Farm area. Services are run by Stagecoach in Huntingdonshire and Whippet, which have exclusive use of the route for five years in exchange for providing a minimum service frequency between 07:00 and 19:00 every week day. [6] Specially adapted buses are used: the bus driver does not have to hold the steering wheel on the guided parts of the bus road. A total of 2,500,000 trips were made in the first year of operation. Proposed in the 2001 Cambridge-Huntingdon Multi-Modal Study, which recommended the expansion of the A14 road and the construction of a guided bus way along the old railway lines, construction began in March 2007, and it was opened on 7 August 2011 after a series of delays and cost overruns. [2] The original cost estimate of £116 million rose to £181 million by December 2010. An independent review of the project was announced on September 20, 2010, with Cambridge MP Julian Huppert at the time describing the bus way as a white elephant. [10] A trial with BAM Nuttall, the main contractor, was settled by Cambridgeshire County Council in August 2013. [11] The Overview Scheme links Cambridge, in East Anglia, with St Ives, Huntingdon and Northstowe (a proposed new town) in the north-west, and with the M11 motorway to the south. The route includes two parts of guided operation, a bus-only road and other places with on-street operation in conventional bus lanes. New park and hiking sites are built at Longstanton and on St Ives, with an asphalt bike path/bridle along some parts of the route. [6] The final arrangement includes bus priority and real-time passenger information system displayed at busway bus stops; and subsequent separate means and works to better link these stops to local businesses for pedestrians and cyclists. [12] A total of 2,500,000 trips were made in the first year of operation, which Atkins reported was 40% higher than the estimated figure. Bus use along the corridor was to have increased by 33% in the same period. [13] Before the opening, the contractor had predicted that an estimated 11,500 journeys per day would be made on the bus road. [14] The scheme was predicted to lead to a direct reduction in traffic on the busy parallel A14 road of 5.6% (rising to 11.1% with the new Park & Ride areas), but like other traffic routes to freed road space from other parts of the local road network, the net reduction is predicted to be 2.3%. The overall scheme was not intended to solve the congestion problems on the A14 by itself, but would rather have an overall effect over the local road network, and be complementary to planned improvements on the A14. [15] Route [v] te [Cambridgeshire Guided Busway Legend East Coast Main Lineto Peterborough Huntingdon railway station Huntingdon Somersham St Ives St Ives Viaductover Great Ouse Fen Drayton Lakes Swavesey Longstanton Northstowe proposed development Oakington Histon and Impington A14 Orchard Park East Orchard Park West Cambridge Regional College Cambridge Science Park Cambridge North railway station Ipswich–Ely line Cambridge bus station Cambridge railway station Hills Road Long Road (A1134) Addenbrooke's Hospital Cambridge South railway station (opens 2025) to Stevenage & London Foster Road Shelford Road Trumpington cutting (single track) Hauxton Road Trumpington Park and ride street running Cambridgeshire Guided Busway network between Huntingdon (top left) and Cambridge (bottom right) Starting at Huntingdon railway station and city centre, buses travel on regular roads to St Ives. From here, the bus route to the former Cambridge and Huntingdon railway follows a new park and hiking area south of the city, where it is being guided. Buses stop at Swavesey, Longstanton, Oakington and Histon, with a request stop for the nature reserve at Fen Drayton. Should a proposed new town at Northstowe be built, further stops would be opened, with Northstowe developers Gallagher Construction urged to build the bus way through the development in advance. [16] Upon entry into Cambridge, the route deviates. A route stops at Cambridge Regional College and Cambridge Science Park, before returning to the road network to central Cambridge. The other joins the road network at Orchard Park (formerly Arbury Park), before continuing to the city centre. The two forks meet at Cambridge bus station for the journey to Cambridge railway station. Outside Cambridge railway station, buses are guided along the former Cambridge–Oxford Railway (The Varsity Line) south to Addenbrooke's Hospital and Trumpington Park and Ride. This section last saw a planned passenger train in 1967. [17] Infrastructure Wheel-on-kerb method: on the guideway, small wheels touch the curbs keep the buses in the center and the bus driver drops the steering wheel. The bus way is designed for buses at 89 km/h, which decreases to 50 miles per hour (48 km/h) where it public highways. [18] Bus drivers are asked to drive as they would on a normal road. [19] Guidance is obtained using the led wheel-on-concrete kerb method, with the bus way constructed from pre-cast concrete sections that are 15 meters long and 2.6 meters wide. [20] In addition, the driver's wheels will help close the positioning at slightly modified bus stops within the street sections. [21] The bus way is 6 meters wide, consisting of two 2.6 meters wide tracks separated by a central reservation of 80 centimeters. Between Cambridge and St Ives there is also a 4 meter wide (maximum) bridle/maintenance track to one side and a 70-centimeter (28 in) evacuation strip to the other creates a total width of 10.7 metres (35 ft). Where necessary it is narrowed; For example, through the Trumpington intersection where there is a single bus way with a narrower maintenance track that provides a total width of about 6.3 meters. [18] In 2010, proposals were put forward to reduce the width of the bridge path, limit it to 3 meters and increase the height to combat flooding. [22] Elevated sections have two evacuation strips at bus level with bridle/maintenance tracks at the foot of the embankment. [quote required] Bridleway is usable by people on foot, bike and horse. The 6-metre-high width of the bus way is narrower than the 9.3-metre-high width of a single-way country road built to 2009 standards (excluding companion edges and walkways/bike paths in both cases). [23] A conventional road would have been too wide to fit on top of existing railway embankments and across the subbridges along parts of the route. [24] The maintenance track is located either next to the bus way on flat land, or to one side at the foot of the former railway embankments – the combined width of the maintenance track and the bus way is significantly wider than the railway it had replaced. In order to negotiate trumpington Cutting on the southern part, a narrower maintenance track was required, along with the use of a two-way single-track busway to fit within the width of the former double-track railway. [25] The southern part will be limited to single-decker buses. [25] In May 2012, the county council received a petition calling for better night lighting for bridleway along the southern part, and the need for this was later recognized by the council. [26] The work on lighting was completed in the autumn of 2015. [27] Services Stagecoach Route B bus departs from Cambridge on the first full day of service on busway, 7 August 2011. Current services (from 2018) Routes A and D Stagecoach routes A and D operate a core route from the Trumpington Park-and-Ride area, Addenbrooke's Hospital, Cambridge City Centre, and Cambridge Science Park, and St Ives. The Monday to Saturday off-peak timetable has four buses an hour (one per hour operates via Cambridge North Station which D), where a bus starts from Royston before Trumpington. During the week's rush hour there are up to 15 services per hour between St Ives and Cambridge, with additional services on routes from Chatteris, Ramsey, Somersham, Boxworth, Brampton and Godmanchester to Cambridge or Cambridge Railway Station. There is no service after the early evening, and on Sundays service D runs half an hour from St Ives to Cambridge during the day. Route B Stagecoach route B operates a core route from Cambridge to Orchard Park, St Ives and Huntingdon. The Monday to Saturday off-peak timetable has four buses an hour, with two buses operating via RAF Wyton between St Ives and Huntingdon, two buses continuing to Hinchinbrook Hospital in Huntingdon, a bus continuing to Huntingdon Railway Station, and a bus continuing to Huntingdon Railway Station and Peterborough. Some early morning services start from Godmanchester (a village near the bus depot serving the route) before Huntingdon. On Monday to Saturday evening there is a wide hour service from Cambridge to Huntingdon, and most evening services continue to Godmanchester. On Sundays there is half an hour's day from Cambridge to St Ives with one bus per hour continuing to Huntingdon. There is no Sunday night service. Route R Stagecoach route R operates four services an hour during Monday to Friday peak times between Trumpington Park & Ride and Cambridge Railway station (with a shorter route than services A&D, avoiding the Addenbrooke's website). Route U Whippet Route U was launched in July 2016 and is subsidized by the University of Cambridge. It currently operates from Biomedical Campus and Addenbrooke's Hospital to Cambridge Railway Station, Queens' College, West Cambridge Site and Eddington. There are up to 4 buses per hour during the day Mondays to Fridays, up to three buses per hour during the day on Saturdays, and up to two buses per hour on Sundays. There is half an hour's service on the evenings Mondays to Saturdays. Whippet operates this service with seven Volvo/Wright Eclipse single-decker buses, with Universal branding in blue colours. Route Operator Origin Intermediate Points Destination Off-Peak buses per hour A Stagecoach at Fens Royston Trumpington Park and Ride Cambridge Biomedical Campus Cambridge railway station Central Cambridge Cambridge Science Park Histon & Impington Longstanton Park and Ride St Ives 3bph Trumpington to St Ives 1bph Royston to St Ives B Stagecoach at Fens Central Cambridge Orchard Park Histon & Impington Longstanton Park and Ride St Ives Huntingdon railway station Hinchinbrook Hospital Central Peterborough 4pht to St Ives 2bph to Hinchinbrook 2bph to Huntingdon station 1bph to Peterborough D Stagecoach at Fens Trumpington Park and Ride Cambridge Biomedical Campus Cambridge railway station Central Cambridge North railway station Histon & Impington Longstanton Park and Ride St Ives 1bph R Stagecoach Fens Trumpington Park and Ride Cambridge Biomedical Campus Cambridge train station Up to 3bph during rush hour only U Go Whippet Cambridge Biomedical Campus Cambridge railway station Central Cambridge Robinson College Cavendish laboratory Eddington 4bph Initial Services (opening in 2011 ) Figures published during 2004 by Cambridgeshire County Council suggested that it would begin operation with six buses per hour and build up to 20 buses per hour into Cambridge during peak periods by 2016. Stagecoach in Fens[29] and Whippet, committed to buying new buses and running commercial services on the scheme. The council had previously held talks with Cavalier (owner of Huntingdon and District, before being bought by Stagecoach) and another operator. [30] Originally Stagecoach route A operated three times an hour from St Ives Park and Ride to Trumpington (Monday to Saturdays daytime) and route B operated three times an hour from Huntingdon to Cambridge (with an hour of evening service) Mondays to Saturdays. On Sundays route B ran three times per hour between Cambridge and St Ives, with one journey per hour continuing to Huntingdon. There was no Sunday night service. Whippet also operated a route C from Somersham and St Ives to Cambridge. To run its services, Stagecoach ordered ten Eclipse/BTRLE single-decker buses, to be produced by Wrightbus and Volvo, and ten Alexander Dennis Enviro400/Scania N230UD biplanes. All the specially branded vehicles were equipped with leather seats, air chill or air conditioning, real-time information and free Wi-Fi. The new buses were deployed on Stagecoach's other services prior to the opening of the bus way, having cost the operator a total of £3 million plus £1 million in staffing and training costs. [32] Drawn services Whippet C A Go Whippet Route C bus leaves St Ives on 7 August 2011. This service was operated from the opening of the guided bus route to withdrawal in November 2018. The first service was from St Ives to Cambridge and operated broadly every hour of daytime Mondays to Saturdays (with some services starting from or continuing to somersham.[33] An hour Sunday service was added shortly after its introduction. [34] In 2016, the service operated hourly from St Ives to Cambridge and Cambridge railway station during the day on Mondays to Sundays. [35] Stagecoach N After the opening of Cambridge North Stagecoach introduced a service from Longstanton Park and Ride to Cambridge via Cambridge North Station. From May to September 2017, this operated three times an hour Mondays through Saturdays daytime (with half an hour Sunday service being provided by route D. The service continued every hour until November 2018, when it was completely replaced by diverted A services operating as D. Whippet P From February to August 2019 whippet operated 4 buses an hour from Cambridge to Cambridge Train Station and Addenbrooke's Hospital (with the first three mornings last three evening buses also serve Swavesey and operate via Orchard Park and stop on Histon Road). This service was withdrawn due to low passenger numbers. [37] Tickets are purchased on the bus. Originally, passengers on board guided sections had to purchase their tickets before boarding[38] from one of the seventeen ticket-issuing machines compatible with ITSO smart cards. [39] Cash sales from ticket machines were stopped after the vandalism of ticket machines in 2014,[40] and ticket machines were taken out of service altogether in 2019. [40] Multibus multi-operator ticket for Cambridgeshire has never been accepted on guided bus routes. Initially, Cambridgeshire County Council said smart card-based ticketing with multiple operators would be supported so passengers could board the first bus to arrive. They stated that such a ticket would be a first, but would take a while to perfect. [43] A smart card-based ticket offering some of the promised features was available, but was withdrawn in November 2018 when Stagecoach became the only operator on the bus road. [44] History planning In 2001, the Cambridge-Huntingdon Multi-Modal Study (CHUMMS) recommended the expansion of the A14 road and built a guided bus way along the old Cambridge and Huntingdon railways.[45] which had been closed to passengers since 1970 and to all traffic since 1993. [46] Since the closure, there had been proposals to reinstate the railway, and for a light rail network, a bus lane, a road with limited access, bus way, bike path and a nature walk. [46] A local group, CAST. IRON, was set up in July 2003 after being inspired by wensleydale railway to promote and make the reinstatement of the route for trains and to resist other proposals, referring to the guided bus that misunderstood the bus. [47] A private consortium that had proposed a guided bus system, SuperCAM, abandoned its plans in 2003. [48] Arup drafted the Transport and Labour Act (TWA) which was presented in late 2003. [49] [50] A public inquiry was held in September-October 2004. The scheme was supported by five bus and bus operators, and 20 other organisations and individuals. [51] A total of 2 735 objections were received:[18] from municipalities, public bodies, transport interests, local pressure groups and individuals who criticised the Environmental Impact Assessment, supported the rail option or objected to the scheme in principle. [52] The scheme was approved by the government in December 2005. [53] Construction in March 2007, the then Transport Minister Douglas Alexander officially opened a production facility in Longstanton that would produce the 6,000-7,000 concrete beams for the bus road. [55] Each beam was 350 millimeters thick with a further 180 millimeter lip for the sliding wheels to push against. [56] A total of 50,000 tons of concrete were cast to a precision of plus or minus one millimeter. [56] The supports under the beams were supported by 2,150 piles along 4 km long length of the bus way. The same year, a viaduct of maintenance-free steel was built over the Great Ouse River to replace the 200-tonne wrought iron iron viaduct removed in 2007. [59] There would later be a dispute between the conservative-controlled county council and the opposition Liberal Democrat ministers over whether the structure was structurally justifiable.[60] with the claim that water draining off the path over the viaduct could cause crumbling. [60] Construction work started near Histon, Cambridgeshire in 2008. In March 2008, existing guided vehicles were attempted along a section near Oakington. [62] The vehicles tested included a Wrightbus-bodied single decker owned by FirstGroup, a Plaxton President-bodied Dennis Trident 2 biplane from Lothian Buses, and a white Alexander Dennis Enviro500 tripe-axle biplane. The test vehicles were equipped with sensors to assess vibration levels and driving quality. In addition to the bus fleet, Cambridgeshire County Council tried out and bought a specially adapted guided grider truck for use during periods of cold weather, which will spray saltwater instead of rock salt. [66] [67] [68] [69] [70] [72] In November 2011, this was reinforced with a custom Multihog gritter/snowplough vehicle from Ireland designed to clear the accompanying maintenance track and cycle path. [71] [72] [73] [74] [75] [75] The Multihog is powered by 90-horsepower engine so that it can travel at up to 25 mph (40 km/h) and has a brine tank, instead of solid grade. [73] [76] [77] In August 2008, about 10 km from the bus way was built, between Longstanton and Milton Road (Science Park). [quote needed] On November 30, 2009, road signs directing traffic from the A14 towards the future bus park and hiking sites began to be installed. [78] Other signs related to the bus way had required subsequent height adjustments,[79] and spelling corrections.[80] [81] [82] [83] Trees had also blown over, blocking the bus route near Swavesey. [84] The twelve intersections on the route equipped with bus priority traffic signals were tested on 16. [85] [86] [87] Delays concrete beam construction of the main bus route. An estimated 6,000 to 7,000 concrete beams were made for the bus road. In January 2009 it was announced that the planned opening of the scheme had been delayed until late summer 2009 due to bad weather and flooding in the Fen Drayton area. As a result of complications with a bridge on Hills Road in Cambridge, In August 2009, a further delay was announced until the end of November 2009 for the opening of the northern part, with no date given for the southern part. [91] [92] [93] On The project was delayed for the third time when Cambridgeshire County Council announced that the northern part would not open on the previously announced date of November 29, 2009. [79] Initial bus routes would only reach Huntingdon train station and not serve Hinchinbrook Hospital which had originally been promoted during the public inquiry; [100] They also did not want to continue south to Cambridge Railway Station. In January 2010, the contractors and Cambridgeshire County Council were still in discussions about what required finishing. [100] During February 2010, the directors of both the registered bus operators - Andy Campbell of Stagecoach, Cambridge, and Peter Lee of Whippet coaches - expressed that their companies' frustrations at the bus way could not be used by the new buses they had bought to drive on it. [31] Shortly after, Stagecoach changed the slogan displayed on their fleet of buses for the bus way, and changed it from reading I'll be on the bus way soon, will you? to a new slogan about Will I be on the bus way soon?. [99] In the same month, South Cambridgeshire District Council of Cambridgeshire County Council demanded a comprehensive public statement that provided clarity over rising costs. [101] By mid-June 2010, none of the outstanding issues had been resolved[102] and a public review was announced. [103] In early July 2010, it was reported that neither would open until 2011. [32] At a council meeting on September 9, 2010, BAM Nuttall missed deadlines to provide building certificates that the council needed, forcing it to start its own inspections. Attempted A Stagecoach Route B bus prepares to depart from St Ives to Cambridge on the launch day of 7 April 2011, the bus way was officially handed over to Cambridgeshire County Council, triggering a 28-day period for any remediation work carried out by BAM Nuttall. [107] This period expired without BAM Nuttall completing any of the necessary work. The county council injected Jackson Civil Engineering to complete the bus way, at BAM Nuttall's expense, with the aim of opening the bus way in August 2011. [109] A number of preview attempts of the bus way were held, where some problems were encountered, especially with cyclists using the bus way. [110] In one accident, a cyclist rode on the guide instead of the bike path next to the bus road, was hit by a bus. [111] Attempts at recovery procedures were to be held, with the test finding that a stranded bus could be hooked up and removed within five to ten minutes after a specially adapted breakdown vehicle reached the scene. In July 2011, Hugh Morris, from Cambridge First, arranged a race between the guided bus and a car travelling from Cambridge to St Ives to see which one was quickest to reach the end of the track. The car hit the bus by ten minutes, although he noted that the ride had not been held during rush hour, where the A14 road is known for congestion. [113] A journey from St Ives to Cambridge Science Park was found to take 20 minutes. The first guided bus left St Ives at 9am on 7 August 2011. During the first seven days, 55,895 trips were made.[115] which led to operators delivering more buses on their services. During the first four weeks, the average was 52,227 journeys (224,054 in total). [117] [118] [119] Footfall and trade in businesses in the villages increased as a result.[120] with the same increase reported by market traders and shopkeepers in St Ives[121] As a bridge, riders can also use the maintenance track next to the northern guided section providing a traffic-free route between the villages. [122] Work began at the end of July 2011 to improve the park and run the facilities in Longstanton. The construction work included a £430,000 waiting room and exhibition centre for the adjacent Northstowe development. [123] In 2012, he won an award at the Green Apple Built Environment and Architectural Heritage Awards in 2012. [126] [127] The intersections of the bus road with the usual roads are equipped with prominently signed car traps to prevent motorists from driving onto the driver's beams and disrupting bus traffic. Extension An extension of the bus way, to meet the new Cambridge North railway station, was started in July 2014. [129] The railway station connected to the bus way opened in May 2017. The project was budgeted to cost £116.2 million.[132] with the central government providing £92.5 million. [133] Cost-benefit analysis of the scheme had assessed the expected ratio as 4.84.[134] 2.28 (1998 prices)[18] and 1,968.[134] (a higher ratio is better), with costs rising from an initial estimate of £54 million. [134] In December 2008, the County Council risk of the project as high; None of the £12.7 million - out of £23.7 million - to come from property developers had been received by the organisers. In November 2009, the support scheme for the cb1 redevelopment scheme around Cambridge railway station front, Ashwell Property Group, had been due to its £927,000 contribution towards the busway scheme, but was allowed to delay, and went into administration in December 2009. Cambridgeshire County Council announced it was budgeting £1 million per year to cover potential ongoing costs associated with the bus way.[137][138] through the reorganisation of other transport-related budgets. [139] Repayments for the loans and associated interest would then be recovered from the contractors and future housing developers after the scheme was completed. [140] Contributions from developers were also used to pay for works of art and time capsules along the route. [141] [142] BAM Nuttall disputes Busway between Oakington and Longstanton. The bike path is visible to the left of the image. In 2008, BAM Nuttall claimed it would cost more than the original budgeted amount to complete the work.[143] perhaps £6 million more. Another report[145] suggests that the overpass could be £30 million at a construction cost of £90 million. Cambridgeshire County Council said it had been confident the scheme would come into the budget because of the terms of the contract with BAM Nuttall. In December 2009, the project had been estimated to be £1.3 million above budget.[137] [138][141] the council's additional liabilities are limited to £5 million above the originally agreed price[147]; with the right to impose penalties on contractors for late delivery; [148] Since February 2009, contractors had collected a fine of £14,000 per day for late delivery.[31][149] which amounted to £6 million by June 2010[150] and estimated in December 2010 at £9 million. On January 10, 2010, Cambridgeshire County Council's head of audit and risk management said uncertainty about the final building price had caused cash flow problems for the council. [152] The county council's performance bond with BAM Nuttall was limited to £7.5 million, plus a further unlimited guarantee from Koninklijke BAM Groep, BAM Nuttall's parent company based in the Netherlands. [153] The original cost of the engineering work carried out by BAM Nuttall had been £88 million, and in mid-February 2010 the expected cost to have increased to £120 to £40 million. [154] The main problem was structural repairs necessary for the new Great Ouse Viaduct to prevent water departure. [154] Later that month, Cambridgeshire County Council stated that the council would borrow £41 million during 2010 and then £10.2 million the following year, payable to BAM Nuttall to complete the project. [140] Cambridgeshire County Council brought in consultants to lead the project. Following the delivery delays, Atkins' bill increased from an expected £2.9 million to £9.6 million. [155] [156] [157] [158] The cost of this would be offset by the £10.8 million fine imposed on BAM Nuttall over the same time period. [158] A court date in January 2014 was scheduled for negotiations to start at the Technology and Construction Court in London. Cambridgeshire County Council said it had set aside £6.5 million for legal costs to pursue the £60 million claim against BAM Nuttall. In May 2012, BAM Nuttall launched a £43million counterclaim. In August 2013, Cambridgeshire County Council announced that it had reached an out-of-court settlement with BAM Nuttall.[162] paying them £84.7 million, up from £83.9 million in the original levy. Legal costs and other costs would put the total cost at £152 million, £26 million that would come from the council's budget. [11] Future proposals In October 2017, tests began with a ten-seat driverless microbus that ran on the class-separated section from Cambridge train station to Trumpington Park and Ride. [163] Further extensions to the bus way itself have been proposed. Cambourne and West Cambridge Greater Cambridge Partnership is consulting on a new bus way in the west from Grange Rd (March 2019). [164] Southern extensions Cambridgeshire County Council has proposed expanding the bus way beyond each of Addenbrooke's Hospital and Trumpington Park and Ride termini. The funding will be part of the same proposals from the Transport Innovation Fund. Newmarket Road During May 2012, proposals were published by the council to provide segregated bus lanes or an extended bus guide down the central reservation of Newmarket Road, Cambridge, between Cambridge United Football Club Abbey Stadium and East Road, Cambridge. [166] Other proposals In connection with the Chesterton diversion, the CamLink consortium has proposed a bus route from the centre of Cambridge, past Cambridge North station to Waterbeach. CamLink is a proposal developed by RLW Estates which is a consortium of The Royal London Group, Turnstone Estates and St John's College. [168] CamToo, a transport scheme developed by a separate set of local interest groups,[169] has also offered proposals for further expansion of the guided busway network, including:[170] Extending the service to operate to Peterborough[171][172] Expansion beyond the Milton Road junction, crossing Milton Road to Barnwell Bridge, continuing along the railway alignment already used New Access Routes to and from the A14 road to enable buses from Bar Hill and Cambourne to access the northern part of the bus way and its bridge under the A14 road. A new bridge under the A14 dual carriageway to activate buses serving Milton, including a new Park and Ride area, to avoid the busy Milton Road/A14 roundabout. Conversion of bus lanes on Newmarket Road to tram style (bus lanes moved into the centre of the road with over bus lanes prohibited for normal traffic). Extension outside Addenbrooke's Hospital, which connects with the A1303 Babraham Road Extension outside Trumpington Park and Ride along the course of the old Bedford rail line to the B1046 between Barton and Comberton. In February 2012, a proposal was reported by the Campaign for Better Transport to build an additional Park & Ride facility at Brampton Racecourse, north-west of Huntingdon. [173] Incidents In the six months up to January 2013, a total of 20 cars had attempted to drive onto the bus road. Eighteen of these occurred at the start of the bus way in St Ives at the junction with Harrison Way and the other incidents occurred at various junctions in Cambridge. In April 2013, a truck driver accidentally drove along the bus road after following instructions given by satellite navigation. A spokesman for the truck driver concluded that the driver had relied too heavily on his navigation device. No injuries were caused on the bus way and no one was injured. The council warned that the company could be fined if it happened again. On February 12, 2019, a truck got stuck on the bus road near Swavesey for more than 6 hours after he entered Longstanton. A pedestrian was struck and killed as she attempted to cross the bus way in the dark near the Fen Drayton Lakes stop on 17 September 2017. About 1km south of Cambridge railway station, a tourist was hit by the side mirror of a passing bus on 11 September. On September 18, 2018, just a few meters from the tourist was hit, a cyclist was also hit and killed by a bus on the bus road. [182] [183] Buses on the bus way have derailed five times. Two derailments, both in the southern part, were blamed for high speed.[184][185][186][187][188] and two more, one on the northern and one on the southern part, were blamed by operators for driver error in judging crossings between different parts of the bus way. [189] [190] The cause of the last derailment, in October 2019, is currently unknown. [191] Other incidents have included a bus that crashed into the back of another, after the first braking hard due to horses obstructing the bus way.[192][193][193][193] a collision between a bus and a van at a level crossing at Longstanton.[195] and a collision between a car and a bus, also at Longstanton that resulted in a fire. [196] This was the only incident that resulted in a bus being written off. See also Buses portal England portal Other busway systems References ^ a b Cambridgeshire guided busway opens to passengers. In 1999, the 100 0 7 August 2011 (7 August 2011) Visited 7 ^ a b «Cambridgeshire guided busway opening date In 1999, 100 0 0 9 June 2011 (June 9, 2011) Visited 7. In 1999 there were 100 billion Transport Briefings. Retrieved 9 January 2009. Budgeted to cost £116.27m, the government has given Cambridgeshire County Council £92.5m... 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