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Guided bus longstanton to cambridge station

Contactless payment accepted Times marked s – just sets up – the only one will stop to let passengers out contactless payment accepted Cambridgeshire Guided Busway During testing, 2009OverviewOwnerCambridgeshire County CouncilLocaleCambridgeshire, United KingdomTransit typeGuided buswayWebsitewww.thebusway.infoOperaoperaoperaoperabegan operation7 August 2011; 9 years ago (2011-08-07)Operator(s)Stagecoach in Huntingdonshire, WhippetTechnicalSystem length 16 miles (25 km) The 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 track in the world, overtaking the O-Bahn Bus in Adelaide, South Australia. [5] Two guided sections make up 15 miles (25 km) of the route. The northern section, which uses the course of the former Cambridge and Huntingdon railway, runs through the old stations of Oakington, Long Stanton and Histon. The southern section, which uses part of the old Varsity Line to Oxford, connects Cambridge railway station, Addenbrooke's Hospital and the park and walking site in Trumpington, via housing on the Clay Farm site. The services are operated by Stagecoach in Huntingdonshire and Whippet, which have been using the route exclusively for five years in exchange for providing a minimum service frequency between 7am and 7pm every day of the week. [6] Specially adapted buses are used: the bus driver does not need to hold the steering wheel in the guided sections of the bus station. A total of 2,500,000 trips were made in the first year of operation. Initially proposed in the Cambridge-Huntingdon Multi-Modal Study of 2001, which recommended the expansion of the A14 road and the construction of a guided road along the old railway lines, construction began in March 2007 and was inaugurated on 7 August 2011 after a succession of delays and cost overhead. [2] The original cost estimate of £116 million rose to £181 million in December 2010. [7] An independent review of the project was announced on September 21, 2010,[8][9] in which Cambridge MP Julian Huppert at the time described the busway as a white elephant. [10] A lawsuit with BAM Nuttall, the principal contractor, was settled by Cambridgeshire County Council in August 2013. [11] Overview The scheme connects Cambridge in East Anglia, with St Ives, Huntingdon and Northstowe (a proposed new town) to the north-west, and the M11 motorway to the south. The route includes two sections of guided operation, a bus-only road and other locations operating on the street in conventional bus lanes. New parks and walking sites have been built in Longstanton and St Ives, with an asphalt/bridge bike path next to some sections of the route. [6] The final scheme includes bus priority and passenger information systems in bus stops, and subsequent separate funding and aid to better connect these stops to local companies for pedestrians and cyclists. [12] A total of 2,500,000 trips were made in the first year of operation, which Atkins reported to be 40% higher than the predicted number. It is estimated that bus use along the corridor increased by 33% in the same period. [13] Prior to the opening, the contractor had predicted that about 11,500 trips a day would be made on the bus. [14] The scheme was predicted to cause a direct reduction in traffic on the busy A14 parallel road from 5.6% (rising to 11.1% with the new Park & Ride sites), although like other free road routes from other parts of the local road network, the net reduction is predicted to 2.3%. The overall scheme was not intended to address congestion problems on the A14 alone, but will have a global effect across the local road network, and will be complementary to planned improvements on the A14. [15] Route [ite]Cambridgeshire Guided Busway Legend East Coast Main Lineto Peterborough Huntingdon railway station Huntingdon Somersham St Ives St Ives Viaductover Great Ouse River Fen Drayton Lakes Swavesey Longstanton Northstowe proposed development Oakington Hist on Impington A14 Orchard Park East Orchard Park West Cambridge Regional College Cambridge Science Park Cambridge North Ipswich-Ely railway station Cambridge road Cambridge railway station Hills Road Long Road (A1134) Addenbrooke's Hospital Cambridge South railway station (opens 2025) to Stevenage & London Foster Road Trumpington Road cutting (single lane) Hauxton Road Trumpington Park and street promenade running the Cambridgeshire Guided Busway network between Huntingdon (top left) and Cambridge (bottom-right) Starting at Huntingdon railway station and in the city centre, buses travel on normal roads to St Ives. From here the busway follows the path of the old Cambridge railway and Huntingdon to a new park and walking place south of the city, where it becomes guided. Buses stop at Swavesey, Longstanton, Oakington and Histon, with an order stop for the nature reserve at Fen Drayton. If a proposed new town in Northstowe is built, new stops will open, with developers at Northstowe Gallagher Construction being encouraged to build the busway through development beforehand. [16] Upon entering Cambridge the route diverges. A route stops at Cambridge Regional College and Cambridge Science Park, before joining the road network in central Cambridge. The other joins the road network in Orchard Park (formerly Arbury Park), before continuing to the city centre. The two forks converge at Cambridge bus station for the journey to Cambridge railway station. In addition to Cambridge train station, buses guided along the old Cambridge-Oxford railway (The Varsity Line) to the south to Addenbrooke's Hospital and Trumpington Park Park Ride. This section last saw a scheduled passenger train in 1967. [17] Infrastructure Method wheel-on-kerb: on the guide, small wheels touching the curbs keep the buses in the center and the bus driver releases the steering wheel. The highway is designed for buses traveling at 89 km/h, slowing to 48 km/h, where it crosses public highways. [18] Bus drivers are invited to drive as they would on a normal road. [19] Orientation is achieved using the guidewheel-on-concrete-kerb method, with the busway constructed from precast concrete sections that are 15 meters long and 2.6 metres wide. [20] In addition, the guide wheels will help close the positioning at slightly modified bus stops within the sections on the street. [21] The highway is 6 metres wide, consisting of two 2.6-meter-wide strips separated by an 80-centimeter (31-inch) central reserve. Between Cambridge and St. Ives there is also a brake/maintenance range of 4 meters wide (maximum) to one side and an evacuation range of 70 centimeters to the other, creating a total width of 10.7 meters (35 feet). When necessary, it is narrower, for example, through the trumpington cut where there is a single bus road with a narrower maintenance strip, giving a total width of approximately 6.3 meters (21 feet). [18] In 2010, proposals were made to reduce the width of the bridge, reducing it to 3 metres (3 metres) and increasing the height to combat flooding. [22] The elevated sections have two evacuation lanes at the highway level with the brake/maintenance lane at the base of the landfill. [citation required] The bridge is usable by people on foot, bicycle and horse. The width of 6 meters of the highway is narrower than the width of 9.3 meters of a rural road of a single road built to the standards of 2009 (excluding verges and trails / bike paths in both cases). [23] A conventional road would have been too wide to fit on top of existing railway embankments and across sub-bridges along parts of the route. [24] The maintenance track is adjacent to the road on flat land, or to one side at the foot of the old railway embankments — the combined width of the maintenance track and the bus station being considerably larger than that of the railway it had replaced. To negotiate Trumpington's cut in the southern section, a narrower maintenance lane was required, along with the use of a two-way single-lane busway in order to fit within the width of the old dual track rail line. [25] The southern section will be restricted to single-year buses. [25] In May 2012, the County Council received a petition calling for better night lighting for the bridge next to the southern section, and the need for this was subsequently recognised by the Council. [26] The work lighting was completed completed autumn 2015. [27] Stagecoach Services Route B bus travelling from Cambridge on the first full day of service at the bus station, August 7, 2011. Current services (from 2018) Routes A and D Stagecoach routes A and D operate a central route from the site trumpington park-and-ride, Addenbrooke's Hospital, Cambridge City Centre and Cambridge Science Park, and St Ives. The monday to Saturday off-peak schedule has four buses per hour (one per hour operating via Cambridge North Station as Service D), where a bus starts from Royston before Trumpington. During the weekday 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 start of the evening, and on Sundays the D service runs half an hour from St Ives to Cambridge during the day. Route B Stagecoach route B operates a central route from Cambridge to Orchard Park, St Ives and Huntingdon. The monday to Saturday off-peak schedule has four buses per hour, where two buses operate via RAF Wytton between St Ives and Huntingdon, two buses continue to Hinchinbrook Hospital in Huntingdon, a bus continues to Huntingdon Railway Station, and a bus continues to Huntingdon Railway Station and Peterborough. Some morning services start from Godmanchester (a village near the bus depot serving the route) before Huntingdon. On Monday to Saturday nights there is a widely hourly service from Cambridge to Huntingdon, and most night services continue to Godmanchester. On Sundays there is a half-hour day service from Cambridge to St Ives with an hourly bus continuing to Huntingdon. There's no Sunday night service. The R Stagecoach Route R route operates four services per hour during peak times Monday through Friday between Trumpington Park & Ride and Cambridge railway station (with a shorter route than A&D services, avoiding the Addenbrooke's website). Route U Whippet Route U was released 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 from Monday to Friday, up to three buses per hour during the day on Saturdays, and up to two buses per hour on Sundays. There is a half-hour service on Monday to Saturday nights. Whippet operates this service with seven VolvoWright Eclipse buses in a single year, branded Universal in blue colors. Route Operator Origin Intermediate Points Destination Off-Peak Bus Hour A Stagecoach at Fens Royston Trumpington Park and Ride Cambridge Biomedical Campus Cambridge railway station Science Park Histon & Impington Longstanton Longstanton 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 4pbh 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 Up to 3bph at peak times only U Go Whippet Cambridge Biomedical Campus Cambridge Central Cambridge Robinson North railway station Cambridge Science Park Histon & Impington Longstanton Park and Ride St Ives 1bph R Stagecoach at Fens Trumpington Park and Ride Cambridge Biomedical Campus Cambridge Railway Station Up to 3bph at peak times only U Go Whippet Cambridge Biomedical Campus Cambridge Central Cambridge Robinson College Cavendish railway station Eddington Laboratory 4bph Initial Services (opening in 2011) Figures published during 2004 by Cambridgeshire County Council proposed that it would start operating with six buses per hour and build up to 20 buses per hour in Cambridge during peak periods until 2016. [28] Two operators, Stagecoach in The Fens[29] and Whippet, pledged to buy new buses and run commercial services in the scheme. The board 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 Saturday only) and route B operated three times an hour from Huntingdon to Cambridge (with an hourly night service) from Monday to Saturday. On Sundays, route B ran three times an hour between Cambridge and St. Ives, with one hourly journey continuing to Huntingdon. There was no Sunday night service. Whippet also operated a C route from Somersham and St Ives to Cambridge. To operate its services, Stagecoach ordered ten eclipse/B7RLE buses from a single decker, to be manufactured by Wrightbus and Volvo, and ten Alexander Dennis Enviro400/Scania N230UD double-decker. All branded vehicles specially equipped with leather seats, cold air or air conditioning, real-time information and free Wi-Fi. [29] The new buses were deployed on Stagecoach's other services prior to the opening of the motorway, costing the operator a total of £3 million[31] plus £1 million in staff and training costs. [32] Services removed Whippet C A Go Whippet Route C bus leaving St Ives on August 7, 2011. This service was operated from the opening of the guided bus route until the retreat in November 2018. The initial service was from St Ives to Cambridge and operated extensively during the day from Monday to Saturday (with some services starting or continuing to Somersham.) [33] A Sunday service hourly was added shortly after introduction. [34] In 2016, the service operated hourly from St. Ives Ives Cambridge and Cambridge Railway Station during the day from Mondayto Sundays. [36] Stagecoach N After the opening of Cambridge North Stagecoach introduced a longstanton park and ride service to Cambridge via Cambridge North Station. From May to September 2017, this operated three times an hour from Monday to Saturday during the day (with a half-hour Sunday service being serviced by route D. Service continued hourly until November 2018, when it was fully replaced by diverted services A operating as D. Whippet P From February to August 2019 Whippet operated 4 hourly buses from Cambridge to Cambridge Railway Station and Adden's Hospital (with the first three mornings and three night buses also serving Swavesey and operating via Orchard Park and stops on Histon Road). This service was withdrawn due to the low number of passengers. [37] Tickettickets are purchased on the bus. Originally, passengers boarding guided sections were required to purchase their tickets before boarding[38] one of seventeen ticketing machines compatible with ITSO smartcards. [39] Ticket machine money sales were halted after ticket machine vandalism in 2014.[40] and ticket machines were withdrawn completely from use in 2019. [41] The multi-operator multibus ticket to Cambridgeshire was never accepted on guided bus services. [42] Cambridgeshire County Council originally stated that smartcard-based multi-carrier ticketing would be supported, allowing passengers to board the first bus that arrived. They stated that such a ticket would be the first, but it would take some time to perfect. [43] A smartcard-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 station. [44] Historical planning In 2001, the Cambridge-Huntingdon Multi-Modal Study (CHUMMS) recommended the expansion of the A14 road and the construction of a guided bus lane along the former Cambridge and Huntingdon railway.[45] which had been closed to passengers since 1970 and to all traffic since 1993. [46] Since the closure there have been proposals to restore rail service, and for a light rail network, a bus lane, a road with limited access, a bus path, a bike path and a nature walk. [46] A local group, CAST, was established in July 2003 after being inspired by the Wensleydale Railway to promote and undertake the reintegration of the train route and resist other proposals, referring to the guided bus as the wrong bus. [47] A private consortium that had proposed a guided bus scheme, SuperCAM, abandoned its plans in 2003. [48] Arup prepared the Da Transport and Works (TWA) presented at the end of 2003. [50] A public inquiry was conducted from September to October 2004. The scheme was supported by five bus and bus operators, and 20 other organizations and individuals. [51] A total of 2,735 2,735 were received:[18] from local councils, public bodies, transport interests, local pressure groups and individuals who criticized the Environmental Impact Assessment, supported the rail alternative, or opposed the scheme in principle. [52] The scheme was approved by the Government in December 2005. [54] Construction In March 2007, then-Transportation Secretary Douglas Alexander officially opened a factory in Longstanton that would produce the concrete beams from 6,000 to 7,000 for the bus. [56] Each beam was 350 millimetres thick with an additional 180-millimeter lip for the sliding wheels to press. [56] A total of 50,000 tons of concrete was released at an accuracy of about one millimeter. [56] Brackets below the beams were sub-fixed by 2,150 piles along a length of 4 km from the highway. [57] In the same year, an unanticipated steel viaduct was built over the Great Ouse River as a replacement for the 200-ton wrought iron railway viaduct removed in 2007. [59] Later, there would be a dispute between the Conservative-controlled County Council and the opposition Liberal Democratic councillors over whether the structure was structurally sound,[60] with the claim that water draining from the track over the viaduct could lead to collapse. [61] Works underway near Histon, Cambridgeshire in 2008. In March 2008, existing guided vehicles were tested along a section near Oakington. [62] The vehicles tested included a single Wrightbus decker owned by FirstGroup, a two-story Dennis Trident 2 from Lothian Buses, and a white alexander dennis enviro500. The test vehicles were equipped with sensors to assess vibration levels and ride quality. Hot track weather tests took place during May/June 2010. [65] In addition to the bus fleet, Cambridgeshire County Council tested and purchased a specially adapted guided gritter truck for use during cold weather, which will spray salt water instead of rock salt. [67] [69] [71] [72] In November 2011, this was enhanced with a custom Multhog gritter/snowplough vehicle from Ireland designed to clean the maintenance track and bike path. [74] The Multhog is powered by a 90-horsepower engine, allowing it to travel at up to 40 km/h and has a brine tank instead of solid grain. [77] By August 2008, approximately 10 km of the highway had been built, between Longstanton and Milton Road (Science Park). [citation required] On November 30, 2009, road signs directing traffic from the A14 to the future bus park and ride sites began to be installed. [78] Other road-related signs required [79] and spelling corrections. [81] [82] [83] Trees had also exploded, blocking the route near Swavesey. [84] The twelve junctions on the route equipped with priority bus traffic signals were tested on December 16, 2010 and worked as expected. [86] It delays the construction of the concrete beam of the main route of the bus route. It is estimated that 6,000 to 7,000 concrete beams were made for the bus. In January 2009 it was announced that the scheduled opening of the scheme had been postponed until the end of 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, traffic restrictions there continued throughout the summer of 2009. [88] Flood and drainage problems affected the limestone-covered bike path during late 2009[89] and early 2010. [90] In August 2009, a further delay until the end of November 2009 was announced for the opening of the northern section, with no date given to the southern section. [93] On 16 November 2009, the project was postponed for the third time when Cambridgeshire County Council announced that the northern section would not open on the previously announced date of November 29, 2009. [94] An opening date from the end of the year 2009 for the northern section was announced at the end of the same month,[95] followed four days later by hopefully in the new year [2010]. [79] Initial bus services would only arrive at Huntingdon railway station and would not serve Hinchinbrook Hospital as it had originally been promoted during the public inquiry; [96] nor would they continue south to Cambridge railway station. In January 2010, contractors and Cambridgeshire County Council were still in discussions about what required a finish. [97] During February 2010, the directors of the registered bus operators — Stagecoach's Andy Campbell in Cambridge and Peter Lee of whippet buses — expressed their companies' frustrations with the bus lane not being usable by the new buses they had purchased to ride on it. Shortly after, Stagecoach changed the slogan displayed on its bus fleet to the bus station, changing it to read I'll be on the bus soon, will you? for a new slogan of I'll be on the bus soon?. [99] In the same month, South Cambridgeshire District Council demanded a comprehensive public statement from Cambridgeshire

County Council giving clarity on rising costs. [101] By mid-June 2010, none of the outstanding issues listed had been fixed[102] and a public review was announced. [103] In early July 2010, it was reported that none of the sections would open before 2011; [104] Bus operators reacted to the news angrily, suggesting that they could try to reduce the minimum level of service that had previously been compromised. [32] At a board meeting on July 9, 2011, a decision was made to focus on the completion of the southern section so that the entire route could be opened, rather than targeting a phased introduction. [105] During September 2010 BAM Nuttall missed deadlines to provide necessary building certificates by the Council, forcing him to start his own inspections. [106] Trials A Stagecoach Route B bus prepares to depart from St Ives to Cambridge on launch day on August 7, 2011. On 21 April 2011, the highway was officially handed over to Cambridgeshire County Council, triggering a 28-day period for any corrective works to be carried out by BAM Nuttall. [107] This period expired without BAM Nuttall completing any of the necessary work. The County Council hired Jackson Civil Engineering to finish the busway, at bam nuttall's expense, with the goal of opening the busway in August 2011. [108] The County Council complied with a legal notice about BAM Nuttall that they were unwilling to pay for the hacked budget. [109] A series of road preview tests were conducted, during which some problems were encountered, particularly with cyclists using the busway. [110] In one incident, a cyclist pedaling on the guide beams, instead of the bike path next to the bus station, was hit by a bus. [111] Trials of recovery procedures should a bus break up were also carried out, with the test finding that a stranded bus could be connected and removed within five to ten minutes of a specially adapted break vehicle arriving at the site. During a pre-premiere trip for journalists on July 28, 2011, Hugh Morris of Cambridge First staged a race between the guided bus and a car travelling from Cambridge to St Ives to see which one was the fastest to get to the end of the track. The car hit the bus for ten minutes, although it noted that the journey had not been carried out during rush hour, during which the A14 road is known for congestion. [113] A journey from St Ives to Cambridge Science Park was found to take 20 minutes. [1] Operation Car Holds The bus station and bike path were officially opened to the public on August 7, 2011. [114] The first guided bus left St Ives at 9am after the bus was opened by Andrew Lansley MP. [114] In the first seven days, 55,895 trips were made.[115] Prompting operators to provide additional buses on their services. [116] In the first four weeks, the average was 52,227 trips (224,054 in total). [119] The fall and trade in business in the villages increased as a result.[120] with the same increase reported by merchants and market shopkeepers in St. Ives.[121] As a bridge, riders can also use the maintenance lane adjacent 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 and the four facilities in Longstanton. The works included a £430,000 waiting room and an exhibition centre for the adjacent Northstowe development. [123] The co-building subsequently won an award at the 2012 Green Apple Built Environment and Architectural Heritage 2012 On January 12, 2012, the bus station celebrated its millionth passenger. [127] The inter-sections of the bus station with the regular lanes are equipped with prominently signed car traps to prevent drivers from driving to the guide beams and interfering dwellers in bus traffic. Expansion An extension of the highway, to meet the new Cambridge North railway station, was started in July 2014. [128] The authority already had the necessary powers to build the extension. [129] Originally scheduled to open in December 2015 [130] the bus station was opened in May 2017. [131] Costs of building the bridge over the railway line near Addenbrooke's Hospital. September 2008. The project was budgeted to cost £116.2 million [132] with the central government providing £92.5 million. [133] The cost-benefit analysis of the scheme assessed several 16.00 the expected ratio as 4.84.[134] 2.28 (1998 prices)[18] and 1.968.[134] (a higher ratio is better), with the cost rising from an initial estimate of £54 million. [134] In December 2008, the Municipality Council assessed the financial risks of the project as high; None of the £12.7 million in funding. £23.7 million - due to property developers was received by developers. [135] In November 2009, supporters of the CB1 redevelopment scheme around the façade of Cambridge railway station, Ashwell Property Group, had been owed their £927,000 contribution to the bus scheme, but were allowed to postpone, and went into administration in December 2009. [136] The taxpayer was expected to have to make up for any funding shortfall. [135] Cambridgeshire County Council announced that it was budgeting £1 million a year to cover potential ongoing costs associated with the road [137][138] by reorganizing other transport-related budgets. [139] Repayments of loans and associated interest would then be recovered from contractors and future real estate builders upon completion of the scheme. [140] Developer contributions were also used to pay for artwork and time capsules along the route. [142] BAM Nuttall disputes The 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 amount budgeted to finish the work, perhaps £6 million more. [144] Another report[145] suggests that the excess could be £30 million at a construction cost of £90 million. Cambridgeshire County Council said it was confident the scheme would go into budget because of the terms of its contract with BAM Nuttall. [146] By December 2009, the project had been planned at £109.[1] million over the budget.[137][138][141] the Council's extra liabilities were limited to £5 million on the originally agreed price[147], with the right to impose on contractors for late delivery; Since February 2009, contractors have accumulated a fine of £14,000 per day for late delivery.[31][149] worth £6 million until June 2010[150] and estimated in December 2010 at £9 million. On 29 January 2010, the head of auditing and risk management at Cambridgeshire County Council stated that uncertainty over the final price of construction was causing cash flow problems for the council. [152] The County Council's performance link with BAM Nuttall was limited to £7.5 million, plus a new unlimited guarantee from Koninklijke BAM Groep, the parent company of BAM Nuttall based in the Netherlands. [153] The original price of engineering works conducted by BAM Nuttall had been £88 million, and it is estimated in mid-February 2010 that projected costs increased to £120 million to 140 million. [154] The main issue was the structural repairs needed to the new Grande Daevia to prevent water from entering. Later that month, Cambridgeshire County Council declared that the council should lend £41 million during 2010 and then £10.2 million the following year to pay BAM Nuttall to complete the project. [140] Cambridgeshire County Council brought Atkins as consultants to manage the project. After the delays in delivery, Atkins' account increased from an expected £2.9 million to £9.6 million. [155] The cost of this would be offset by the £10.8 million fine imposed on BAM Nuttall over the same period of time. [158] A court date of January 2014 was scheduled for proceedings to begin at the Court of Technology and Construction in London. Cambridgeshire County Council said it had set aside £6.5 million for legal costs to proceed with the £60 million claim against BAM Nuttall. In May 2012, BAM Nuttall launched a £43 million counterclaim. [160] On 30 August 2013, Cambridgeshire County Council announced that it had reached an out-of-court settlement with BAM Nuttall. [162] paying them £84.7 million, above the original fee of £83.9 million. Legal costs and other fees would set the total cost at £152 million, of which £26 million would have to come from the Council budget. [11] Future proposals In October 2017, testing began with a ten-seater driverless minibus running in the separate section of Cambridge railway station to Trumpington Park and Ride. [163] New expansions were proposed for the bus station itself. Cambourne and West Cambridge The Greater Cambridge Partnership is consulting a new westerly bus lane from Grange Road (March 2019). [164] Southern extensions Cambridgeshire County Council proposed the busway beyond each of Addenbrooke's hospital and Trumpington Park and Ride termini. The funding would be part of the same proposals as the Transport Innovation Fund. [165] Newmarket Road During May 2012 proposals were published by the board to segregated bus lanes or an extended bus guide through the central reservation of Newmarket Road, Cambridge, between Cambridge United Football Club's Abbey Stadium and East Road, Cambridge. [166] Other proposals in connection with the Chesterton bypass, the CamLink consortium proposed a bus ticket from central Cambridge, passing through Cambridge North station to Waterbeach. [167] 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 transportation scheme developed by a separate set of local interest groups.[169] also offered proposals for further expansion of the guided bus network, including[170] Extending the service to operate to Peterborough[171][172] Extension beyond the junction of Milton Road, crossing Milton Road to Barnwell Bridge, continuing along the rail line-up already used new access routes to and from the A14 road to allow buses from Bar Hill and Cambourne to access the northern section of the highway and its bridge under the A14 road, a new bridge under the A14 dual lane to allow buses serving Milton, including a new Park and Promenade location, to avoid the busy Milton Road/A14 roundabout. Conversion of bus lanes on Newmarket Road to tram style (bus lanes would be to the centre of the road with right turns through the forbidden bus lanes for normal traffic). Extension beyond Addenbrooke's Hospital, connecting to the A1303 Braham Road Extension in addition to Trumpington Park and Ride along the course of the former Bedford railway line to the B1046 between Barton and Comberton. In February 2012, a proposal was reported from the Campaign for Better Transportation to build an additional Park & Ride facility at Brampton Racecourse, northwest of Huntingdon. [173] Incidents In the six months to January 2013, a total of 20 cars attempted to drive to the bus station; 18 of these happened at the beginning of the highway at St. Ives at the junction with Harrison Way and the other incidents occurred at several intersections in Cambridge. [174] On April 5, 2013, a truck driver accidentally drove along the highway after following directions given by satellite navigation. A spokesman for the truck operator concluded that the driver relied heavily on his sat-nav. No damage was done to the bus and no one was injured. The board warned that the company could be fined if it happened again. On February 7, 2019, a truck was stuck at the bus station near Swavesey for more than 6 hours after entering Longstanton. [176] A pedestrian was run over and killed while trying to cross the bus in the dark near the Fen Drayton Lakes stop on November 17, 2015. [179] An investigation into the incident should be carried out at the beginning of [citation required]. About 1 km south of Cambridge Railway Station, a tourist was hit by the wingsway 11, 2018, he was taken to hospital with leg and shoulder injuries. [180] High bus speeds and crowding around the Cambridge Assessment area were reported by local councillors prior to this incident. On September 13, 2018, a few meters from where the tourist was hit, a cyclist was also hit and killed by a bus at the bus station. [183] Buses on the highway derailed five times. Two derailments, both in the southern stretch, were blamed for excessive speed.[185][186][187][188] and two more, one in the north and one in the southern section, were blamed by operators for the driver's mistake in judging transitions between different parts of the highway. [190] The cause of the most recent derailment in October 2019 is currently unknown. Other incidents included one bus hitting the back of another, after the first had braking due to horses blocking the bus.[192][193][193][193][193][193][194] a collision between a bus and a delivery van at a level crossing in Longstanton.[195] and a collision between a car and a bus, also in Longstanton that resulted in a fire. This was the only incident that resulted in a bus being cancelled. See also england portal bus portal Other busway systems References ^ a b c Cambridgeshire guided busway opens for passengers. BBC News Online. August 7, 2011. 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