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Cambridge South East Transport

Better Public Transport and Active Travel

Welcome

Welcome to the Greater Cambridge Partnership's Cambridge South East Transport (CSET) Environmental Impact Assessment (EIA) Consultation. The consultation runs for eight weeks between the 19th of October and the 14th of December.

As part of the planning application process we are now seeking your views on the detailed design of the proposals and how we can best manage and mitigate possible impacts on the landscape and the environment.

After three public consultations and extensive assessment, the new public transport route between the A11 at Babraham and the Cambridge Biomedical Campus was preferred by the majority of consultees and assessed as best meeting the scheme's objectives. The preferred option includes a new travel hub near the A11 and new paths for active travel. In addition a minimum 10% biodiversity net gain was also set with a target gain of at least 20%.

The scope of this EIA consultation is to:

- Present information on the current proposed scheme design, which we are seeking comment on
- Highlight where we've made refinements to the design and explain why changes have been made
- Identify the potential environmental impacts, both positive and negative
- Set out the proposed measures for mitigation of adverse impacts
- Provide an opportunity for all stakeholders to comment and give their views on the proposals.



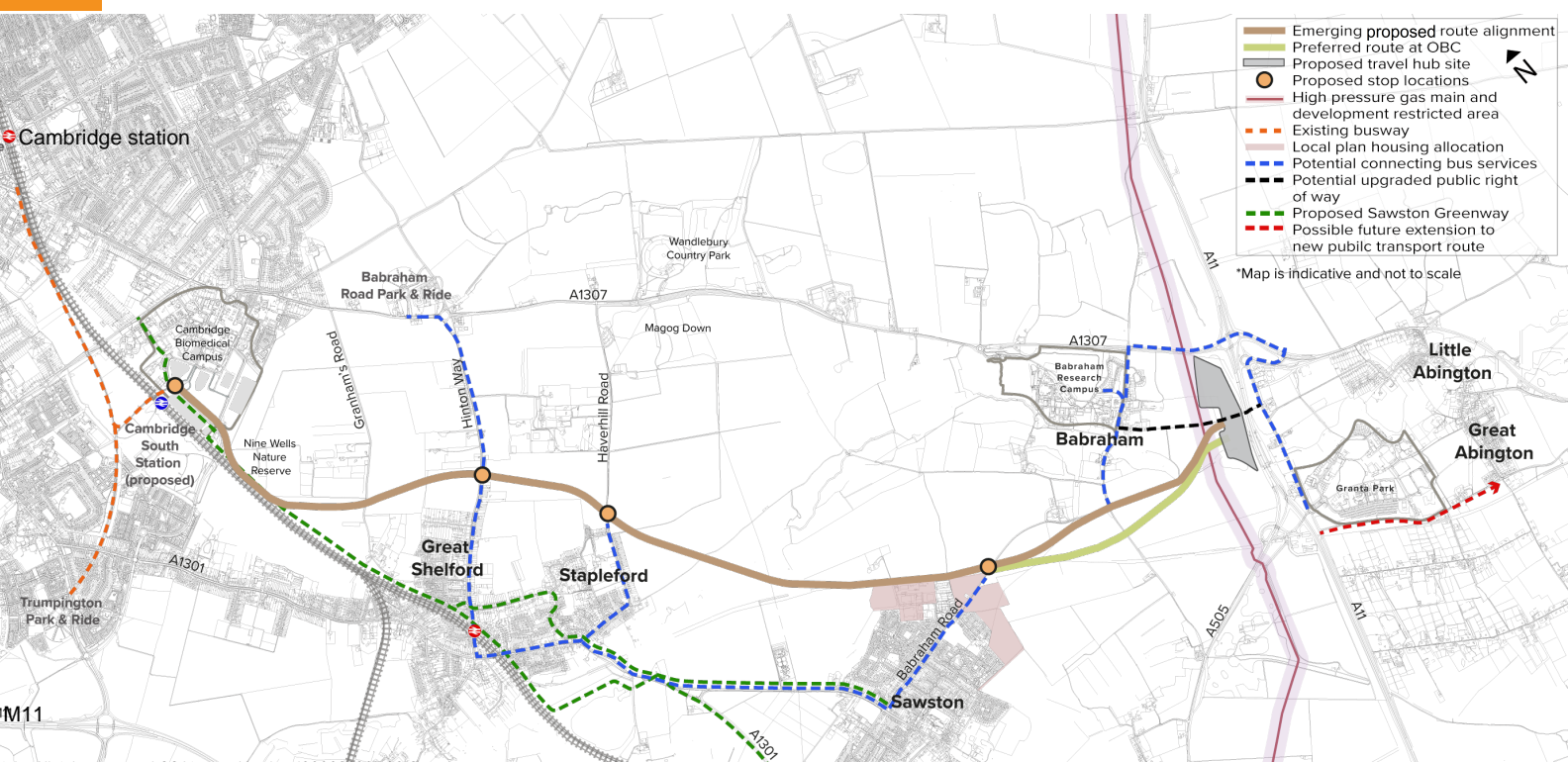
What is the Scheme?

The CSET Phase 2 project is a proposed new public transport route which would link the Cambridge Biomedical Campus via Great Shelford, Stapleford and Sawston to a new travel hub near the A11/A1307, with connections to Babraham, the Babraham Research Campus and Granta Park.

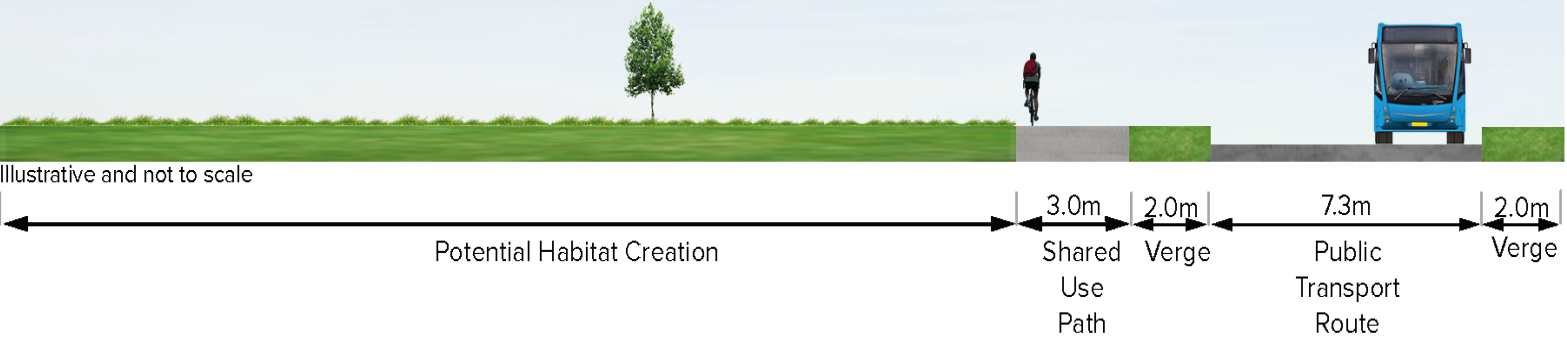
At the Cambridge Biomedical Campus the route would run on prioritised public transport lanes on Francis Crick Avenue, connecting to the existing Busway <https://thebusway.info/> and enabling services to continue to the proposed South Cambridge station and Cambridge city centre via the Busway. The proposed route will provide additional public transport capacity as an alternative to the car.

The route would be entirely off-road, only interacting with other traffic at junctions. Junctions between existing roads and the new public transport route would be controlled by traffic lights. Alongside this new public transport route would be a new path for active travel.

The section between Babraham and Sawston has been reviewed in terms of its detailed alignment, to reduce the impact on farm operations and reduce impacts on landscape character in the area. This is a proposal and is subject to feedback from this consultation, which will be taken into account before finalising the design for the full environment impact assessment next year.



Indicative cross section of proposed route



This scheme would be part of the Cambridgeshire and Peterborough Combined Authority's emerging Cambridgeshire Autonomous Metro (CAM) scheme, which would extend underground through Cambridge to provide traffic-free, fast transport. These proposals are part of the early phases of CAM, with ambitions to extend to Haverhill in the future. GCP will continue to work closely with the Combined Authority as proposals for the CAM develop.

Journey Reliability

The proposals would offer more reliable journey times, avoiding congestion on roads.

Costs

The scheme is estimated to cost £132.3 million.

Stops along the route

The image below shows the typical layout of a stop along the proposed public transport route. Stops would have:

- Platforms with shelter and real-time passenger information
- Drop-off facilities
- Disabled parking
- Cycle parking and cycle lockers.

Stops are proposed to be located on Babraham Road in Sawston, Haverhill Road in Stapleford, Hinton Way for Shelford and near the Busway bridge on the Cambridge Biomedical Campus. The proposals have been developed to ensure stops are as close to villages as possible, whilst trying to limit the impact on the environment, for example avoiding hedgerows.

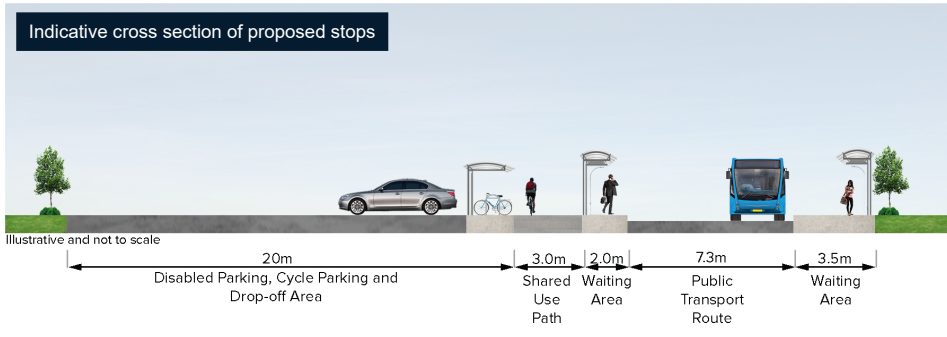
Connections to the stops will be improved and integration with existing bus services enhanced as far as possible.

Travel hub

Travel hub site B between the A11 and Babraham with access from the A1307 has been chosen as the preferred option.

The site would initially have 1000 car and 350+ cycle parking spaces with potential to expand to 2000 car parking spaces. Our proposed travel hub would be as sustainable as possible and use renewable energy as much as possible.

Indicative cross section of proposed stops



Environment, potential impact and enhancements

As part of the scheme development process we will be conducting a full Environmental Impact Assessment, and are seeking your views on the design of the proposals and how we could best manage and mitigate possible impacts and any changes to the design needing to be considered.

In addition to environmental assessments and surveys, this work includes sharing more detailed proposals to mitigate impacts to the environment and landscape, including opportunities to enhance biodiversity.

This consultation offers an opportunity for local communities and other stakeholders to see and hear more and contribute feedback to influence plans and the environment assessment.

The purpose of public consultation is to help inform and understand stakeholder concerns, issues and opportunities and, wherever possible, to feed these into plans.

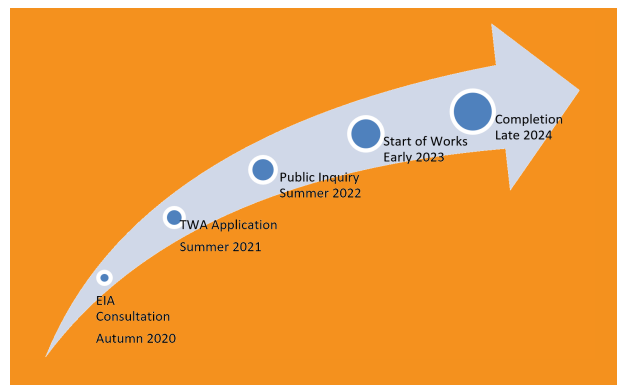
Full details of the environmental impacts, both positive and negative, can be found in the 'Environmental Information' section of this consultation. We encourage people to give their

views through the 'Have your say' section of the consultation.

Project timetable

The project started in 2016 when a public consultation was conducted on a range of concepts for public transport improvements and other schemes along the A1307 including a busway. After a series of consultations and stakeholder engagement activity, the GCP's Executive Board approved the scheme progresses through the environmental assessment process.

We have now reached the next stage of the project with the EIA Consultation and the following diagram illustrates the subsequent stages over the coming years.



We have seen changes to traffic patterns as a result of COVID-19. Does this mean that we won't need this project?

The GCP's commitment to support sustainable growth is brought into even sharper focus by the impacts of COVID-19 and a need to support the economy to get back on its feet.

As we emerge from COVID-19 restrictions and communities continue to recover and grow in line with the area's Local Plan, sustainable transport options will be vital to access work, study and other opportunities the city has to offer, whether using public transport or active travel.

The need for active travel and transport interchange solutions are increased in a context of growing cycle use, as people seek alternatives to using public transport during COVID restrictions and recognise the benefits of a healthier lifestyle.

The impact of COVID-19 on public transport demand and the need for social distancing cannot be predicted with certainty. This will be kept under review as the project develops, and the business case will be updated before a decision is made to progress further with the scheme.

The GCP's corridor schemes are developed to be adaptable over time to transport technology and the need to provide access from growing communities to growing opportunity at employment sites across the city.



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About this consultation

This consultation is part of the formal process of assessing the environmental impact (EIA) of the Cambridge South East Transport (CSET) scheme which follows the decision by the GCP Executive Board to progress the preferred option. The EIA is being prepared in response to the GCP Executive Board's approval to progress the recommended preferred scheme to a Transport and Works Act Order (TWAO) Application in 2021. We are now providing additional information on the emerging scheme design and how this may impact on communities and the environment. We would like to give you an opportunity to comment on the design.

This EIA consultation is the latest stage in the planning and design process of the CSET scheme. It is an opportunity for you to have your say on the design as we finalise the preliminary design which will be submitted as part of the TWAO application. Your views play a vital role in helping us shape the project.

The consultation runs from 19th October for eight weeks and will be held online. All materials, videos, an interactive map and supporting documents are available on our webpages from 19th October until 14th December 2020. Plans to show the detailed design as well as how we could manage and mitigate possible impacts on the landscape and environment have also been published at the same time. Full details of the consultation are available at:

[www.greatercambridge.org.uk/
CambridgeSET](http://www.greatercambridge.org.uk/CambridgeSET)

To register for a postal information pack telephone 01223 699906.



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Individual Scheme Elements

- Cambridge Biomedical Campus and Francis Crick Avenue
- Nine Wells Local Nature Reserve to Granhams Road
- Road crossings, Public Right of Way crossings and stops along the route
- What will the bridges look like?
- The Active Travel Path
- A11 Travel Hub
- Linear Park - What will this be?
- Construction
- Land and Property





Cambridge Biomedical Campus and Francis Crick Avenue

The existing Francis Crick Avenue forms a section of the arterial route of the Cambridge Biomedical Campus linking with Robinson Way to the north via a roundabout junction and with Dame Mary Archer Way / Addenbrooke's Road via a roundabout junction to the south. Addenbrooke's Road provides access to the A1301 and the M11. The current layout is shown below.

Francis Crick Avenue is currently a two-way street subject to a 20mph speed limit. Mandatory cycle lanes are installed within each carriageway and a footway is provided on both sides of the street. Francis Crick Avenue is not a public highway.

Wide open drainage channels are provided along the verges along the length of Francis Crick Avenue and trees are planted on both sides.

The guided busway enters Robinson Way / Francis Crick Avenue via a signalised junction prioritising the buses over road users, and buses operate along Francis Crick Avenue. There is a single zebra crossing located half way along Francis Crick Avenue.





Changes will need to be made to Francis Crick Avenue to create a safe, segregated route for public transport to connect with the existing guided busway. The CSET route would join Francis Crick Avenue at the roundabout with Dame Mary Archer/ Addenbrooke's Road and the route would be in the centre of the road, with one way lanes for other road users on either side.

There will be a new interchange with the guided busway that allows for users of the proposed Cambridge South Station to access the station and to cross the road junction at the north end of Francis Crick Avenue and the guided busway route. This interchange is proposed to reflect the open public realm feel of the area adjacent to the junction and will include a diagonal crossing of the entire junction for pedestrians and cyclists.

The new avenue layout means road traffic along Francis Crick Avenue will have to use the new one way system along the avenue to enter and depart from the premises fronting onto the avenue.

There will be a stop for CSET vehicles on Francis Crick Avenue which will serve as an interchange with the proposed Cambridge South Station, the campus hospitals and employment centres, and guided busway services.

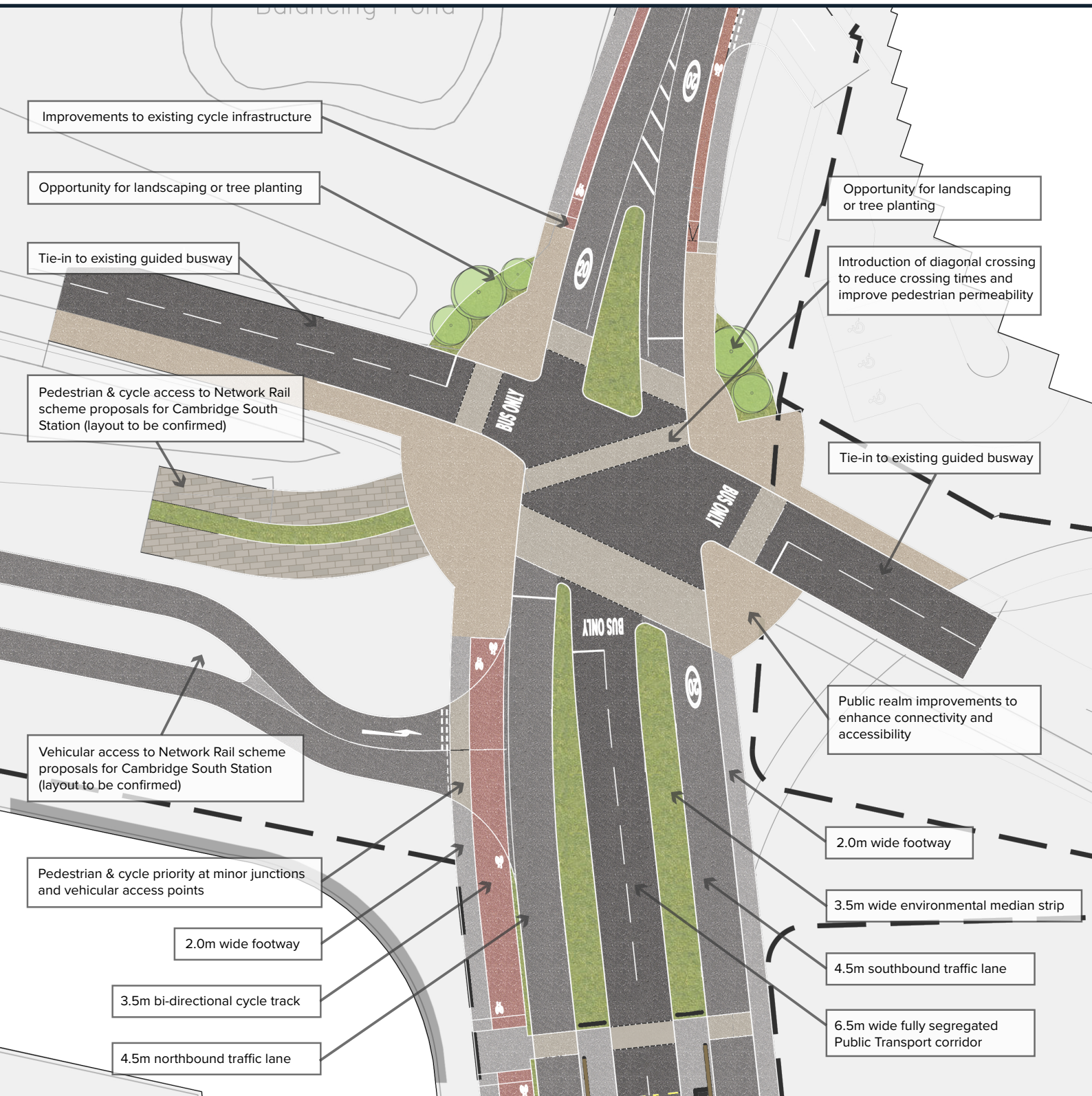
There will be a segregated footway and two-way cycleway along the western edge of Francis Crick Avenue which will connect to the DNA path at the southern end of Francis Crick Avenue. The footway will be 2m wide and the cycleway will be 3.5m wide. Cyclists would have priority to cross access roads off Francis Crick Avenue.

There will also be a 2m wide footway on the eastern side of Francis Crick Avenue.

The proposed new Francis Crick Avenue layout is shown in the figure on the left.

The existing open channel drainage features will be incorporated into the design as culverted drains that are designed to avoid any increase in flood risk during heavy rainfall.

A more detailed view of the proposed new interchange between the proposed Cambridge South Station, guided busway and Francis Crick Avenue is shown below. The Cambridge South Station public consultation is live from 19th October – 29th November and is available online here: www.networkrail.co.uk/cambridge-south-station





Nine Wells Local Nature Reserve to Granham's Road

The proposed route passes the Nine Wells Local Nature Reserve (LNR) at a distance of 72 metres. During construction there is likely to be some activity closer than this but it would not impact on the reserve itself and there would be a buffer zone of at least 30m within which no construction activities would be permitted.

The reserve is managed under the Cambridge City Council's leadership and a management plan is in place to protect and enhance the reserve. GCP have been liaising with the City Council and other stakeholders with specific interest in the reserve and have identified significant opportunities to help with the delivery of certain elements of the management plan.



The options include:

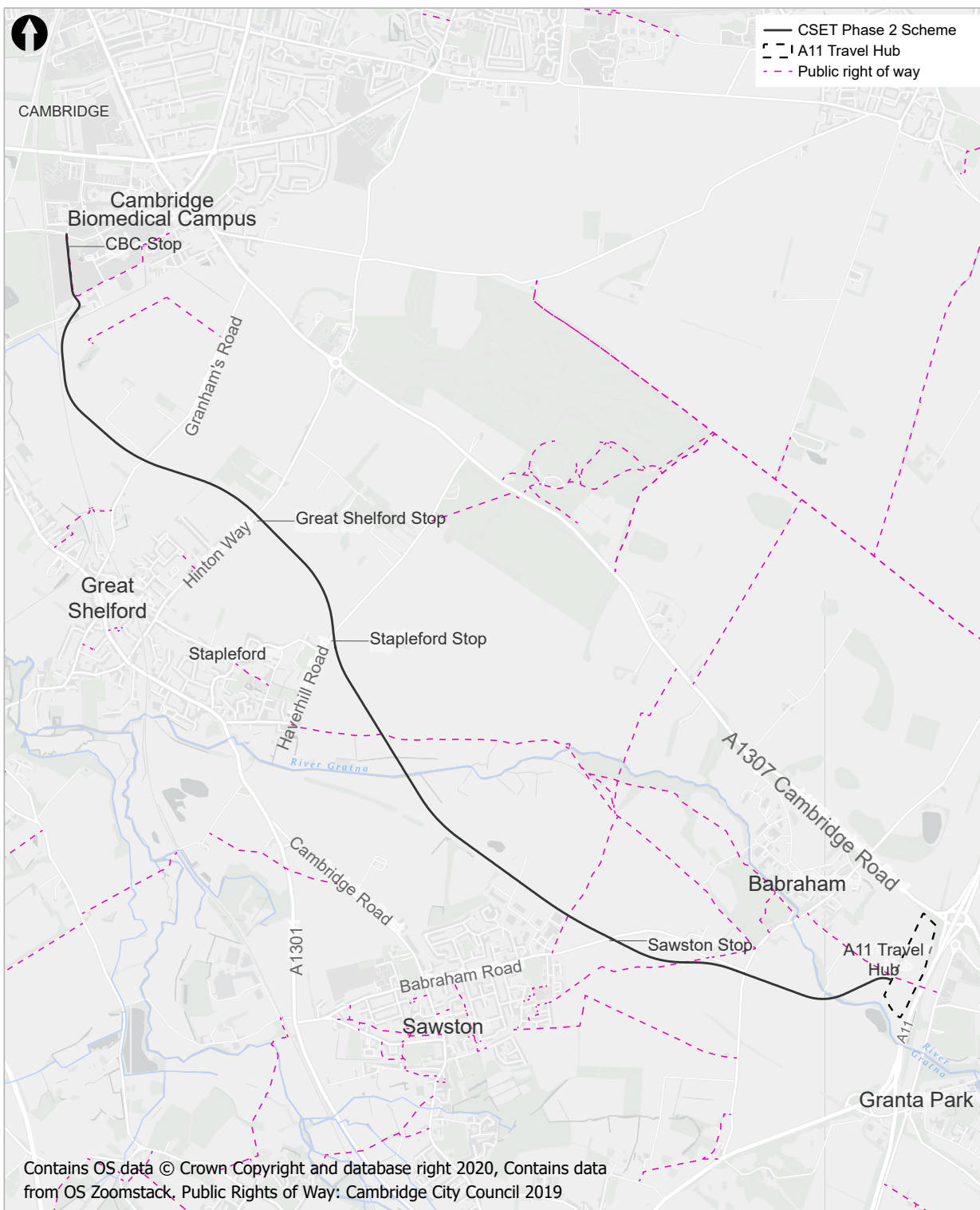
- Providing a buffer zone of woodland planting around the Nine Wells LNR itself.
- Planting up the remaining area between this and the route with mixed grassland.
- Planting up some isolated areas of land between the scheme alignment and the DNA Path with scrub vegetation.
- Locating a potential drainage basin to accept runoff from scheme drainage which would primarily infiltrate to the ground.
- Avoiding any impact on the Hobson's Conduit ditch.
- Maintaining permissive and Public Rights of Way access into the reserve itself.

The route from the Nine Wells area south towards Granham's Road has been refined to take into account environmental constraints and avoiding impacting more land parcels than required in the area. This has resulted in moving the route a bit closer to the railway line and further from the hedge running south eastwards from Nine Wells and Granham's Road. The area between the route and the existing hedge could be planted up to benefit biodiversity with mixed grassland – extending the planting around Nine Wells LNR to Granham's Road.

These options are shown in the figure on the left.



Road crossings, Public Right of Way crossings and stops along the route



Public Right of Way (PRoW) crossings

Where the scheme crosses existing PRoWs there will be a crossing included in the scheme design appropriate to the nature of the existing PRoW (e.g. a pedestrian crossing for a footpath). During construction it is intended to provide temporary arrangements to maintain access along PRoWs. These temporary arrangements will have to be agreed with the County Council and will be bespoke to the specific location affected. The locations of the PRoW affected by the scheme are shown on the figure to the left.



Location of road crossings

There will be a number of places where the proposed scheme crosses existing public roads. These will be at the following locations.

- At the north and south end of Francis Crick A Avenue (Cambridge Biomedical Campus)
- Granham's Road
- Hinton Way
- Haverhill Road
- Sawston Road
- High Street south of Babraham.

Each road crossing will be controlled by traffic signals and give priority to the public transport vehicles. There will also be means to enforce the prevention of unauthorised access to the public transport roadway (e.g. cameras).

Locations of stops

There will be four stops along the route.

- Great Shelford Stop on Hinton Way
- Stapleford Stop on Haverhill Road
- Sawston Stop on Sawston Road
- Francis Crick Avenue near the proposed Cambridge South Station, just before the route joins the existing Busway network.

Users of the A11 Travel Hub will get on or off public transport within the Travel Hub site itself. The arrangements at the Travel Hub are described in a separate document available as part of this consultation.

Facilities at the stops

The three intermediate stops at the villages along the route will have facilities that will include:

- Pick up and drop off for passengers accessing the stop by car;
- Five blue badge holder parking bays;
- Cycle storage racks able to accommodate bicycles of varying sizes;
- Raised platforms to enable level boarding and alighting from public transport vehicles
- Covered passenger waiting areas on each side of the route;
- Information screens for waiting passengers;
- LED lighting designed to minimise light spill away from the stop;
- Planting and landscaping to provide screening of the stop from nearby residential areas.

The stop on Francis Crick Avenue will be limited to raised platforms for passengers, which will have a shelter and real time information screen for waiting passengers. Lighting will be provided appropriate to the setting.



Hours of operation at each stop

Facilities at the stops will be accessible outside of normal operating hours (e.g. the cycle racks). The actual operating times during which the route would be used will be set by the public transport operating companies licensed to use the route.

Environmental mitigation measures at each stop

Each stop will have planting designed to screen the stop from nearby residential properties, and to reduce the overall impact on the landscape character of the local area. Such planting is likely to take the form of mixed grassland and scattered trees to help screen the view. There will also be hedgerows or tree belts in some areas where more dense screening is required – these locations are indicated in the images above.

Where there is a proven requirement to reduce noise from the stops then an acoustic barrier will be provided, in the form of an appropriate fence on the boundary most impacted by potential noise.

On the approaches of the public transport route to the stop the use of low bunds (about 1m in height) or shallow cuttings will be incorporated into the design to reduce the impact of the road noise from public transport vehicles near residential areas.

The stops also provide an opportunity for people to enter the Active Travel path, suitable for cycling, walking and horse riding along the route, or leave this path to join other paths / road networks.





What will the crossings over the River Granta look like?

There will be two crossings over the River Granta along the route. At both crossings and between the crossings the river itself is designated as a County Wildlife Site protected for the value of the biodiversity along the river channel. The land within the flood plain contributes to the overall value of the river and is environmentally valuable.

To minimise the impact and land take of the approaches to each bridge, the design of each bridge is intended to have the bridge deck on piers, rather than on an embankment. This will:

- Reduce the loss of flood storage capacity in the flood plain
- Reduce the footprint of the bridge crossing

- Keep the crossing away from any direct impact on the River Granta itself

The northern crossing is between Stapleford and Sawston where the land is relatively open to the north and the channel is quite deeply incised below surrounding ground level. In this area the flood plain mapped by the Environment Agency is about 235m wide. The bridge will need to be 4.5metres high above the ground to ensure the bridge deck is kept out of any flood waters, taking into account the potential impact of climate change on flood levels in future.

Opportunities to align the bridge crossing to minimise impacts on ecological receptors have been balanced against the need to minimise the impact of any structure on the flood plain.

The Active Travel path suitable for walking, cycling and horse riding will also cross the river on the same bridge structure. There will be parapets on the bridge to ensure the safety of all users who cross the bridge.

An indicative view of the bridge in this location is shown below.



River Granta Bridge near Stapleford
Visualisation of design

The southern crossing is located south of Babraham in an area that has restricted views due to the wooded nature of the landscape and the fact that the river is in a small valley. The rise of the bridge above surrounding ground will be limited by the fact that the river is within this low lying feature in the landscape. The bridge will be of a similar design to the northern crossing described previously, with piers as the foundations to reduce the impact on the flood plain. The bridge will need to be high enough for farm vehicles to pass below, which will ensure the bridge is kept out of the potential flood waters during extreme weather. The Active Travel path will also cross the river in the same location and there will be similar parapets to protect the safety of all users who cross the bridge.

An indicative view of the bridge is shown on the right.



River Granta crossing near Babraham
Visualisation of design



Hobson's Conduit crossing
Visualisation of design

What will the bridge over Hobson's Conduit consist of?

There will be a small bridge structure constructed to cross Hobson's Conduit. This will be kept as low as possible to minimise visual intrusion in this open area, but the base of the bridge design will be high enough that any flood flow will not be affected. Available information indicates that even in extreme events floods are unlikely to rise above the ditch banks which forms the conduit. This is not unexpected as the flow in the conduit is fed by spring flows from the Nine Wells LNR, which are not directly influenced by short term heavy rainfall that causes surface water flooding in the area.

The bridge will be designed so the footings of the approaches to the bridge do not have any direct impact on the conduit itself, which is an important habitat for protected species in the area.



The Active Travel Path

There will be an active travel path running along most of the CSET scheme, which will be suitable for use by pedestrians, cyclists and equestrians.

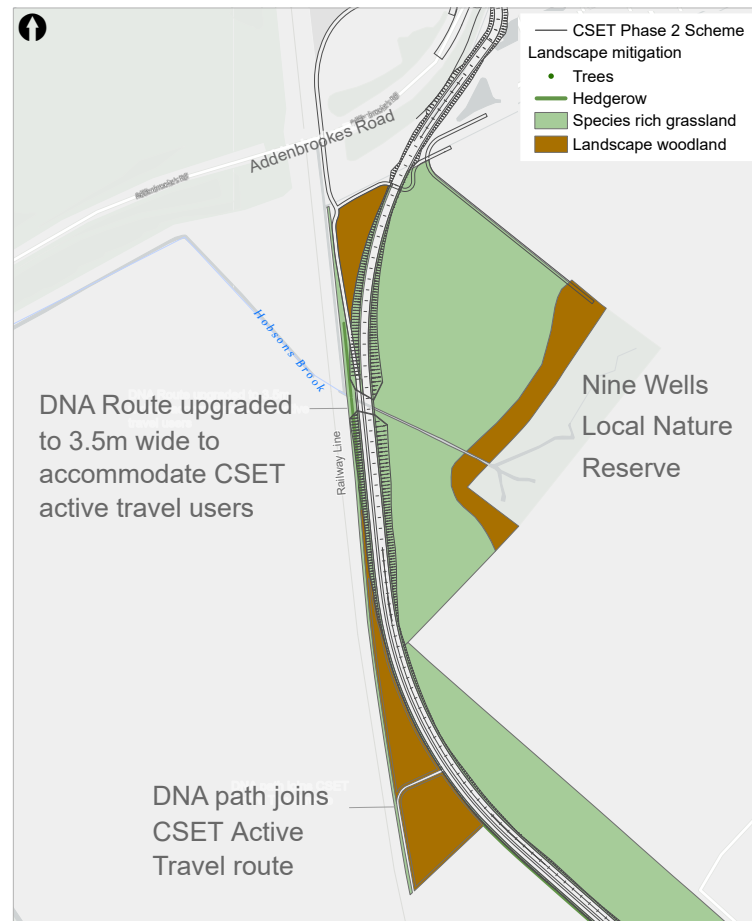


This path will be designed in accordance with the Policy Framework for Non Motorised User routes that GCP have developed in consultation with the Non Motorised User Working Group for GCP schemes. The key design principles set out in this framework are summarised below.

- The route should be inclusive and accessible for all users and will take account of all types of users and be suitable for all equipment types (such as cargo cycles and mobility scooters).
- The route needs to be appropriate to the needs of different groups that may have different priorities or requirements (e.g. such as commuter/utility cyclists or those who are using the route for a leisure trip).
- The route is future-proofed so that it can accommodate the expected number of users now and in the future.
- To ensure that the route will be safe for all types of users, that users will feel safe and the route will be useable in all weather conditions.
- The design must not be detrimental to one user group or place them in more danger.
- The route should form part of a wider network and be well-connected.

The Active Travel path on this scheme will connect the A11 Travel Hub to Francis Crick Avenue. It will also connect to Granham's Road, Hinton Way, Haverhill Road, Sawston Road and the High Street south of Babraham. There are a number of Public Rights of Way (PRoW) which the Active Travel path will intersect, enabling users to access a wider network.

The path will be alongside the public transport route – but separated by a minimum of 2m distance. The path will have an all weather surface and will be a minimum of 3m wide. It will not segregate users except where the demand is high, mainly north of Great Shelford.



The only other location where the path will deviate from being along the public transport roadway is between Sawston and the High Street south of Babraham. Along this stretch the path will join the existing path that runs along Sawston Road. This is shown in the map below.

The path will not be lit except in areas where lighting is required to ensure the safety of users (eg. at road crossings). It is not proposed to fence the Active Travel path off from adjoining land unless there

are specific local requirements identified. It is proposed that a hedge be created along much of the route. This could be on each side of the route in some places, creating a 'corridor' feel.

There is an opportunity for facilities to be created for users to stop and rest (for example to have a picnic) if this is something stakeholders wish to have made available.





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A11 Travel Hub

The A11 Travel Hub will be constructed alongside the A11 between the River Granta and the A1307, covering an area of approximately 20ha. This area of land is currently used for agricultural purposes.

A new roundabout junction will be constructed on the A1307 to allow users of the Travel Hub to safely enter and leave the new site. Public transport vehicles will be able to leave / join the segregated route at this point and re-enter / leave the public road network as well.

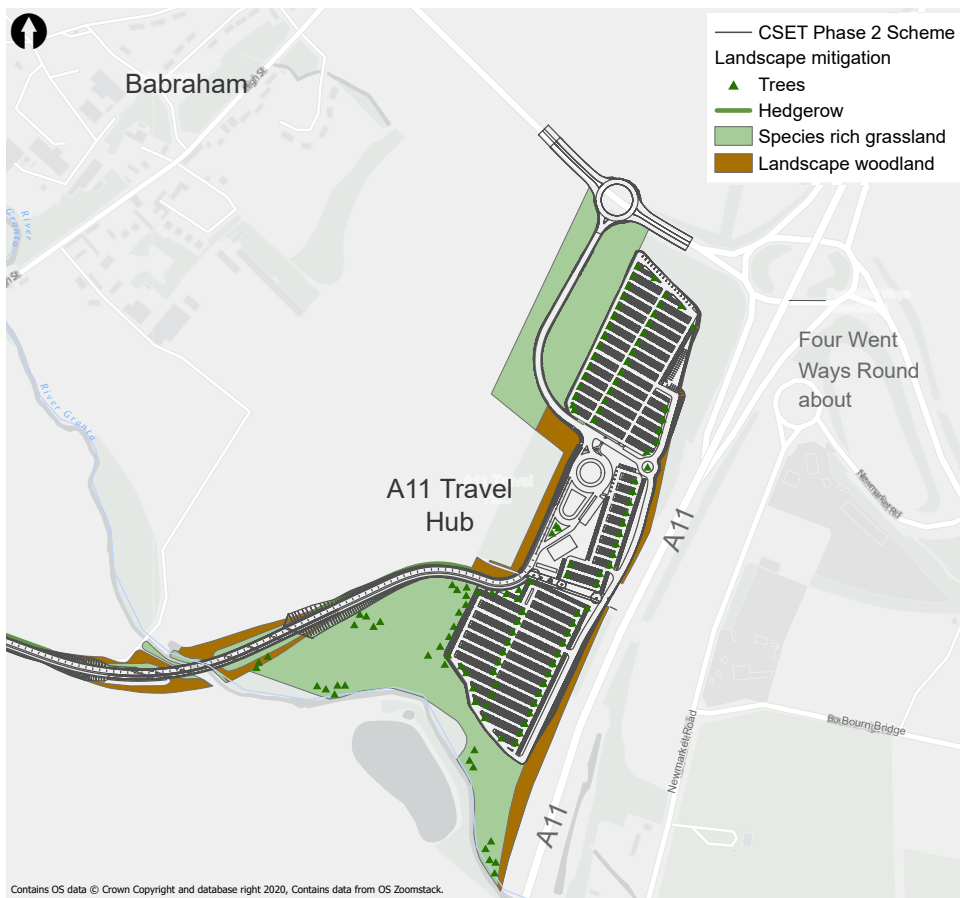


Visualisation of design

Facilities at the Travel Hub



- Up to 2000 car parking spaces, 5% of which will be disabled spaces, and 5% of which will have electric charging points. Passive provision will be included for all spaces to have electric charging points in the future.
- A small building for passenger information and washroom facilities.
- 350+ cycle parking spaces which will include a range of cycle storage options, including secure cycle boxes and space for oversized cycles. Cycle parking facilities will be located close to high footfall areas to reduce risks of theft of bicycles.



Solar panels will cover some of the car parking spaces within the Travel Hub. The solar panels will help to provide energy to run the Travel Hub site.

To reduce the visual impact of the Travel Hub on the surrounding area, the Travel Hub will be screened with landscaped planting around the perimeter of the site. There is also landscaping proposed throughout the Travel Hub to break up the parking area and reduce the overall impact on landscape setting.

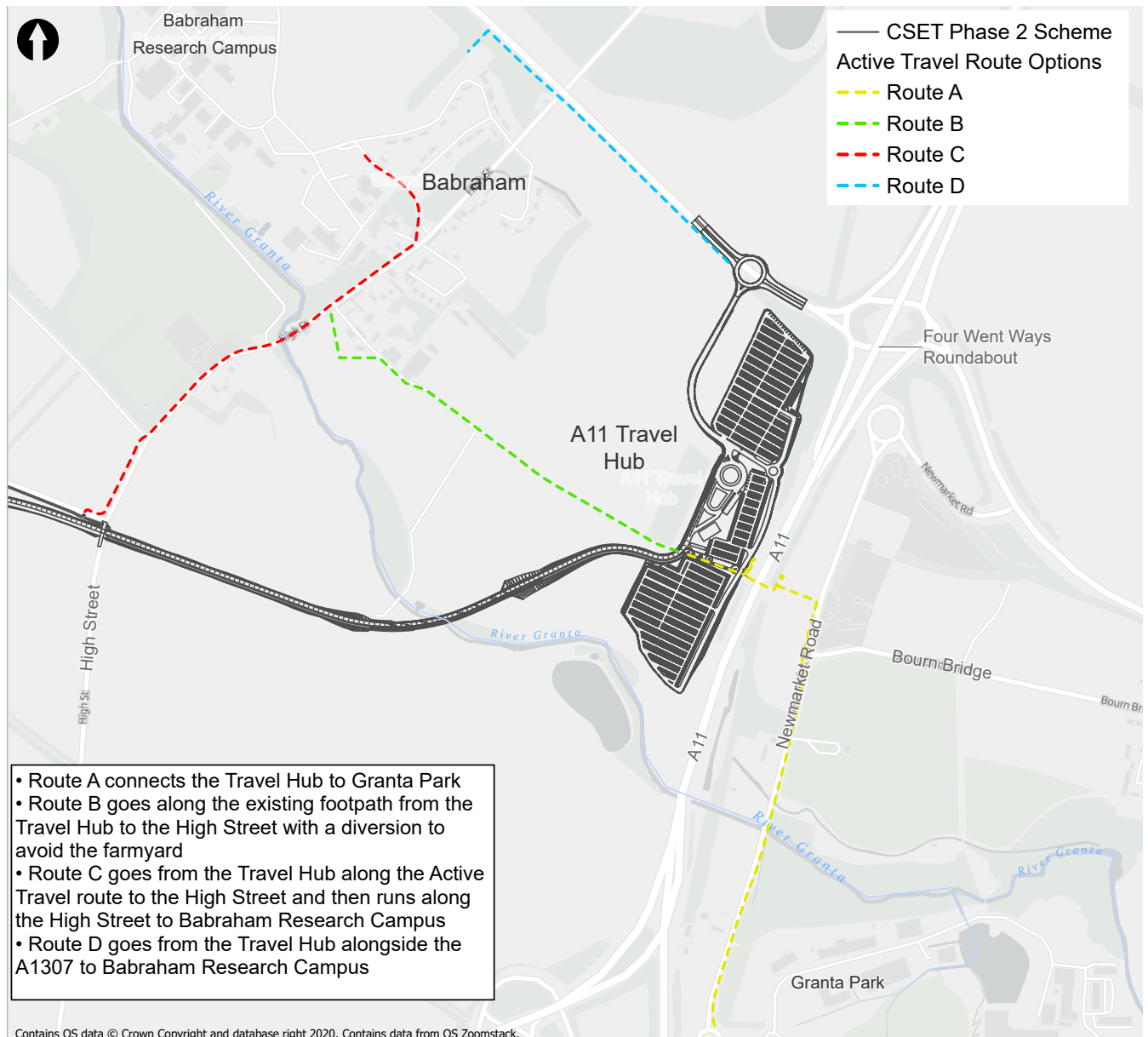
All parking areas, access roads and user facilities will be lit with suitable LED lighting columns designed to minimise impacts on wildlife and the night sky generally.

There is a public footpath (PRoW 12/4) which traverses the Travel Hub site and crosses the A11 across an existing footbridge. Improving the access for cyclists and pedestrians to the footbridge on either side of the A11 will form part of the CSET Scheme.

Equestrian access to cross the A11 is being considered via a new path alongside the A11 down to the River Granta passing under the A11 and then back alongside the A11 to the foot and cycle bridge.

We will improve access to Babraham Research Campus and Granta Park by providing an active travel path, suitable for walking, cycling and horse riding, from the Travel Hub to each site as part of the CSET Scheme. The proposed routes are shown in the figure below.

The southern part of the Travel Hub site is in the flood plain of the River Granta. In this area suitable habitat creation will be included in the design, but there will be no car parking or other infrastructure that is not flood resilient in this area.





What will a linear park comprise?

The concept of a linear park has many meanings – GCP’s vision of a linear park along the CSET route is one which connects different areas of interest by the infrastructure which the scheme provides. The infrastructure will enable people to move between these areas of interest but will also be designed to fit into and preserve the landscape character as much as it can. It will also provide some facilities in areas to allow people to rest and relax in the countryside.

We are committed to working with communities to produce a scheme that provides more than public transport benefits to people needing to get in and out of Cambridge. One way of achieving this is by the provision of additional means for anyone to gain access to the countryside and other places which people may wish to visit by way of the Active Travel Path we will provide. The Active Travel Path will be suitable for use by cycling, walking and horse riding.

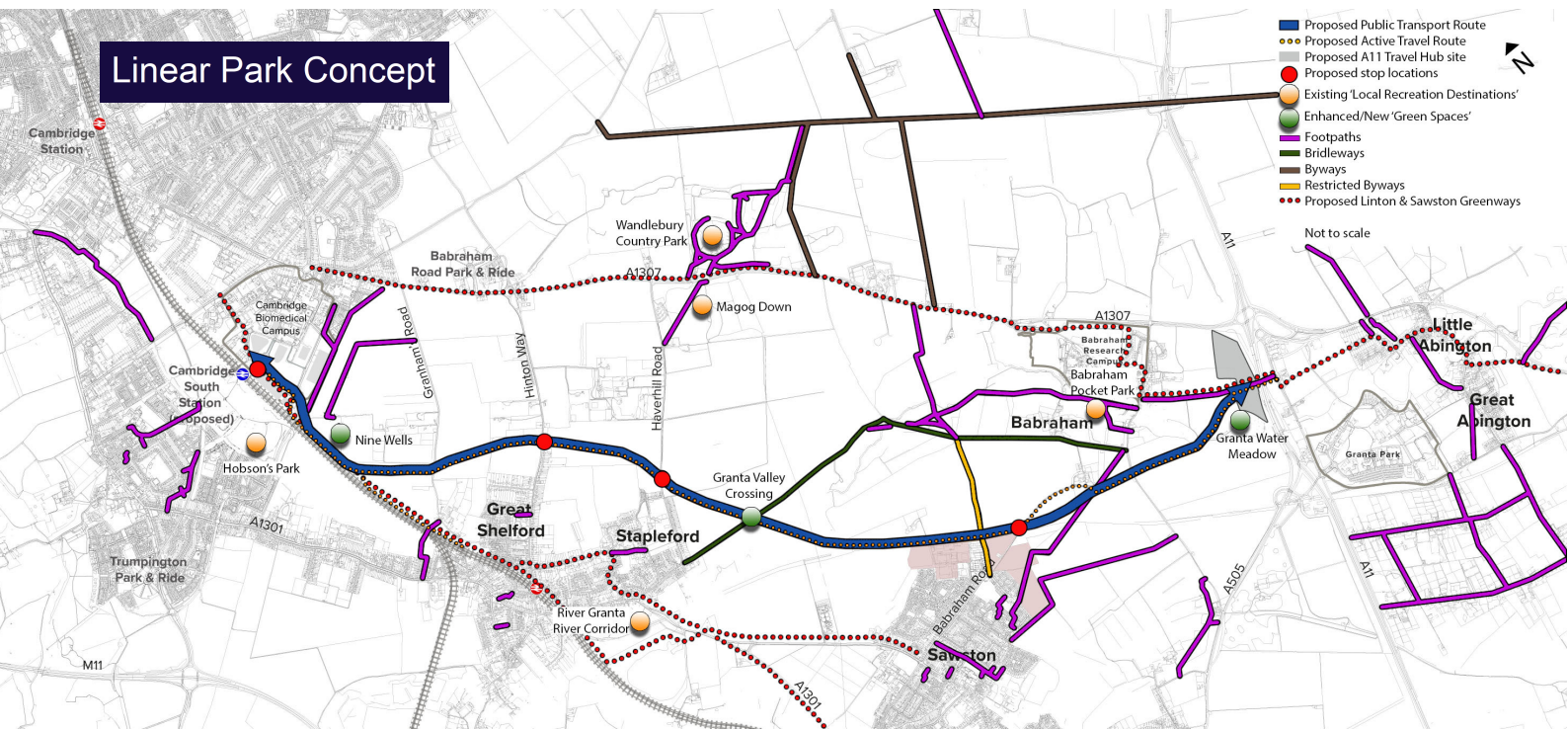
The route could become part of a wider green infrastructure network that is made up the greenways being created in the area, or routes and areas identified for conservation and recreation in local neighbourhood plans or any green infrastructure

strategies implemented under future local plans. Realising such a wider ambition will take time, and will not be delivered by our scheme alone. We see our scheme as part of a range of activities taking place over time.

There are several key areas along the route and in the near vicinity which form obvious focal points to protect and improve and to provide access for people to visit. These extend from within the city boundary out to the A11 and include the new Hobson’s Park, the Nine Wells Local Nature Reserve, the Magog Downs and Wandlebury area and the River Granta Valley. Some of these have reasonably good access at present and other areas have less suitable access for the range of people who may want to visit them.

We will work with interested stakeholders to develop the scheme in a way that minimises the physical impact of the scheme itself on the environment, but will also look at ways to maximise opportunities for people to visit areas they want.

This includes seeking locations to put some park benches and tables in locations where people using the Active Travel Path may wish to rest and take in



their surroundings (eg. near the River Granta near Stapleford). We will put out information boards at appropriate locations to explain the heritage of the area and any particularly environmentally sensitive items of interest.

We will also improve connectivity in the area by providing a continuous Active Travel Path that connects with a number of existing footpaths, bridleways and permissive paths. We will consider how to improve some of these existing paths such as the footpath up Haverhill Road towards Magog Down. We will work to further enhance Active Travel opportunities by working with our CSET Phase 1 and Greenways colleagues to maximise connectivity – if there are gaps in Active Travel networks which communities want filling, we will endeavour to ensure these are included in appropriate work programmes.

Our landscape specialists and ecologists are working together to identify appropriate planting along the route. The objective of our planting design will be to screen the route where it is closest to residential properties and to break up the linear nature of the scheme where it is running across open countryside (particularly where there are views from a distance of the route such as from Magog Down).

This will be achieved by planting hedges and trees along the route in a manner that replicates and reinforces the field pattern which already exists in the area.

In some locations we will acquire land which will be included in the scheme and which will be planted with the specific objectives of improving the biodiversity in that area. The key areas we will focus on are around Nine Wells Local Nature Reserve, the River Granta near Stapleford and along the River Granta adjacent to the A11 Transport Hub. Information notes on these particular areas are available as part of this consultation and give some indication of the planting proposals in these areas.

As part of this consultation for the environmental assessment we are seeking your views on this vision of a linear park, and what other suggestions you may have for us to consider.

You are invited to provide feedback on the scheme proposals in the questionnaire in the 'Have your say' section of this consultation.



Construction

We understand that people will want to know the likely impact that constructing the scheme will have on their daily life, particularly in relation to potential traffic impacts and other effects on local villages.

Construction will be undertaken in line with the Considerate Contractors Code of Practice which sets out five core principles to deliver excellence by:

- Keeping work sites managed well and looking professional,
- Respecting local communities and those who work the land,
- Protecting the environment,
- Making sure everyone is safe, and
- Respecting their own work forces.

We have appointed specialists to advise on how the scheme would be constructed and they have already gained a good understanding of some of the local constraints first hand.

A construction management plan will be drawn up once the scheme proposals are finalised, together with a construction phase plan, detailing how the works will be undertaken. This will be provided for stakeholder review and comment as part of the final Environmental Statement. At the present time it is proposed construction traffic will access the scheme either from the A1307 (avoiding traffic running through Great Shelford, Stapleford, Sawston and Babraham) or via a temporary haul road constructed along the line of the route.

The construction specialists are considering where construction compounds may be required and what the best construction programme is to minimise the length of time construction will take. This will have to take into account existing farming activities and other community needs during the construction period. It is highly likely the main construction compound will be in the location of the proposed A11 Travel Hub. It is also likely that a satellite construction compound will be required in the northern part of the route as well.

Community and environmental impacts will be taken fully into account at all stages of the development, planning and decision-making process.

If consent for the proposed scheme is granted by the Secretary of State then construction of the main works would be expected to commence in early 2023.



You are invited to provide feedback on the scheme proposals in the questionnaire in the 'Have your say' section of this consultation.



Land and Property

The proposed scheme alignment has been selected to meet a range of different criteria, including to avoid any direct impact on buildings and to minimise land take without compromising scheme design. Account has been taken of the potential for severance of land parcels and how current owner/occupiers would be able to access and use their land in future. Consideration has also been given to the physical impact of the scheme and how it could be reduced through appropriate planting or design.

The overall route length is about 9kms long and crosses land held by 15 landowners.

The A11 Travel Hub will occupy about 20ha (including land for landscaping) and the three stops along the route will occupy between 0.4ha and 0.8ha (depending on the land take and landscaping provided at each stop).

The area of land required for the scheme will be finalised when all the final land strategy for the scheme is completed, which will be based on the outcome of discussions with affected parties and the feedback from this consultation process.

The scheme will result in changes to the existing agricultural land use within the area of the scheme, with some parcels of land planted with new habitat and with the provision of community facilities as described in the Linear Park Concept Note included in the consultation pack.

The route will not require the acquisition of any buildings, and we are not proposing any demolition of property along the route. Where the route is in a built-up environment we are working with the landowners and other affected parties to design the route to meet stakeholder needs. This is described in the information provided in this consultation on the Francis Crick Avenue section of the route.

The remainder of the scheme is in open countryside and crosses land which is predominantly used for agricultural purposes. A number of public highways are crossed, along with several permissive and public rights of way. None of these will be permanently closed or significantly diverted, although there will be a need for some temporary closures during construction. There will be traffic lights installed to control traffic where the scheme crosses public highways.

All landowners who are directly affected by the scheme have already been contacted and ongoing discussion is taking place about how the scheme would affect their affairs. We are working with these stakeholders to seek to reduce the impacts of the scheme on their land and activities.

As part of this consultation on the entire scheme we have included a short section where the alignment is shown to have changed from the outline scheme approved for development by the GCP Executive Board in June 2020. This section is between Sawston Road and the A11 Travel Hub location and is described in more depth on the note about this route section. This proposed refinement to the route came about to reduce the impacts on land severance, reduce impacts on landscape character in the area. The refinement to the route in this area straightens out the route and is slightly shorter by about 50m. It reduces the severance of fields by being aligned alongside existing field boundaries and field tracks and reduces the impact on landscape character as it does not cross open fields as much as the original alignment. However it is closer to houses on Sawston Road.

A final decision on the overall scheme alignment will take account of feedback from this consultation.



Environmental information by area

This summary of the environmental sensitivities along the route indicates how they will be addressed by the design of the scheme. The feedback from this consultation shall be used to inform the development of appropriate mitigation measures to include in the scheme design which will result in an Environmental Statement submitted in support of the planning application for the scheme to the Department for Transport in the summer of 2021. The Environmental Statement will include information to show how feedback from stakeholder engagement (including this consultation) has been taken into account in the scheme design.

The environmental information provided here looks at these different sections of the route:

- Cambridge Biomedical Campus (CBC) along Francis Crick Avenue
- CBC to Hinton Way, crossing Granham's Road en-route
- Hinton Way to Haverhill Road
- Haverhill Road to Sawston Road
- Sawston Road to High Street (south of Babraham)
- High Street to the A11 Travel Hub
- A11 Travel Hub

General design drawings are included to show the route in each section of the scheme, as well as layout drawings for some elements such as the proposed public transport stops. Outline landscape and habitat creation opportunities are also shown in these drawings. Finally a summary table in each section looks at the key environmental issues with a brief comment on the sensitivities and mitigation measures to be undertaken. We welcome feedback on the sensitivities identified and the proposed mitigation measures.

The impact of the development in terms of greenhouse gas emissions (also known as carbon footprint) is also being considered. These emissions affect the global atmosphere, rather than specific areas, and so they are therefore assessed over the whole route. We are considering emissions during construction (including production of the materials used to construct the scheme), and from the scheme when it is in operation. Our assessment includes looking at opportunities to reduce the carbon footprint of the scheme.



Cambridge Biomedical Campus

The first 680m of the route alignment starts in the Cambridge Biomedical Campus (CBC) at the junction of the existing guided busway with Francis Crick Avenue. The route then follows Francis Crick Avenue, fully segregated from other traffic and located centrally down the avenue between the busway and the Addenbrooke's Road roundabout. Along this section of the route there will be a stop near to the proposed Cambridge South Station entrance off Francis Crick Avenue.

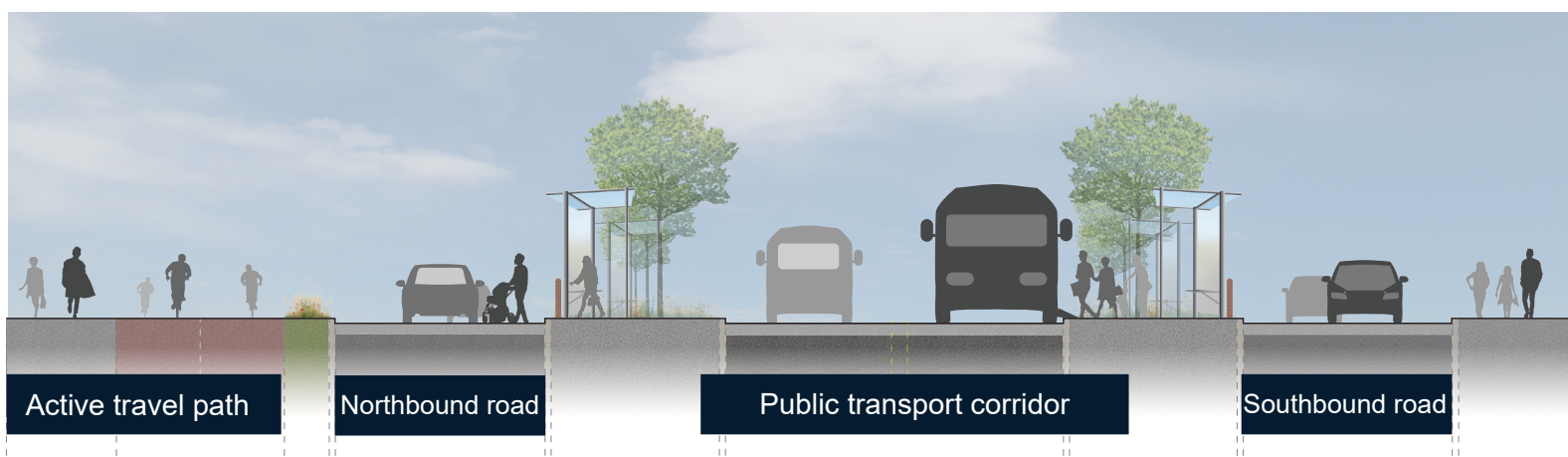
The CSET route will then leave the existing road network at the roundabout to enter a segregated alignment running towards the existing railway line initially, before heading south.

The proposed Cambridge South Station will be accessed via a new road, currently being developed by Network Rail. GCP, Network Rail and the CBC are collaborating on an integrated design for this section of the CSET scheme. The Cambridge South Station scheme is being developed in a similar timescale to the CSET scheme, but each is subject to its own environmental assessment and approvals process.

The Cambridge South Station consultation runs from 19th October – 29th November, available online here: www.networkrail.co.uk/cambridge-south-station

A general arrangement plan for the route in this area is shown in the top right figure.

A typical cross section of the route in this area is shown in the bottom right figure.



There will be a segregated path for pedestrians and cyclists on the western side of Francis Crick Avenue connecting to the DNA Path at the southern end of the avenue.

Vehicles from premises along Francis Crick Avenue will have to leave and enter the avenue using a one-way system, as the public transport route down the centre of the avenue will prevent vehicles moving in the two directional manner that currently exists. Therefore, there may be slightly increased journey times for anyone accessing or leaving the premises along the avenue. For further information on this please see the separate information board describing the scheme design along Francis Crick Avenue in more detail.

Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	Urbanised environment with numerous sensitive receptors likely to be in the area.	Electric buses will reduce emissions that are harmful to air quality.
Biodiversity	There are no significant sensitivities in this urbanised environment.	No major mitigation proposals required.
Community and Health	Access to Cambridge South Station, employment sites and medical facilities. Maintaining access to public rights of way. Vulnerable users in the area. Increased likelihood of emergency vehicles.	Providing a stop for CSET passengers which considers the needs of vulnerable users. The crossing of Francis Crick Avenue near Cambridge South Station and the busway junction will facilitate multi-user access and safe crossing of this junction. Segregation of cycling and pedestrian paths along western side of FCA. Active Travel path connects to DNA Path.
Flood risk and water resources	Ensure no change to flood risk in area.	Design for drainage will ensure flood risks are fully accounted for, including allowances for climate change based on Sustainable Drainage (SuDS) Principles. Scheme drainage will integrate into CBC drainage strategy.
Heritage	Not a significant issue in this newly developed area.	No specific mitigation proposed.
Landscape and Visual Impacts	Changes to relatively new road layout and landscaping.	New layout to include replacement planting where possible.
Land and Soils	Not a significant issue in this newly developed area.	No specific mitigation proposed.
Noise and Vibration	Medical facilities with patients in close proximity to route. Research facilities which may have sensitive equipment which could be affected by vibration.	Aligning route to minimise impacts on sensitive receptors in area. Working with stakeholders to identify concerns and how scheme can help reduce noise impact on the area. Recommendations to include monitoring and management of vibration sources during construction. Where practicable noise mitigation (e.g. bunds or acoustic barriers) if new road layout results in significant adverse effects at nearby sensitive receptors. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Safe access to and use of Francis Crick Avenue for all users. Maintaining traffic flow whilst providing priority to public transport.	Assess impact on traffic flows of the proposed scheme design. Segregated design aims to minimise conflict between public transport and other users of Francis Crick Avenue, whilst maintaining flow of traffic.



CBC to Hinton Way

From CBC the public transport route will be segregated and run for 1.18km to the west of Nine Wells Local Nature Reserve, adjacent to and parallel with the mainline railway, before curving along the eastern hedge line towards Granham's Road. This section of the route crosses the Hobson's Conduit (a watercourse with historic significance) but is otherwise in arable fields. There are hedge lines that provide breeding and winter shelter habitats for ground nesting and other bird species in this area. The scheme seeks to avoid direct impacts on these sensitive habitats.

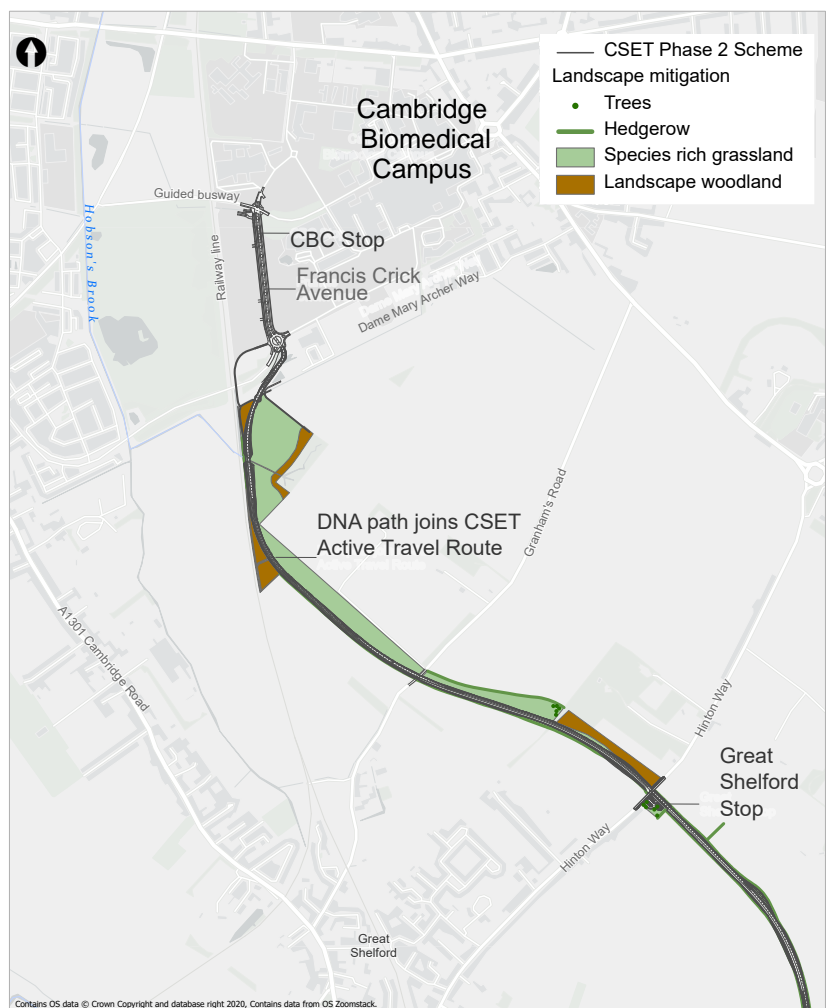
The proposed landscape planting has been discussed with Cambridge City Council and other relevant stakeholders in the area. The objectives of the planting are to:

- Provide a protective buffer to the existing woodland with new tree planting
- Provide an extended area of mixed grassland to benefit a wider range of biodiversity including wintering and nesting birds.

A general arrangement plan for the route in this area is shown to the right.

A typical cross section of the route in this area is shown below. The route crosses Granham's Road through a signalised

crossing and continues in a south easterly direction through two fields before crossing Hinton Way. This stretch is about 0.88km long. The route will be close to the easternmost house in Great Shelford where it crosses Hinton Way.



Indicative cross section of route



Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme.
Biodiversity	Nine Wells Local Nature Reserve. Protected species using Hobson's Conduit. Farmland bird species during winter and breeding season. Protected species along the route. Bats using hedges and woodland. Hares present.	Additional habitat creation around the local nature reserve and along the route. Avoiding direct impact on Hobson's Conduit by design of appropriate bridge. Moved route away from hedgerow south of Nine Wells. Local Nature Reserve running to Granham's Road which is used by nesting priority bird species, to include buffer planting between hedgerow and route. Additional habitat creation along the route – improving connectivity between existing habitat and benefiting species in the area.
Community and Health	Nine Wells Local Nature Reserve is popular destination. The DNA Path is well used by non-motorised users and is part of Sustrans network. Maintaining existing access to land and properties and all Public Right of Way (PRoW) and permissive paths.	Improving access arrangement to Local Nature Reserve. Active Travel path of scheme will join DNA path. Improvements to DNA path (widened where practical). Active Travel path integrated to Sawston Greenway plans to increase access to countryside. No permanent changes to PRoW or permissive paths proposed. Some temporary controls on PRoW use during construction. Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided.
Flood risk and water resources	Flooding of Active Travel and public transport route from existing surface water drains and network. Increase in flood risk to adjacent land due to Active Travel and public transport route.	Design to minimise impacts from scheme (including bridge crossing Hobson's Conduit) on flood risk to adjacent land to include climate change impacts in long term using SuDS principles. Design to minimise impacts on scheme from other flood risk related to existing surface water network in the area.
Heritage	Buried archaeology. Designated archaeological asset site to west of mainline railway. Nine Wells Monument (Grade II). Hobson's Conduit - undesignated heritage feature. Granham's Farm, earthwork site of former Medieval Burh.	Geophysical surveys completed in 2020. Trial trenching programme underway to evaluate buried archaeology. Landscape planting to minimise impacts on setting of listed heritage assets. Design of bridge over Hobson's Conduit to minimise any impact on water course channel.
Landscape and Visual Impacts	Setting of Nine Wells Local Nature Reserve. Recreational users in the area. Residential properties along Coppice Way. Users of DNA path.	Landscape design to minimise impacts and improve setting of the nature reserve. Landscape design along the route to take into account existing landscape character of area to minimise visual impact. Bridge over Hobson's Conduit to be designed to merge with landscape design. Landscape planting being considered to provide long term screening opposite Coppice Way.
Land and Soils	Loss of arable land. Grade 2 agricultural land.	Reuse of soils on scheme where ever practical. Balance impact of scheme on arable land take with benefits from scheme features (eg. habitat creation to increase).
Noise and Vibration	Recreational users in the area. Local Nature Reserve receptors. Residential properties along Coppice Way.	Where practicable noise mitigation (e.g. bunds or acoustic barriers) if the scheme results in significant adverse effects at nearby sensitive receptors. Design to use low bunds where practical to minimise road noise. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Granham's Road and Hinton Way crossing. East West Rail alignment not defined yet in this area. Maintaining PRoW.	Consideration of potential East West Rail route alignment in scheme design. Scheme avoids any permanent change in PRoW. Some temporary controls on PRoW use during construction. Connectivity to DNA path and Sawston Greenway. Hinton Way and Granham's Road crossings will be controlled in favour of public transport with minimal delay to road users.



Hinton Way to Haverhill Road

From Hinton Way the route will run for a short distance across arable fields to the crossing with Haverhill Road (total distance about 1km). There will be a stop on the south side of Hinton Way (the Great Shelford Stop) with cycle stands, disabled parking and a pick up and drop off point for other passengers. There will be shelters for waiting passengers with real time information boards and lighting.

A general arrangement plan for the route in this area is shown on the right.

The proposed layout for the stop at Hinton Way is shown below.



Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme.
Biodiversity	Farmland bird species during winter and breeding season. Bats using hedges and woodland.	Additional habitat creation along the route – improving connectivity between existing habitat.
Community and Health	Maintaining access to and use of land and properties.	Increased connectivity between Hinton Way and Haverhill Road via new Active Travel path. Possible improvement to Active Travel path along Haverhill Road. No permanent changes to PRow or permissive paths proposed. Some temporary controls on PRow use during construction. Stop for access by local community to public transport on the scheme. Landscape design and lighting designs to minimise visual intrusion and noise effects on residents. Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided.
Flood risk and water resources	Flooding from Active Travel and public transport route to adjacent land. No other major sensitivities.	Design to minimise impacts from scheme on flood risk to adjacent land to include climate change impacts in long term using SuDS principles.
Heritage	Buried archaeology from multiple periods. Middlefield House (Grade II* Church of St Andrew (Grade II*).	Geophysical surveys completed in 2020. Trial trenching to inform further potential mitigation for buried archaeology. Screening by bunding and landscape planting to minimise impacts on setting of listed buildings and local historic buildings which contribute to local historic character.
Landscape and Visual Impacts	Residential properties. Magog Down views across route. Lighting impacts from stop at Hinton Way.	Landscape design along the route to take into account existing landscape character of area to minimise visual impact. LED lighting at stops designed to minimise light spill, lighting strategy to be developed that minimises lighting during non-operational hours.
Land and Soils	Loss of arable land. Mainly Grade 3 agricultural land. Some Grade 2 agricultural land nearer Haverhill Road. Severance of land parcels impacting existing use of land.	Reuse of soils in landscaping design. Design to balance land take with benefits achieved through scheme design (eg. new habitat creation or screening to minimise visual impacts). Access to fields to be included in design in consultation with landowners.
Noise and Vibration	Residential properties close to road and stops.	Baseline noise surveys to include locations representative of closest receptors to route alignment and stops. Where practicable noise mitigation (e.g. bunds or acoustic barriers) to be included in design where scheme results in significant adverse effects at nearby sensitive receptors. Mitigation to reduce noise from stops to be defined in agreement with stakeholders. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Safety of road users on Hinton Way and Haverhill Road.	Signal controlled crossings in favour of public transport with minimal delay to road users.



Haverhill Road to Sawston Road

This section of the route is about 3kms long and crosses a Public Right of Way (PRoW 212/2 which is a bridleway), the River Granta floodplain and river channel (a County Wildlife Site) and PRoW 12/10 (a restricted by-way). The river crossing in this section is called the River Granta (Stapleford) crossing to differentiate it from a second crossing of the river further south along the route.

A general arrangement plan for the route in this area is shown on the right.

On the southern side of the Haverhill Road signalled crossing there will be the Stapleford Stop. This will have the same facilities as described for the Great Shelford Stop and the proposed layout is shown below.

The land use for the majority of the route is arable fields with some pasture, scrub and tree belts between the River Granta crossing and Sawston Road. The route also passes within a residential property at North Farm where the route is parallel to a disused railway alignment. The route is close up to the boundary of the South Cambridge Business Park in Sawston (an area of light manufacturing and storage facilities). New housing is currently being built on the field between the business park and Sawston Road.



Stapleford Stop on Haverhill Road

Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme.
Biodiversity	Bridge over River Granta which is a Country Wildlife Site. Protected species along the route. Farmland bird species during winter and breeding season.	Bridge design to avoid impact on River Granta County Wildlife Site. Bridge design to accommodate bats flying along River Granta. Route alignment taking protected species into account. Potential licence requirements for relocating protected species prior to construction. Additional habitat creation along the route.
Community and Health	Maintaining existing access to land and properties and all PRoW and permissive paths. New residential properties being constructed immediately near Sawston Road.	No permanent changes to PRoW or permissive paths proposed. Some temporary controls on PRoW use during construction. Potential to create bench/picnic area along Active Travel path. Stop for access by local community to public transport on the scheme. Landscape design and lighting designs to minimise visual intrusion and noise effects on residents. Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided.
Flood risk and water resources	Floodplain in the area of River Granta. Potential loss of flood storage due to bridge over River Granta. Flooding of Active Travel and public transport route from existing surface water drains. Flooding from Active Travel and public transport route to adjacent land.	Design to minimise impacts from scheme on flood risk to adjacent land to include climate change impacts in long term using SuDS principles. Bridge will be on viaduct (not embankment) to minimise impact of the scheme on flood storage in the floodplain and impact on channel. Design to minimise impacts on scheme from other flood risk related to existing surface water drains in the area. Compensation flood storage to be provided as appropriate.
Heritage	Buried archaeology. Middlefield House (Grade II*) view across River Granta valley.	Geophysical surveys completed in 2020. Trial trenching to inform further potential mitigation for buried archaeology. Screening by bunding and landscape planting to minimise impacts on setting of listed buildings and local historic buildings which contribute to local historic character. Design of bridge over River Granta to take into account opportunities to minimise intrusion on setting of heritage assets.
Landscape and Visual Impacts	View from Magog Down viewpoint. Bridge over River Granta. Lighting around the stop at Haverhill Road.	Landscape design along the route to take into account existing landscape character of area to minimise visual impact. Route landscape design to minimise impact of route on long distance views. Design of bridge to minimise visual impact. LED lighting at stops designed to minimise light spill, lighting strategy to be developed that minimises lighting during non-operational hours.
Land and Soils	Loss of arable land. Grade 2 agricultural land. Some Grade 3 agricultural land in floodplain. Severance of land parcels impacting existing use of land.	Reuse of soils in landscaping design. Design to balance land take with benefits achieved through scheme design (eg. New habitat creation or screening to minimise visual impacts). Access to fields to be included in design in consultation with landowners.
Noise and Vibration	Open countryside, recreational users. New residential properties north of Babraham Road. Proximity to North Farm.	Baseline noise surveys to include locations representative of closest receptors to route alignment and stops. Where practicable noise mitigation (e.g. bunds or acoustic barriers) to be included in design where scheme results in significant adverse effects at nearby sensitive receptors. Mitigation to reduce noise from stops to be defined in agreement with stakeholders. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	PRoW. Crossing of Haverhill Road. Crossing of Sawston Road. Private property access (including agricultural land).	No permanent changes to PRoW. Some temporary controls on PRoW use during construction. Signal controlled crossings in favour of public transport with minimal delay to road users. Access for private property to be maintained in form to be agreed with landowners. Access for agricultural vehicles to be included in design in consultation with stakeholders.



Sawston Road to High Street (south of Babraham)

From Sawston Road to the A11 Travel Hub the emerging design of the route has diverged from the Outline Business Case to reduce the overall distance travelled by public transport and Active Travel path users, improve connectivity with the existing Active Travel path network in the area and reduce the impact on agricultural operations by minimising the amount of severance across actively farmed fields.

On the south side of Sawston Road there will be another stop, called the Sawston Stop, with similar facilities to those described for the Great Shelford Stop. The proposed layout is shown below. In this area the Active Travel path will leave the public transport route and join the Sawston to Babraham cycleway.

From the Sawston Stop the new alignment progresses in an easterly direction directly to the Sawston Road/ High Street junction where another signalised crossing will be installed. The land use in the area is arable fields and there is one public footpath (PRoW 12/9) crossed in this stretch.

A general arrangement plan for the route in this area is shown to the right.



Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme.
Biodiversity	No major sensitivities. Farmland bird species during winter and breeding season.	Additional habitat creation along the route – increasing connectivity between existing habitats where appropriate.
Community and Health	Maintaining existing access to land and properties and all PRow and permissive paths. Proximity to new residential properties.	No permanent changes to PRow or permissive paths proposed. Some temporary controls on PRow use during construction. Stop for access by local community to public transport on the scheme. Landscape design and lighting designs to minimise visual intrusion and noise effects on residents. Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided.
Flood risk	Increase in flood risks from Active Travel path and public transport route to adjacent land. No other major sensitivities.	Design to minimise impacts from scheme on flood risk to adjacent land to include climate change impacts in long term using SuDS principles.
Heritage	Buried archaeology. Designed vista along tree-lined parkland avenue from Babraham Hall (listed grade II). Church Farmhouse (Grade II listed). Church of St Peter (Grade I listed).	Route near Sawston Road subject of geophysical surveys in 2020. Trial trenching of revised route to inform further potential mitigation for buried archaeology. Screening by bunding and landscape planting to minimise impacts on setting of listed structures.
Landscape and Visual Impacts	Sawston – residential properties. Users of Sawston to Babraham Cycleway Lighting from the stop on Sawston Road. Open nature of countryside for long distance views.	Landscape design along the route to take into account existing landscape character of area to minimise visual impact. LED lighting at stops designed to minimise light spill, lighting strategy to be developed that minimise lighting during non-operational hours.
Land and Soils	Loss of arable land. Grade 2 agricultural land. Severance of land parcels impacting existing use of land.	Reuse of soils in landscaping design. Design to balance land take with benefits achieved through scheme design (eg. New habitat creation or screening to minimise visual impacts). Access to fields to be included in design in consultation with landowners.
Noise and Vibration	Stop near to new residential housing. Recreational users in open countryside.	Baseline noise surveys to include locations representative of closest properties to route alignment and stops. Where practicable noise mitigation (e.g. bunds or acoustic barriers) to be included in design where scheme results in significant adverse effects at nearby sensitive receptors. Mitigation to reduce noise from stops to be defined in agreement with stakeholders. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Crossing of Sawston Road and High Street. PRow crossing. Active Travel path along Sawston Road.	Road crossings will be controlled in favour of public transport with minimal delay to road users. No permanent impact on PRow access. Some temporary controls on PRow use during construction. Active Travel path along Sawston Road to be upgraded and crossing of scheme designed to ensure safety of users. Access for agricultural vehicles to be included in design in consultation with landowners.



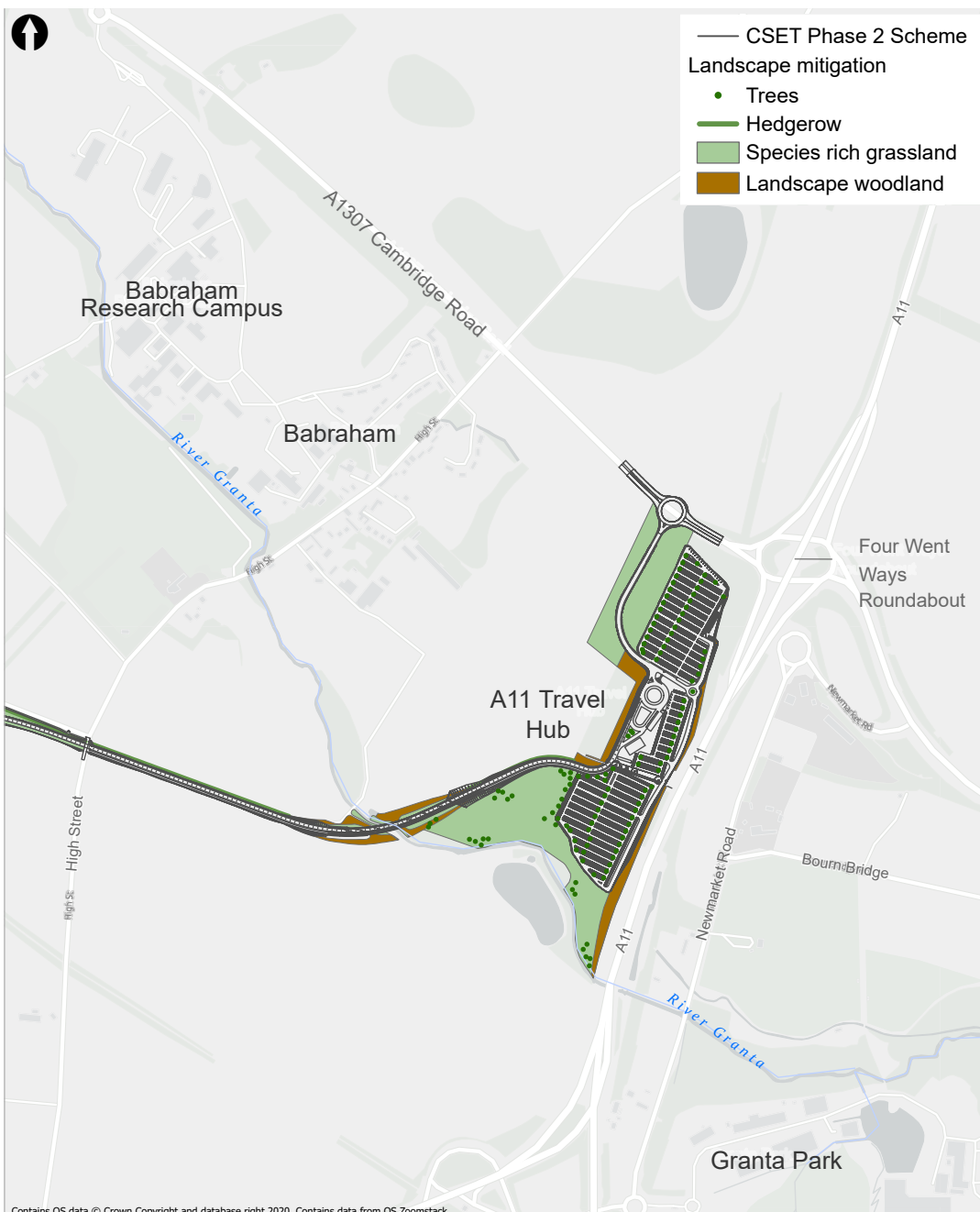
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High Street (south of Babraham) to A11 Travel Hub



From the High Street crossing, the route continues in a straight line to re-join the original scheme alignment at the River Granta (Babraham) crossing where a bridge will be constructed across the river. In this area the bridge will be built to accommodate agricultural vehicles passing beneath it, and will be on a viaduct to reduce the impacts on floodplain storage in the area. The route then traverses a field before entering the Travel Hub site. There is a major constraint on the Travel Hub boundaries due to the existence of a high pressure gas main between the river crossing and the Travel Hub.

A general arrangement plan for the route in this area is shown below.



Environmental Issue	Key sensitivities in area	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme.
Biodiversity	River Granta County Wildlife Site. Protected species along river corridor. Farmland bird species during winter and breeding season.	Bridge design to avoid impact on River Granta County Wildlife Site. Bridge design to minimise impact on bats, water voles and otters using River Granta corridor. Lighting design from Travel Hub to minimise light spill and impacts on species along River Granta corridor. Additional habitat creation along the route.
Community and Health	Maintaining existing access to land and properties and all PRoW and permissive paths. Access for farm vehicles. Abstraction licence and facilities for irrigation of agricultural land.	No permanent changes to PRoW or permissive paths proposed. Some temporary controls on PRoW use during construction. Active Travel paths providing improved access to Babraham Research Campus and Granta Park. Design avoids impact on agricultural irrigation infrastructure and maintains access for farm vehicles. Alignments and land take reduced where practical, avoiding taking small areas of land from fields where this can be avoided.
Flood risk and Water Resources	Floodplain in the area of River Granta. Loss of flood storage due to bridge over River Granta. Weirs for irrigation infrastructure on River Granta.	Design to minimise impacts from scheme on flood risk to adjacent land to include climate change impacts in long term, using SuDS principles. Bridge will be on viaduct (not embankment) to minimise impact of the scheme on flood storage in the floodplain and impact on the weirs in the river channel. Compensation flood storage to be provided as appropriate.
Heritage	Buried archaeology from multiple periods. Proximity to Babraham Conversation Area (including 8 listed assets in village). Proximity to Pampisford Hall Registered Park and Garden.	Geophysical surveys of Travel Hub area completed. Aerial photographic survey carried out in 2019. Trial trenching to inform further potential mitigation for buried archaeology. Screening by bunding and landscape planting to minimise impacts on setting of conservation area. Pampisford Hall is on other side of A505 and realigned route is now over 800m from park and gardens – no mitigation proposed.
Landscape and Visual Impacts	Lighting from nearby Travel Hub. Views from PRoW. Views from properties in Babraham village.	Landscape design along the route to take into account existing landscape character of area to minimise visual impact. LED lighting at stops designed to minimise light spill, lighting strategy to be developed that minimise lighting during non-operational hours.
Land and Soils	Loss of arable land. Grade 2 agricultural land.	Reuse of soils in landscaping design. Design to balance land take with benefits achieved through scheme design (eg. new habitat creation or screening to minimise visual impacts).
Noise and Vibration	No major concerns in the area.	Route is about 350m from nearest Babraham residences. No specific noise mitigation proposed. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Crossing of High Street south of Babraham. Agricultural vehicles.	Signalised control for crossing over High Street in favour of public transport vehicles with minimal delay to road users. Access maintained for agricultural vehicles following consultation with landowner.



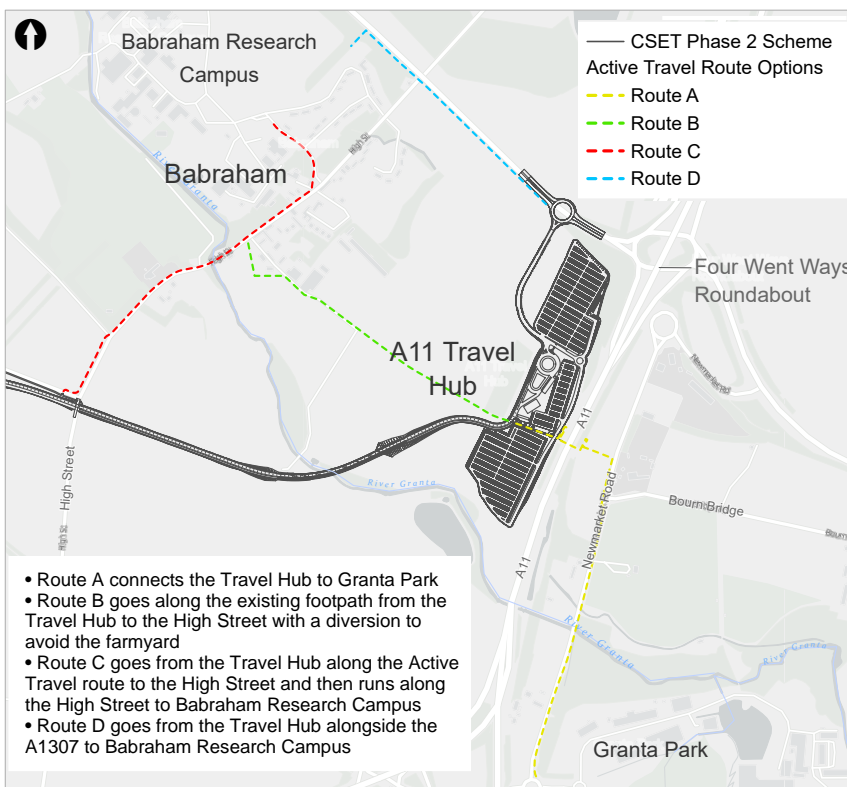
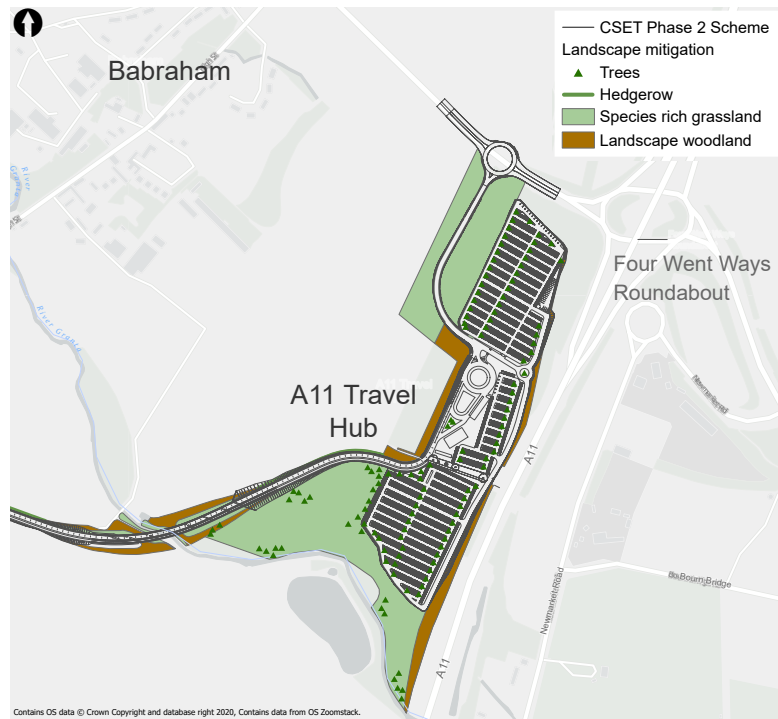
A11 Travel Hub

The A11 Travel Hub will be constructed alongside the A11 between the River Granta and the A1307, covering an area of approximately 20ha. A new roundabout junction will be constructed on the A1307 to allow users of the Travel Hub to safely enter and leave the new site. Public transport vehicles will be able to leave/join the segregated route at this point and re-enter/leave the public road network as well.

There is a public footpath (PRoW 12/4) which traverses the Travel Hub site and crosses the A11 across an existing footbridge. Improving the access for cyclists and pedestrians to the footbridge on either side of the A11 will form part of the CSET scheme.

Equestrian access to cross the A11 is being considered via a new path alongside the A11 down to the River Granta passing under the A11 and then back alongside the A11 to the footbridge.

A general arrangement plan for the Travel Hub is shown on the right.



Pedestrian and cycling access to the Babraham Research Campus and Granta Park from the Travel Hub is likely to form part of the CSET Scheme. The proposed routes are shown in the figure below. The southern part of the Travel Hub site in the flood plain of the River Granta, in this area the site drainage will be completed along with suitable habitat creation but there will be no car parking or other infrastructure in this area. All parking areas, access roads and user facilities will be lit with suitable LED lighting columns designed to minimise impacts on wildlife and the night sky generally.

The potential Active Travel paths to Babraham Research Campus and Granta Park are shown in the figure below on the left.

Environmental Issue	Key sensitivities in area of Travel Hub	How we propose to address these
Air Quality	No significant concerns in this rural environment.	Electric public transport vehicles will reduce the air quality effects of the scheme
Biodiversity	Protected species in the area, particularly along A11 and River Granta. Large trees along existing PRoW. Farmland bird species during winter and breeding season.	Licences for moving/relocating. Design layout to preserve large oak trees. Lighting design from Travel Hub to minimise light spill and impacts on species along River Granta corridor and in immediate vicinity of the Travel Hub site. Habitat creation around the perimeter of the Travel Hub site, increasing connectivity of existing woodland blocks and pond creation.
Community and Health	Access between Babraham and A11 footbridge. Maintaining existing access to land and properties and all PRoW and permissive paths. Operational intrusion on communities.	No permanent changes to PRoW or permissive paths proposed. Some temporary controls on PRoW use during construction. Increased connectivity for Active Travel users in area between Travel Hub and Babraham Research Campus and Granta Park employment centres. Improved access to high quality public transport for local residents and commuters. Improvements for equestrian access to cross A11 via new equestrian route under existing A11 bridge over River Granta.
Flood risk and Water Resources	Travel Hub within River Granta floodplain (Flood Zone 2 and 3).	Design Travel Hub layout to avoid sensitive infrastructure being located in designated flood zones. Design to minimise impacts from scheme on flood risk to adjacent land to include climate change impacts in long term. Permeable paving to be included in design to minimise rapid runoff. SuDS drainage design to manage all Travel Hub runoff. Habitat creation within the floodplain.
Heritage	Buried archaeology. Proximity to Babraham Conservation Area (including 8 listed assets in village). Proximity to Pampisford Hall Registered Park and Garden.	Geophysical surveys of Travel Hub area completed. Aerial photographic survey carried out in 2019. Trial trenching underway to identify buried archaeology. Screening by bunding and landscape planting to minimise impacts on setting of conservation area. Design to include public information on heritage and archaeology of the area during operation. Travel Hub is over 750m from Pampisford Hall park and gardens which is on other side of A505 – no specific mitigation proposed.
Landscape and Visual Impacts	Solar panels on northern portion. Major new infrastructure for car parking. Views from residences in Babraham village. Views from PRoW and bridge over A11. Lighting from the site.	Landscape design along the route to take into account existing landscape character of area to minimise visual impact. Screening by planting and use of excess spoil to create bunding to reduce visibility of car parking and public transport interchange. LED lighting strategy to minimise light spill, potential for management of lighting during night time to reduce lighting overnight.
Land and Soils	Loss of arable land. Grade 2 agricultural land with some Grade 3 agricultural land in floodplain of River Granta.	Reuse of soils in landscaping design. Design to balance land take with benefits achieved through scheme design (eg. New habitat creation or screening to minimise visual impacts).
Noise and Vibration	Operational noise from hub. New access and roundabout on A1307 for access into the Travel Hub on residences.	Travel Hub is over 400m from nearest residences in Babraham. No specific noise mitigation proposed. Limits on public transport operations likely to be in place (ie. no overnight transport operations). Receptors to south of Travel Hub are over 150m from site and on opposite side of the A11 – no specific noise mitigation proposed. No major changes in traffic along A1307 due to scheme – no specific noise mitigation proposed. Entrance roundabout from A1307 is over 350m from nearest existing residences in Babraham – no specific noise mitigation. Electric vehicles will assist to minimise potential noise impacts.
Traffic and Transport	Impacts on traffic on A1307.	Access arrangement for Travel Hub designed to facilitate safety and minimise impact on traffic flow.



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Find out more

We are seeking your views on the design of the proposals and how we could best manage and mitigate possible impacts on the landscape and environment.

Information Packs to download

You can download all information presented in this consultation in one information pack or in individual chapters.

If you would like a copy of this information in large print, Braille, on audio tape or in another language please call 01223 699906.

Find out more

Join us at a webinar for a presentation on the proposals and have your questions answered by a member of the project team. Contact us to find out how to register for this event.

- Tuesday 10th November – 6pm to 8pm
- Wednesday 18th November – 5.30pm to 7.30pm

After registering, you will receive a confirmation email containing information about joining the webinar.

The consultation closes at midday on Monday 14 December 2020.

There are a number of ways to respond:



Fill out the online survey here:

<https://consultcambs.uk.engagementhq.com/login>



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If you have any problems accessing this information please call 01223 699906

Included in the information pack

- Welcome information
- What is the Cambridge South East Transport scheme?
- About this consultation
- Information and details on individual scheme elements
 - A11 Travel Hub
 - Francis Crick Avenue
 - Nine Wells to Granham's Road
 - Active Travel Path
 - Road Crossings and Stops
 - Land and Property
 - What will the Bridges Look Like
 - Construction
 - Linear Park
- Environmental Information by area
 - Cambridge Biomedical Campus along Francis Crick Avenue
 - Cambridge Biomedical Campus to Hinton Way, crossing Granham's Road
 - Hinton Way to Haverhill Road
 - Haverhill Road to Sawston Road
 - Sawston Road to High Street (south of Babraham)
 - High Street to the A11 Travel Hub
 - A11 Travel Hub
- How to comment, including questionnaire

Consultation results will be published at www.greatercambridge.org.uk/CambridgeSET