



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal



CAMBRIDGE SOUTH EAST

Transport Study

**Consultation
extended to 9 April**

Have your say on

- new public transport links
- new and improved walking and cycling routes
- road safety improvements

Please respond to the consultation by Tuesday 3 April 2018.

www.gretercambridge.org.uk/CambridgeSouthEastConsultation



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Hello,

Thank you for taking the time to read our consultation brochure. The Cambridge South East Transport Study (formerly known as the A1307, Three Campuses to Cambridge project) aims to deliver fast and reliable public transport links, serviced by a new Park & Ride site, together with high-quality cycling and walking routes, for people travelling between Cambridge and the towns and villages to the south east of the city.

We need your views so that we can create the best scheme for the area, now and in the future. There are proposals for a Cambridge metro based on innovative rail-less trams. These have more flexibility than a rail-based system, but the most effective implementation is on dedicated segregated routes.

As the UK's fastest-growing place, we are proud of our economic success but, as a result, our roads must cope with more and more traffic. As Greater Cambridge continues to prosper this will become worse, placing greater pressure on our congested highways, affecting our businesses, residents and the many people who travel in and around the area. If we don't act now, by 2031, time spent in traffic jams could increase by 50%, and the quality of air we breathe will deteriorate. To address this, the Cambridgeshire & Peterborough Combined Authority (Combined Authority) and the Greater Cambridge Partnership want to deliver new transport infrastructure which offers a real alternative to driving.

Since consulting with you in 2016 and carefully considering your comments, the proposals have been developed into three long-term public-transport-focused strategies to the south east of Cambridge alongside a range of improvements to the existing A1307. All strategies include high-quality walking and cycling facilities.

Whether you live, work, study or travel in or through the area, we are keen to hear your views. You can find out more about the project here, online or at a local event. There is a free postal questionnaire for your comments, or alternatively you can respond online at www.greatercambridge.org.uk/CambridgeSouthEastConsultation.

Please take the time to give us your views, so we can help to grow and share prosperity and improve quality of life for everyone in the area, now and in the future.

Thank you for your time.

CLlr Francis Burkitt
Chair of the Greater Cambridge Partnership Executive Board

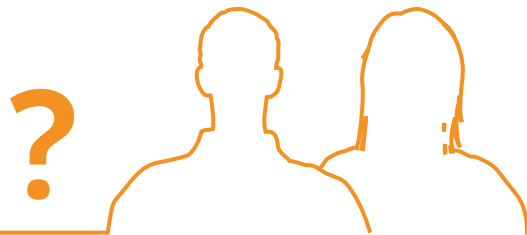


The Cambridge South East Transport Study was formerly known as the **A1307, Three Campuses to Cambridge project**.

THE TRANSPORT NETWORK

A range of Greater Cambridge Partnership (GCP) schemes are underway to contribute to the development of a better, greener transport network for our busy city region.

This high-level map shows how our current projects (in 2025) connect the city with the surrounding area, to help it grow and evolve. The Cambridge South East Transport Study is part of wider proposals by Combined Authority and GCP to improve transport links in the area and is shown in orange in the bottom right of the map.



What is the Greater Cambridge Partnership (GCP)?

The GCP is the local councils, business and academic partnership responsible for delivering a 'city deal'. This Government-funded investment in Cambridge and South Cambridgeshire will help our local economy grow sustainably over the coming years. Through investment in key services and transport infrastructure, our partnership will deliver new homes and jobs and connect people to places of employment. GCP is working with the Combined Authority to deliver investment in transport.



More detail about projects connected to the Cambridge South East Transport Study proposals can be found on page 20 of this booklet and online at www.greatercambridge.org.uk



WHY DO WE NEED BETTER PUBLIC TRANSPORT LINKS?

The proposals will provide additional capacity for the growing number of journeys to, from and around Cambridge from the south east. Keep in mind:

- The Local Plans for Cambridge and South Cambridgeshire estimate more than 44,000 additional jobs will have been created in the area by 2031, and local science and research parks in the area have aspirations for continued growth.
- Plans for the area between south Cambridge, Haverhill and Great Chesterford suggest up to 8,000 new homes could potentially be built over the next 15 years, with scope for future growth.
- Parts of the road network are already at capacity at peak-times, impacting on people's day-to-day lives, the ability of businesses to operate effectively and contributing to pollution.
- If we do not act now and manage growth sustainably, journey times will increase by around 50%.
- By investing in sustainable travel such as public transport, walking and cycling, we can help reduce congestion and its damaging effects on the environment, health and the economy, now and in the future.
- New sustainable transport links will provide existing, new and growing communities to the south east of Cambridge, in South Cambridgeshire and beyond, with improved access to jobs, services and other opportunities in and around the city.

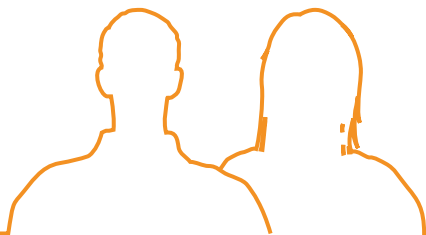
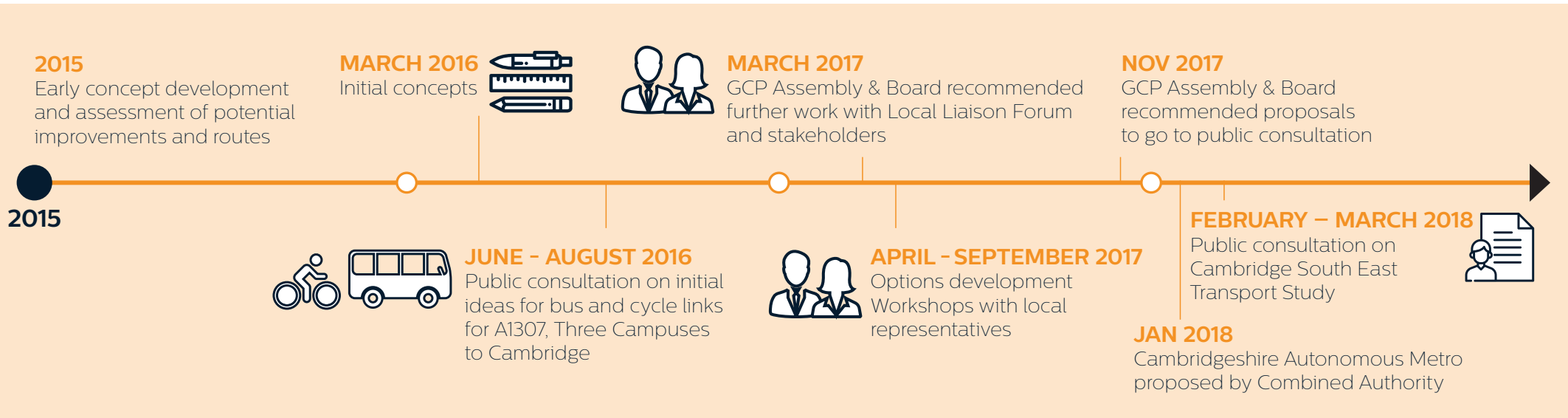
The impact of growth without transport improvements



*Source: The South Cambridgeshire Local Plan and the Cambridge Local Plan

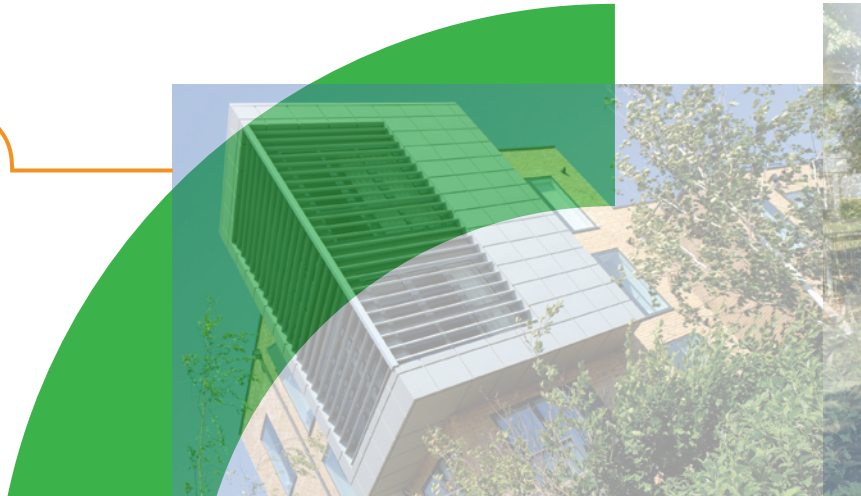
THE STORY SO FAR

On our journey to this point, we have considered a range of options to address congestion and encourage sustainable economic growth in the area south east of Cambridge.



What is a Local Plan?

A Local Plan is for the future development of the local area. It is drawn up by district councils in consultation with the community.



CAMBRIDGE SOUTH EAST TRANSPORT STUDY PROPOSALS

What are we consulting on?

Following public consultation in 2016 and further development of options in 2017, we have identified three strategies which would help deliver faster, more reliable and sustainable public transport options for journeys between Cambridge and the area to the south east.

Let us know which strategy you prefer by completing the online survey:

www.greatercambridge.org.uk/CambridgeSouthEastConsultation or **contacting us using the details on page 22.**

Shorter-term proposals include bus priority, junction improvements, walking and cycling measures and road safety improvements along the A1307 between Haverhill and Cambridge. If the public consultation shows support for these proposals, it is intended to progress these works as quickly as possible.

Longer-term public transport improvements consist of three high-level strategies:

Strategy 1

- a new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus
- a Park & Ride near the A11/A505 junction

- would most likely form part of the Cambridgeshire Autonomous Metro being proposed by the Combined Authority

Strategy 2

- a new dedicated public transport link between the existing Babraham Road Park & Ride and the Cambridge Biomedical Campus
- an inbound bus lane from Babraham Research Campus to the Babraham Road Park & Ride site
- a Park & Ride near the A11/A1307 junction

Strategy 3

- an inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital roundabout
- a Park & Ride near the A11/A1307 junction

Your feedback will help to develop the strategies further and allow the Executive Board to select a preferred strategy to take forward.



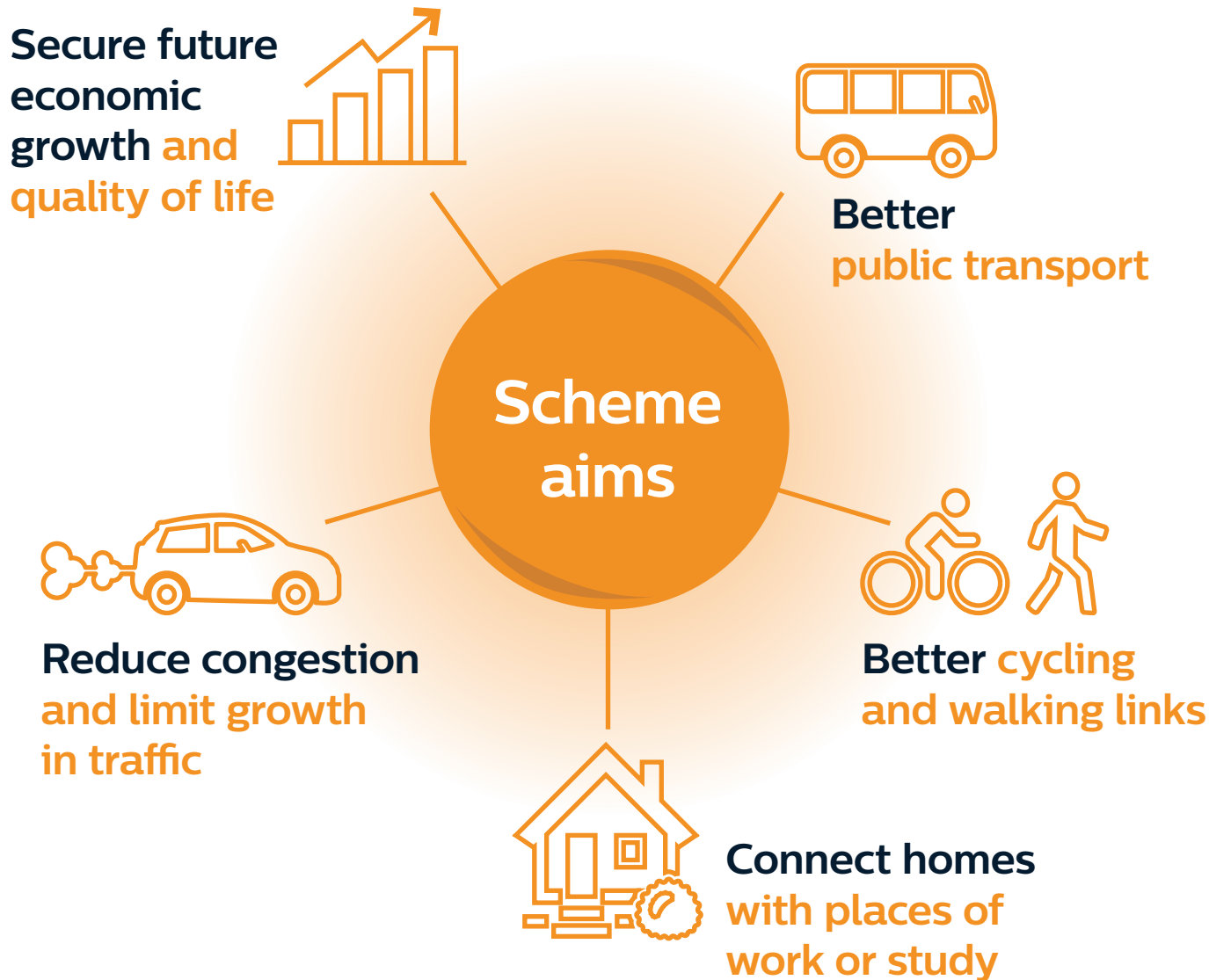
What's the CAM network?

A recent study looking into options for Mass Rapid Transit (commissioned by the Combined Authority and Greater Cambridge Partnership (GCP)) found that a new Metro system is a viable option for Greater Cambridge - providing the capacity and the flexibility to help meet the area's future transport needs at an affordable price.

The CAM (Cambridgeshire Autonomous Metro) is a high-quality tram-like system, with vehicles that are not restricted to rails; it is a flexible form of public transport that can run both over or underground. While the CAM vehicles could travel on-road, segregated dedicated routes provide faster and more reliable services, maximising the potential usage.

This new solution is currently under development, but what it does mean is that any segregated public transport corridors currently used by buses could later transition to form part of the wider CAM network in the future. More detail on the CAM concept can be found at www.greatercambridge.org.uk/futureinvestmentstrategy

SCHEME AIMS



What is 'sustainable travel'?

In general terms, it's more environmentally friendly for people to travel by public transport, by bike or on foot, than it is for them to travel by private motorised vehicle. Sustainable travel options will help higher volumes of people to move around whilst making best use of limited road space. It will help protect our environment and public health, in the long-term, from the effects of congestion and associated emissions.



PHASE 1 - ELEMENTS COMMON TO ALL STRATEGIES

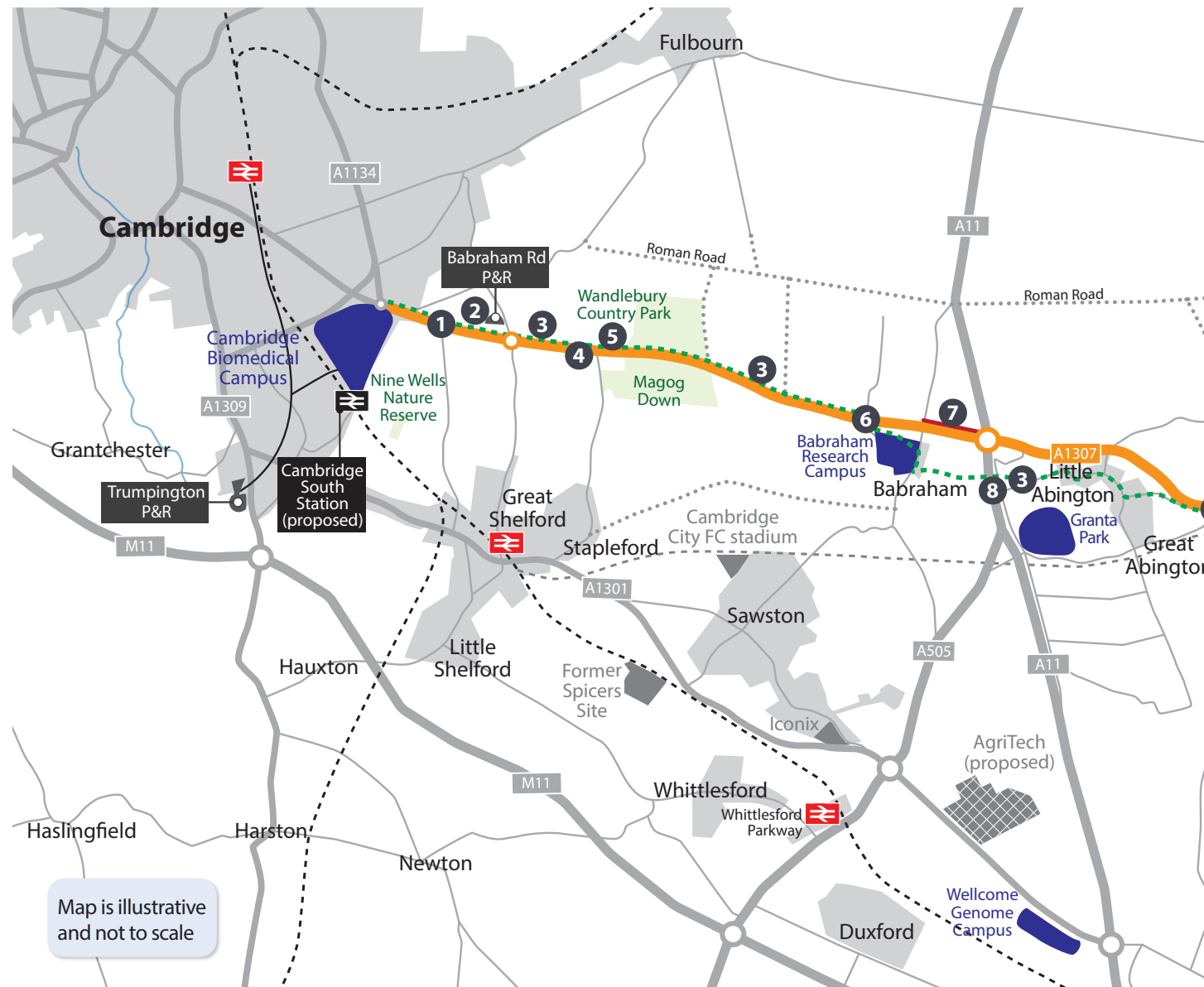
This map shows a range of bus priority, road safety and walking and cycling proposals. These proposals are common to all the strategies and would be built as soon as possible. Some options are low cost and do not require extra land, as they are within the highway, or planning consent. These could be completed very quickly.

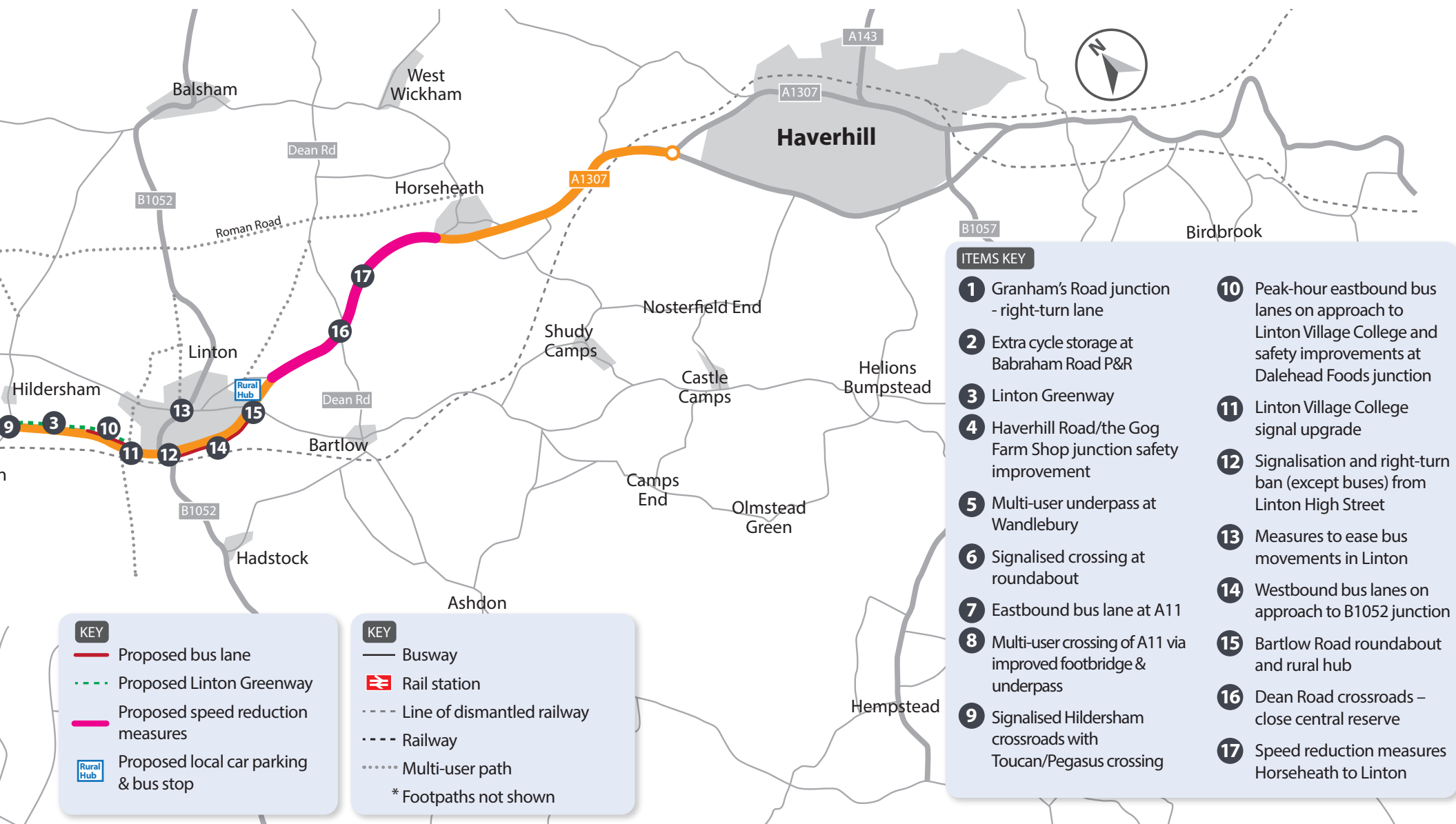
More information on each element can be found on pages 10-13.

A continuous multi-user path for pedestrians, cyclists and horse riders is planned from Cambridge to Linton and, subject to this consultation, would form part of the Linton Greenway.

More information on Greenways is available on www.gretercambridge.org.uk/greenways

Larger versions of the maps and visualisations in this leaflet are available online at www.gretercambridge.org.uk/CambridgeSouthEast





KEY

- Proposed bus lane
- - - Proposed Linton Greenway
- Proposed speed reduction measures
- Rural Hub Proposed local car parking & bus stop

KEY

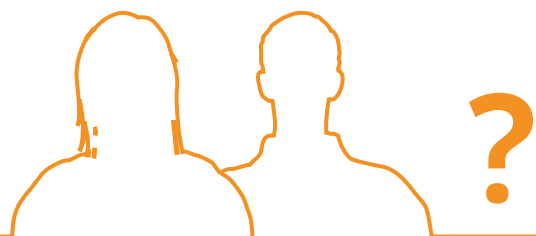
- Busway
- Rail station
- Line of dismantled railway
- Railway
- Multi-user path
- * Footpaths not shown

ITEMS KEY

<ul style="list-style-type: none"> 1 Granham's Road junction - right-turn lane 2 Extra cycle storage at Babraham Road P&R 3 Linton Greenway 4 Haverhill Road/the Gog Farm Shop junction safety improvement 5 Multi-user underpass at Wandlebury 6 Signalised crossing at roundabout 7 Eastbound bus lane at A11 8 Multi-user crossing of A11 via improved footbridge & underpass 9 Signalised Hildersham crossroads with Toucan/Pegasus crossing 	<ul style="list-style-type: none"> 10 Peak-hour eastbound bus lanes on approach to Linton Village College and safety improvements at Dalehead Foods junction 11 Linton Village College signal upgrade 12 Signalisation and right-turn ban (except buses) from Linton High Street 13 Measures to ease bus movements in Linton 14 Westbound bus lanes on approach to B1052 junction 15 Bartlow Road roundabout and rural hub 16 Dean Road crossroads - close central reserve 17 Speed reduction measures Horseheath to Linton
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ELEMENTS COMMON TO ALL STRATEGIES

Please refer to the map on the previous page for exact locations of all these elements.



What is bus priority?

Bus priority measures enable buses to get past traffic queues. They help improve bus journey times and reliability. Examples could include bus lanes or traffic lights that allow buses to bypass queueing traffic.

Why road safety improvements?

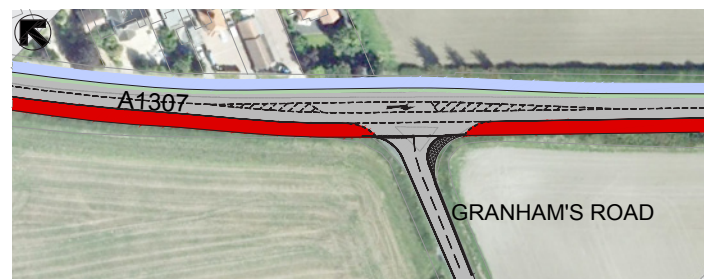
Tackling road safety on the A1307 has been a key issue from the outset as the road has a poor safety record with several accident clusters. Various elements of the scheme seek to reduce the risk of accidents.

What is a “multi-user path”?

A multi-user path is for use by pedestrians and cyclists. Where feasible and appropriate the path would also be usable by horse riders. All multi-user paths in our proposals would be hard-surfaced to enable use during all weathers for both commuting and leisure. New routes would run from the Cambridge Biomedical Campus to Linton. They would improve access to recreational facilities and public rights of way to contribute towards improved quality of life.

1 Granham's Road junction - right-turn lane

- Creating a right-turn lane from Babraham Road into Granham's Road would help buses travelling towards Haverhill pass queueing traffic more easily.
- The A1307 would be widened at this point to create space for the turning lane. The current traffic island would be removed and the junction simplified.
- Safety for other users would be improved.



2 Extra cycle storage at Babraham Road Park & Ride

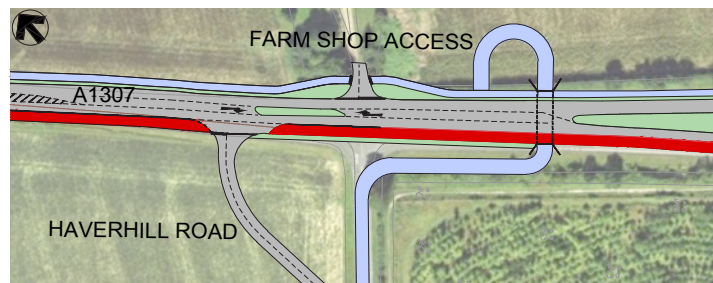
- Additional covered cycle parking would encourage Park & Cycle into Cambridge.
- Additional electric car charging points.

3 Linton Greenway

- A new multi-user path alongside the A1307 between the Cambridge Biomedical Campus and Babraham Research Campus (BRC). This would consist of widening of existing footways and verges to provide a path for cyclists, pedestrians and (where feasible) horse riders, separated from the carriageway.
- The path would then cross the A11 via the upgraded footbridge (see item 8), then continue on-road through Little and Great Abington to the Hildersham crossroads.
- The footways between Hildersham and Linton would be widened to extend the multi-user route to Linton, connecting with Linton Village College.

4 Haverhill Road and the Gog Farm shop junction safety improvements

- The existing crossroads would be changed to a staggered junction to improve visibility and safety by moving Haverhill Road further away from the crest of the hill. The 50 mph limit would be extended. An additional right-turn lane would be created for the Farm Shop entrance.



5 Wandlebury multi-user underpass

- Providing a safe and accessible crossing of the A1307 for pedestrians, cyclists and horse riders. Limited visibility and the speed of traffic makes crossing the road difficult. The new underpass would improve links to the surrounding area.

6 Signalised multi-user crossing – Babraham Research Campus (BRC) roundabout

- A new signalised crossing would be installed at the BRC roundabout, linking the new multi-user path safely to Babraham village. This would connect routes in the north verge of the A1307 with the recently opened cycleway through the BRC Campus.
- Links the multi-user route from the A11 to the path on the north side of the A1307 to the Addenbrooke's roundabout.






7 Eastbound bus lane at A11

- A new bus lane along the A1307 towards Haverhill on the approach to the A11/A1307 junction.
- Implemented by reallocating existing road space where there are two lanes on approach to the A11.
- Safety improvements at Babraham High Street junction.

8 Multi-user crossing of A11 via improved footbridge & underpass

- Adding ramps and taller parapets to the existing stepped footbridge over the A11 would enable use by cyclists and mobility-impaired users.
- Approach routes would be upgraded to bridleway status, resurfaced and stud lighting provided.
- Equestrians would be directed south to the existing underpass alongside the River Granta. This route is in the flood plain, but modelling indicates it is unaffected most of the year.
- The existing bridge is too narrow for use by horses and cannot be widened.

KEY

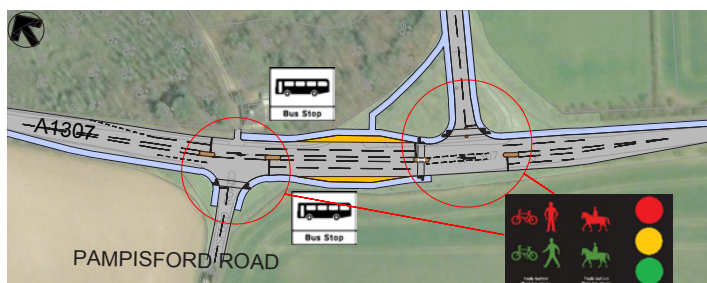
	PROPOSED CARRIAGEWAY
	PROPOSED MULTI-USER PATH
	PROPOSED BUS LANE
	PROPOSED ISLAND
	PROPOSED LANDSCAPE

ELEMENTS COMMON TO ALL STRATEGIES

Please refer to the map on page 9 for exact locations of all these elements.

9 Signalise Hildersham crossroads with Toucan/Pegasus crossing

- Providing a traffic-signal-controlled junction with pedestrian, cycle and equestrian crossing facilities at the Hildersham crossroads. This would help people cross the road safely and access bus stops more easily. The crossroads would require redesigning.
- Links the multi-user route from the A11 to the path on the north side of the A1307 to Linton.



10 Peak-hour eastbound bus lanes on approach to Linton Village College and safety improvements at Dalehead Foods junction

- A new peak-hours-only bus lane along the A1307 towards Haverhill on the approach to the Linton Village College junction and safety improvements at the Grain Store and Dalehead Foods accesses.
- This would use one lane of the existing dual-carriageway, which is underused in peak hours.

11 Linton Village College junction signal upgrade

- Upgrading the existing traffic signals to reduce delays by implementing an upgraded control system. This would more effectively balance demand and queueing and also increase capacity.

12 Linton High Street junction signalisation & right-turn ban

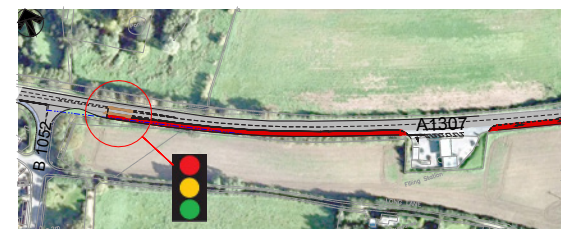
- Modifying the existing traffic signals at the A1307/High Street junction to help get buses from the High Street onto the A1307. The existing pedestrian crossing close to the High Street junction would be incorporated into the new signalised layout, with a pedestrian phase.
- A right-turn ban (except for buses) from the High Street to minimise queue lengths at the junction.

13 Measures to ease bus movements in Linton

- We are working with Linton Parish Council on measures to ease the movement of buses through Linton.
- These would be subject to separate local consultation, but could include introducing additional short-stay parking restrictions, junction alterations and moving some of the long-term parking by people catching the bus to the rural travel hub at Bartlow Road (see item 15).

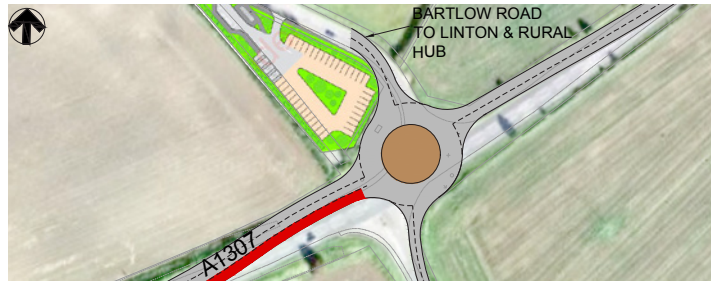
14 Westbound bus lanes on approach to B1052 junction

- A new westbound bus lane on the A1307 on the approach to B1052 Hadstock Road junction to bypass queueing traffic.
- The carriageway would need to be widened on both sides within the public highway boundary and would require some removal of verges and trees.
- Bus priority signals would give priority to buses at the B1052 junction.



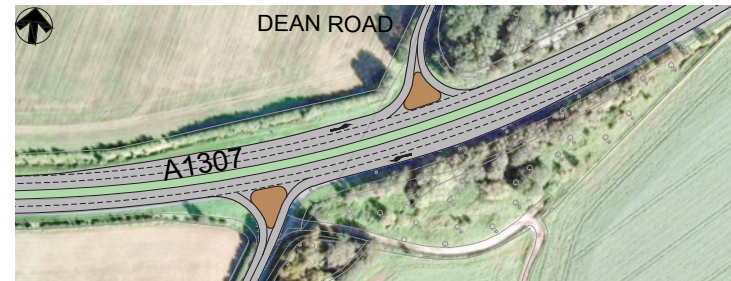
15 Bartlow Road roundabout & rural hub

- Replacing the existing Bartlow Road crossroads with a roundabout to reduce accident risks and delays to traffic trying to get onto the A1307.
- This complements the changes proposed for Dean Road crossroads (see 16) by making it easier and safer for traffic to turn right from Bartlow.
- Creating a new “rural hub” (a small car and cycle park with bus shelter) to improve access to express bus services for commuters from the surrounding rural area.
- The ‘rural hub’ would help to reduce parking by bus users, when supported by potential parking restrictions, on Linton High Street. This would assist bus services through Linton (see item 13).



16 & 17 Horseheath to Linton safety improvements

- Reducing the speed limit to 50 mph with additional interactive signs and white lining. Possible introduction of average speed camera enforcement.
- Closing the gap in the central reservation on the A1307 at the Dean Road crossroads to prevent vehicles crossing the A1307, which is unsafe on a fast dual-carriageway.
- Vehicles would instead be able to turn right at Bartlow Road, where a new roundabout is proposed (see 15).
- This would help deter rat-running through villages north of A1307.



KEY

- PROPOSED CARRIAGEWAY
- PROPOSED MULTI-USER PATH
- PROPOSED BUS LANE
- PROPOSED ISLAND
- PROPOSED LANDSCAPE

PHASE 2 - THREE PUBLIC TRANSPORT STRATEGIES

The GCP proposes three strategies for improving public transport in the longer term between the A11 and Cambridge. More work needs to be done on the three strategies, so they are presented here as concepts only, with further consultation on details due in the future.

Strategy 1 proposes a new dedicated Mass Rapid Transit route from the A11 near its junction with the A505. The mode of operation is subject to further consideration and consultation, but will most likely form part of the Cambridgeshire Autonomous Metro being proposed by the Combined Authority.

Strategies 2 and 3 propose bus lanes along the A1307 from Babraham village towards Cambridge. Strategy 2 includes an off-road public transport link between the Babraham Road Park & Ride site and the Cambridge Biomedical Campus.

Park & Ride Proposals

A new Park & Ride site near the A11 is needed to support all three strategies. The exact location of this new Park & Ride site would depend on which strategy was taken forward and would be subject to further public consultation.

For Strategy 1 this new Park & Ride could be somewhere near the A505/A11 interchange, where the new public transport link is envisaged to start. For Strategies 2 and 3, the new Park & Ride would be closer to the area of the A1307 near the A11 interchange.

A site near the A11 is considered essential to serve traffic from the A11.



Will the existing Babraham Road Park & Ride remain open?

We are not proposing to close any Park & Ride sites. We expect more people would use Park & Ride if any of the three strategies were taken forward. Therefore, the new Park & Ride near the A11 would be in addition to Babraham Road Park & Ride. Forecasts show that we would need between 1400 and 2200 additional Park & Ride spaces, depending on the strategy, to those at the existing Babraham Park & Ride site.

Would the P&R site charge for parking?

Park & Ride sites are operated by Cambridgeshire County Council. The Council has decided to remove the £1 parking charge from April 2018 onwards, a move supported and partly funded by the GCP Executive Board.

Why is a new Park & Ride proposed at the A11, and not at Haverhill or Linton?

A site located on the A11 attracts maximum usage and intercepts traffic on the A11 heading for Cambridge. Not all traffic on the A1307 at the Cambridge end of the route originates in Haverhill and Linton. Approximately 50% of traffic on the A1307 at Babraham comes from the A11 and approximately 50% of traffic at the Abingtons is headed for the A11. Modelling shows that drivers would prefer to drive to the A11 than use Park & Ride at Haverhill or Linton.



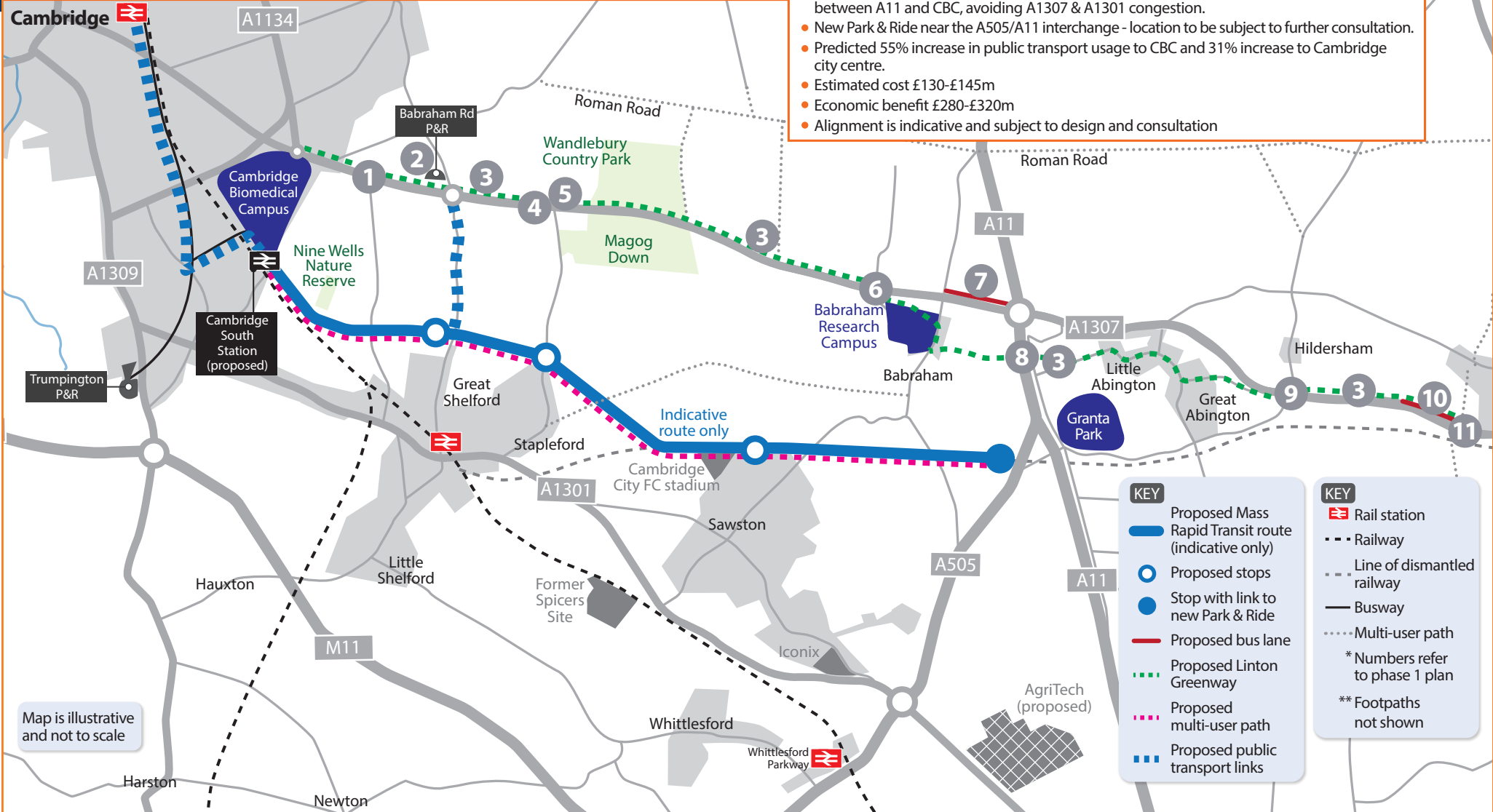
Strategy 1 – Mass Rapid Transit Route

A new dedicated Mass Rapid Transit route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford, Great Shelford with onward connection to the city centre. It would partly follow the route of the dismantled railway line. The multi-user path alongside the proposed transport route could form part of the Sawston Greenway.

5-6 mins 8-10 mins

Cambridge rail station (via Busway) CBC A11

- 8km dedicated Mass Rapid Transit route would offer reliable journey times (two-way) between A11 and CBC, avoiding A1307 & A1301 congestion.
- New Park & Ride near the A505/A11 interchange - location to be subject to further consultation.
- Predicted 55% increase in public transport usage to CBC and 31% increase to Cambridge city centre.
- Estimated cost £130-£145m
- Economic benefit £280-£320m
- Alignment is indicative and subject to design and consultation



Typical layout of Mass Rapid Transit route with multi-user path alongside. Vehicles shown are electric-powered, advanced, rail-less trams.



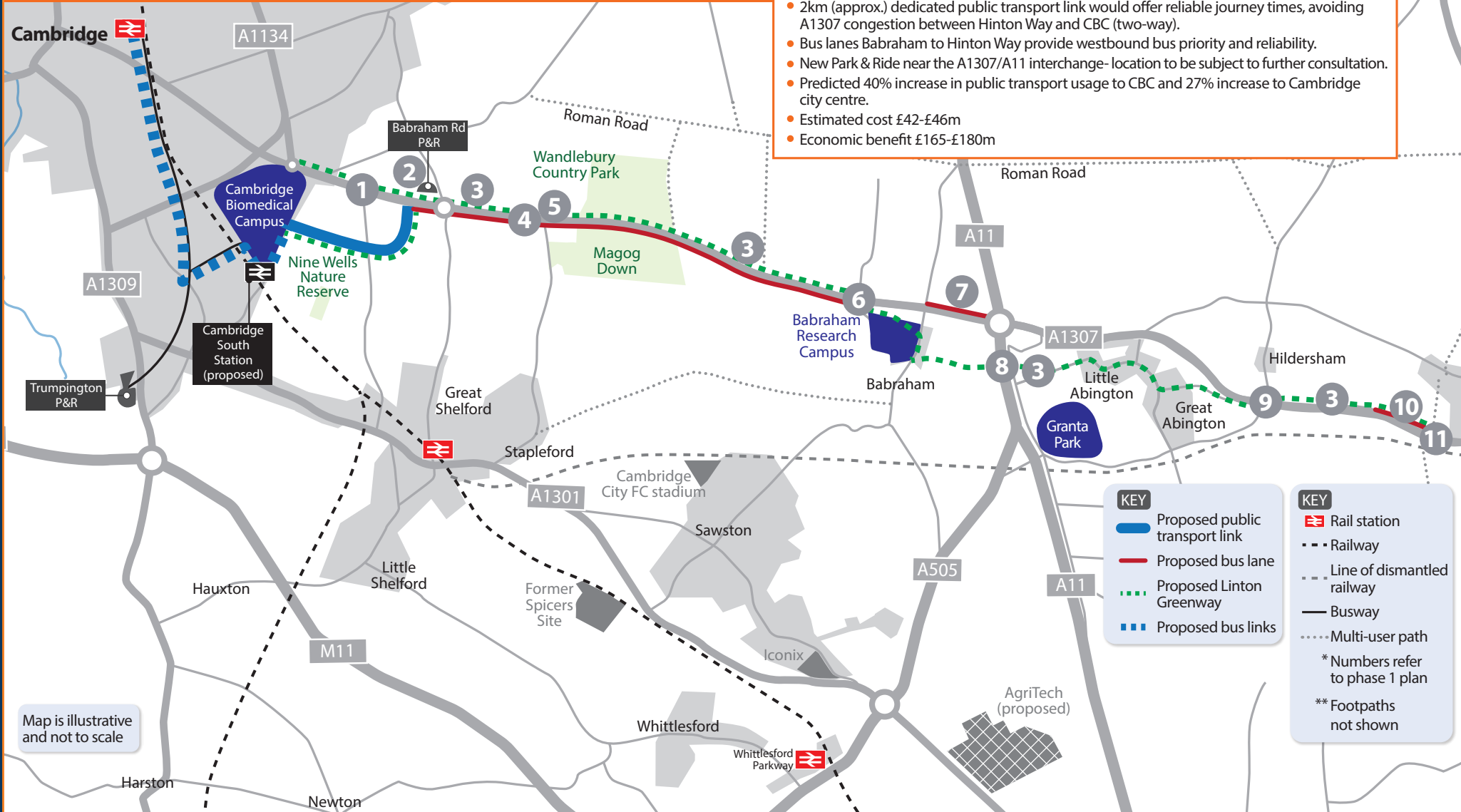
Strategy 2 – Bus Lanes along A1307 & Public Transport Link to CBC

An inbound bus lane from Babraham Research Campus to Babraham Road Park & Ride and a new dedicated public transport link between the Park & Ride and Cambridge Biomedical Campus, with onward connection to the city centre.

5-6 mins | 10-12 mins

Cambridge rail station (via Busway) | CBC | A11

- 2km (approx.) dedicated public transport link would offer reliable journey times, avoiding A1307 congestion between Hinton Way and CBC (two-way).
- Bus lanes Babraham to Hinton Way provide westbound bus priority and reliability.
- New Park & Ride near the A1307/A11 interchange- location to be subject to further consultation.
- Predicted 40% increase in public transport usage to CBC and 27% increase to Cambridge city centre.
- Estimated cost £42-£46m
- Economic benefit £165-£180m



Map is illustrative and not to scale

KEY

- Proposed public transport link
- Proposed bus lane
- Proposed Linton Greenway
- Proposed bus links

KEY

- Rail station
- Railway
- Line of dismantled railway
- Busway
- Multi-user path
- * Numbers refer to phase 1 plan
- ** Footpaths not shown



Public transport link



Public transport link



Bus lane along A1307

Typical layout of public transport link, which could form part of the metro network as well as the regular bus network.

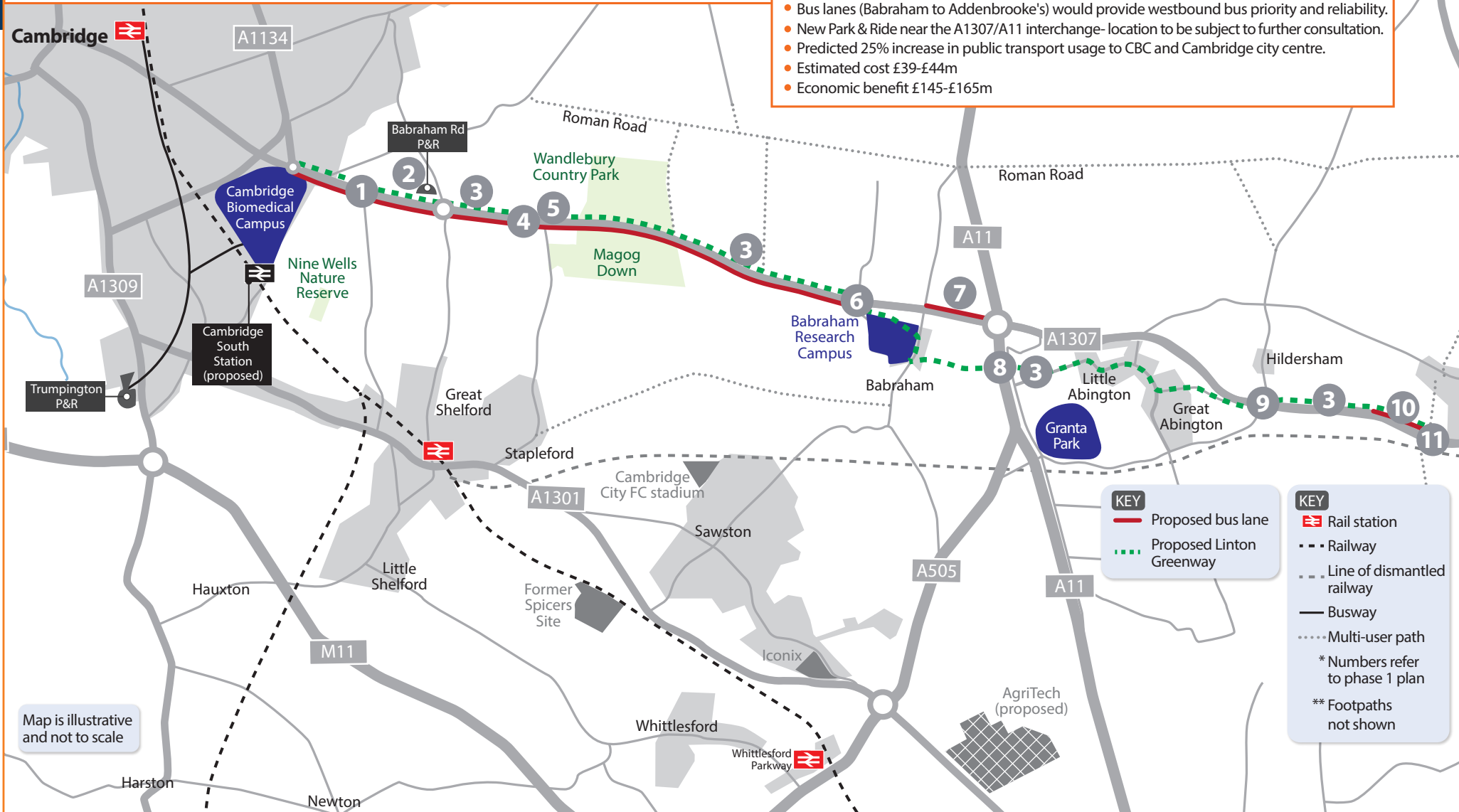
Strategy 3 – Bus Lanes along A1307

Inbound bus lanes from Babraham Research Campus to the Addenbrooke's Hospital roundabout with onward connection to the city centre.

10 mins | 12-15 mins

Cambridge rail station (via Hills Rd) CBC A11

- Bus lanes (Babraham to Addenbrooke's) would provide westbound bus priority and reliability.
- New Park & Ride near the A1307/A11 interchange- location to be subject to further consultation.
- Predicted 25% increase in public transport usage to CBC and Cambridge city centre.
- Estimated cost £39-£44m
- Economic benefit £145-£165m



Typical layout of bus lanes on A1307



Near Wandlebury



Babraham Road near Addenbrooke's Hospital

STRATEGY COMPARISON

	STRATEGY 1 Mass Rapid Transit Route	STRATEGY 2 Bus Lanes and Public Transport Link	STRATEGY 3 Bus Lanes
Journey times	Journey times A11 to CBC = 8-10 mins Onward journey time to Cambridge rail station via Busway 5-6 mins.	Journey times A11 to CBC = 10-12 mins Onward journey time to Cambridge rail station via Busway 5-6 mins.	Journey times A11 to CBC = 12-15 mins Onward journey time to Cambridge rail station via Hills Road 10 mins.
Reliability	8km segregated system expected to offer reliable journey times (two-way) between A11 and CBC, avoiding A1307 & A1301 congestion.	2km (approx.) segregated system expected to offer reliable journey times, avoiding A1307 congestion between Hinton Way and CBC (two-way). Bus lanes Babraham to Hinton Way provide Cambridge-bound bus priority and reliability.	Bus lanes provide Cambridge-bound bus priority and reliability from BRC to Addenbrooke's Hospital roundabout.
Projected mode shift	Predicted 55% increase in public transport use to CBC and 31% increase to Cambridge city centre.	Predicted 40% increase in public transport to CBC and 27% increase to Cambridge city centre.	Predicted 25% increase in public transport to CBC and Cambridge city centre.
Future proofing	Greatest degree of future proofing by means of segregated route. Cambridgeshire Autonomous Metro is an advanced tram like mass transit system with high capacity and frequent operation. This proposal can most effectively respond to future growth in transport demand.	The link to the CBC is segregated and free of traffic and could be part of the Cambridgeshire Autonomous Metro. On-highway bus lanes provide little opportunity for future proofing. Limited scope with on-highway bus lanes for advanced vehicles and mass transit, and limited segregation, which may require further transport interventions in the future.	On-highway bus lanes provide little opportunity for future proofing. Limited scope with on-highway bus lanes for advanced vehicles and mass transit, and limited segregation, which may require further transport interventions in the future.
Multi-user path effects	The route includes a segregated direct multi-user path alongside – likely to significantly enhance accessibility and uptake of active travel. This could form part of the proposed Sawston Greenway.	The link to CBC includes a segregated direct multi-user route alongside – likely to enhance active travel to work. Improved multi-user connectivity between Cambridge and Linton. This would form part of the proposed Linton Greenway.	Improved multi-user connectivity between Cambridge and Linton. This would form part of the proposed Linton Greenway.
Traffic impacts	Morning peak car mode share A11 to CBC expected to reduce from 46% to 29%.	Morning peak car mode share A11 to CBC expected to reduce from 46% to 31%.	Morning peak car mode share A11 to CBC expected to reduce from 46% to 33%.
Cost & economic return	Estimated cost £130-£145m Economic benefit £280-£320m	Estimated cost £42-£46m Economic benefit £165-£180m	Estimated cost £39-£44m Economic benefit £145-£165m
Land use & property	Approximately 25-30 Ha of agricultural land required. Significant impact on agricultural land, and existing disused railway. No impact on residential land. Approximately 15 to 20 Ha of land required for Park & Ride and stops. New route in green belt.	Approximately 6-8 Ha of agricultural land required for bus-only road. Widening of existing road for bus lanes including Magog Trust land at Wandlebury. Approximately 12 to 15 Ha of land required for Park & Ride. No impact on residential land. Limited impact on green belt (excludes new Park & Ride site).	Widening of existing road bus lanes including Magog Trust land at Wandlebury. Approximately 12 to 15 Ha of land required for Park & Ride. No impact on residential land but on frontage access on Babraham Road. Limited impact on green belt (excludes new Park & Ride site).
Ecology & arboriculture	Majority of works in open landscape with limited impact on existing trees and ecological features. Close to Nine Wells Nature Reserve. Impact mitigation by creating new tree belts and ecological mitigation areas.	CBC link in open landscape with minimal ecological impacts. Close to Nine Wells Nature Reserve. Loss of roadside hedges and trees for bus lane construction between Hinton Way and Babraham. Impact mitigation by creating new tree belts, hedges and ecological mitigation areas.	Moderate ecological and arboricultural effects due to loss of verges and crown lifting of trees required to enable widening of carriageway between Granham's Road and Addenbrooke's Loss of roadside hedges and trees for bus lane construction. Impact mitigation by creating new tree belts, hedges and ecological mitigation areas.

	STRATEGY 1 Mass Rapid Transit Route	STRATEGY 2 Bus Lanes and Public Transport Link	STRATEGY 3 Bus Lanes
Construction and potential disruption	Traffic management required during construction of on-highway bus lanes, junction improvements, underpass and multi-user routes in all strategies. Mass Rapid Transit route is in open landscape and away from public highways, with minimal disruption to traffic except during tie-in works. Major works required to construct infrastructure.	Traffic management required during construction of bus lanes, junction improvements, underpass and multi-user routes in all strategies. CBC link can be constructed in open landscape away from public highways, with minimal disruption to traffic except during tie-in works. Major work to construct long bus lane sections between Babraham and Babraham road P&R.	Traffic management required during construction of bus lanes, junction improvements, underpass, and multi-user routes. Major work to construct long bus lane sections between Babraham and Babraham road P&R.
Noise and air quality	Positive effects on air quality along A1307 and A1301 and central Cambridge Air Quality Management Area due to improved flow and reduced traffic and congestion. Creates a new noise corridor in open landscape close to built-up areas. Would need new fleet of vehicles with improved emissions and noise performance. Potential for electric-powered vehicles to reduce noise and pollution.	Positive effects on air quality along A1307 and central Cambridge Air Quality Management Area due to improved flow and reduced traffic and congestion. CBC link creates a new noise corridor in open landscape but sufficiently separated from sensitive receptors.	Slight improvement in air quality along A1307 and central Cambridge Air Quality Management Area due to improved flow and reduced traffic and congestion.
Visual impact & heritage	Works predominantly within Green Belt land in open landscape, expected to require some new road construction, stops, parking/drop off areas, and possible flood mitigation ponds. Likely to be highly visible in longer views from Gog Magog Hills during early stages before landscaping matures. Impact mitigation by creating new tree belts, and ecological mitigation areas. Opportunity to enhance local landscape and integrate with existing features. Consideration given to sense of place and amenity of multi-user route contributing positively to existing landscape and heritage features. Sensitivity of heritage and amenity aspects of Wandlebury and Gog Magog Hills to be addressed.	CBC link within Green Belt, but follows existing field boundary already flanked by trees and hedges, so less visible in longer views from Gog Magog Hills. Reallocation of road space minimises land take and visual impact close to sensitive landscape at Wandlebury and Gog Magog Hills.	Reallocation of road space minimises land take and visual impact close to sensitive landscape at Wandlebury and Gog Magog Hills.

A CONNECTED TRANSPORT NETWORK

Our proposal forms part of the Greater Cambridge Partnership's wider strategy working with partners to create better and greener transport networks. The following schemes, which do not form part of this consultation, are closely linked to the Cambridge South East Transport Study.

City Access



The City Access project aims to improve travel within Cambridge by tackling congestion and significantly improving public transport, cycling and walking trips, as well as air quality. It looks to achieve a reduction in peak-time traffic levels in Cambridge by 10-15% below 2011 levels by 2031 and, in doing so, would improve the flow of bus services in the centre.

See more information on the City Access project at: www.greatercambridge.org.uk/city-access

Cambridge Biomedical Campus



Currently 17,250 people are working at the Cambridge Biomedical Campus, but with the opening of new buildings and further growth, this number could rise to 28,000 by 2031. A transport study has now been commissioned to masterplan the future transport needs of the Campus to ensure efficient and convenient access for patients, visitors and staff. Our proposals would improve access to the hospital and Biomedical Campus by public transport.



Cambridge Greenways

The Cambridge Greenways project aims to establish a high-quality network of 12 separate ways into Cambridge from surrounding towns and villages. If established, these routes would primarily be designed for people to cycle to work and school, with additional benefits for pedestrians, equestrians and for leisure.

The Cambridge South East Transport Study would be a key link in the Greenways network, by creating the Linton Greenway. More information on Greenways can be viewed at: www.greatercambridge.org.uk/greenways



Cambridge South Station

This new railway station would be located close to the Cambridge Biomedical Campus and Addenbrooke's Hospital. The project is in its early stages and funding towards a feasibility and business case has been granted. Strategies 1 and 2 would connect to a Cambridge South Station.





A505



The A505 is one of the busiest roads in Cambridgeshire and is identified in the County Council's Long-Term Transport Strategy as a route where more detailed consideration of the issues raised by traffic growth and route choices is needed. The Cambridgeshire and Peterborough Combined Authority has announced funding for a study of the A505 in Cambridgeshire to identify options to address future transport demand.

A1307 Dualling



Upgrading the A1307 to a dual carriageway between Haverhill and the A11 is a scheme being promoted by Suffolk Chamber of Commerce in Haverhill and District through the A1307 Strategy Board, and includes: businesses; the county, borough, district and town councils; and New Anglia and GCGP LEPs. Some early feasibility work has been jointly commissioned and supported by Suffolk and Cambridgeshire County Councils and the Greater Cambridge Partnership.

Rural Travel Hub



Rural Travel Hubs are bespoke rural transport interchanges to connect residents in South Cambridgeshire with public transport and cycling/walking routes. Key features include close proximity to a rail or bus route, car parking, covered cycle parking and bus shelters with real-time bus information. The GCP is currently investigating the feasibility for piloting Rural Travel Hubs in Sawston, Whittlesford and Oakington. More information is available at: www.greatercambridge.org.uk/rural-travel-hubs

Cambridgeshire Autonomous Metro



Strategy 1 proposes a Mass Rapid Transit route between the A11 and the Cambridge Biomedical Campus. The details and operation of this route will be the subject of further consideration and consultation. The Cambridgeshire & Peterborough Combined Authority had announced intentions to create a Cambridgeshire Autonomous Metro (CAM) using advanced tram-like vehicles that do not require rails.

Strategy 1 would be based on this mode of operation, subject to further development work and preparation of a business case, and be an extension of CAM to the A11. The network could eventually extend to the market towns surrounding Cambridge, including Haverhill.

An initial service operating in 2021 between the Cambridge Biomedical Campus and Cambridge Station could be extended to the A11 in 2022, with a strategic Park & Ride site close to the A11 and A505 attracting car users to use public transport. Stops at Sawston, Stapleford and Great Shelford would provide convenient, fast access to Cambridge.

WE WELCOME YOUR VIEWS

**Have your say between
Friday 9 February 2018
and Tuesday 3 April 2018**

**There are a number of ways to respond
to the consultation:**



**Complete the paper questionnaire and return
by Freepost or at a public event**



**Fill out the online version of the questionnaire
at [www.greatercambridge.org.uk/
CambridgeSouthEastConsultation](http://www.greatercambridge.org.uk/CambridgeSouthEastConsultation)**



contactus@greatercambridge.org.uk



01223 699906



**Greater Cambridge Partnership, SH1317,
Shire Hall, Cambridge CB3 0AP**



@GreaterCambs #CambridgeSE



[Facebook.com/GreaterCam](https://www.facebook.com/GreaterCam)

More information including detailed
background documents can be found online at:
www.greatercambridge.org.uk/CambridgeSouthEast

**If you would like a copy of this leaflet in large print,
braille, audio tape or in another language
please call 01223 699906.**

Join us to find out more at a public exhibition:

LOCATION	DATE	TIME	ADDRESS
Linton	Monday 26 February	16.00 – 19.00	Linton Village Hall, Coles Lane, CB21 4JS
Babraham Road Park & Ride	Wednesday 28 February	8.00 – 9.30	Babraham Road, CB22 3AB
Stapleford	Wednesday 7 March	16.00 – 19.00	Stapleford Pavilion, Gog Magog Way, CB22 5BQ
Haverhill	Saturday 10 March	9.30 – 12.00	Tesco Superstore, Cangle Road, CB9 0BQ
Great Abington	Tuesday 13 March	16.00 – 19.00	The Abington Institute, 66 High Street, CB21 6AE
Sawston	Wednesday 14 March	16.00 – 19.00	Sawston Village College, Henry Morris Hall, New Road, CB22 3BP
Cambridge	Thursday 15 March	16.00 – 19.00	St John the Evangelist, Hills Road, CB1 7TP

Check out our website for further event details:

www.greatercambridge.org.uk

NEXT STEPS

The consultation will close at 23.59 on Tuesday 3 April. All responses will be collated by Cambridgeshire County Council's Research Team. Once this work is completed, responses* will be published at:

www.greatercambridge.org.uk

*Responses from private individuals will be anonymised.

These responses will also inform further technical work on the strategies.

In summer 2018, taking all of the supporting information and consultation responses into account, the Combined Authority and GCP Executive Board will consider how to proceed with the project. They will decide if the phase 1 proposals presented can be developed further for implementation and choose a preferred strategy for phase 2.

We will then consult with you again on the details of the preferred strategy, should any of them be taken forward.



Please note, timescales are indicative, subject to change and dependent on approvals.





www.greatercambridge.org.uk/CambridgeSouthEastConsultation

