



GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

CAMBRIDGE SOUTH EAST Transport Study

Formerly known as A1307,
Three Campuses to Cambridge



Have your say on

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

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 via the details on the back by 3 April 2018.

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 before the longer-term strategies.

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 Cambridgeshire & Peterborough 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.

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.

More information on these proposals can be found online: www.greatercambridge.org.uk/CambridgeSouthEast or by requesting a brochure on 01223 699906.

Consultation extended to 9 April

PHASE 1 - ELEMENTS COMMON TO ALL STRATEGIES

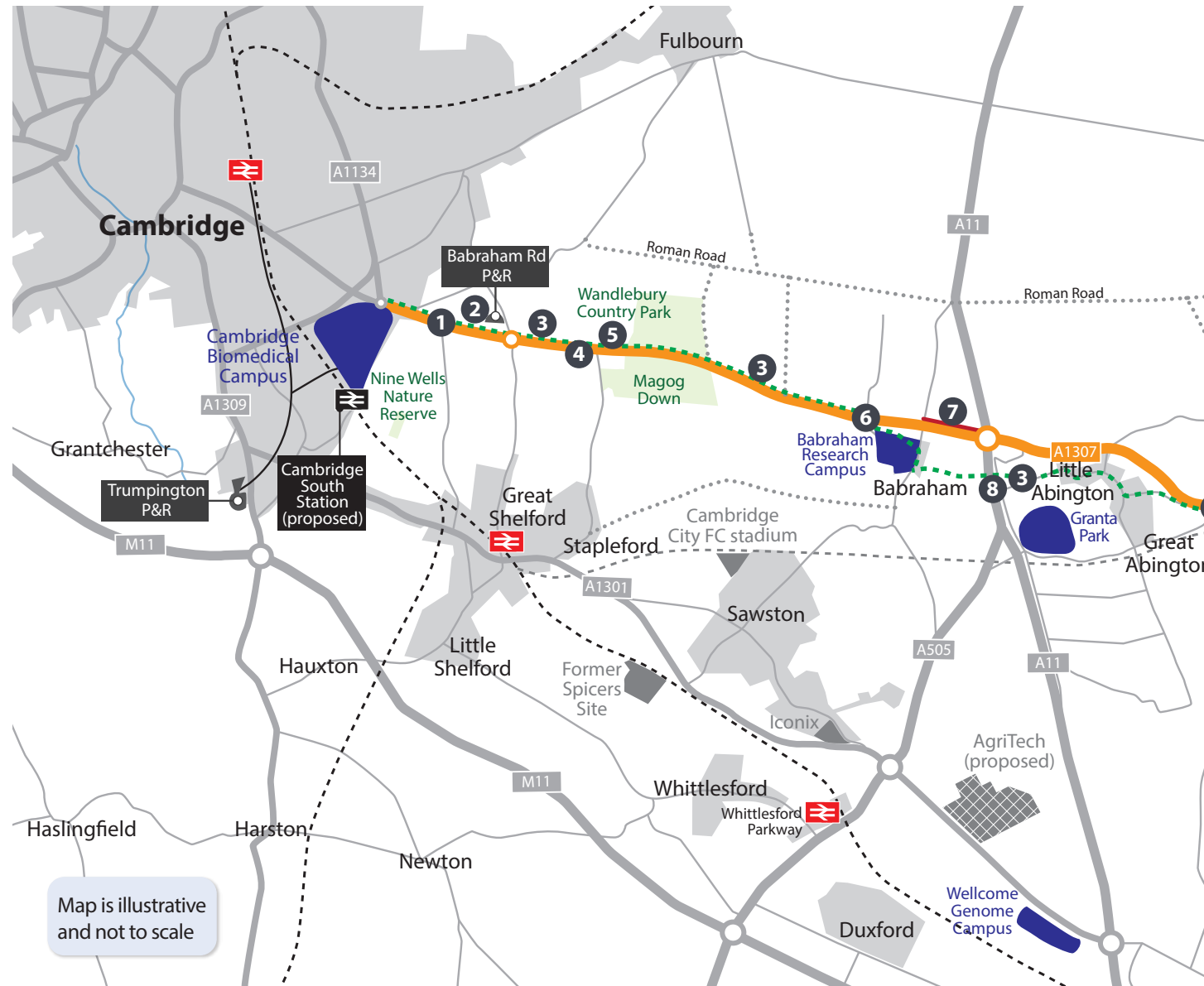
This map shows a range of bus priority, road safety and walking and cycling proposals. These proposals are common to all the strategies and would be built as soon as possible. Some options are low cost and do not require extra land, as they are within the highway, or planning consent. These could be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

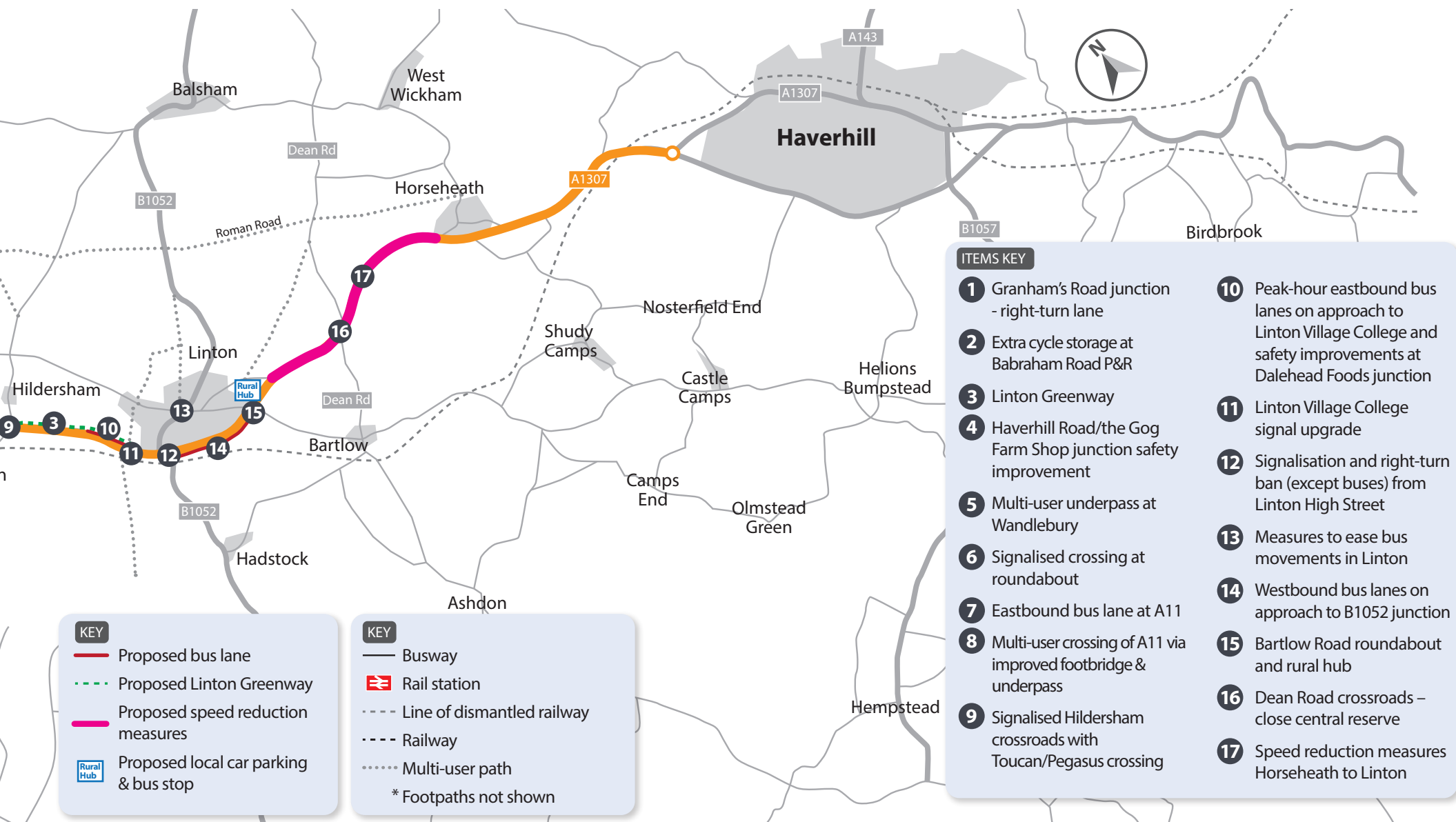
More information on each element can be found on pages 4-7.

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.greatercambridge.org.uk/greenways

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





KEY

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

KEY

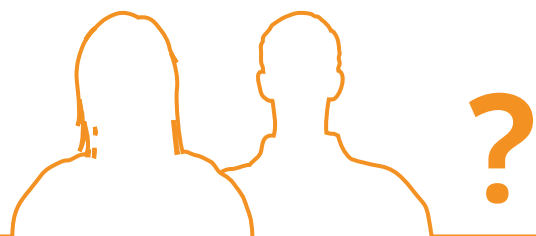
- Busway
- Rail station
- - - Line of dismantled railway
- - - Railway
- - - - Multi-user path
- * Footpaths not shown

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?

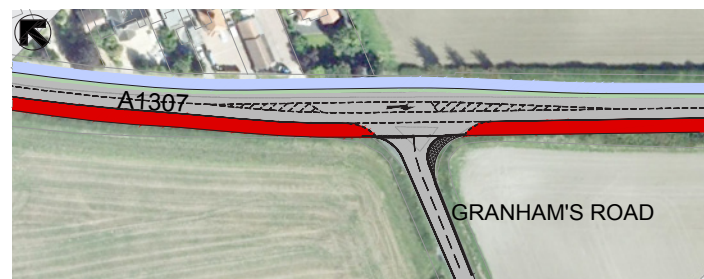
Tackling road safety on the A1307 has been a key issue from the outset as the road has a poor safety record with several accident clusters. Various elements of the scheme seek to reduce the risk of accidents.

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

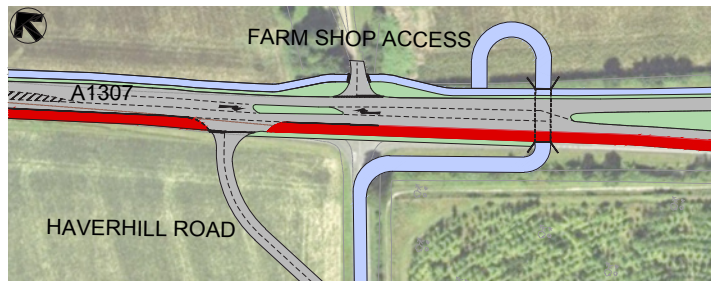
- Additional covered cycle parking would encourage Park & Cycle into Cambridge.
- Additional electric car charging points.

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

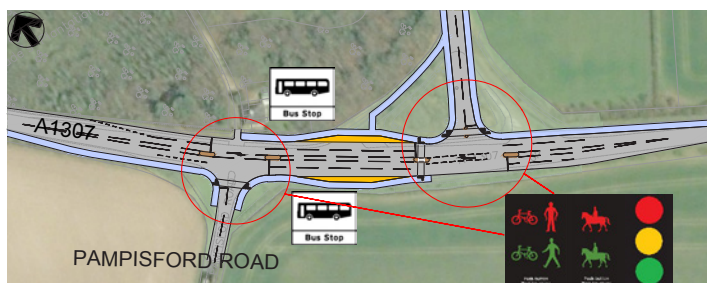
	PROPOSED CARRIAGEWAY
	PROPOSED MULTI-USER PATH
	PROPOSED BUS LANE
	PROPOSED ISLAND
	PROPOSED LANDSCAPE

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).

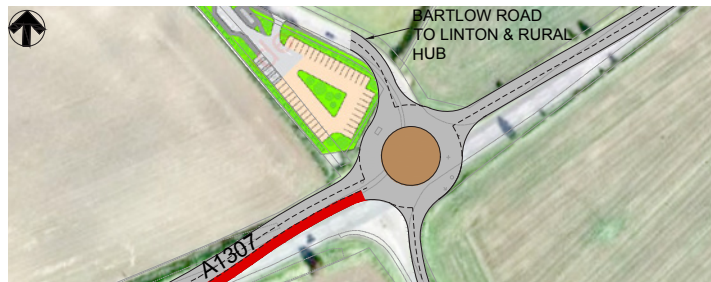
14 Westbound bus lanes on approach to B1052 junction

- 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.



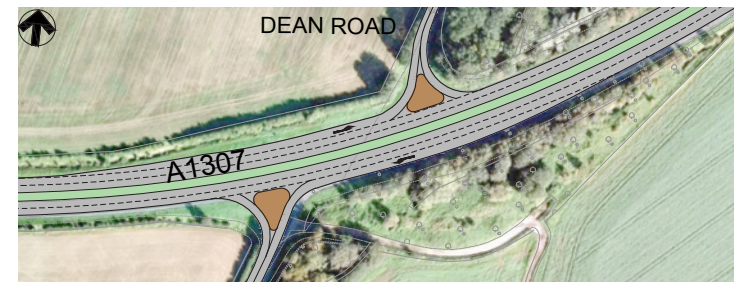
15 Bartlow Road roundabout & rural hub

- 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

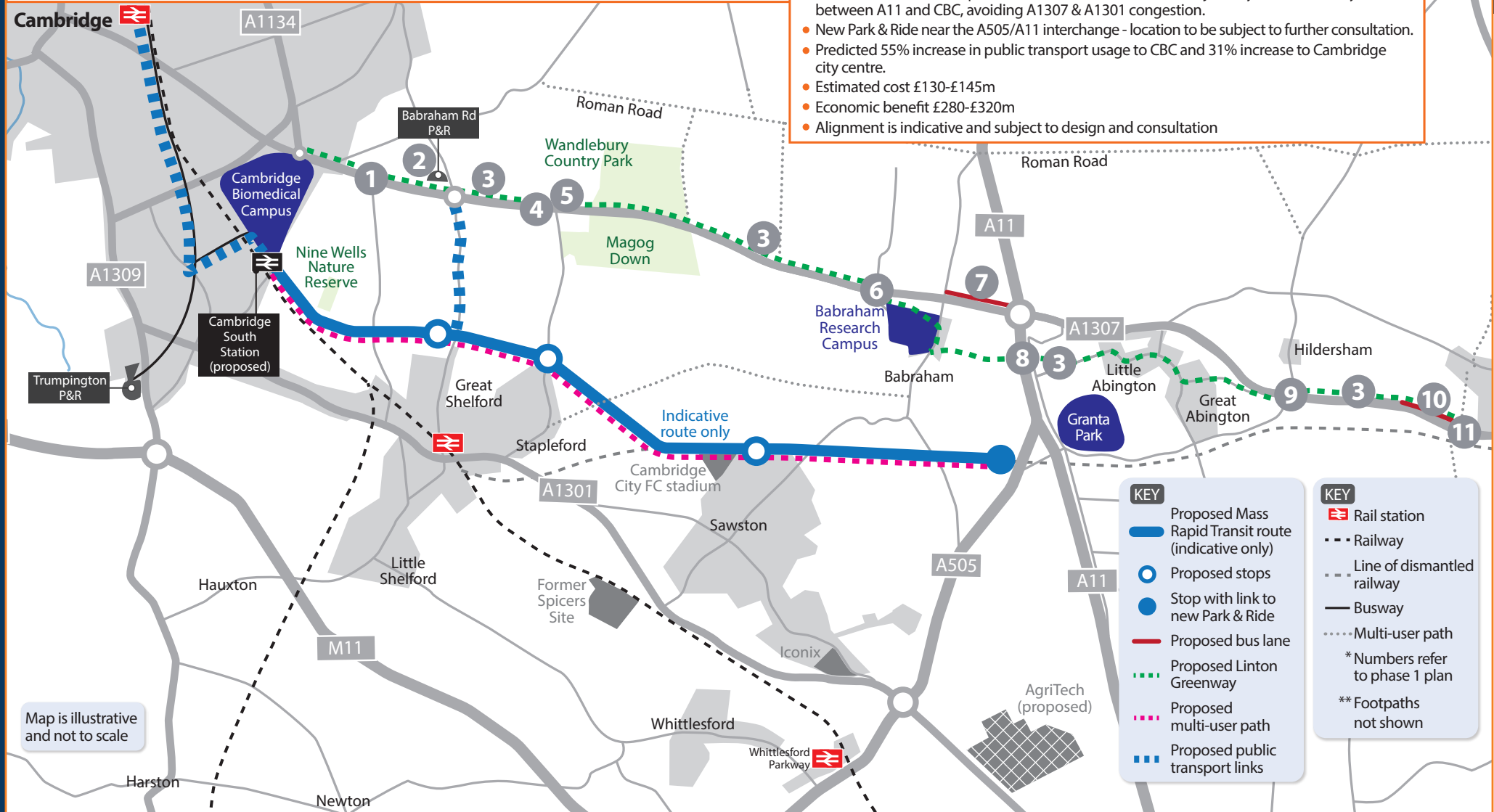
Strategy 1 – Mass Rapid Transit Route

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.



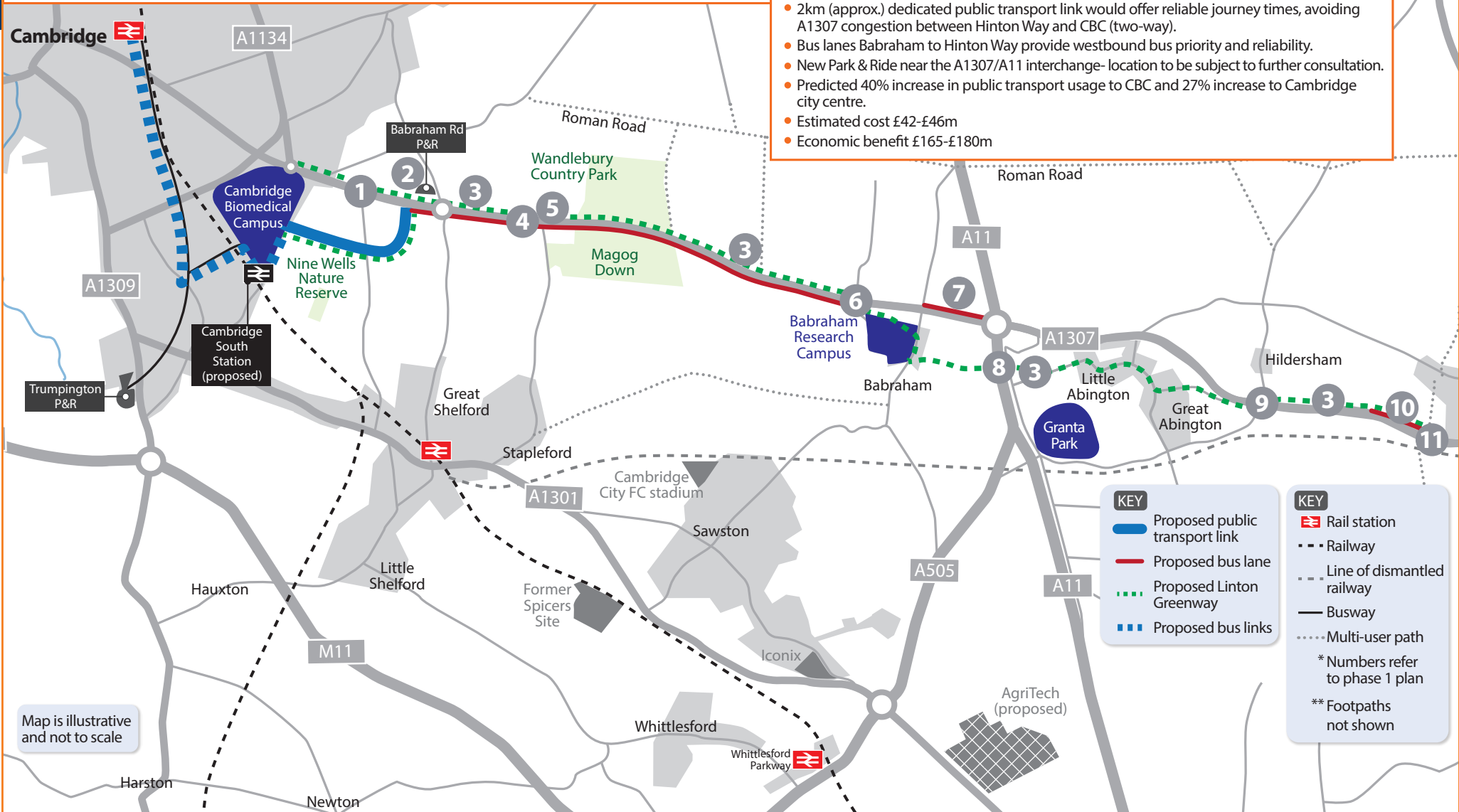
Strategy 2 – Bus Lanes along A1307 & Public Transport Link to CBC

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



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



Public transport link



Public transport link



Bus lane along A1307

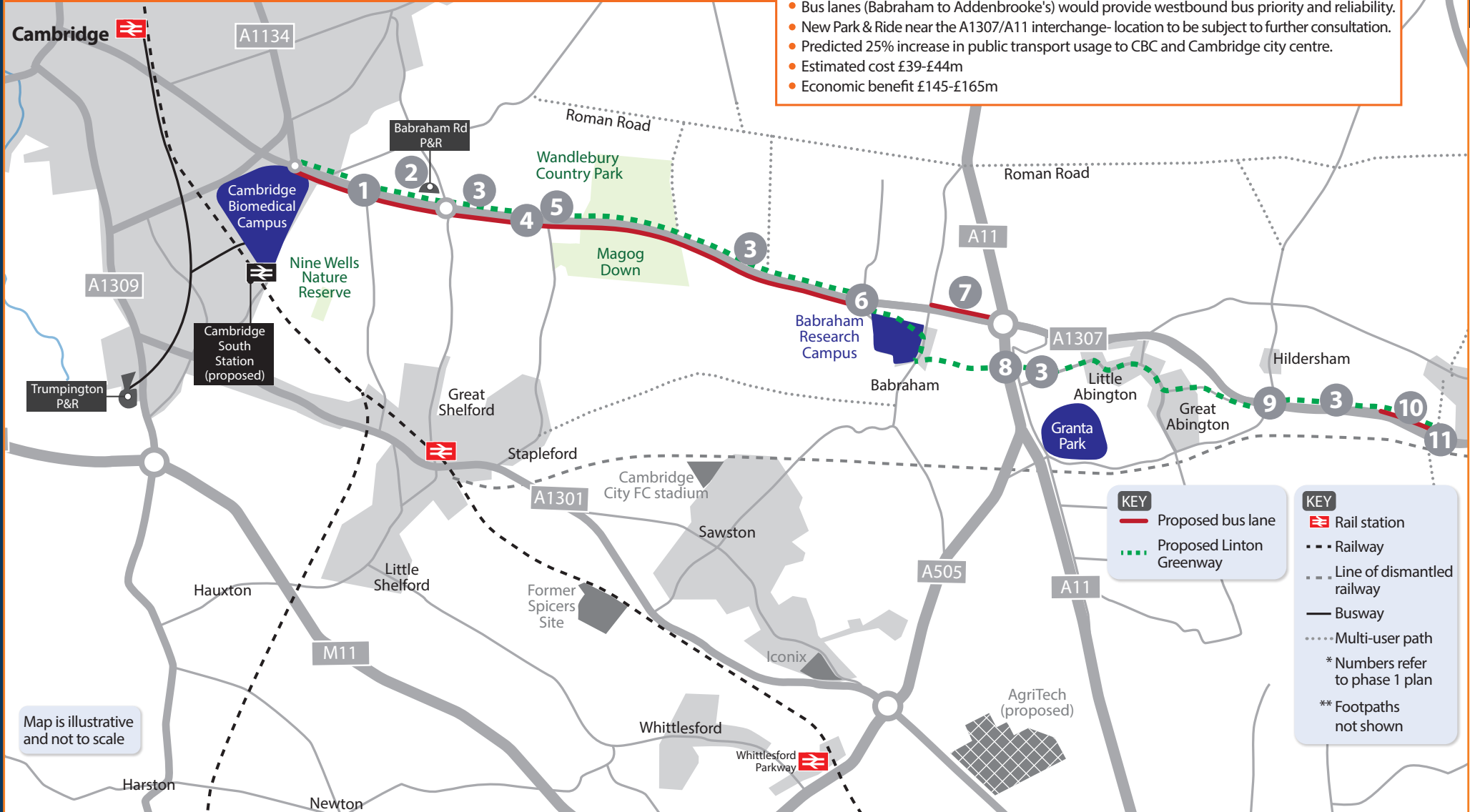
Strategy 3 – Bus Lanes along A1307

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



KEY

- Proposed bus lane
- Proposed Linton Greenway

KEY

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

Map is illustrative and not to scale

Typical layout of bus lanes on A1307



Near Wandlebury



Babraham Road near Addenbrooke's Hospital

WHY DO WE NEED BETTER PUBLIC TRANSPORT LINKS?

The impact of growth without transport improvements



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

The scheme aims to



Secure future economic growth and quality of life



Reduce congestion and limit growth in traffic



Connect homes with places of work or study



Provide better cycling and walking links



Provide better public transport

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 than 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



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



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@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 or by requesting a brochure.

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

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.