



Cambridge South East Transport Phase 2

Statement of Community Involvement

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1 Introduction

This Statement of Community Involvement has been prepared by Mott MacDonald for Phase 2 of the Cambridge South East Transport (CSET) project. The project will be referred to as ‘the scheme’ throughout the document.

Since inception of the scheme in 2015, a community and stakeholder engagement process has produced a number of outcomes. This report aims to consolidate all activities to date in a clear, concise document to better understand how community and stakeholder engagement has informed the development of the scheme.

1.1 Background

The scheme, formerly known as the ‘A1307, Three Campuses to Cambridge’ scheme, has considered various measures to improve sustainable transport provision, bus priority, active travel infrastructure and road safety along the A1307 corridor between Cambridge and Haverhill. Initially the project was consulted on as one entity until it was divided into Phase 1 and Phase 2 at the 2018 public consultation.

Phase 1 comprises road safety, walking, cycling and bus priority measures along the A1307 between Haverhill and Cambridge. Phase 2 involves a new public transport route from a new Travel Hub near the A11/A1307 junction via Sawston, Stapleford and Great Shelford to the Cambridge Biomedical Campus (CBC). Alongside this new public transport route there will be a new active travel path for walkers, cyclists and horse riders.

Work initially began in 2015 when key stakeholders, including politicians and employment site representatives, identified transport problems and ideas for potential improvements and links between three of the area’s major employment sites: Granta Park, Babraham Research Campus and the CBC. A range of different options were proposed, including re-opening the Haverhill to Cambridge railway line, a section of which is the railway alignment through Shelford and Stapleford (otherwise known as the Shelford Railway Alternative (SRA)), a bypass for Linton and creating a dual carriageway along the A1307 route.

The benefits and costs of these options were considered against their ability to meet the objectives of GCP’s programme. The rail and road dualling options were found not to be affordable or deliverable within the scope of the project.

Following an initial public consultation from June to August 2016, further options development and workshops with the Local Liaison Forum (LLF), three strategy options to be carried forward were identified and approved by the GCP Executive Board in November 2017. Those three strategies included bus priority, junction improvements, walking and cycling measures and road safety improvements along the A1307 between Haverhill and Cambridge and were the focus of public consultation in 2018.

In 2018 the scheme entered a second period of public consultation, where different route strategies were presented for comment. Following the public consultation, a preferred strategy was presented to the Executive Board and subsequently approved on 11 October 2018.

Further work was completed on the preferred strategy over the course of 2018 and 2019, which was then presented at a public consultation in the autumn of 2019. The consultation presented five route options and three travel hub site options and invited comments on these options.

The consultation responses were used in combination with multicriteria analysis and value for money assessment to identify a recommended preferred option which included the ‘Brown’ route alignment and Travel Hub site B (located west of A11 and access via the A1307). This was presented to the GCP Executive Board and approved on 25 June 2020.

The design of this preferred option has progressed alongside the Environmental Impact Assessment (EIA) of the emerging scheme. In autumn 2020, the emerging preliminary design and initial environmental assessment findings were presented in an Environmental Scoping Report prepared in support of the request made under rule 8(1) of the Application Rules requesting the Secretary of State for Transport to issue a scoping decision as to the information to be provided in the Environmental Statement (ES) for the scheme. Additionally, those findings have also been presented at a public consultation on the EIA where comments were invited from statutory consultees, non-statutory consultees and members of the public.

1.2 The Role of Consultation

Consultation and communication with the general public and key stakeholders is an essential element of the planning process for major transport schemes such as the CSET project. It is important that communities are made fully aware of any proposals which may impact upon their local area and are provided with opportunities to discuss any issues and concerns with the project team. It also offers the opportunity to compile direct feedback on proposals.

In addition, consultation with local communities provides an understanding of transport users' needs and the potential impact a high-quality public transport scheme could have on their homes, land, businesses and travel choices.

As part of the application for the Transport and Works Act Order (TWAo), in accordance with rule 10(2)(d) of the Transport and Works (Applications and Procedures) (England and Wales) Rules 2006, GCP is required to submit:

"A report summarising the consultation that has been undertaken, including confirmation that the Applicant has consulted all those named in column (2) of the tables in Schedules 5 and 6 to these Rules where authority is sought for works or other matters described in column (1) of those tables, or if not, an explanation of why not."

A Consultation Report for the CSET scheme (403394-MMD-STE-00-RP-SE-0683) has been prepared and will be submitted as part of the TWAo application.

2 Public Consultation 2016

2.1 Introduction

An 'Initial Stage' public consultation was undertaken in the summer of 2016 that presented high-level options for the CSET Phase 2 project.

The public consultation was part of the work that identified the constraints and scope of investment requirements that informed the Strategic Outline Business Case (SOBC). For the full consultation report, please see **Appendix A**.

2.2 Methodology

An initial round of public consultation was undertaken between 16 June and 1 August 2016 to seek feedback on some initial concept options for sustainable transport infrastructure improvements in the A1307 corridor.

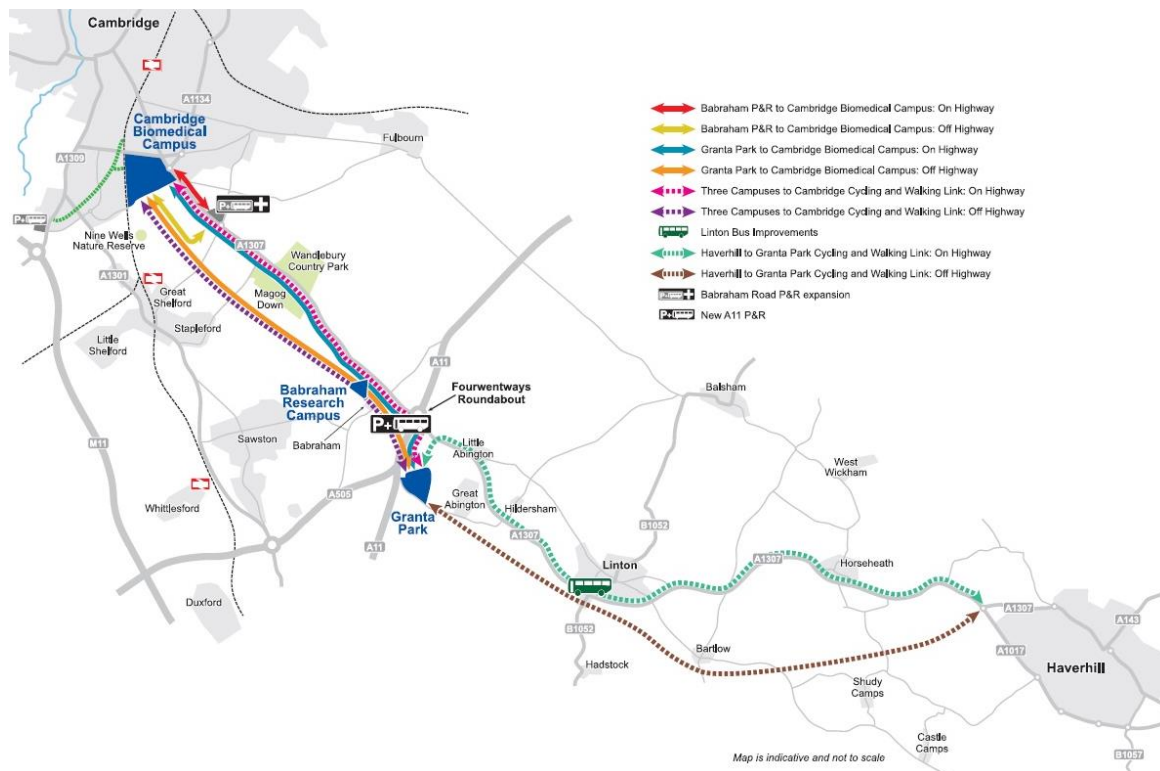
Consultation leaflets and a questionnaire were delivered to over 14,000 residential properties and businesses in the A1307 area. The consultation leaflet and further information were also made available online and the online survey was widely publicised. Across the Haverhill to Cambridge area awareness raising activities were carried out including emails to stakeholders, library displays, bus stop posters, leaflets at Park & Ride sites, advertising on bus tickets, buses and social media including Facebook advertising targeting the Cambridge and Haverhill area.

Table 2.1: Summer 2016 Public Consultation Events

Date	Location	Time
5 July 2016	Linton Village College, Linton	5pm - 8pm
6 July 2016	Haverhill Arts Centre, Haverhill	5pm - 8pm
12 July 2016	Addenbrooke's Hospital Main Concourse	11am - 2pm
13 July 2016	Babraham Road Park & Ride, Babraham	5.30pm - 7.30pm
14 July 2016	Spicers Pavilion, Sawston	5.30pm - 7.30pm
20 July 2016	St John the Evangelist, Cambridge	5.30pm - 8pm
21 July 2016	Memorial Hall, Great Shelford	5.30pm - 7.30pm

The consultation presented different options as summarised in Figure 2.1 below. These comprised a series of on-highway and off highway options, particularly for enhancing bus, pedestrian and cycle access along the A1307 corridor. The full consultation leaflet can be viewed in **Appendix B**.

Figure 2.1: Options Presented in Summer 2016 Public Consultation



2.3 Consultation Findings

A total of 1,489 responses were received to the consultation, including 796 paper survey responses and 632 online survey responses, as well as several letters and emails.

The key findings of the consultation were as follows:

- The survey results indicated that there was a very high level of support for the concept options presented in the consultation with 83.3% of respondents indicating that they either supported or strongly supported the concept of bus, cycling and walking improvements on the A1307 and these levels of support were broadly consistent across the various modes of travel.
- There was slightly more support for the on-highway option with a greater number of people who strongly opposed the off-highway option in comparison, and this seemed to be due to environmental concerns, as an off-highway link would be closer to the Nine Wells Nature Reserve.
 - 49.9% supported the 'On Highway' option;
 - 44.9% supported the 'Off Highway' option; and
 - 16% strongly opposed the 'Off Highway' option whereas 8.5% strongly opposed the 'On Highway' option.
- The idea of additional Park & Ride capacity was generally well supported with both of the options supported by over 60% of respondents. The option to expand the existing Babraham Road site was marginally more popular (2%) than the idea of creating a new site close to the A11 junction. Hence a Park & Ride study was commissioned to look into the two options in more detail.
 - 62.8% supported Babraham Road Park & Ride site expansion; and
 - 60.8% supported a new A11 Park & Ride.

- There was a good level of support expressed for improved bus links between Granta Park and Cambridge Biomedical Campus, with more than half of respondents supporting this idea. However, there was a clear preference in favour of making best use of the public highway land extents before using new land as an off-highway route was 10% less popular. Again, those who opposed the off-highway option were generally concerned about the environmental and visual impact on the historic landscape, given the context of the indicative route shown which runs close to the Gog Magog Hills. This contributed to the preference to use the public highway land before purchasing new land for additional bus infrastructure.
 - 53.7% of respondents supported or strongly supported the 'On Highway' bus link. Whilst
 - 43.6% were for the 'Off Highway' option; and
 - 40.4% of strongly supporting respondents for the 'Off Highway' bus link are car users, with
 - 19.7% of strongly opposing respondents being bus users.
- Respondents were asked which concepts they thought would provide most benefit to the A1307 corridor. The following were key themes in response to this question:
 - Of the two Park & Ride options, the proposed A11 Park & Ride site was mentioned and supported the most, although at times under different names (e.g. "Fourwentways" and "Granta Park");
 - The majority of the cycle and walking link responses did not refer to a specific section, but stated a general preference for 'Off Highway' links in the interests of user safety;
 - and 'On Highway' bus links were preferable, with the Babraham Road Park & Ride to Cambridge Biomedical Campus bus link being favoured more.
- A number of respondents provided comments on the SRA and indicated their general preference to reinstate the Shelford Railway Alternative (SRA) through the following key themes:
 - SRA would deliver most effective cycling / Active Travel Route options;
 - SRA would deliver reduced congestion compared with other options;
 - Cost of SRA would be lower than other options; and
 - SRA would reduce loss of green space.

2.4 What this meant for the scheme

- The key findings of the public consultation indicated that users of the A1307 corridor were supportive of sustainable transport improvements to give people more realistic alternative choices of travel modes. However, in view of environmental concerns, there was a distinct preference for solutions to be delivered within the available public highway land where possible before additional land take is considered, especially close to sensitive assets of ecological and historic significance such as the Gog Magog Downs and Nine Wells Local Nature Reserve.
- The options selected for further development following the consultation were selected on the basis of the following criteria:
 - Options selected which received public support from the public consultation.
 - Prioritising those options which best meet the key City Deal objectives.
 - Securing future economic growth and quality of life, supporting growth, and facilitating easy movement between major employment and residential areas.
 - The City Deal will invest in enhancing transport infrastructure that makes it easier for people to travel between places of work, home or study using sustainable modes of transport, reduce congestion and support our city region's connectivity with regional and national transport networks.
 - Considering the objective of the City Deal transport vision: The City Deal will make it easier to travel in, out and around Cambridge and South Cambridgeshire by public transport, cycle or on foot, and reduce and maintain lower traffic levels to ease congestion.

3 Public Consultation 2018

3.1 Introduction

Following public consultation in 2016, further key stakeholder engagement and development of options in 2017, three high-level strategies which would help deliver faster, more reliable and sustainable public transport options for journeys between Cambridge and the area to the south east were taken to public consultation.

This consultation also presented details of 17 shorter-term proposals for bus priority, junction improvements, walking and cycling measures and road safety improvements along the A1307 between Haverhill and Cambridge common to all strategies and to be delivered in Phase 1 of the scheme, with the longer term public transport improvements presented as the three strategies to be delivered in Phase 2. The consultation ran from 9 February 2018 to 9 April 2018. The full consultation report is provided in **Appendix C** and this chapter provides a summary.

3.2 Methodology

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the widespread distribution of around 22,000 consultation leaflets.

Thirteen drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants. Table 3.1 below details the events held.

Table 3.1: 2018 Public Consultation Events

Date	Location	Time
22 February 2018	Babraham Research Campus, Cambridge	11.30am - 2.30pm
26 February 2018	Cambridge Biomedical Campus (ATC room 4)	1pm - 2.15pm
26 February 2018	Linton Village Hall, Linton	4pm - 7pm
1 March 2018	Addenbrooke's Hospital Concourse	11am - 2pm
6 March 2018	Granta Park Hub, Great Abington	11am - 2pm
7 March 2018	Stapleford Pavilion, Stapleford	4pm - 7pm
8 March 2018	Queen Edith's Community Forum AGM, St John the Evangelist, Cambridge	6pm - 9pm
10 March 2018	Haverhill (Tesco Superstore), Haverhill,	9.30am - 12pm
13 March 2018	Abington Institute, Great Abington,	4pm - 7pm
14 March 2018	Sawston Village College, Sawston	4pm - 8pm
15 March 2018	Saint John the Evangelist, Cambridge	4pm - 7pm
21 March 2018	Babraham Road Park & Ride, Babraham	8am - 9.30am
22 March 2018	Haverhill Arts Centre	5pm - 8pm

The consultation strategy for this stage of the Cambridge South East Transport Study proposals was designed by the Greater Cambridge Partnership communications team with input from the County

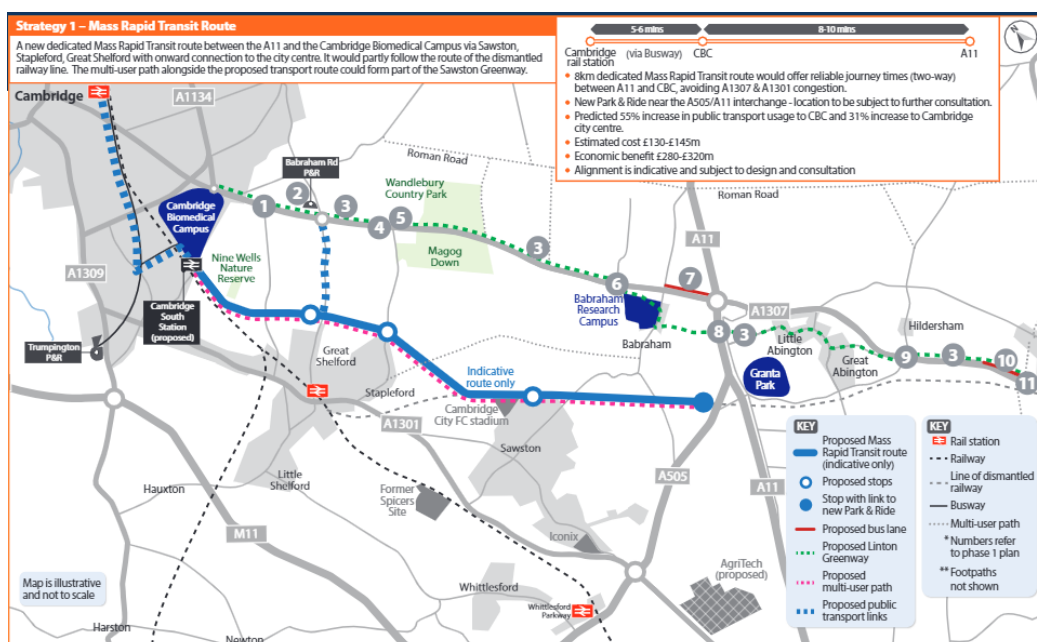
Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular considering the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation).
- Sufficient information and reasoning are provided to permit an intelligent response from the public to the proposals.
- Adequate time given for consideration and response given the significance of the decision being taken.
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

The Phase 2 consultation options were presented for comment in three strategies, which were as follows:

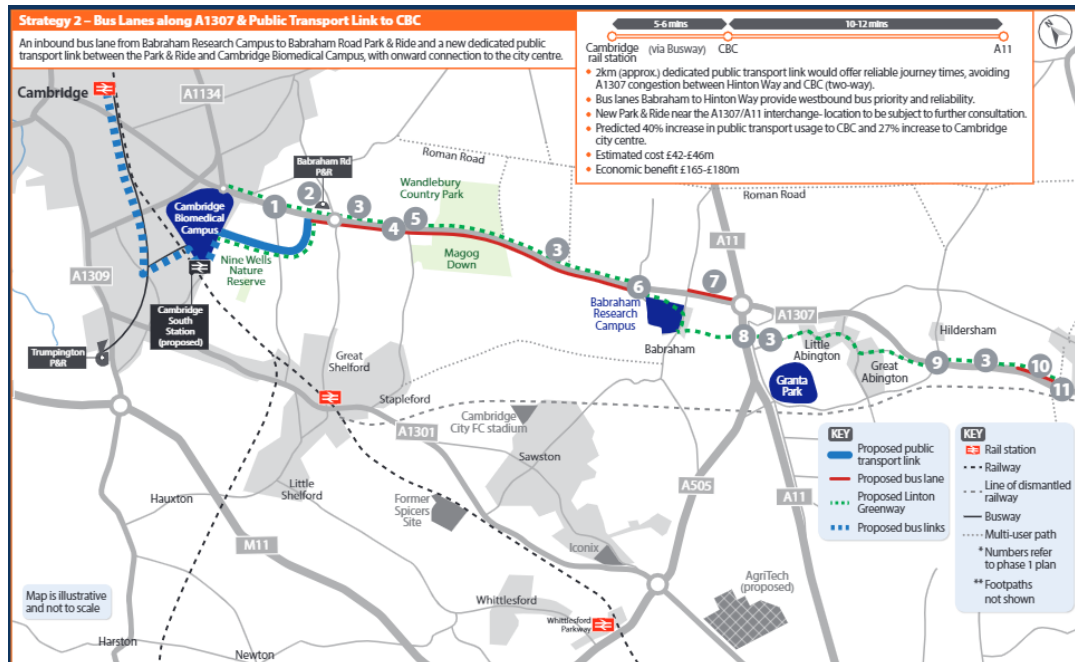
Strategy 1

- A new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus
- A Park & Ride site near the A11/A505 junction
- Would most likely form part of the Cambridgeshire Autonomous Metro (CAM) proposed by the Cambridgeshire and Peterborough Combined Authority (CPCA)



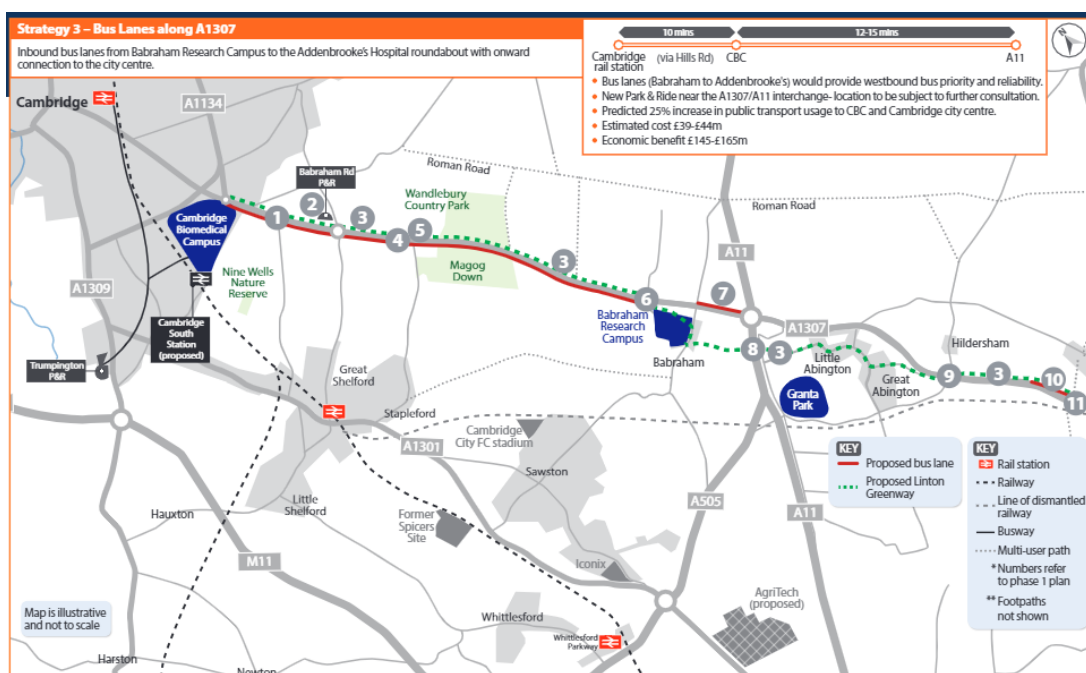
Strategy 2

- 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 site 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 site near the A11/A1307 junction



3.3 Consultation Findings

A total of 1,785 complete responses to the consultation were recorded. The key findings are as follows:

- The 17 Phase 1 elements that were common to each of the proposed strategies were more supported than opposed. Most were supported by the majority of respondents with the exception of: the signalisation and right-turn ban (except buses) from Linton High Street, the measures to ease bus movements in Linton, the westbound bus lanes on the approach to the B1052 and closing the central reserve at Dean Road crossroads.
- Strategy 1 was the most supported of the three Phase 2 strategies and Strategy 1 had the highest percentage (29.3%) of respondents who felt it would encourage them to switch transport mode away from a car. However nearly as many felt that none of the strategies would encourage modal shift (26.1%).
- A great number of detailed comments were received. From these it was clear that travel safety in the area was a significant concern for the public, so improvements were felt to be needed. There was debate over which strategy would solve congestion issues quickly and how 'future-proof' they would be.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups were made available to GCP board members in full and were published alongside the results of the public consultation survey.
- A number of respondents provided comments on the SRA. The following were the key themes captured:
 - SRA considered better than the other options;
 - Opportunity for re-use of the existing infrastructure;
 - SRA would reduce loss of green space;
 - SRA would deliver reduced congestion compared with other options;
 - SRA would deliver improved Active Travel Route options;
 - SRA would be more convenient for local people;
 - General opposition to SRA; and
 - SRA would reduce air pollution.
- A number of comments about the Cambridge to Haverhill railway line reinstatement were in favour due to it providing an extension to Haverhill.

3.4 Written Representations

129 responses were received regarding the consultation through email; social media platforms, such as Facebook and Twitter; and at consultation events. The main themes of the responses were:

- Many of these respondents indicated their support for Strategy 1 and felt it would be the best long-term solution to increasing congestion problems in the area.
- Many of these respondents felt that the proposals were a positive step to improve the safety of the route. A few respondents felt that potholes and other road maintenance issues needed to be resolved more quickly as these contributed to problems in the area.
- Some of these respondents were concerned the increase in congestion caused by some of the proposals would increase air pollution.
- Some of these respondents were opposed to Strategy 2, a few of these respondents because of the impact on Nine Wells Local Nature Reserve, a few of these respondents because they felt it would have little impact on problems in the area.

- Some of these respondents felt that a Park & Ride site needed to be located closer to Haverhill. A few of these respondents felt that the proposed Park & Ride site at Four Went Ways needed to be located in a different place to avoid queues on the A11.
- These respondents felt that more consideration needed to be given to the impact these proposals would have on villages along the route. Some of these respondents were concerned about the impact from Strategy 1.

3.5 What this meant for the scheme

- Strategy 1 was the Phase 2 solution that had the greatest public support and is the one most strongly aligned to off-highway, segregated, public mass transit options. Further technical and environmental work was needed on Strategy 1.
- The results of the 2018 public consultation were reported to the GCP Executive Board in July 2018, but no decision on a preferred strategy was made pending the outcome of a review of GCP major transport projects to ensure alignment of these projects with the transport objectives of the CPCA.
- The review by the Combined Authority of Greater Cambridge Partnership major projects concluded that Strategy 1 is aligned with Combined Authority transport objectives.
- Following the completion of this review, a further report was brought to the GCP Executive Board in October 2018. The Board agreed the adoption of Strategy 1, the off-road strategy, as the preferred strategy for CSET Phase 2 and requested that officers developed detailed proposals for delivery of the scheme.

4 Phase 2 Public Consultation 2019

4.1 Introduction

Between 9 September 2019 and 4 November 2019, a public consultation was held for Phase 2 of the CSET project. The consultation presented travel hub options, proposed stops and shortlisted route alignments for the scheme. The consultation followed on from the 2018 public consultation, where route strategy options were presented. The full consultation report is provided in **Appendix E** and this chapter provides a summary.

The objectives of the consultation were as follows:

- Present scheme options to the widest range of people and representative groups affected by them;
- Provide them with an opportunity to give their views; and
- Give full consideration to the views received in the consultation to aid the politicians reaching a decision on the preferred route and proposed Travel Hub site.

4.2 Methodology

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 18,000 consultation leaflets.

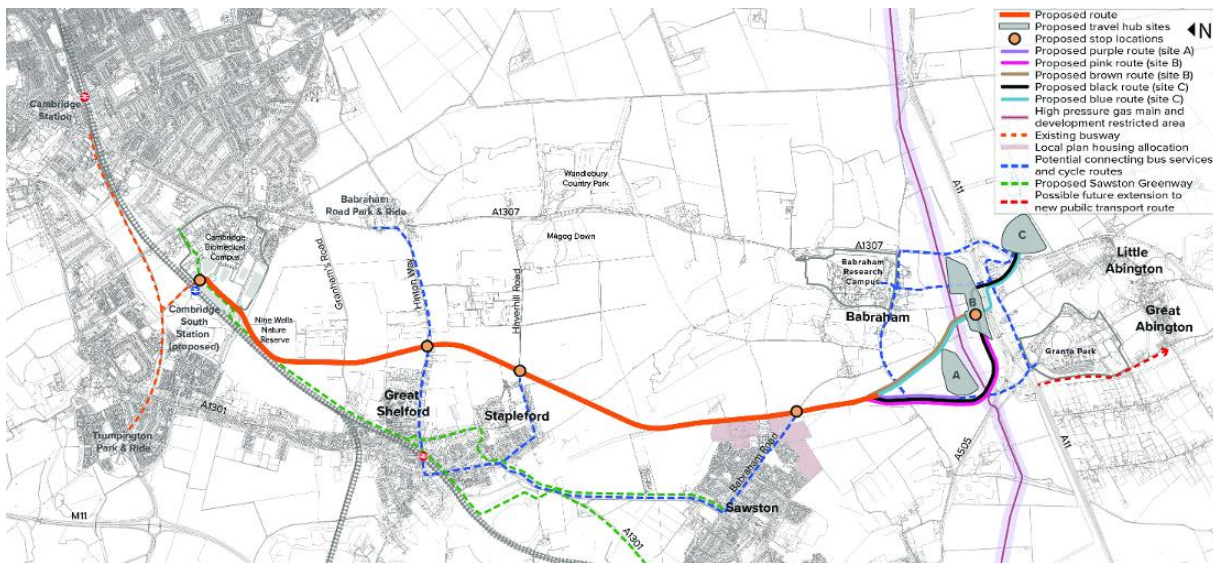
There were 11 drop-in events held across the area to enable people to have their say in person and the opportunity to question transport officers and consultants. Table 4.1 below details the events held.

Table 4.1: 2019 Public Consultation Events

Date	Location	Time
10 September 2019	Babraham Road Park & Ride, Babraham	7.45am - 9am
11 September 2019	Cambridge City Centre Bus Stops	4pm - 6pm
12 September 2019	Trumpington Park & Ride, Trumpington	7.45am - 9am
3 October 2019	Addenbrooke's Hospital, Food Concourse	12.30pm - 2pm
8 October 2019	Babraham Research Campus Petersfield Lecture Theatre, The Cambridge Building	12pm - 2pm
9 October 2019	Long Road Sixth Form College, Cambridge	5pm - 7pm
10 October 2019	Haverhill Arts Centre, Haverhill	5pm - 7pm
11 October 2019	Granta Park Lecture Room 2, The Granta Centre	12pm - 2pm
14 October 2019	Stapleford Pavilion, Stapleford	5.30pm - 7.30pm
15 October 2019	Spicers Pavilion, Sawston	5.30pm - 7.30pm
21 October 2019	The Abington Institute, Abington	5.30pm - 7.30pm

There were three travel hub options presented for public consultation, as shown in Figure 4.1 below:

Figure 4.1: Travel Hub Site Options



Travel Hub Site A

- Traffic from the A1307 would have to divert onto the A11/A505 to reach the site
- Road access to the site via an access road from an improved junction on the A505
- Site constrained by high-pressure gas main to the east and the River Granta to the north
- Located close to Granta Park but less convenient for Babraham Research Campus
- Located in Green Belt

Travel Hub Site B

- On the direct route into Cambridge from the A1307 and A11
- Road access to the site via a new junction on the A1307
- Site constrained by high-pressure gas main to the west and the River Granta to the south
- Located midway between Granta Park and Babraham Research Campus, with potential for good pedestrian and cycle links between the Travel Hub and both campuses
- Located in Green Belt

Travel Hub Site C

- On the direct route for traffic from Haverhill to Cambridge, but traffic approaching from the A11 would have to divert away from Cambridge to reach the site
- Road access to the site by replacing the existing junction between the A1307 and Newmarket Road with a four-arm roundabout
- Located further from Babraham Research Campus and Granta Park and less accessible
- Additional stop near Babraham to allow for easier access to the Babraham Research Campus and Granta Park
- Located outside Green Belt
- Close to Little Abington
- Requires new bridge over the A11, which would be more expensive

4.3 Consultation Findings

A total of 695 consultation questionnaires were received as part of the consultation. Analysis of the geographical spread and the breadth of responses from different groups demonstrated that a sufficiently robust consultation had been delivered. The key findings of the results are as follows:

- Over half of respondents indicated they support the proposals for a scheme to improve public transport in the south-east of Cambridge.
- There was no majority of support for any of the three Travel Hub locations:
 - Under half of respondents (46%) supported Travel Hub 'Site B'
 - Respondents were less clear on their support for Travel Hub 'Site A', with 37% of respondents supporting it and 37% of respondents opposing it.
 - Over two fifths (44%) opposed Travel Hub 'Site C'.
- There was no majority of support for any of the five routes for accessing the Travel Hub sites:
 - Respondents were not clear on their support for the 'Purple route (Site A)', 'Pink route (Site B)', or 'Brown route (Site B)'. However the 'Brown route' received more support in comparison to other shortlisted options, although there was no majority of support for any of the options.
 - Respondents were opposed to both 'Site C' routes ('Black' and 'Blue' routes).
- Many detailed comments were received. From these the most debate/concerns were about:
 - The negative impact the proposals would have on the environment, due to the use of Green Belt land
 - The negative impact the Travel Hub access routes and proposed stop locations would have on congestion of connected roads and villages
 - The accessibility of the stop locations
 - The suggested possibility of using existing infrastructure (A1307 or former railway alignments) in place of the proposed route.
- A number of respondents provided comments on the SRA. The following were the key themes captured:
 - SRA considered better than the other options;
 - SRA would reduce loss of green space;
 - SRA would deliver reduced congestion compared with other options;
 - SRA would be more convenient for local people; and
 - Cost.
- A number of comments about the Cambridge to Haverhill railway line reinstatement were in favour due to it providing an extension to Haverhill.
- Responses were also received on behalf of 37 different groups or organisations. All of the responses from these groups have been published alongside the results of the public consultation survey.

4.4 Written Representations

108 responses were received regarding the consultation through email; social media platforms such as Facebook and Twitter; at events; and letters. The main themes of the responses were:

Use of existing infrastructure

- Most of the respondents who discussed this theme felt that the new public transport route should follow the former Haverhill railway line or be alongside the existing road network
- Most of these respondents felt these alternative routes would have a less negative impact on the environment and be more cost effective
- A few of the respondents who discussed this theme felt that the funding for these proposals could be spent on improving existing public transport, increasing routes/service frequency and subsidising the cost of use

Environment

- Respondents who discussed this theme were concerned about the proposals' impact on wildlife and the environment
- Most of these respondents were concerned about the use of Green Belt land. Some of these respondents were concerned the proposals would attract further development
- Some of these respondents were concerned about the proposals' proximity to Nine Wells Nature Reserve and Gog Magog Downs

Congestion

- Some of the respondents who discussed this theme were concerned that the proposed stop locations would increase congestion in nearby villages, due to the risk of increased on-street parking and waiting times at the crossing points, which would have a negative impact on local residents
- Some of the respondents who discussed this theme were concerned about the potential Travel Hub sites, as they felt congestion would increase in nearby roads and villages with vehicles attempting to access the sites. Some of these respondents were concerned this would have a negative impact on local residents

Stop locations

- Respondents who discussed this theme felt the proposed stop locations for the new public transport route were too far away from residential centres for users to access and that the paths to them were too narrow/in poor condition for users to walk or cycle on them
- These respondents were also concerned the proposed stop locations would increase congestion in nearby villages, due to the risk of increased on-street parking and waiting times at the crossing points, which would have a negative impact on local residents

Improve public transport

- Some of the respondents who discussed this theme felt that the funding for these proposals could be spent on improving existing public transport, increasing their routes/frequency and subsidising the cost of use
- Some of the respondents who discussed this theme felt that public transport should avoid being powered by fossil fuels and more environmentally friendly measures used

Usage

- Respondents who discussed this theme felt that the proposals would be underutilised, as they would only be useful for those travelling between campuses
- Some of these respondents felt the proposals would not be of benefit to those living in nearby villages

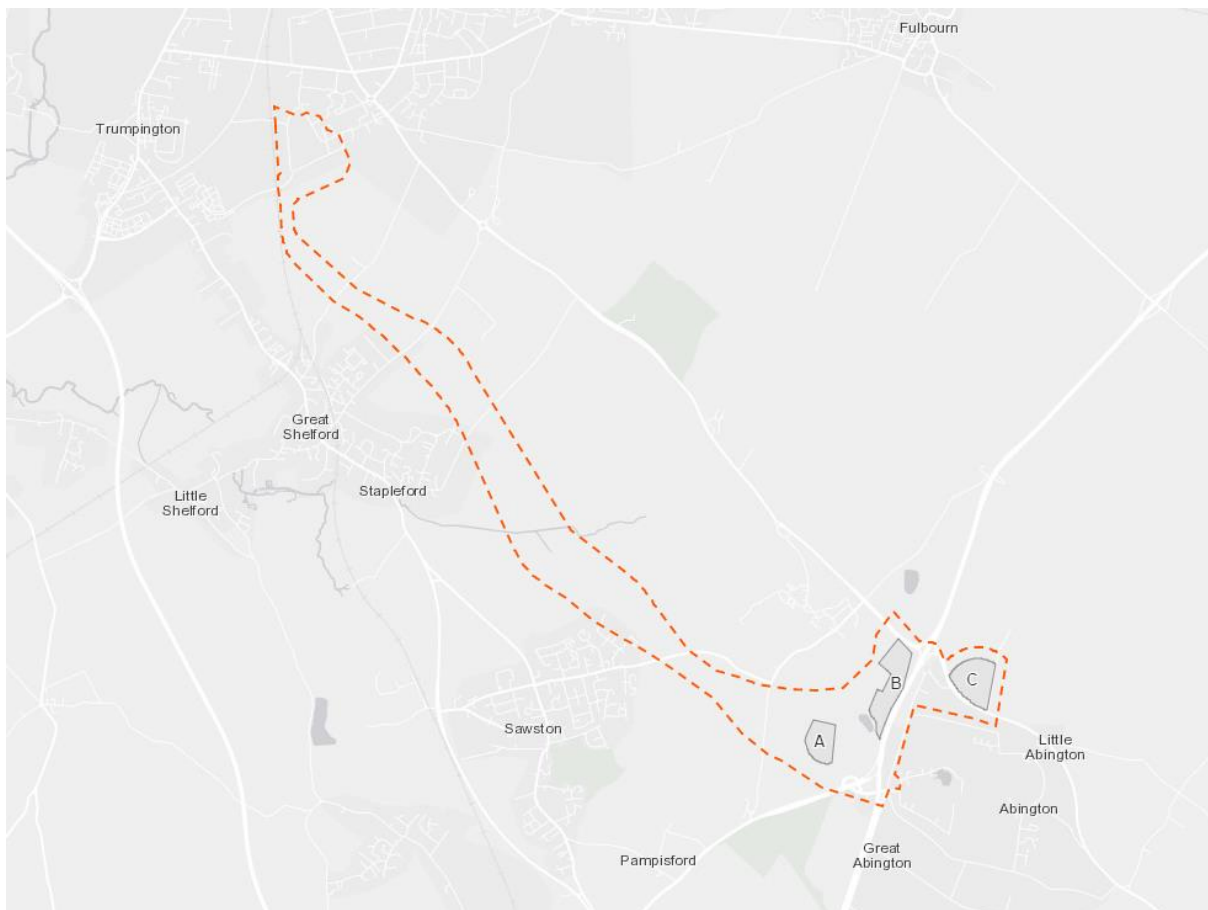
Shared use paths

- Some of the respondents who discussed this theme were concerned about the use of shared use paths as they felt there was a risk of conflict between users. These respondents felt that some form of on path segregation or wider paths were needed to avoid this.
- Some of the respondents who discussed this theme debated about the appropriateness of equestrian access on these paths, with some respondents feeling the routes were needed to improve equestrian access and others concerned about the safety of mixing equestrians with other non-motorised users

4.5 Landholder Meetings

As part of the 2019 public consultation, private meetings were held with directly affected landholders. All landholders within the scheme boundary were invited to book a private meeting with members of the CSET Project Team. Figure 4.2 below shows the boundary used to identify affected landholders.

Figure 4.2: Scheme Boundary used to Identify Affected Landholders



The landholder meetings took place to ensure those directly affected by the scheme properly understood the impact the proposal could have on their land. This then allowed them to constructively respond to the consultation. It also allowed the project team to better understand the impacts the proposals could have on homes and businesses.

4.6 What this meant for the scheme

- Meetings with landholders allowed the design team to look at where adjustments to the proposed route alignment might be made to reduce the impact of the scheme on individual landholders.
- Meetings with landholders allowed conversations about potential biodiversity net gain land to commence.
- The consultation period allowed the team to gather meaningful feedback about the options, which has helped inform the development of a preferred option.
- Through having more developed proposals, more detailed conversations could take place with key stakeholders regarding the scheme.

5 EIA Consultation 2020

5.1 Introduction

Considering the results of public consultation, the evaluation of a series of criteria linked to the scheme's objectives and initial value for money assessment, it was concluded that the 'Brown' option was the best performing combination of route alignment and Travel Hub site, performing best both under the multi criteria assessment appraisal process and at public consultation, while ranking second for value for money. Following the decision of the GCP Executive Board to progress with the 'Brown' route as the preferred option, the Environmental Impact Assessment (EIA) consultation, undertaken in autumn 2020, presented on the preferred route and an emerging proposed route alignment to the south of Babraham. The objectives of the consultation were as follows:

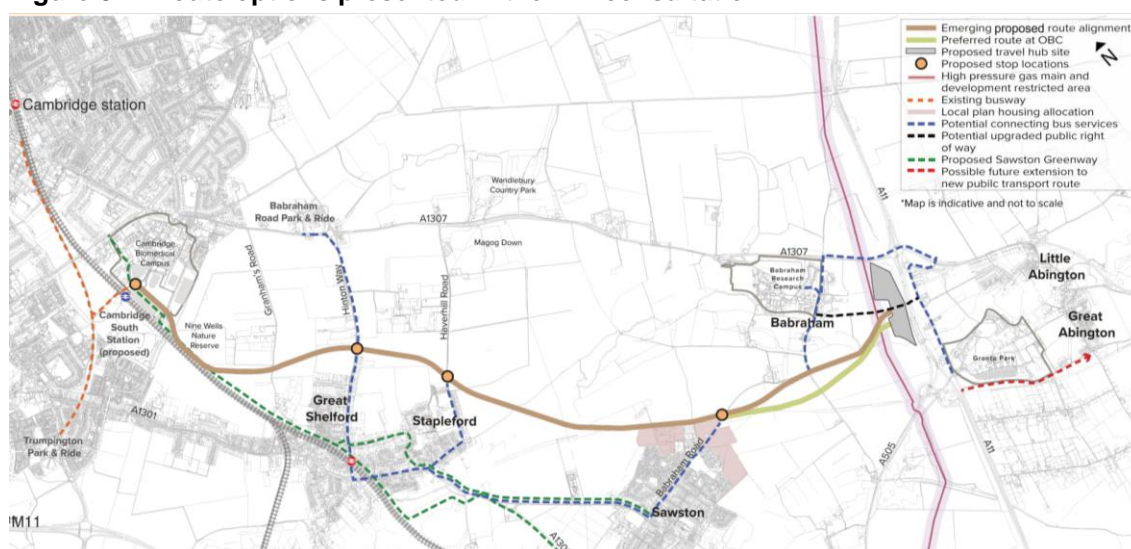
- Present information on the current proposed scheme design;
- Highlight the refinements to the design and provide justification for those changes;
- Identify potential environmental impacts, both positive and negative;
- Set out the proposed measures for mitigation of adverse impacts; and
- Provide an opportunity for all stakeholders to comment and give their views on the proposals.

A Consultation Report for the CSET scheme has been prepared to provide a detailed analysis of the EIA Consultation and will form part of the Transport and Works Act Order (TWAo) submission for the scheme. Additionally, an EIA Consultation Summary (see **Appendix H**) has been prepared to summarise the main findings of the EIA Consultation and to inform the GCP Executive Board.

5.2 Methodology

The EIA consultation ran for eight weeks between Monday 19 October and Monday 14 December 2020. The consultation presented the preferred route including two options near Babraham, as per Figure 5.2 below. Additionally, individual scheme elements and environmental information by area were presented and consulted on. The consultation leaflet can be viewed in **Appendix I**.

Figure 5.1: Route options presented in the EIA consultation



Source: Mott MacDonald, 2021.

Due to the Covid-19 pandemic social distancing restrictions, the consultation was hosted online via a virtual exhibition. [This consultation followed the guidelines published by the UK Government for consultation prior to planning applications which were effective from 14 May 2020.](#) The virtual

exhibition provided an online feedback facility to allow all consultees to submit their views remotely. If required, hard copies of the virtual exhibition information and the questionnaire were posted out. Two online webinars were held via Zoom on 10 November and 18 November 2020 to allow the project team to present on the scheme proposals and to allow consultees to ask questions during a live event. Additionally, consultees could have contacted the project team via a freephone number and an email address.

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online, paid-for, owned and earned media and through the widespread distribution of around 19,000 consultation flyers. To raise awareness of the EIA consultation for the scheme, a variety of publicity measures were used including a media campaign featuring press releases in local newspapers and on the GCP website. Social media, including Twitter, Facebook and LinkedIn, was also used for promotion.

As part of the consultation, the project team met with the interested community groups and individuals to explain the proposal and to allow them to express their views and suggestions.

5.3 Consultation Findings

During the consultation, 304 questionnaire responses were received overall. This included 299 online respondents and five hard copy questionnaires. The key findings of the results are as follows:

- A majority of respondents agreed with the proposed segregation of the cycling / pedestrian path along the western side of Francis Crick Avenue, but also considered it necessary to have a pedestrian footway along the eastern side of Francis Crick Avenue in addition to the footway on the western side;
- Approximately 30% of respondents provided comments on the interchange between Cambridge South Station, guided busway and Francis Crick Avenue. Most of the comments provided focused on the topics identified below:
 - Improvements to existing cycle infrastructure;
 - Opportunities for landscaping or tree planting;
 - Pedestrian, cycle and vehicular access to Cambridge South Station;
 - Width of the active travel path, public transport corridor and northbound and southbound traffic lane;
 - Tie-in to the existing guided busway; and
 - Pedestrian and cycle priority at minor junctions and introduction of diagonal crossing.
- The highest proportion of respondents expressed a preference for planting a mix of trees and hedges along Francis Crick Avenue;
- The highest proportion of respondents stated they access Nine Wells Local Nature Reserve via the DNA path coming from Great Shelford, however, if only one route was in place to enter Nine Wells, the highest proportion of respondents would like to retain access via the track alongside Hobson's Conduit;
- A majority of respondents stated they cycle along the DNA path when using it;
- The highest proportion of respondents strongly opposed the proposed route realignment between Babraham and Sawston;
- The highest proportion of respondents answered 'No opinion' or supported the landscaping proposals in the Nine Wells area,
- A majority of respondents indicated they would like woodland planting between stops and residential properties, while the highest proportion of respondents would prefer grass and scattered trees alongside the River Granta;
- The highest proportion of respondents stated they would like picnic areas provided along the route for users of the active travel path, near the River Granta crossing;
- The highest proportion of respondents stated they would prefer the active travel path to continue alongside the public transport route instead of joining the existing path along Sawston Road;

- The highest proportion of respondents strongly supported tree avenues along the route; and
- Respondents were asked to indicate their support for each active travel path proposal from the Travel Hub to Granta Park and to Babraham Research Campus:
 - The highest proportion of respondents answered either ‘No opinion’ or strongly supported an active travel route between the Travel Hub and Granta Park (Active Travel Route A);
 - The highest proportion of respondents answered either ‘No opinion’ or strongly supported an active travel route along the existing footpath from the Travel Hub to the High Street with a diversion to avoid a farmyard (Active Travel Route B);
 - The highest proportion of respondents answered either ‘No opinion’ or strongly opposed an active travel route from the Travel Hub along the active travel path to the High Street and along the High Street to Babraham Research Campus (Active Travel Route C); and
 - The highest proportion of respondents answered either ‘No opinion’ or strongly supported an active travel route from the Travel Hub alongside the A1307 to Babraham Research Campus (Active Travel Route D).
- A number of respondents provided comments on the SRA. The following were the key themes captured:
 - SRA considered better than the other options;
 - SRA would reduce loss of green space;
 - SRA would reduce visual impact;
 - SRA would reduce air pollution;
 - Opportunity for re-use of the existing infrastructure;
 - SRA would deliver improved Active Travel Route options;
 - SRA would be more convenient for local people due to its location; and
 - Cost.
- A number of comments about the Cambridge to Haverhill railway line reinstatement were in favour due to it providing an extension to Haverhill.

5.4 Written Representations

94 representations were received regarding the consultation through email and one letter was received. GCP responses to comments raised during the consultation are provided in the Consultation Report. The main themes of the representations were:

Active travel benefits

- Some respondents highlighted the benefits an active travel path would bring to the local area. They identified how this would encourage local people to use the route for recreational means.

Construction impact

- Some email respondents voiced concern about noise pollution and vibration from construction and construction vehicles in the development phase.
- One respondent requested the distance of the scheme from residential properties in Sawston to be increased by an additional 100 metres.

Route alignment

- Respondents expressed a preference for the original Brown route between Sawston and the Travel Hub to the south of Babraham, rather than the potential realignment along Sawston Road.
- The location of stops was raised, with many feeling that they are located too far away from villages the scheme aims to connect by the route.
- Four respondents to the consultation advocated for a variation of the proposed route that was closer to the A11 and further away from Babraham. GCP evaluated this route (known as the Pink route variant) but the option was not pursued after analysis evidenced that the Brown route still

performs better more effectively when considered against a wide set of criteria including environmental impacts, costs and Value for Money.

Loss of green space

- A number of email respondents objected to the scheme due to development on green belt land. Several respondents specifically identified issues with development on green belt land between Sawston and Stapleford.
- Further concern was noted at various points on the route including Babraham.

Biodiversity

- Wider conservation concerns were expressed by several consultees who provided feedback. This included comments about a negative impact on wildlife and habitats along the route including at Nine Wells Local Nature Reserve.

Parking concern

- Some respondents raised the issue of free parking being available on highways near to the Travel Hub car park. Respondents stated this could increase congestion on local roads.
- The development of the Travel Hub car park raised flooding concerns for a few respondents who were concerned about the potential increase of run-off in the local area.

Funding

- Numerous respondents stated they would prefer to see the planned investment in the scheme redirected into other local facilities and services.

Design

- Some respondents were concerned by the length of the proposed bridge over Hobson's Brook Conduit.
- The existing design of the active travel path drew safety concerns from some respondents with the layout of links to the Travel Hub, highways and bus stops. Respondents were concerned this could result in accidents for cyclists, horse riders and walkers.

Landscaping

- Respondents stated additional green screening should be considered along the route to minimise the impact of the development on the local landscape.
- Additionally, concern was registered regarding the proposed development possibly impacting the view from Magog Down.

5.5 Statutory TWAO Schedule 5 and 6 Engagement

A number of statutory and non-statutory consultees were consulted as part of the EIA Consultation, including:

- Statutory consultees as named in column (2) of the tables in Schedules 5 and 6 to the TWAO (Applications and Objections Procedure) (England and Wales) Rules 2006;
- Non-statutory consultees who are in close proximity to the scheme or who were judged to have a potential interest in the application, for example local decision makers, business groups, interest groups and organisations.

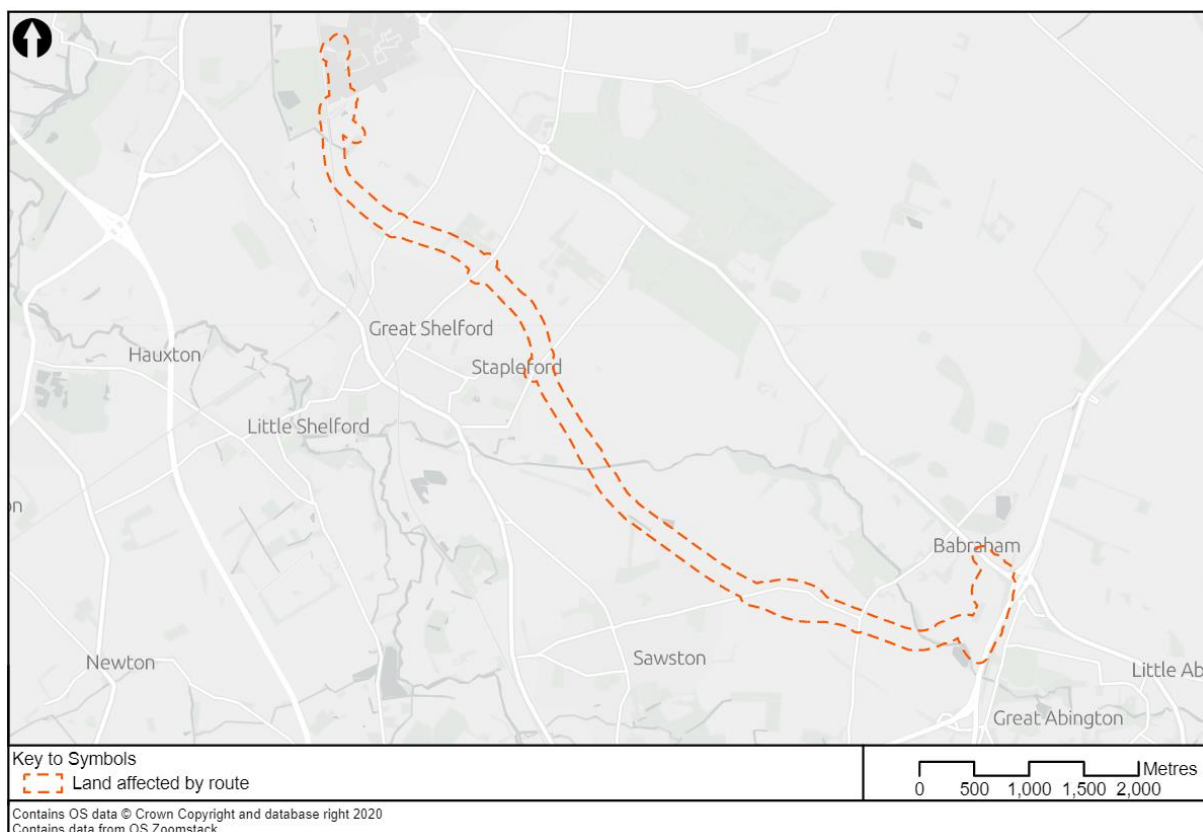
Land referencing agents were engaged early in the TWAO application process in order to identify possible consultees with an interest in land and property potentially affected by the scheme or fronting the scheme. This enabled engagement with statutory and non-statutory consultees who had an interest in the land ahead of the submission of the TWAO application.

The Consultation Report provides an overview of the statutory engagement that was undertaken with Schedule 5 and Schedule 6 consultees by GCP.

5.6 Landholder Meetings

As part of the EIA Consultation, meetings were held with directly affected landholders. All landholders within the scheme boundary were invited to meet with members of the CSET Project Team. Figure 5.2 below shows the boundary used to identify affected landholders.

Figure 5.2: Scheme Boundary used to Identify Affected Landholders



The landholder meetings took place to ensure those directly affected by the scheme understood the impact the proposal could have on their land holding. This then allowed them to constructively respond to the consultation. It also enabled the project team to understand the impacts the proposals could have on homes and businesses.

The main themes identified and discussed during the meetings included access for farming activities and to residential properties, ecological and landscape mitigation areas, arrangements for environmental and ground investigation surveys, route alignment, future development aspirations and potential interfaces with other infrastructure projects.

5.7 Key Stakeholder Engagement

As part of the EIA Consultation, individual meetings were held with organisations interested in discussing the scheme and to inform their response to the EIA Consultation. Engagement with stakeholders is continuing until the TWAO submission. Table 5.1 presents an overview of the meetings that have taken place during, or have formed part of, the EIA Consultation. Additional engagement between GCP and statutory stakeholders is continuing as the scheme progresses.

Table 5.1: Key Stakeholder Meetings

Stakeholder	Date	Discussion
Cambridgeshire County Council and Cambridge City Council	2 November 2020	<ul style="list-style-type: none"> Drainage strategy

(Flood Risk & Biodiversity Team)		
Network Rail	4 November 2020	<ul style="list-style-type: none"> Cambridge South Station Design and drainage integration
Cambridge Biomedical Campus	6 November 2020	<ul style="list-style-type: none"> Cambridge South Station proposals CSET proposals Cambridge University Hospital masterplanning
Babraham Research Campus	11 November 2020	<ul style="list-style-type: none"> Linear Park Concept and community access into the countryside Biodiversity Net Gain Opportunities for collaboration
Cambridge Biomedical Campus Travel and Transport Group	16 November 2020	<ul style="list-style-type: none"> CSET EIA Consultation response Bus provision Interface with other projects Blue light vehicles
East of England Ambulance Service	20 November 2020	<ul style="list-style-type: none"> Introduction to the scheme Accessibility for emergency services Traffic on Francis Crick Avenue Access and security Height exclusion zones
The Ramblers Association and the Local Access Forum	27 November 2020	<ul style="list-style-type: none"> Public Rights of Way Access into countryside and creation of new links with Magog Down
Camcycle	2 December 2020	<ul style="list-style-type: none"> DNA path Movement of Non-Motorised Users on Francis Crick Avenue Lighting
Environment Agency and Cambridgeshire County Council (Flood Risk & Biodiversity Team)	3 December 2020	<ul style="list-style-type: none"> Flood risk Predicted impact on flood risk Mitigation requirements and opportunities
East West Railway Company	3 December 2020	<ul style="list-style-type: none"> East West Railway proposals Area around Nine Wells DNA path Environmental considerations Collaboration
Cambridge City Council (Accessibility)	8 December 2020	<ul style="list-style-type: none"> Access for disabled users Speed of Non-Motorised Users on the active travel path Lighting Blue Badge parking spaces
British Horse Society	8 December 2020	<ul style="list-style-type: none"> A11 equestrian crossing

		<ul style="list-style-type: none"> Material used to surface active travel path DNA path Separation of the active travel path and the Public Transport Route Layout of bus stops
Sustrans	9 December 2020	<ul style="list-style-type: none"> Electric vehicle charging points DNA path relocation Interface with other projects in the area
Railway Partnership	11 December 2020	<ul style="list-style-type: none"> CSET and Cambridge South Station interface Accessibility of CSET stops to the railway users
Cambridgeshire Constabulary – Police / Counter Terrorism Security Advisor (CTSA)	14 January 2021	<ul style="list-style-type: none"> Introduction to the scheme Accessibility for emergency services
Cambridgeshire Fire and Rescue Service	15 January 2021	<ul style="list-style-type: none"> Introduction to the scheme Accessibility for emergency services
Cambridgeshire Constabulary – Police / Counter Terrorism Security Advisor (CTSA)	5 February 2021	<ul style="list-style-type: none"> Safety Lighting CCTV Accessibility for emergency services
Cambridge Past Present and Future	9 February 2021	<ul style="list-style-type: none"> Landscape and visual impact assessment
Cambridgeshire County Council Greenways Team	1 March 2021	<ul style="list-style-type: none"> Width of the active travel path DNA Path artwork
Camcycle	4 March 2021	<ul style="list-style-type: none"> Segregation of active travel path on Francis Crick Avenue Width of the active travel path Approach ramps to the footbridge across A11
The Magog Trust	12 March 2021	<ul style="list-style-type: none"> Haverhill Road pedestrian path improvements
British Horse Society	18 March 2021	<ul style="list-style-type: none"> Position of active travel path in relation to the public transport route Pegasus style crossings Access to Nine Wells Local Nature Reserve Parking car and trailer or horsebox at the Travel Hub

5.8 Scheme Refinements

Where possible, comments have been incorporated into the scheme's design. The following key refinements have been made to the scheme's design following recommendations and preferences raised in the consultation:

- The preferred scheme alignment between Sawston and Babraham at Outline Business Case (OBC) was taken forward following the feedback of survey respondents. The highest proportion of questionnaire respondents (33.9% strongly opposed and 6.9% opposed) objected to the potential alignment along Sawston Road, so this option was dropped.
- With the OBC scheme alignment progressed, the design now includes the active travel path continuing alongside the public transport route.
- The segregation of the cycling / pedestrian path along the western side of Francis Crick Avenue.
- A pedestrian footway along the eastern side of Francis Crick Avenue between Dame Archer Way and the existing guided busway.
- A mix of trees and hedges along Francis Crick Avenue.
- Grass and scattered trees alongside the River Granta.
- Hedgerows interspersed with suitable tree species along sections of the route to deliver an effective legacy for the scheme.
- The route of the scheme is proposed to connect the Travel Hub to Granta Park.
- The route also proposes to extend along the existing footpath from the Travel Hub to the high street in Babraham.
- The proposed River Granta bridge has been reduced in its overall height. Additional access track crossings would be provided for large machinery to use instead of allowing vehicles to pass under the proposed River Granta crossing.
- Additional cycle storage has been incorporated into the design development of bus stops.
- The bus stop layout has been reconfigured to provide greater opportunity for landscaping to soften the look and feel of the stops. The landscape design has been completed considering the need to minimise the visual impact of the stops.

Full details on the refinements made to the scheme design on the basis of the feedback received during consultation are provided in the Consultation Report.

5.9 What this meant for the scheme

- The consultation period allowed the project team to gather meaningful feedback about individual scheme elements, proposed environmental mitigation and the preference on the route alignment to the south of Babraham.
- Meetings with landholders allowed the design team to consider adjustments to the proposed route alignment to reduce the impact of the scheme on individual landholders.
- Meetings with landholders enabled discussions regarding proposed environmental mitigation and enhancement measures to support the biodiversity net gain requirement.

6 The Local Liaison Forum and Parish Council meetings

6.1 Introduction

A Local Liaison Forum (LLF) for the CSET project was formed in January 2017. The forum provides regular dialogue between the project team and members of the local community, ensuring that interested parties are kept informed and can continue to contribute to the scheme development outside of consultation periods.

The LLFs are an informal part of the GCP's decision making process with the Chair of the LLF providing the GCP Joint Assembly with the group's views on the project.

In addition to holding LLF meetings, the project team attended the Cambridge City Council Cambridge South Area Committee meetings, a number of local parish council meetings and residents' association meetings.

6.2 The LLF

The LLF is a project group made up of local elected representatives, interest groups and interested members of the public. Meetings of the LLF are public and give the opportunity for dialogue between the project team and interested local parties. The aim is to ensure people are kept informed and can continue to have their say outside of formal consultation processes. As the project moves away from consultation and towards construction, the LLF will be incorporated into a wider community forum, where a number of GCP projects can be discussed.

The LLF meets before project relevant GCP Joint Assembly meetings and before other key project milestones. The LLF meetings include presentations given by the project team to provide updates on progress and technical information. This has given the LLF opportunity to respond and offer resolutions to concerns.

In early 2017 the GCP Executive Board recommended further work on options development with the LLF. A total of five workshops were held between April and September 2017. The outcome of these workshops was presented to the GCP Executive Board in late 2017 and recommended for public consultation in 2018.

A further workshop was held in May 2019 to give the LLF an opportunity to input into the proposals presented for the public consultation in the autumn of 2019.

A meeting in June 2020 provided an update on Phase 1 and CAM and provided an opportunity to discuss key aspects of Phase 2.

Following EIA Consultation on CSET Phase 2, two meetings were held in January 2021 to provide a summary of responses received as part of the consultation, including a justification for a preferred route alignment around Babraham.

LLF meeting minutes can be found at- <https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-llf>

Table 6.1 below presents an overview of the LLF meetings that have taken place.

Table 6.1: LLF Meetings

Date	Presentation
20 February 2017	<ul style="list-style-type: none"> • Project update • Review of public consultation results • Next steps of the project
26 September 2017	<ul style="list-style-type: none"> • Project update • Overview of LLF Workshops • Overview of Transport Strategies for consultation • Next steps of the project
7 February 2018	<ul style="list-style-type: none"> • Project update • Update on Cambridgeshire Autonomous Metro project • Overview of public consultation arrangements
6 June 2018	<ul style="list-style-type: none"> • Project update • Public consultation feedback • Update on CSET Phase 1
12 September 2018	<ul style="list-style-type: none"> • Project update • CPCA Board findings • Review of support for Phase 2 • Explanation of Benefit Cost Ratio • Review of project programme
4 June 2019	<ul style="list-style-type: none"> • Overview of 2018 public consultation results • Proposals for 2019 public consultation • Overview of project process • Review of project programme
1 June 2020	<ul style="list-style-type: none"> • Phase 1 Progress Report and recommendations • CAM update • Phase 2 options assessment • Phase 2 public consultation • Phase 2 preferred option recommendations
20 January 2021	<ul style="list-style-type: none"> • EIA consultation response • Route alignment around Babraham • Progress of surveys • Archaeology trial trenching update
26 January 2021	<ul style="list-style-type: none"> • EIA consultation response • Route alignment around Babraham • Progress of surveys • Archaeology trial trenching update

6.3 Parish Council Meetings

GCP have attended Parish Council meetings on ad hoc basis since the beginning of the project. Several meetings were attended in autumn 2020 to highlight the forthcoming EIA consultation, to provide an update about the progress of the scheme as well as forthcoming activity and planned

progression to completion. Table 6.2 below presents an overview of Parish Council meetings that have taken place during this period.

Table 6.2: Parish Council meetings

Parish Council	Date
Sawston Parish Council	8 September 2020
Babraham Parish Council	10 September 2020
Great Shelford Parish Council	16 September 2020
Stapleford Parish Council	11 November 2020

6.4 South Area Committee Meetings

The Cambridge City Council's South Area Committee meets four times per year to discuss and decide on local issues. The Committee is comprised of a number of elected representatives including councillors from Cherry Hinton, Trumpington and Queen Edith's wards.

GCP representatives attended the South Area Committee meetings to provide an update on the CSET Scheme on the following dates:

- 10 September 2018;
- 22 July 2019; and
- 7 September 2020.

6.5 Outcomes

Since the Local Liaison Forum was established in 2017 it has enabled the project to:

- Facilitate open discussions with key stakeholders from the local community.
- Present public consultation strategies and materials for discussion.
- Keep a clear and transparent channel of communication about the project.
- Provide a platform for the local community and elective representatives to share views and suggestions outside of consultation periods and influence the optioneering process and scheme design and opportunities.

7 Technical Working Groups

7.1 Introduction

In May 2019, two Technical Working Groups were set up in order to provide a forum for technical stakeholders to contribute to the development of the three key GCP public transport projects (CSET, Cambourne to Cambridge (C2C) and Cambridge South West Transport projects). The intention was that other GCP transport schemes would take note of the outcomes from the working groups to support project development. In the autumn of 2020 GCP extended the remit of the working groups to cover all their ongoing transport projects.

Table 7.1: Technical Working Groups and Invitees

Group Name	Invitees
Landscape, Heritage and Ecology	<ul style="list-style-type: none"> • Cambridgeshire County Council • South Cambridgeshire District Council • Cambridge City Council • Cambridge Past, Present and Future (CPPF) • Environment Agency • Historic England • National Trust • Natural England • Cambridgeshire, Bedfordshire and Northants Wildlife Trust • Mott MacDonald (MM)
Non-Motorised Users	<ul style="list-style-type: none"> • American Cemetery and Memorial • British Horse Society • Cam Local Access Forum • Camcycle • Cambridgeshire County Council • Cambridge City Council • South Cambridgeshire District Council • Campaign to Protect Rural England (CPRE) • Ramblers Association • Sport England • Sustrans • The Gardens Trust • Mott MacDonald (MM)

7.2 Meetings

To date, 10 Landscape, Heritage and Ecology meetings and 12 Non-Motorised Users (NMU) meetings with CSET matters on the agenda have taken place. The groups meet approximately every four to six weeks and they are intended to continue through the development of the design and Environmental

Impact Assessment of the preferred route. Summaries of the meeting discussions are presented in Table 7.2 and Table 7.3 below.

Table 7.2: Landscape, Heritage and Ecology Working Group Meetings

Date	Attendees	Discussions relevant to CSET (non CSET agenda items not referenced)
16 May 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council	<ul style="list-style-type: none"> • Kick off meeting • Terms of Reference for the working group discussed
19 June 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council	<ul style="list-style-type: none"> • Terms of Reference agreed • Design principles discussed • Biodiversity Net Gain methodology
25 July 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council, Environment Agency, Natural England, Cambridgeshire, Bedfordshire and Northants Wildlife Trust	<ul style="list-style-type: none"> • Working Group SharePoint site • Agreement of design principles • Review of opportunities in relation to landscape impacts • Land mitigation management
22 August 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council, Environment Agency, Natural England, Cambridgeshire, Bedfordshire and Northants Wildlife Trust	<ul style="list-style-type: none"> • Project updates shared • Discussion over maintenance strategies for landscape and ecology • Discussion about landscape and habitat creation opportunities
17 October 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council, Cambridgeshire, Bedfordshire and Northants Wildlife Trust	<ul style="list-style-type: none"> • Discussion on LDA Green Belt reports • Biodiversity Net Gain update
28 November 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council, Cambridgeshire, Bedfordshire and Northants Wildlife Trust, British Horse Society, South Cambridgeshire District Council, Local Access Forum, Camcycle, Living Sport, Strutt and Parker, Skanska	<ul style="list-style-type: none"> • Joint LHE and NMU Working Group • Explanation of the impact of the general election purdah period on the projects • Camcycle presentation to group
16 July 2020	GCP, MM, Cambridgeshire County Council, Cambridge City Council, Environment Agency, Historic England, Cambridge Past Present Future, Strutt and Parker, Skanska	<ul style="list-style-type: none"> • Joint LHE and NMU Working Group • Project updates shared

20 August 2020	GCP, MM, Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council, Cambridge Past Present Future, Wildlife Trust, Natural England, Environment Agency, National Trust, Network Rail	<ul style="list-style-type: none"> • Joint LHE and NMU Working Group • Update on Eastern Access • CSET Phase 2 EIA Scoping and Consultation programme • CSET Phase 2 emerging route alignment
30 September 2020	GCP, MM, Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council, Cambridge Past Present Future, Wildlife Trust, Natural England, Environment Agency, National Trust, Network Rail	<ul style="list-style-type: none"> • General programme update • CSET Phase 2 EIA Consultation and Scoping
21 January 2021	GCP, MM, South Cambridgeshire District Council, Cambridge City Council, Cambridge Past Present Future, Wildlife Trust, National Trust	<ul style="list-style-type: none"> • General programme update • City Access update • CSET Phase 2 EIA, fieldwork and emerging design

Table 7.3: Non-Motorised Users Working Group Meetings

Date	Attendees	Discussions relevant to CSET (non CSET agenda items not referenced)
16 May 2019	GCP, MM, Cambridgeshire County Council, Camcycle, CPPF, Local Access Forum, British Horse Society, Cambridge Ramblers, South Cambridgeshire District Council, Sport England	<ul style="list-style-type: none"> Kick off meeting Terms of Reference for the working group discussed
19 June 2019	GCP, MM, Cambridgeshire County Council, Camcycle, CPPF, British Horse Society, Cambridge Ramblers, South Cambridgeshire District Council, Cambridge City Council, Living Sport	<ul style="list-style-type: none"> Project updates Terms of Reference discussed
22 July 2019	GCP, MM, Cambridgeshire County Council, Camcycle, CPPF, British Horse Society, South Cambridgeshire District Council, Cambridge City Council	<ul style="list-style-type: none"> Project updates Terms of Reference agreed Review of proposed design principles
22 August 2019	GCP, MM, Cambridgeshire County Council, Camcycle, CPPF, Local Access Forum, British Horse Society, The Ramblers Association, Sustrans, CPRE, South Cambridgeshire District Council, Sport England, Living Sport	<ul style="list-style-type: none"> SharePoint site set up Project updates Information gaps discussed, in relation to public rights of ways and permissive paths
17 October 2019	GCP, MM, Cambridgeshire County Council, Camcycle, CPPF, Local Access Forum, British Horse Society, The Ramblers Association, Sustrans, CPRE, South Cambridgeshire District Council, Sport England, Living Sport, Skanska	<ul style="list-style-type: none"> Discussion on rights of way and where there are gaps to enhance the existing network Discussion about producing a Design Guide for NMU
28 November 2019	GCP, MM, Historic England, CPPF, National Trust, Cambridge City Council, Cambridgeshire County Council, Cambridgeshire, Bedfordshire and Northants Wildlife Trust, British Horse Society, South Cambridgeshire District Council, Local Access Forum, Camcycle, Living Sport, Strutt and Parker, Skanska	<ul style="list-style-type: none"> Joint LHE and NMU Working Group Explanation of the impact of the general election purdah period on the projects Camcycle presentation to group
19 March 2020	GCP, MM, Cambridge City Council, Cambridgeshire County Council, British Horse Society, South Cambridgeshire District Council, Camcycle, Living Sport	<ul style="list-style-type: none"> Presentation by MM on development of a GCP NMU Policy Framework Workshop sessions on best practice guidance, key issues and examples of good practice

16 July 2020	GCP, MM, Cambridgeshire County Council, Cambridge City Council, Environment Agency, Historic England, Cambridge Past Present Future, Strutt and Parker, Skanska	<ul style="list-style-type: none"> Joint LHE and NMU Working Group GCP Project updates shared
20 August 2020	GCP, MM, Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council, Cambridge Past Present Future, Wildlife Trust, Natural England, Environment Agency, National Trust, Network Rail	<ul style="list-style-type: none"> Joint LHE and NMU Working Group GCP project updates CSET Phase 2 EIA Scoping and Consultation programme CSET Phase 2 emerging route alignment
6 October 2020	GCP, MM, Greater Cambridge Planning, British Horse Society, Camcycle, Local Access Forum, The Ramblers Association, Definitive Map Manager Cambridgeshire County Council, Shelford District Bridleways Group	<ul style="list-style-type: none"> Update on CSET Phase 1 Update on Greenways (with overlap with CSET) Internal feedback on NMU Guidelines
17 December 2020	GCP, MM, Greater Cambridge Planning, British Horse Society, Camcycle, Local Access Forum, The Ramblers Association, Definitive Map Manager Cambridgeshire County Council	<ul style="list-style-type: none"> Project updates shared Active Travel Design Guidelines Emerging GCP Policy on equestrian provision CSET Phase 1 scheme 4 proposals around Haverhill Road/Gog Farm Shop
14 January 2021	GCP, MM, Cambridgeshire County Council, Greater Cambridge Planning, Cambridge City Council, British Horse Society, Sustrans, Sport England, Camcycle, A10 Cycling Campaign, Rail Partnership, The Ramblers Association, Living Sport, Local Access Forum, Network Rail, Shelford & District Bridleways Group, Cambridge Past Present Future, Skanska	<ul style="list-style-type: none"> Update on CSET Phase 1 Update on CSET Phase 2 – Options for active travel from A11 Travel Hub

8 Joint Projects Working Group

8.1 Introduction

Following the 2019 public consultation a Joint Projects Working Group was established. The purpose of this group was to identify and discuss interfaces between the major transport projects under concurrent development in Cambridge and the surrounding areas. The projects invited to the group were as follows:

- East West Rail – East West Railway Company
- Cambridge South Station – Network Rail
- Cambridge Autonomous Metro (CAM) – Cambridgeshire and Peterborough Combined Authority
- Cambourne to Cambridge (C2C) - GCP
- CSET - GCP

8.2 Meetings

The meetings were planned to take place on a quarterly basis, with each meeting being chaired by a different project. The group met three times between November 2019 and May 2020 by teleconference. The meetings were an opportunity for the various projects to discuss successes, issues and share project updates. The meetings were attended by the scheme promoters and their appointed consultants. Following the meeting in May 2020, the Joint Projects Working Group meetings have been cancelled as the topics discussed are now considered in other bilateral meetings between the relevant project teams. The group may be reconvened in the future should the need arise.

Table 8.1: Joint Projects Working Group Meetings

Date	Attendees	Discussions
21 November 2019	GCP, MM, East West Rail, Cambridge South Station, CAM, C2C, CSET	<ul style="list-style-type: none"> • Kick off meeting • Purpose of meeting discussed • Individual project updates
18 February 2020	GCP, MM, East West Rail, Cambridge South Station, CAM, C2C, CSET	<ul style="list-style-type: none"> • Individual project updates
19 May 2020	GCP, MM, East West Rail, Cambridge South Station, CAM, C2C, CSET Phase 2 and A505	<ul style="list-style-type: none"> • Individual project updates • General interface discussion

9 Summary

9.1 Engagement and Consultation Overview

Since the inception of the CSET project in 2015, community and stakeholder engagement has taken place using differing methodologies and producing a number of outcomes. The feedback from the consultation and engagement activities outlined in this report has informed and shaped the scheme design and optioneering process, which has led to the recommended preferred option outlined in the OBC. Following the 2020 EIA Consultation, points raised by consultees informed further design refinements of the scheme, including the progression of the original Brown route between Sawston and the Travel Hub to the south of Babraham, rather than the potential realignment along Sawston Road.

Stakeholder and public involvement in the process for option appraisal and assessment has always been considered essential. Public and stakeholder involvement has taken place at every major stage in the optioneering process. It has allowed transparency in the development of the emerging major transport scheme and it has given key stakeholders and communities the opportunity to raise any concerns and provide direct feedback on the proposals. The direct community involvement has provided an understanding of transport users' needs and the impact that a high-quality public transport scheme could have on their homes, land, businesses and travel behaviour.

9.2 Next Steps

Following the close of the EIA consultation, feedback received is being reviewed and considered to inform further design development and design of any environmental mitigation that may be required.

The CSET project will then be considered at the GCP Executive Board meeting in July 2021, where the design, proposed environmental assessment and associated mitigation measures to be described fully in an Environmental Statement will be reviewed for approval.

Following Executive Board approval, the Environmental Statement will be finalised and a TWAO application is proposed to be submitted to the Secretary of State for Transport in autumn 2021. Following the submission, a Public Inquiry is expected to commence in spring 2022, followed by a Secretary of State decision in spring 2023. Subject to approval of the scheme, construction is expected to commence towards the end of 2023.

Appendices

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A. 2016 Consultation Report

This document can be downloaded from the project's web page

https://www.greatercambridge.org.uk/asset-library/imported-assets/A1307_Preferred_Options_Report_Appendix_A_17.02.2017.pdf

B. 2016 Consultation Leaflet

This document can be downloaded from the project's web page

https://www.greatercambridge.org.uk/asset-library/imported-assets/A1307_Three_Campuses_to_Cambridge_Leaflet_and_Questionnaire_16.06.2016.pdf

C. 2018 Consultation Report

This document can be downloaded from the project's web page

<https://www.greatercambridge.org.uk/asset-library/imported-assets/CSETS-report-May-2018.pdf>

D. 2018 Consultation Leaflet

This document can be downloaded from the project's web page

<https://www.greatercambridge.org.uk/asset-library/imported-assets/CSETS-leaflet-web-February-2018.pdf>

E. 2019 Consultation Report

This document can be downloaded from the project's web page

<https://consultcambs.uk.engagementhq.com/CSET-consultation-2019>

F. 2019 Consultation Leaflet

This document can be downloaded from the project's web page

<https://consultcambs.uk.engagementhq.com/2589/widgets/8604/documents/2770>

G. 2020 EIA Consultation Summary Report

This document can be downloaded from the project's web page

<https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background>

H. 2020 EIA Consultation Information Pack

This document can be downloaded from the project's web page

<https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/CSET/EIA-consultation-2020/CSET-EIA-information-pack.pdf>

