


# Cambridge South East Transport Phase 2

Stakeholder and Consultations

Greater Cambridge Partnership

15 September 2023

Appendix A



# Notice

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# 1. Early Stakeholder Engagement & Workshops

In 2015, GCP collaborated with a range of stakeholders including politicians, employment site representatives and campaign groups to identify transport and infrastructure challenges along or near the A1307 between Cambridge and Haverhill. Issues recognised included<sup>1</sup>:

- High car dependency for commuter trips in Haverhill;
- Poor pedestrian/cycle infrastructure between Cambridge and Babraham Research Campus;
- Inadequate equestrian infrastructure;
- Inefficient/unreliable public transport provision, with high levels of congestion/delays related to bus services between Haverhill and Cambridge;
- Safety concerns along A1307 corridor associated with traffic collisions at Hinton Way, Haverhill Road and Granta Park junction; and
- Traffic congestion along A1307.

Potential solutions and enhancements were also suggested, including connecting major employment sites in the A1307 corridor between Cambridge and Haverhill (Granta Park, Babraham Research Campus and CBC). Informed by this feedback and proposals from the A1307 Project Team, design consultants WSP | Parsons Brinckerhoff began to design initial concepts.

Preliminary technical work was undertaken to establish the viability of these concepts – including traffic surveys and analysing travel patterns, as well as a strategic review of environmental constraints. This was followed by a study into three strategic interventions: re-opening the Haverhill to Cambridge railway line, a section of which comprised the railway alignment through Shelford and Stapleford (a.k.a. the Shelford Railway Alternative); road-based solutions, such as creating a bypass for Linton and dualling the A1307; and a bus rapid transit system between Haverhill and Cambridge. Benefits and costs of each intervention were weighed against their capacity to drive GCP's programme objectives. The rail and road dualling concepts were judged to be neither affordable or deliverable within the scope of the Greater Cambridge City Deal<sup>2</sup>.

## 2. 2016 Public Consultation

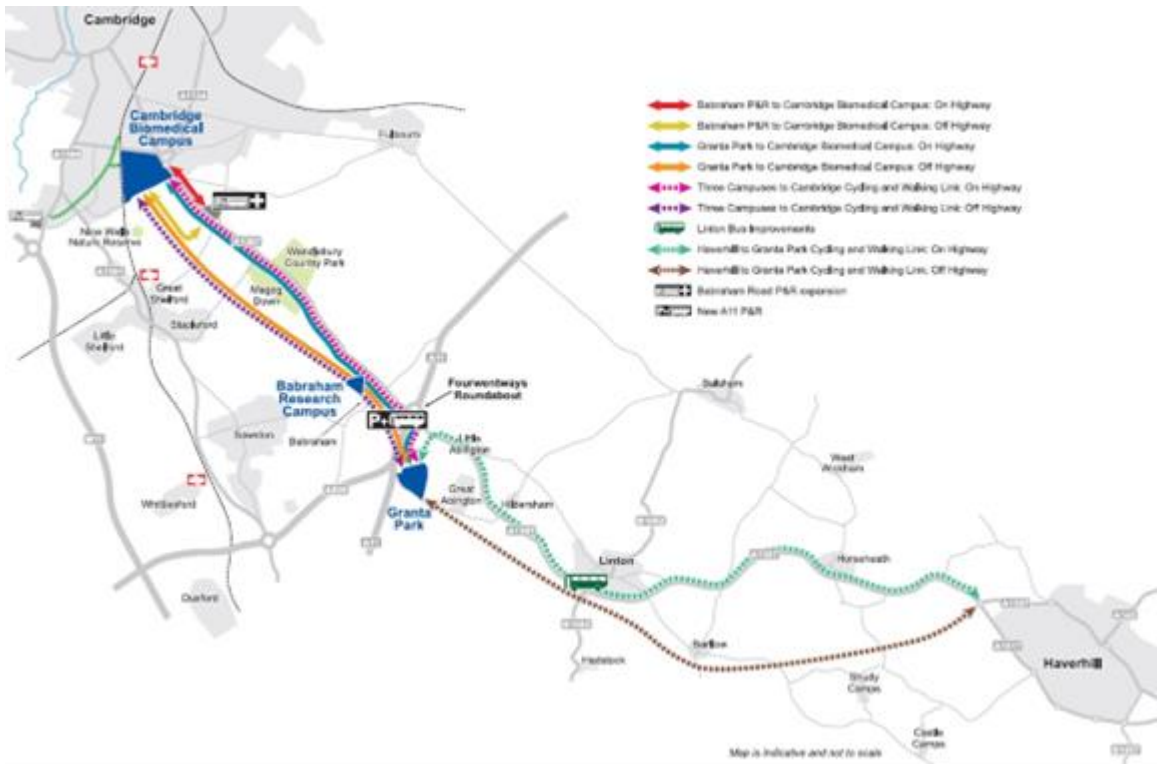
An 'Initial Stage' public consultation was carried out in 2016 that presented 11 high-level concept options, as summarised in **Error! Reference source not found.** below. These initial draft concepts encompassed a series of on-highway and off-highway opportunities aimed at improving bus, pedestrian and cycle access along the A1307 corridor.

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<sup>1</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)

<sup>2</sup> [Mott MacDonald \(April 2021\) Cambridge South East Transport Phase 2: Statement of Community Involvement](#)

Figure 2-1 - 2016 Consultation Initial Option Concepts



Key findings of the consultation indicated that A1307 corridor users were supportive of sustainable transport enhancements to offer alternative choices of travel modes. The survey results demonstrated that there was a high level of support for the concept options, with 83.3% respondents indicating that they either supported or strongly supported bus, cycling and walking improvements along the A1307<sup>3</sup>.

However, due to environmental concerns, there was a clear preference for improvements to be provided within available public highway land (8.5% strongly opposed) rather than off-highway (16% strongly opposed), particularly due to concerns for sensitive ecological and historical assets like Gog Magog Downs and Nine Wells Local Nature Reserve.

Options designated for further development were selected based on the following criteria<sup>4</sup>:

- Options which demonstrated public support during consultation;
- Prioritising concepts which aligned with key City Deal objectives;
- Focus on ensuring future economic growth/quality of life and enabling easier movement between key employment sites and residential areas;
- Considering the City Deal transport vision objective to improve options for travelling in, out and around Cambridge and South Cambridgeshire by public transport, cycle or on foot, and to reduce congestion.

### 3. Local Liaison Forum Meetings & Group Workshops

The LLF for the CSET project was established in January 2017. The forum was formed to enable ongoing dialogue between the project team and local community members – including parish council representatives, local district and county councillors, as well as local residents’ associations and other organisations – with the

<sup>3</sup> [WSP | Parsons Brinckerhoff \(February 2017\) A1307 Haverhill to Cambridge: Preferred Options Report](#)

<sup>4</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)

aim to ensure that interested parties remain informed and can contribute to scheme development beyond consultation stages.

All County, District, City, Town and designated Parish Councillors from Divisions/Wards within or adjacent to the A1307 were invited to send a maximum of two representatives to join the LLF. In addition, the LLF were able to co-opt additional members from other Parish Councils, Residents' Associations, organisations or interest groups (including Queen Edith's Community Forum and Trumpington Residents' Association), as considered appropriate, to facilitate its remit.

The remit of the LLF was outlined as follows<sup>5</sup>:

- The LLF would not have any decision-making powers in relation to the development and delivery of the projects but would act as a conduit through which:
  - (a) Project developments and decisions would be reported.
  - (b) Comments and views would be offered regarding detailed design matters; and
  - (c) Local issues, opportunities and concerns relevant to the projects would be discussed and considered, and resolutions could be adopted and presented to the City Deal Assembly and Board.
- The LLF could offer advice to the Project Manager and put forward suggestions, as considered appropriate, to influence and inform the development and delivery of a project. The LLF could also seek information on project development and delivery.
- Upon completion of the construction phase, the LLF would participate in a review of the project's delivery, making recommendations, as considered appropriate, to inform future programme delivery.

The LLF were regarded as an informal aspect of GCP's decision-making process, convening before project-relevant GCP Joint Assembly meetings and other key project milestones, with the LLF Chair updating the Joint Assembly accordingly<sup>6</sup>. In early 2017, following the 2016 consultation, the GCP Executive Board advocated a series of LLF workshops undertaken to generate, develop and prioritise options<sup>7</sup>:

- 6<sup>th</sup> April 2017 – Ideas Generation Workshop: 210 comments and questions;
- 12<sup>th</sup>, 15<sup>th</sup>, 20<sup>th</sup> June 2017 – Option scoring/prioritisation workshops;
- 6<sup>th</sup> September 2017 – Workshop to review emerging strategies shaped by workshops; and
- 26<sup>th</sup> September 2017 – LLF meeting to discuss final outcomes.

Figure 3-1 demonstrates options proposed during these workshops:

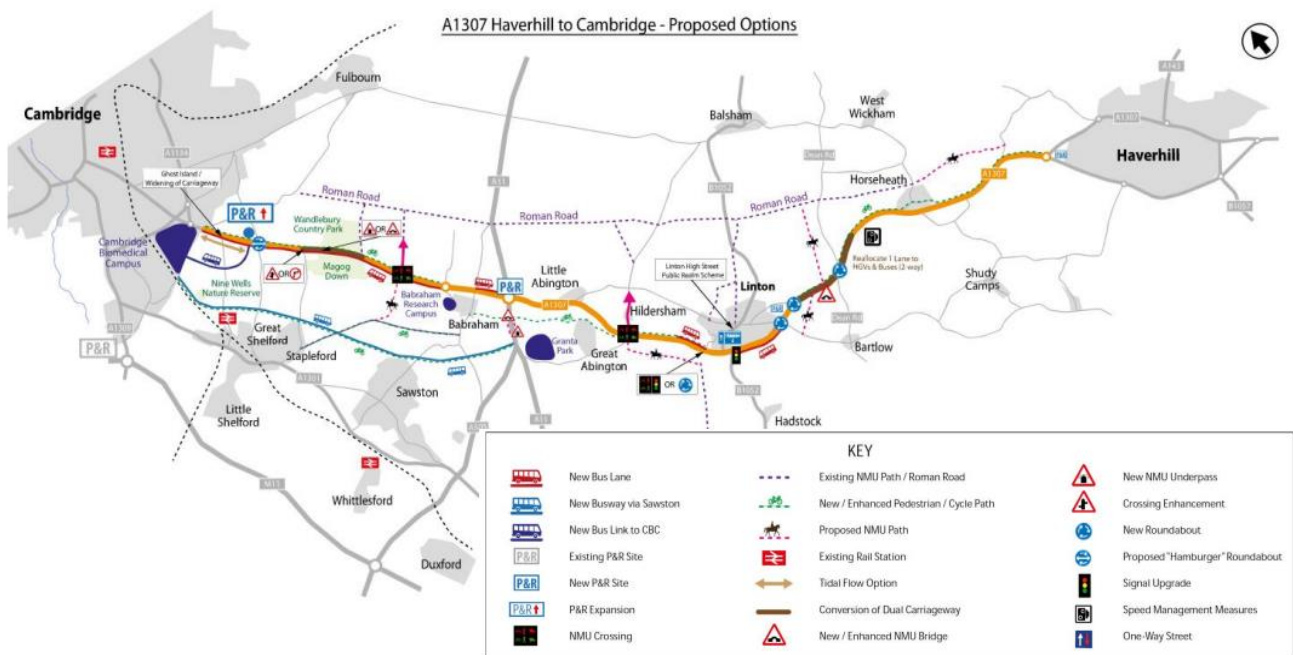
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<sup>5</sup> [Terms of Reference for A1307 Local Liaison Forum](#)

<sup>6</sup> [Mott MacDonald \(April 2021\) Cambridge South East Transport Phase 2: Statement of Community Involvement](#)

<sup>7</sup> [LLF \(September 2017\) A1307 Haverhill to Cambridge: Developing Transport Strategies Presentation](#)

Figure 3-1 - LLF Proposed Options for A1307 Haverhill to Cambridge



During the scoring/prioritisation workshops, LLF members rated the options in terms of their importance to meeting GCP objectives. The LLF scores were then incorporated into an assessment that included: contribution to GCP objectives, traffic benefit, land take, environmental impact and safety. These scores were utilised to distinguish the highest priority options, with the lowest scoring disregarded. Traffic modelling was also undertaken to assess three emerging transport strategies, considering all known growth in the study area. The highest scoring shortlisted options were grouped into three proposed strategies:

- Strategy 1: A11 to Cambridge Biomedical Campus off-highway busway via Sawston, with Park & Ride at A11
- Strategy 2: On-highway bus lanes, A1307 Park & Ride, Babraham Road Park & Ride to Cambridge Biomedical Campus busway link
- Strategy 3: On-highway bus lanes and A1307 Park & Ride

Feedback from the LLF workshop on 6<sup>th</sup> September to review the emerging strategies is presented in

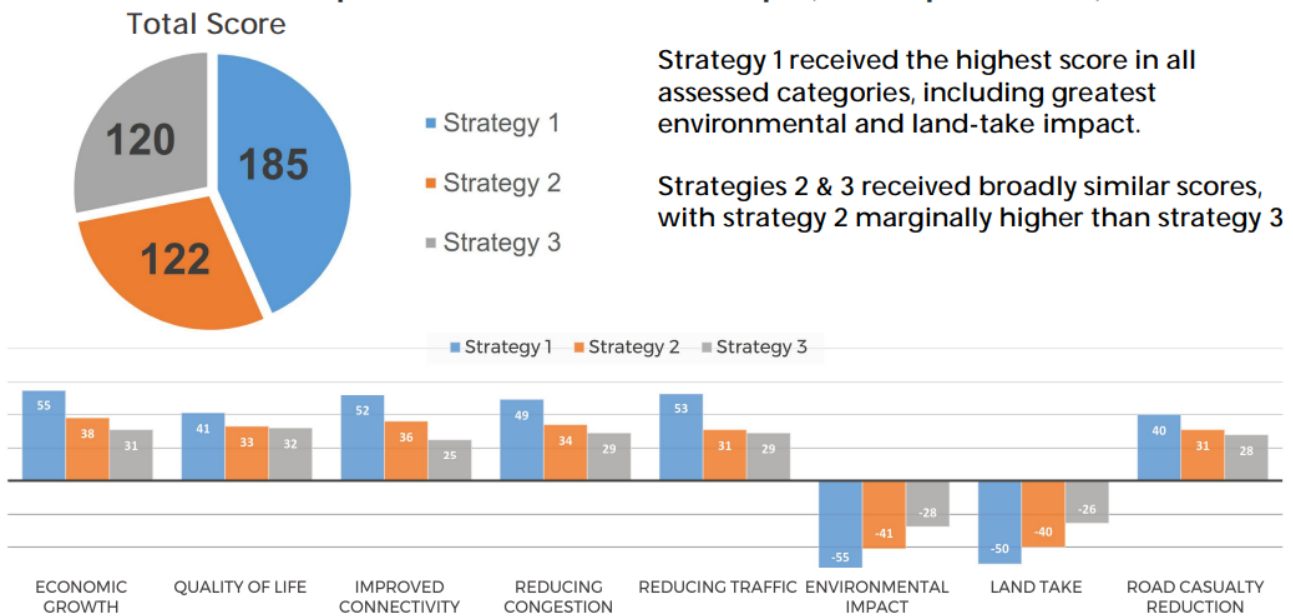
Figure 3-2<sup>8</sup>:

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<sup>8</sup> [LLF \(September 2017\) A1307 Haverhill to Cambridge: Developing Transport Strategies Presentation](#)



Figure 3-2 - Feedback on Emerging Strategies from LLF Workshop, 6<sup>th</sup> September 2017



Following the conclusion of the group workshops, LLF and GCP continued to evaluate and develop the three shortlisted strategies. The outcomes were presented to the GCP Executive Board and recommended for public consultation in 2018.

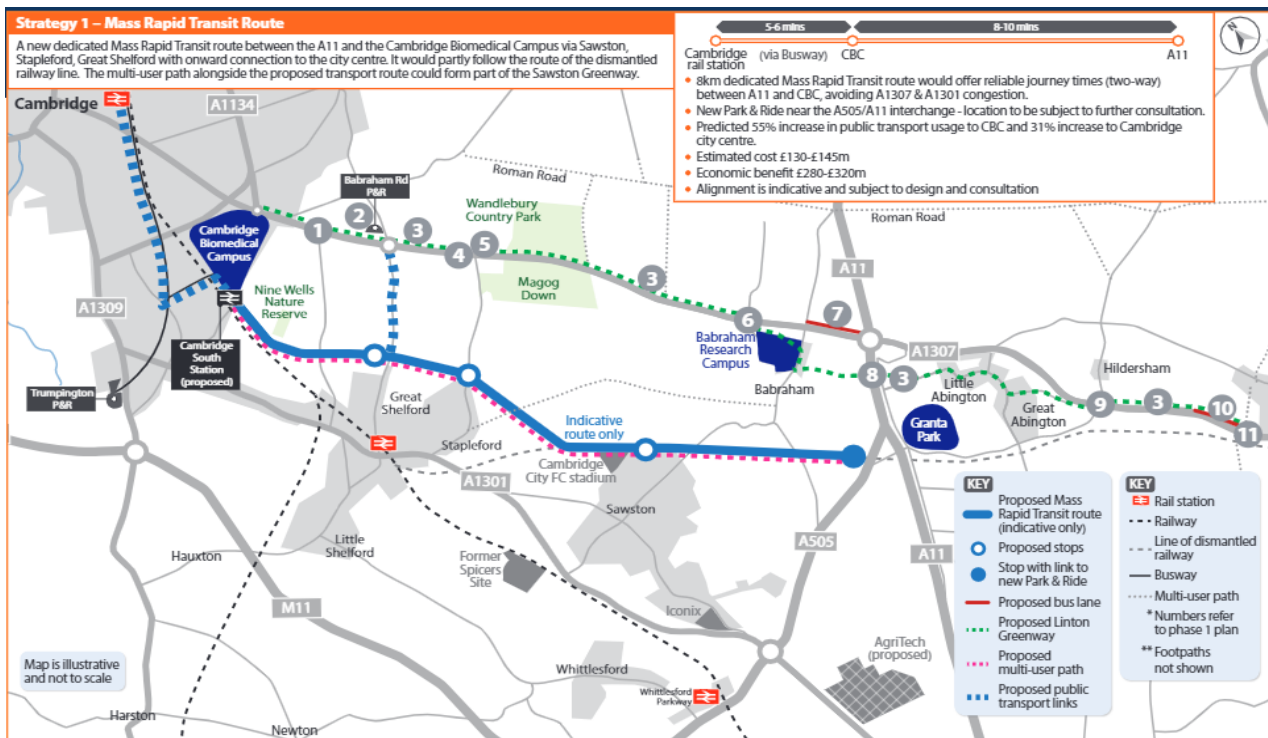
The project specific LLFs has now been superseded by the GCP Community Forums, which will now be used by GCP to engage with the local community on its major infrastructure projects.

## 4. 2018 Public Consultation

Following further development of options in 2017, three high-level strategies were taken to public consultation. The 2018 consultation also provided details of 17 shorter-term proposals for bus priority, junction improvements, walking/cycling measures and road safety improvements along the A1307 between Haverhill and Cambridge to be delivered as CSET Phase 1, with longer-term public transport improvements to be Phase 2.

Phase 2 options were presented for comment in three strategies, as developed by the LLF, as shown in Figure 4-1, Figure 4-2 and Figure 4-3 below.

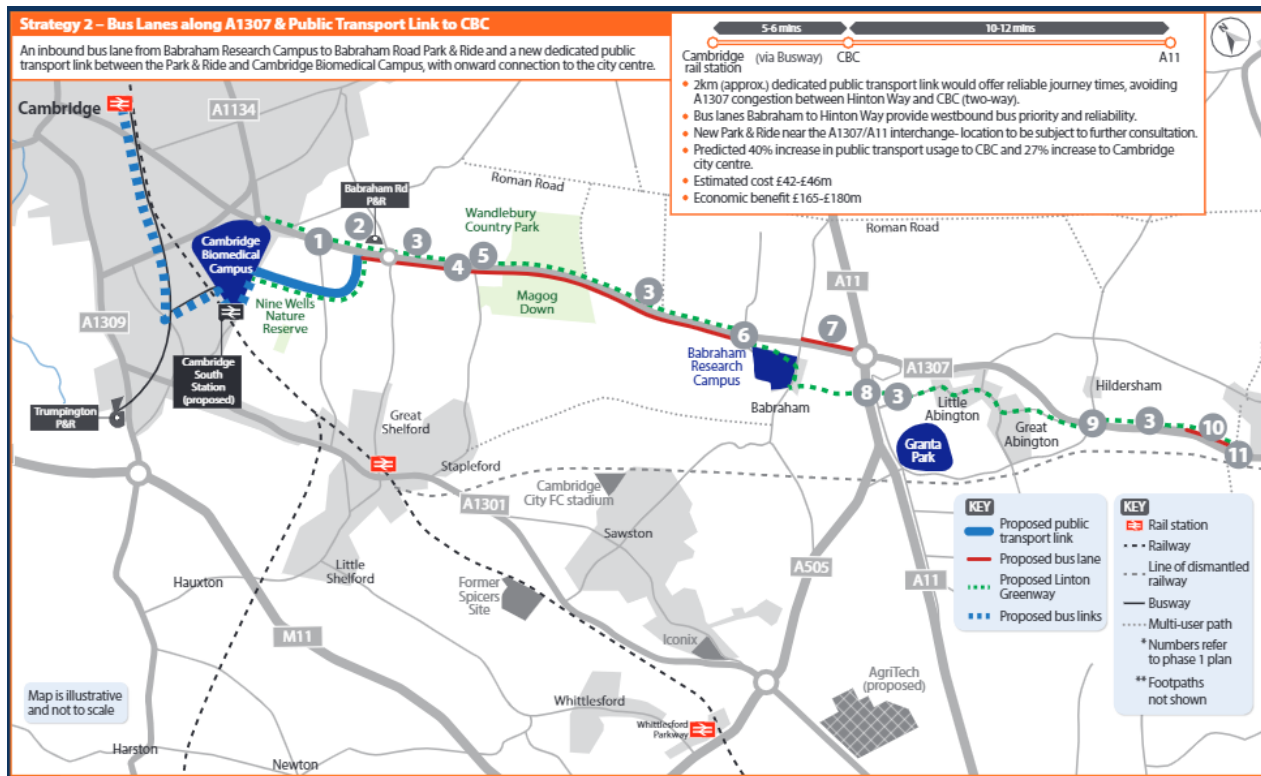
Figure 4-1 - 2018 Consultation Strategy 1: Mass Rapid Transit Route



### Strategy 1

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

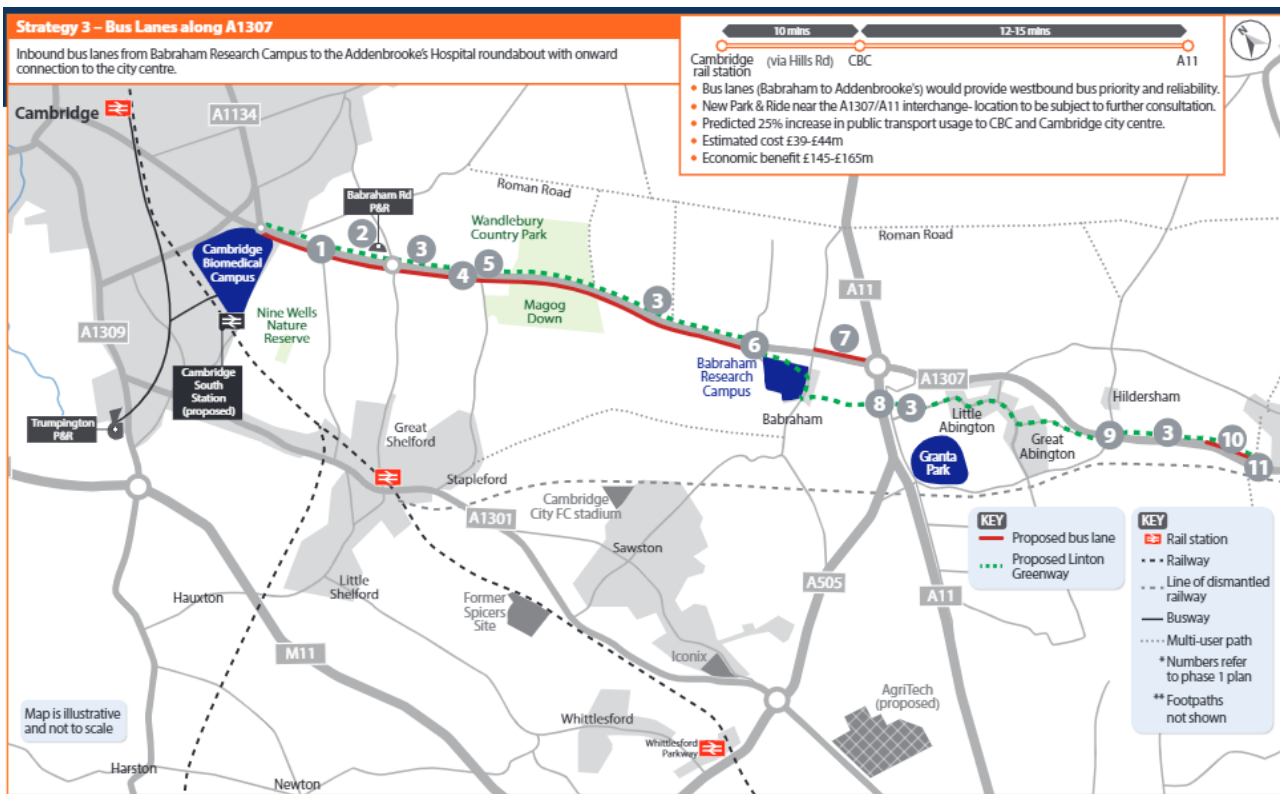
Figure 4-2 - 2018 Consultation Strategy 2: Bus Lanes along A307 & Public Transport Link to CBC



### Strategy 2

- New dedicated public transport link between existing Babraham Road Park & Ride and CBC;
- inbound bus lane from Babraham Research Campus to Babraham Road Park & Ride site; and
- Park & Ride site near A11/A1307 junction.

Figure 4-3 - 2018 Consultation Strategy 3: Bus Lanes along A1307



### Strategy 3

- Inbound bus lane along A1307 from Babraham Research Campus to Addenbrooke's Hospital roundabout; and
- Park & Ride site near A11/A1307 junction.

### Key Findings

The consultation indicated that Strategy 1 was the Phase 2 solution with the greatest public support and the one most strongly aligned to off-highway, segregated, public mass transit options<sup>9</sup>:

- Strategy 1 was supported by over three fifths of respondents (64.1%), with 22.7% opposing it;
- Over half of respondents supported Strategy 2 (53.8%) and 25.4% opposed; and
- Over half of respondents supported Strategy 3 (51.5%), with 28.4% opposing.

Consultation results were reported to the Executive Board in July 2018, but no decision was made on a preferred strategy awaiting a review of GCP's key transport projects to ensure alignment with CPCA's transport objectives. The review determined that Strategy 1 was aligned with CPCA transport objectives, and the Board subsequently agreed adoption of Strategy 1, the off-road strategy, as the preferred strategy for CSET Phase 2 on 11<sup>th</sup> October 2018 and requested that officers developed detailed proposals for its delivery<sup>10</sup>.

## 5. 2019 Phase 2 Public Consultation

A further consultation was held in September-November 2019, presenting Travel Hub options, proposed stops and shortlisted route alignments for CSET. The 2019 consultation followed on from the above 2018 public

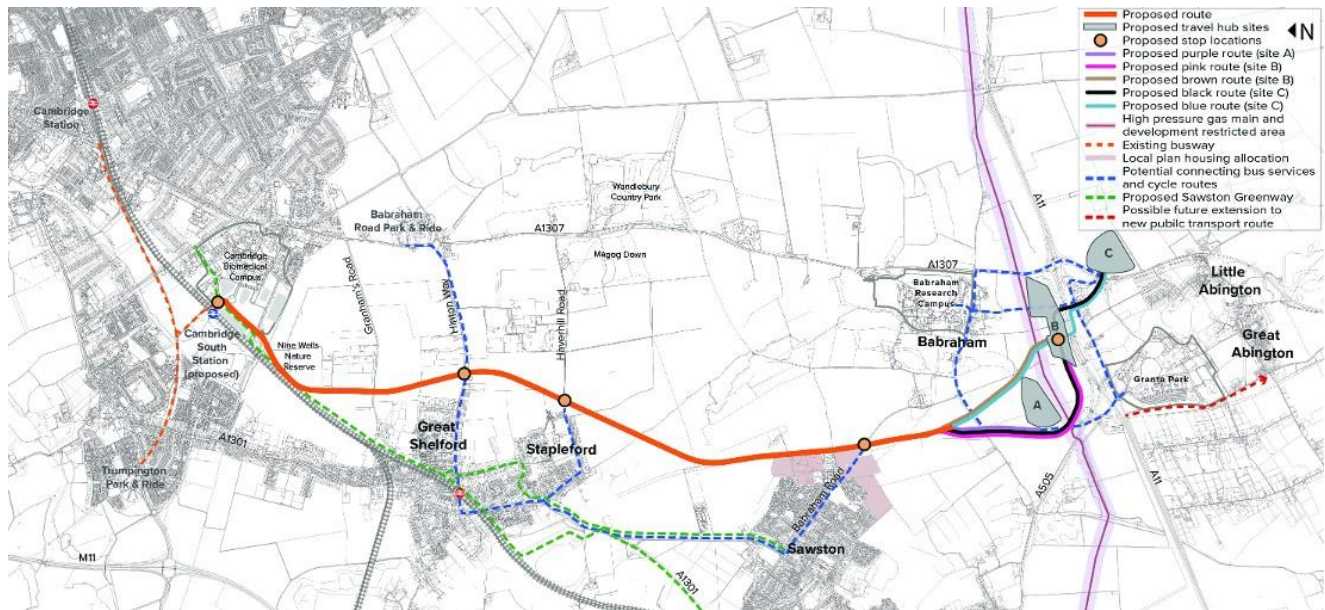
<sup>9</sup> [Cambridgeshire Research Group \(May 2018\) Cambridge South East Transport Study: Summary Report of Conclusion Findings](#)

<sup>10</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)



consultation, where route strategy options were presented. Three Travel Hub options were presented, as depicted in Figure 5-1 below:

**Figure 5-1 - 2019 Consultation: Travel Hub Site Options**



**Travel Hub Site A**

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

**Travel Hub Site B**

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

**Travel Hub Site C**

- On direct route for traffic from Haverhill to Cambridge, but traffic approaching from A11 would have to divert away from Cambridge to reach site;
- Road access to site by replacing existing junction between 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 Babraham Research Campus and Granta Park;
- Located outside green belt;
- Close to Little Abington; and
- Requires new bridge over A11, which would be more expensive.

## Key Findings<sup>11</sup>

The consultation indicated that there was no majority of support for any of the five routes for accessing the Travel Hub sites:

- 46% respondents supported 'Site B' and 30% opposed it;
- 37% respondents supported 'Site A' and 37% opposed it; and
- 30% respondents supported 'Site C' and 44% opposed it.

Respondents were not clear on their support for the following routes, with under two fifths supporting and opposing them:

- 'Purple route (Site A)' (32% supported and 33% opposed);
- 'Pink route (Site B)' (33% supported and 33% opposed); and
- 'Brown route (Site B)' (35% supported and 32% opposed).

Respondents were opposed to both 'Site C' routes:

- 'Black route (Site C)' (41%)
- 'Blue route (Site C)' (39%)

Many detailed comments were received. From these, there were most debate/concerns about:

- Negative impact on the environment, due to the use of green belt land;
- Negative impact of Travel Hub access routes and proposed stop locations on congestion of connected roads and villages;
- Accessibility of stop locations; and
- Suggested possibility of using existing infrastructure (A1307 or railway lines) in place of proposed route.

Meetings with landholders allowed the design team to look at where adjustments to the route alignment could reduce impacts on individual landholders and enabled conversations regarding potential biodiversity net gain land to commence.

Considering the public consultation responses, the evaluation of a series of criteria related to the scheme's objectives and initial value for money assessment, it was decided that the 'Brown' option and Travel Hub Site B was the highest performing combination of route alignment and Travel Hub site, performing best both in the multi-criteria assessment appraisal process and at public consultation, while ranking second for value for money. This was presented to the GCP Executive Board and approved in June 2020<sup>12</sup>.

## 6. 2020 EIA Public Consultation

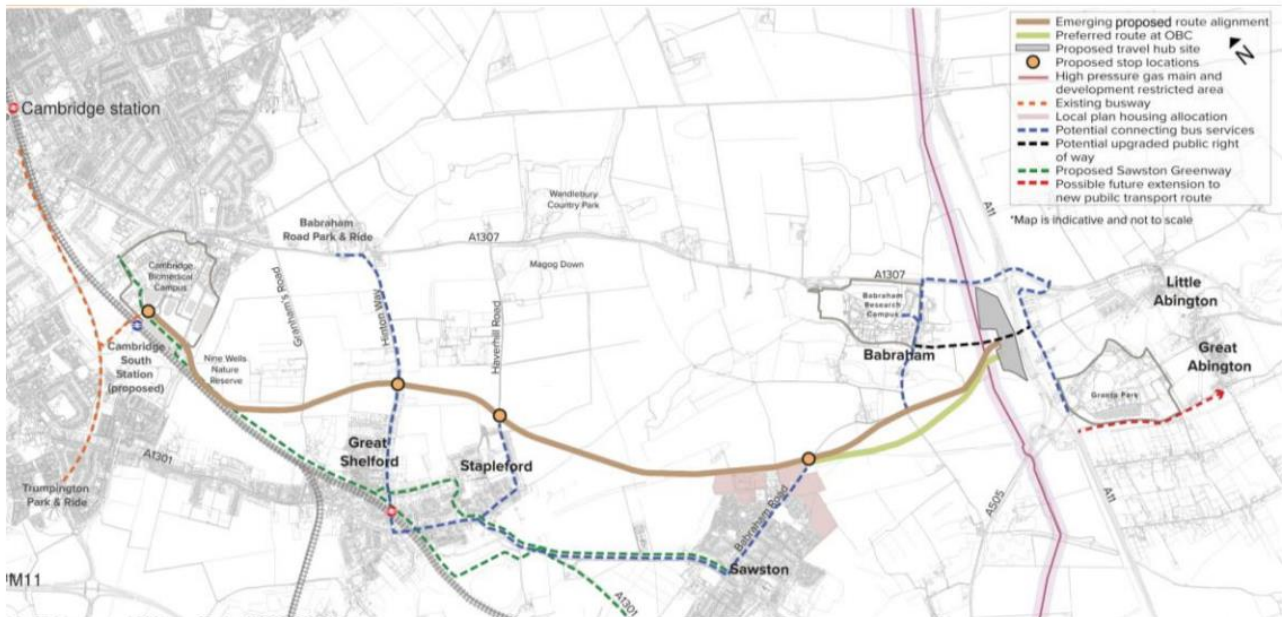
After the conclusion of the GCP Executive Board to proceed with the 'Brown' route as the preferred option, the 2020 EIA consultation was carried out in autumn 2020. The objective was to provide an opportunity for all stakeholders to comments and give views on the proposed scheme design, including providing justifications for any changes/refinements; possible environmental impacts, both positive and negative, and proposed mitigation measures.

Following the results of the OBC, the consultation presented the preferred route including two options near Babraham, as illustrated in Figure 6-1 below:

<sup>11</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)

<sup>12</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)

Figure 6-1 - EIA Consultation 2020: Presented Route Options



**Key Findings<sup>13</sup>**

- A majority of respondents supported proposed segregation of cycling/pedestrian path along western side of Francis Crick Avenue (FCA), but also considered it necessary to have a pedestrian footway along eastern side;
- Approximately 30% responses included comments on interchange between Cambridge South Station, guided busway and FCA. Most comments provided focused on:
  - Enhancing existing cycle infrastructure;
  - Potential for landscaping/tree planting;
  - Pedestrian, cycle and vehicular access to Cambridge South Station;
  - Width of active travel path, public transport corridor and northbound/southbound traffic lane;
  - Tie-in to existing guided busway; and
  - Pedestrian/cycle priority at minor junctions and introduction of diagonal crossing.
- Highest proportion of respondents strongly opposed proposed route realignment between Babraham and Sawston; and
- Highest proportion of respondents stated they would prefer the active travel path to continue alongside the public transport route instead of joining existing path along Sawston Road.

Where possible, consultation comments were incorporated into the scheme’s design. The following key changes were made to the scheme’s design following consultation comments<sup>14</sup>:

- Preferred scheme alignment between Sawston and Babraham at OBC was selected. The highest proportion of consultation respondents (33.9% strongly opposed and 6.9% opposed) objected to the potential alignment along Sawston Road, thus this option was discounted;
- With the OBC scheme alignment progressed, the design includes the active travel path continuing alongside the public transport route;
- Segregation of cycling/pedestrian path along western side of FCA;
- Pedestrian footway along eastern side of FCA between Dame Archer Way and existing guided busway;
- Route proposed to connect Travel Hub to Granta Park and extend along the existing footpath from Travel Hub to Babraham High Street; and

<sup>13</sup> [Mott MacDonald \(December 2021\) Cambridge South East Transport Phase 2: Consultation Report](#)

<sup>14</sup> [Mott MacDonald \(April 2021\) Cambridge South East Transport Phase 2: Statement of Community Involvement](#)

- Proposed River Granta bridge reduced in overall height. New access track crossings to be provided for large machinery to use instead of passing under proposed River Granta crossing.