Greater Cambridge City Deal
A1307, Three Campuses to Cambridge

Natasha Hincks & Jeremy Smith
15th June 2016
Purpose of briefing

- Background to study
- Work to date
- Public consultation
Background

• City Deal Tranche 1 prioritised programme
• Cambridgeshire’s transport policy and strategy framework
• Housing and employment growth
Project objectives

• Improve reliability, safety and speed of movement along corridor
• Reduce levels of traffic into Cambridge.
• Investigate:
  – Rail
  – Segregated Bus Rapid Transit
  – Bus priority
  – Road capacity / performance improvement
  – Additional Park and Ride / interchange capacity

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Project objectives (cont.)

• Combinations of schemes to provide greatest benefit
• Provision for cyclists and pedestrians in all proposals
• Consider environment, streetscape and air quality
• Impacts on existing residents and highway capacity
• Identify areas where safety can be improved
• Improve connectivity between villages and places of employment
Committed and future growth

- Haverhill – up to 4,260 homes (2009-2031).
- Granta Park – up to 3,200 new jobs.
- Babraham Research Campus – up to 1,000 new jobs.
- Cambridge Biomedical Campus – around 6,000 new jobs in the next 3-5 years, with further growth to follow.
Cambridgeshire County Council

Purpose of briefing

- Background to study
- Work to date
- Public consultation
High level assessment of strategic options

Reopening the railway line between Haverhill and Cambridge
• Capital cost £390-650M
• Benefit to cost ratio assessed as 0.59 – 0.99

Introducing a Bus Rapid Transit route between Haverhill and Cambridge
• Capital cost £150-200M
• Benefit to cost ratio assessed as 1.27

Several road options, including dualling and a Linton bypass
• Capital cost £15M - £100M
• Benefit to cost ratios assessed as 0.26 – 0.3
Assessment summary

- In a City Deal context, no viable business case for:
  - Rail re-opening
  - Busway to Haverhill

- Executive Board agreed to undertake more traffic surveys

- Development of short list/initial ideas:
  - Main focus on A11 to Cambridge
    - Park and Ride
    - Bus Rapid Transit/segregated bus routes
    - Cycling and Walking
‘Initial ideas’ for consultation

- In March, the GCCD Executive Board approved the ‘initial ideas’ for public and stakeholder consultation
- These are ideas rather than firm proposals
- Much more technical work will be needed to work up a preferred option(s)
- Public consultation to commence on Thursday, 16th June
We welcome your views on these initial ideas to improve travel around the A1307. Currently, just ideas, no specific routes or locations have been identified. An indicative unsealed map is shown to help illustrate the concepts.

**Initial ideas**

- **Babraham Road Park and Ride Expansion**: A larger Park & Ride site with more parking spaces and improved access. Potential for new facilities such as a business hub and Park & Ride amenities. Any Park & Ride improvements could connect to new on or off-highway bus links. The indicative cost is approximately £2.5m excluding any land costs.

- **Babraham Road Park & Ride to Cambridge Biomedical Campus: On Highway**: A segregated bus link on the highway. Bus improvements starting south of the Histon Way/Babraham Road/Cherry Hinton Road junction to the area around the Addenbrookes Hospital. Possibly changing or enlarging the bus station at Addenbrookes. Also, cycling and walking provision, public realm and safety improvements to provide a better gateway to the city. This new bus link could be combined with Babraham Road Park & Ride expansion. The indicative cost is approximately £5.5m.

- **Granta Park to Cambridge Biomedical Campus: On Highway**: A segregated bus-only road or busway off the existing highway, which would link Granta Park, Babraham Research Campus and Cambridge Biomedical Campus via a new A11 Park & Ride. This would require a bridge over the A13. There would be a dedicated cycling and walking provision alongside any bus link. This bus line could join up with the Guided Busway at Addenbrookes for a quicker onward travel into the city. Potentially, a bus-only road or busway could be used by buses starting in Haverhill with additional A1307 bus prioritisation to further reduce journey times from Haverhill to Cambridge. The indicative cost is approximately £80m excluding any land costs.

- **Granta Park to Cambridge Biomedical Campus: Off Highway**: A segregated bus-only road or busway off the existing highway, to Addenbrookes Hospital and the Biomedical Campus. There would be a dedicated cycling and walking provision alongside any bus link. This new bus link could be combined with Babraham Road Park & Ride expansion. The indicative cost is approximately £50m excluding any land costs.

- **New A11 Park & Ride**: A new additional Park & Ride at the Friersway junction. Potential for new facilities such as a business hub and other commercial opportunities e.g. a cafe. We would welcome your views on where a site could be located. Any new Park & Ride could connect to new bus links. The indicative cost is approximately £12m excluding any land costs.

- **Linton Bus Priority**: Bus lanes, junctions and signal changes through Linton aimed at reducing bus journey times. Public realm improvements to the High Street. Also pedestrian and cycling improvements. Currently, express buses take around 10 minutes to travel along the A1307 and in around Linton during peak times. The indicative cost is approximately £15m.

- **Haverhill to Granta Park Cycling and Walking Link: On Highway**: A dedicated cycling and walking line joining up Haverhill, Horrington, Linton and the Addenbrookes along the A1307. This provision for cycling and walking could extend to Cambridge via an on or off-highway Three Campuses to Cambridge Cycling and Walking Link. The indicative cost is approximately £5m.

- **Haverhill to Granta Park Cycling and Walking Link: Off Highway**: A dedicated cycling and walking line joining up Haverhill, Horrington, Linton and the Addenbrookes along the A1307. This provision for cycling and walking could extend to Cambridge via an on or off-highway Three Campuses to Cambridge Cycling and Walking Link. The indicative cost is approximately £15m excluding any land costs.

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GREATER CAMBRIDGE CITY DEAL
‘Initial ideas’

- **Park & Ride**
  - Babraham Road P&R expansion
  - New A11 P&R

- **Bus rapid transit**
  - Granta Park to Cambridge Biomedical Campus (off highway)
  - Granta Park to Cambridge Biomedical Campus (on highway)
  - Linton bus priority
  - Babraham Road P&R to Cambridge Biomedical Campus (off highway)
  - Babraham Road P&R to Cambridge Biomedical Campus (on highway)
‘Initial ideas’

• Cycling and walking
  – Three Campuses to Cambridge cycling & walking link (off highway)
  – Three Campuses to Cambridge cycling & walking link (on highway)
  – Haverhill to Granta Park cycling & walking link (off highway)
  – Haverhill to Granta Park cycling & walking link (on highway)
Consultation programme

• Leaflet distribution to c. 14,000 households
• Questionnaire in leaflet and online
• Website www.gccitydeal.co.uk/A1307
• Social media www.twitter.com/gccitydeal
  www.facebook.com/gccitydeal
• Public exhibitions at 7 local venues
## Consultation programme

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<tr>
<td>Linton</td>
<td>Tuesday 5 July 2016</td>
<td>17.00 - 20.00</td>
<td>Linton Village College, Linton CB21 4JB</td>
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<td>Haverhill</td>
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<td>17.00 - 20.00</td>
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<td>Addenbrooke’s</td>
<td>Tuesday 12 July 2016</td>
<td>11.00 - 14.00</td>
<td>The Concourse, Addenbrooke’s Hospital, Hills Road, Cambridge CB2 0QQ</td>
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<td>Babraham Park &amp; Ride</td>
<td>Wednesday 13 July 2016</td>
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<td>Sawston</td>
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<td>17.30 - 19.30</td>
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Next steps

• Analysis of stakeholder and public consultation in late summer 2016
• Assessment and appraisal of initial ideas in autumn/winter 2016
• Recommendation of preferred option(s) Spring 2017
• Consultation on preferred options early Summer 2017
Thank you