
The Cambridge South East Transport Order

Transport And Works Act 1992

Transport And Works (Applications And Objections Procedure) (England And Wales) Rules 2006

Statement of Aims

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Transport and Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006- Rule 10(2)(c)

Cambridge South East Transport Phase 2 Scheme (CSET2)

CONCISE STATEMENT OF THE AIMS OF CSET2

1. INTRODUCTION

- 1.1 Cambridgeshire County Council (**CCC**) is applying on behalf of the Greater Cambridge Partnership (**GCP**) for a Transport and Works Act Order (**TWAO**) under the Transport and Works Act 1992 for powers to construct and operate a guided bus system. The proposed development for CSET2 comprises the development provided for in the accompanying draft Cambridge South East Transport Order (**CSET2 Order**) and accompanying request that planning permission shall be deemed to be granted for the development proposed to be authorised by the CSET2 Order.
- 1.2 CSET2 is a mostly segregated, guided bus route, travel hub and emergency and maintenance access track, which also serves as an active travel path located to the south-east of Cambridge City. It starts at Cambridge Biomedical Campus (CBC), where it ties into the southern end of the existing Francis Crick Avenue which is a road that will connect the segregated busway to the existing guided busway at the northern end of Francis Crick Avenue. Minor highway improvements are to be made to Francis Crick Avenue to provide for the operation of the CSET2 scheme. The route then crosses open countryside within the Green Belt and terminates at a new travel hub facility at the A11/A1307 road junction and southeast of the village of Babraham. There are three proposed intermediate bus stops along the route, at Great Shelford, Stapleford and Sawston.
- 1.3 The proposed development includes both the physical infrastructure of the new guided busway and travel hub and its use for the bus services, which will continue beyond the guided busway into Cambridge City Centre and surrounding villages. CSET2 will make use of an advanced guidance system, using sensor or side guidance which is road or track based. The advanced guidance system provides for precise alignment, allowing for easy access and egress for passengers to and from the bus stop platforms and thus a smoother, faster and more efficient operating system. The buses will have bus drivers to control the speed and operation of the bus on the busway, who will have full operation when the vehicle is on the road system.
- 1.4 The proposed CSET2 Order relates to phase 2 of CSET. An earlier phase, known as "CSET1", is currently in the process of implementation and includes bus priority measures, junction improvements, walking and cycling measures and road safety enhancements along the A1307 between Cambridge and Haverhill. For simplicity phase 2 is referred to as "CSET2". Both CSET projects are the result of a "City Deal" with central Government for which the GCP is the local delivery body. The aim of the City Deal is to bring powers and investment to the region, including improvements to critical infrastructure. Funding has been secured through the City Deal for various transport infrastructure projects to address congestion issues in the region. The proposed CSET2 Order is necessary to ensure that this critical transport infrastructure can be delivered.
- 1.5 This document is a concise statement of aims of CSET2 and has been produced as one of the documents required to be submitted with the application for the CSET Order and deemed planning direction under Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.
- 1.6 The CSET2 Order, if made, will confer powers on CCC to construct and carry out the works required by CSET2, together with the grant of such powers as needed to acquire land and rights

necessary to facilitate construction of the proposed development. Further details of the powers to be incorporated in the CSET2 Order are contained in the Explanatory Memorandum.

2. AIMS AND OBJECTIVES OF CSET2

- 2.1 One of the key aims and benefits of CSET2 is to provide a sustainable transport link between where people live and where they work. There has been an identified key change in recent years with people commuting further from Cambridge to work in the City of Cambridge causing extensive congestion. This has been driven in part by high house prices in Cambridge and housing delivery that has failed to keep pace with employment and job growth. CSET2 is one of several key sustainable transport schemes proposed around Cambridge as part of the City Deal, to promote a shift away from the private vehicle mode of transport and reduce the number of people travelling to and from work in that way.
- 2.2 CSET2 will provide a sustainable, fast, direct, and reliable off-road transport route into the Cambridge Biomedical Campus (CBC), and onward into Cambridge City. CSET2 is strongly supported by key strategic policies, including within both the adopted South Cambridgeshire and Cambridge Local Plans (2018), which seek to reduce congestion and tackle climate change. It is also strongly supported by the National Planning Policy Framework (NPPF December 2024). This is evidenced in paragraph 109 of the NPPF to promote sustainable transport and sets out the key objectives for achieving this, which demonstrates that CSET2 aligns with the national objectives for transport development. Future substantial growth in south east Cambridge is being proposed to deliver economic benefits across the region causing further extensive congestion which could cap economic growth in the absence of CSET2.
- 2.3 CSET2 has five objectives. Each objective is set out in turn below, with each followed by a summary setting out how CSET2 will achieve that objective:

Objective 1 - Improve connectivity to employment sites in South East Cambridge and central Cambridge

- Provide improved access to Babraham Research Facility, Granta Park, Addenbrooke's Hospital, Cambridge Biomedical Campus and a number of other employment sites in South East Cambridge.
- Increase modal options for commuters travelling to and from employment sites in South East Cambridge and central Cambridge by delivering a high quality public transport network and improved active travel routes for users.

Objective 2 - Support the continued growth of Cambridge and South Cambridge's economy

- Deliver journey time savings for commuters travelling by public transport to job opportunities in South East Cambridge and central Cambridge.
- Improve journey time reliability for users of the A1307 corridor.
- Provide the transport infrastructure necessary to sustain economic growth.

Objective 3 - Improve road safety for all users of the A1307 corridor

- Reduce the number of accidents at identified accident clusters along the corridor.
- Reduce the number of speed related incidents along the corridor.
- Improve the safety of crossing movements for cyclists, pedestrians and equestrians.

Objective 4 - Relieve congestion and improve air quality in South East Cambridge

- Encourage use of sustainable transport modes for journeys through South East Cambridge and into central Cambridge.
- Enhance quality of life by relieving congestion and improving air quality in South East Cambridge.
- Relieve pressure at network pinch points.

Objective 5 - Improve active travel infrastructure and public transport provision in South East Cambridge

- Deliver a high quality public transport offer between Cambridge and Haverhill.
- Increase frequency of public transport services during peak periods.
- Reduce severance for cyclists, pedestrians and equestrians.
- Increase uptake of sustainable transport modes for commuter journeys.

3. ENGAGEMENT AND OPTION SELECTION

- 3.1 To achieve a preferred scheme which meets the aims and objectives of CSET2, GCP has conducted comprehensive consultation on CSET2 included six stages of consultation with both key stakeholders and the local community from 2016 to 2024. The purpose of these consultations was to ensure statutory bodies, landowners, members of the public and other stakeholders understood the scheme and the potential environmental effects.
- 3.2 In 2016, a number of strategic alternatives were consulted on with the options narrowed down to three strategies:
- Strategy 1 – Busway via Sawston with A11 Park and Ride
 - Strategy 2 – On highway bus lanes with A11 Park and Ride plus bus only link to CBC
 - Strategy 3 – On highway bus lanes with A11 Park and Ride
- 3.3 All three strategies included upgrades and interventions to reduce traffic congestion and improve safety along the A1307. Public consultation on the three strategies occurred in the spring 2018 with the majority of respondents preferring Strategy 1 Off highway via Sawston with A11 Park and Ride. The GCP Executive Board ultimately approved the development of options for Strategy 1. It was noted that Strategy 1 had the highest cost and greatest environmental impact, but that it would also generate a significantly higher economic benefit and better meet the CSET2 objectives than the other two strategies, and result in a greater modal shift away from car journeys with opportunities for mitigation to address any environmental harm.
- 3.4 Following the six consultation stages, option assessment stages and continuous engagement, points raised by consultees and ongoing engagement with key stakeholders have informed design refinements during 2023 and 2024.

4. CONCLUSION

- 4.1 The option selection process for a public transport scheme which best meets the scheme objectives has resulted in the preferred CSET2 scheme, which comprises the scheme for which the accompanying application for the draft CSET2 Order and request for deemed planning permission is being made.