

Cambridge South East Transport Phase 1

Report to: Greater Cambridge Partnership Executive Board

Date: 9th July 2026

Lead Officer: Thomas Fitzpatrick- Programme Director - Transport

1. Background

- 1.1 The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest settlement on the corridor. There are also some large employment sites in this corridor including the Babraham Research Campus (BRC), Granta Park, and Cambridge Biomedical Campus (CBC). The A1307 east of the A11 also has a poor historical accident record, particularly on the stretch around Linton and eastwards towards Horseheath.
- 1.2 In July 2018, the GCP Executive Board approved the delivery of Phase 1 of the Cambridge South East Transport (CSET) programme. This included a number of measures along the A1307. Phase 2, a new public transport corridor was separated into its own project and is being taken forward as CSETS Phase 2.
- 1.3 This paper sets out the progress on CSETS Phase 1, and with the majority of the programme complete, proposes a delivery strategy to bring the programme to a conclusion.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - (a) Develop a revised scope at the Haverhill Road junction focused on signing and lining while addressing cyclist and vehicle conflict following the unavoidable withdrawal of the planning application.
 - (b) Agree the next steps on the Linton Greenway including the section on Pampisford Road including taking forward any land agreements, rights of way orders, planning applications or Traffic Regulation Orders required to deliver the scheme.

- (c) Note the construction planned at Adrian Way and on the Linton Greenway in Linton this financial year

3. Joint Assembly Feedback

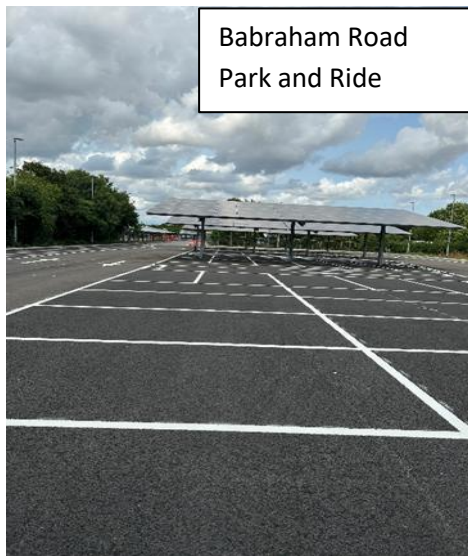
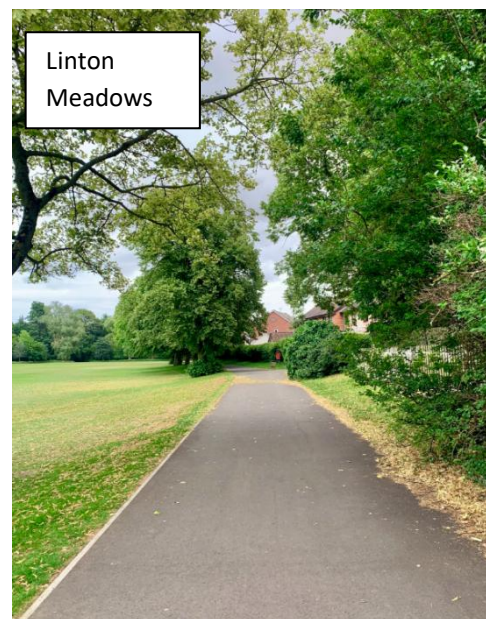
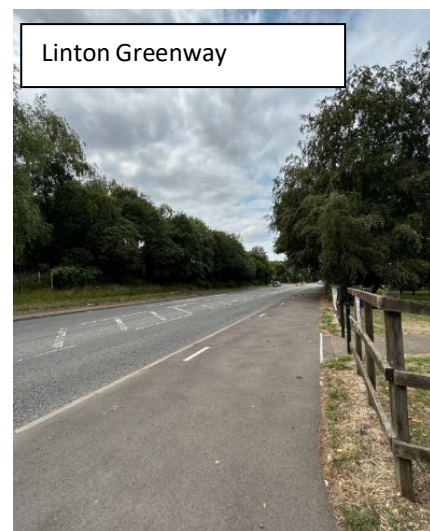
- 3.1. The Joint Assembly supported the proposals and recommendations to the Executive Board.
- 3.2 A Member asked that the names of the CSET projects are distinguished better from each other. In addition, that the Board should take the Pampisford Rd forward if residents are happy,
- 3.3 Regarding the bridge over the A11 – members commented that it is usually easier to knock down and build a new bridge than try to improve one. They asked for consideration of whether it would be possible to build next to the existing footbridge rather than completely rebuilding the current one.
- 3.4 It was noted that the Haverhill Rd/Babraham Rd junction is dangerous, and a site visit/walk could help come up with some further solutions. Officers stated that this could be facilitated.

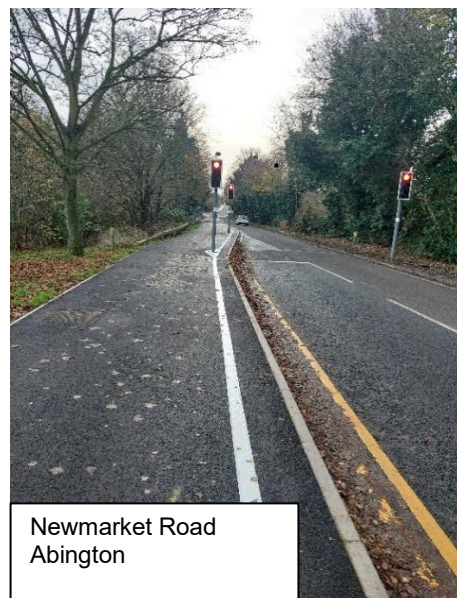
4. Issues for Discussion

- 4.1 The delivery of CSETS Phase 1 was signed off by the Executive Board in July 2018. The majority of the schemes have been completed and have delivered improvements along the A1307. However, a small number of projects are still too complete, including the finalisation of the Linton Greenway, Adrian Way improvement on Long Road and improvements at the Haverhill Road junction. This section sets out the work completed to date, and the proposals to complete the programme.

CSETS Phase 1 Progress to date

- 4.2 The following improvements to locations on the A1307 are complete, photographs of some of the completed sections are below:
- Granham's Road Junction
 - Hinton Way Roundabout
 - Copley Hill Business Park Junction
 - Babraham Research Campus Roundabout
 - Hildersham Junction
 - Bartlow Road Roundabout
 - Dean Road South Junction





A schematic of the whole of CSETS Phase 1 is included as Appendix A

- 4.3 In addition to these schemes the CSETS Phase 1 programme has also seen the delivery of an expansion to Babraham Road Park and Ride as well as development of the Linton Greenway.

Linton Greenway Progress to date and remaining sections

- 4.4 The Linton Greenway consists of 5 sections and overall is 70% complete.

Section 1 – Addenbrooke's to Hinton Way Roundabout.

- This section is complete

Section 2 – Hinton Way Roundabout to Babraham High Street.

- This section is complete

Section 3 - A11 Section linking Babraham High Street to Newmarket Road, Abington.

- This section is not yet complete. Section 4.5 sets out the proposed next steps.

Section 4 - Newmarket Road, Abington to Hildersham.

- This section is substantially complete.
- The link from Granta Park to Hildersham along the Pampisford Road remains for completion.

Section 5 – Hildersham to Linton.

- This section is substantially complete.
- The remaining link to the east of Linton Village College has been developed in compliance with LTN 1/20. The section at the College links the A1307 Linton Greenway to the Meadow and Linton High Street.

- Review with the CCC teams, Public Rights of Way, Road Safety Audit, Policy and Regulation and the Police have been undertaken to develop the scheme. Consultation with the CCC Road space team and Linton Village College has resulted in a consensus to undertake construction within the College summer holidays in 2026.

4.5 As set out in 4.4, the majority of the Linton Greenway is now complete; however, the following sections remain. The section sets out the recommended way forward for each of these:

Section 3- A11 Section linking Babraham High Street to Newmarket Road, Abington.

- The section that goes across the A11 utilises the existing bridge. This bridge includes stepped access, is narrow in width and is not suitable for the level of patronage expected in the future. This becomes even more pronounced if the CSETS Phase 2 Travel Hub opens as it would provide significant amounts of additional users in this location. It is recommended that subject to CSETS Phase 2 gaining approval of its Transport and Works Act Order (TWAO), proposals should be developed to replace the bridge over the A11 and brought back to the Joint Assembly and Executive Board.

Section 4 Newmarket Road, Abington to Hildersham

- The pathway along the Pampisford Road links the Hildersham crossing with Granta Park and the Abington High Street providing safe shared use for cycling and walking facilities which currently don't exist. It was previously proposed to utilise the existing roads through the Abingtons, but following feedback from the community and elected members, it is recommended that the Pampisford Road route is utilised. The two options are set out in the plan below.



- Preliminary designs to meet LTN 1/20 are being developed for discussion and review by the Police, County Council, CCC Policy and Regulation and Road Safety Audit teams. Once reviewed, public engagement will take place before taking forward the scheme to delivery.

Haverhill Road and Wandlebury Junctions

- 4.5 Planned junction improvement works at Haverhill Road, Stapleford and Wandlebury Country Park Junctions were put forward for planning approval. The planning process considered solutions to address the incompatibility of the safety requirement for street lighting with the legal status of the local bat population.
- 4.6 Safety, design and ecology reviews seeking an acceptable compromise were undertaken but this incompatibility could not be resolved. The planning application was therefore withdrawn.
- 4.7 To inform the next steps, officers have focused on the original aims of the project around improving safety for all users at the junction. A review of the accident statistics for the four-year period including September 2025 is set out below. This demonstrates the importance of improvements at this location, especially related to the entrance to the Gog Farm Shop (pictured below).
- 18 reported accidents in total
 - 16 involved injury with 1 classed as serious
 - 9 involved pedal cycles with 5 of those occurring at the entrance to the farm shop with the cyclist on the shared use path coming into conflict with a vehicle exiting the farm shop.



- 4.8 It is recommended that officers therefore develop a scheme focused predominately on reducing cyclist and vehicle conflict at the Gog Farm Shop Junction, while considering other complimentary interventions like improved road marking and signage enhancements designed to emphasise and encourage safe use of the junctions. This will address safety concerns by improving lining and signing while improving visibility. Improvements to the Farm Shop junction will require agreement with the landowners. The scheme will be subject to discussion and review by the Police, CCC Policy and Regulation, and Road Safety Audit teams. Dependent on progress, construction in 2027, following public engagement on the plans is feasible. A further decision would be brought to the Executive Board in due course.

Adrian Way junction with Long Road

- 4.9 A scheme to improve safety for those walking and cycling using Adrian Way to access and egress the Biomedical Campus and crossing Long Road has been developed in collaboration with the campus. This scheme was approved by the Executive Board in June 2022 and subject to utilities work in the area will be delivered by the end of 2026. The scheme design is provided as Appendix B

5. Consultation and Engagement

- 5.1 CSETS Phase 1 had significant consultation during the formation of the programme of works. The strategy was subject to public consultation in 2018, which included multiple in person workshops advertised via multiple forums and 22,000 leaflets dropped. The full details of the consultation for the whole programme can be found in the July 2018 Executive Board paper here: [Agenda - 4th July 2018](#)
- 5.2 Specific stakeholder engagement is planned on both the Pampisford Road (Linton Greenway) scheme and replacement Haverhill Road junction scheme once designs are suitably developed.
- 5.3 Officers have consistently worked with elected members and Parish Councils to ensure they are informed of scheme development. This will continue through the delivery of the remaining sections.

6. Options and Emerging Recommendations

- 6.1 The Board is recommended to:
- (a) Develop a revised scope at the Haverhill Road junction focused on signing and lining while addressing cyclist and vehicle conflict following the unavoidable withdrawal of the planning application.
 - (b) Agree the next steps on the Linton Greenway including the section on Pampisford Road including taking forward any land agreements, rights of way orders, planning applications or Traffic Regulation Orders required to deliver the scheme.
 - (c) Note the construction planned at Adrian Way and on the Linton Greenway in Linton this financial year

7. Alignment with City Deal Objectives

7.1 The CSETS Phase 1 scheme and Linton Greenway align with the following City Deal Objectives:

- Contribute to securing the continued economic success of the area through improved access and connectivity;
- Contribute to improvements to air quality and enhancements to active travel, supporting a healthier population;
- Contribute to reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

8. Citizens' Assembly

8.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The CSETS Phase 1 and Linton Greenway projects support a number of those priorities, namely:

- Be environmental and zero carbon.
- Be people centred – prioritising pedestrians and cyclists.
- Enable interconnection.
- Have interconnected cycle infrastructure.
- Provide transport equally accessible to all.

9. Financial Implications

9.1 The total remaining budget to deliver all the CSETS Phase 1 and Linton Greenways sections is £8.37million.

The anticipated spend for the delivery of the remaining sections of the Linton Greenway at Linton Village College and Pampisford Road and the CSET P1 schemes at Adrian Way Haverhill Road and Wandlebury is £4.37 Million. The scheme would be delivered approximately £4 million under budget, which could be utilised to deliver a new A11 Bridge subject to future decisions.

9.2 If the Executive Board agree with the recommended approach, it is considered that all of the schemes can be afforded within that funding envelope.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Rebecca Bartram

10. Next Steps and Milestones

- 10.1 Subject to agreement by the Executive Board officers will take forward the schemes as set out.
- 10.2 It is recognised that there is a potential for the term of the construction contracts to extend beyond April 2028 and therefore beyond the timetable for Local Government Reorganisation. Officers have considered this and determined construction to be necessary to secure best value for money both now and in the future. As part of a procurement process suppliers will be notified of impending LGR and be asked to adapt their bids accordingly in anticipation of novation of new unitary councils. Additionally, all contracts that are anticipated to extend beyond April 2028 contain provisions to take into account novation, alteration or cessation of the service to ensure flexibility and a successful transition. The City Deal funding and delivery programme extends beyond this period, and the expectation is that delivery will continue in line with currently agreed plans

Background Papers

Source Documents	Location
July 2018 Executive Board	(Public Pack)Agenda Document for Greater Cambridge Partnership Executive Board, 04/07/2018 16:00
June 2022 Executive Board	Council and committee meetings - Cambridgeshire County Council > Meetings Calendar

Appendices

Appendix A	Original 2018 schematic of CSETS Phase 1 schemes
Appendix B	Design for Adrian Way

Appendix A

