The Cambridge South East Transport Order

Transport And Works Act 1992

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

Consultation Report

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1. Introduction

1.1. Background

1.1.1 The Cambridge South East Transport Phase 2 Scheme (the Scheme) proposes a new, public transport route between the Cambridge Biomedical Campus (CBC) and the A11/A1307 junction (known as the Fourwentways Interchange) east of Babraham. Cambridgeshire County Council (CCC) (the Applicant) is making an application on behalf of the Greater Cambridge Partnership (GCP) to the Secretary of State for Transport for an Order under the Transport and Works Act 1992 (TWA) for powers to construct and operate the Scheme. The proposed Order will be termed The Cambridge South East Transport Order (the Order).

1.1.2 The GCP was formed following the Greater Cambridge City Deal (City Deal) signed by central Government in 2014. It is formed of five partners - Cambridge City Council (City Council), CCC, South Cambridgeshire District Council (SCDC), the University of Cambridge, and the Local Enterprise Partnership.

1.1.3 As GCP is not a separate legal entity the TWAO application is being made by CCC, as a corporate entity and GCP partner, under a memorandum of understanding between the parties. References in this document to GCP reflect that GCP officers lead on the promotion of the Scheme, including on consultation for and on behalf of CCC.

1.1.4 The Order, if made, would authorise CCC to conduct works to construct a new 8.5km segregated public transport route to the southeast of Cambridge, and the subsequent operation and maintenance of those works. The Scheme will include a new segregated and guided busway, with public transport priority measures and a new travel hub with car parking and an interchange with the public transport route. An emergency access and service track will run alongside the busway, also providing an active travel path for pedestrians, cyclists, and where practicable, for equestrian use.

1.1.5 In addition, the Order would authorise CCC to compulsorily acquire land and rights, to occupy land on a temporary basis, to divert utilities, to make provision for temporary alternative routes and permanent diversions and to stop up or alter roads temporarily and permanently.

1.2. The Scheme

1.2.1. The Scheme will be constructed to the southeast of Cambridge and will also serve the villages of Great Shelford, Stapleford and Sawston. It will connect to a wider public transport network to enable people to travel for employment, education and leisure. The Scheme will encourage modal shift to public transport via a congestion-free alternative to the car and will facilitate sustainable development at key strategic economic and housing sites.

1.2.2. The Scheme is a priority for the City Deal agreed in 2014 between Central Government, CCC, City Council, SCDC, the University of Cambridge and the Local Enterprise Partnership, as it will create a vital link to ease congestion, offer sustainable travel choices, connect communities and support growth.

1.2.3. The Scheme forms part of a portfolio of projects being delivered under the City Deal by the GCP, the delivery body for the Deal. GCP has been allocated up to £500 million in funding until 2030 for transport infrastructure, with the aim of contributing to the development of a better, green transport network for the city region to boost local economic growth.[1]

1.3. Consultation

1.3.1. GCP conducted comprehensive consultation on the Scheme. The consultation process and further details on the consultation activities that were undertaken is outlined in Chapter 3; this included five formal stages of consultation with both key stakeholders and the local community from 2016 to 2022, as well as ongoing stakeholder engagement throughout Scheme development, through individual and group meetings and written consultations.

1.3.2. 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. It provided them with a series of opportunities to comment on the proposals at key stages of development and for the project team to ensure these responses were considered as part of Scheme design and construction planning.

1.3.3. Each round of consultation was well publicised to ensure a wide range of individuals and organisations had the opportunity to comment. It was also iterative; issues raised informed the Scheme development and were carefully considered as part of each subsequent round of consultation. Engagement with stakeholders and the wider community has been undertaken, is ongoing and will continue post-submission and up to public inquiry.

1.4. Purpose and structure of this report

1.4.1. This report summarises the five stages of consultation that have been undertaken by GCP, together with the continued stakeholder engagement. It will be submitted with the TWAO application in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedures) (England and Wales) Rules 2006 (the Rules).

1.4.2. The structure of the report is as follows:

- Chapter 1: Introduction
- Chapter 2: Scheme context
- Chapter 3: Consultation strategy
- Chapter 4: Early engagement 2015
- Chapter 5: A1307 three campuses to Cambridge consultation 2016
- Chapter 6: Cambridge south east transport study consultation 2018
- Chapter 7: Cambridge south east transport better public transport project consultation 2019
- Chapter 8: Cambridge south east transport phase 2 EIA consultation 2020
- Chapter 9: Supplementary engagement 2021
- Chapter 10: Stapleford route change consultation 2022
- Chapter 11: Continued stakeholder engagement
- Chapter 12: Summary

[1] GCP are now discussing funding opportunities with the Ministry of Housing, Communities and Local Government
.

2. Scheme context

2.1. Requirements for the Scheme

2.1.1. Transport infrastructure to the southeast of Cambridge is already under pressure. It is expected that by 2031 traffic in the area will increase by over 30% and time spent in congestion will more than double[2].

2.1.2. This does not account for the future growth strategy in the emerging Greater Cambridge Local Plan where significant job and housing growth is proposed to 2041.[3] The expected future increase in population and employment for Cambridge and south Cambridgeshire means the existing transport system does not have the resilience to cope with what is currently planned across southeast and central Cambridgeshire let alone the objectives set out in the Case for Cambridge.

2.1.3. In March 2024, the UK Government recognised the importance of the area to the economic success of the UK through the 'Case for Cambridge'[4] which proposes how to develop and grow the city. This is reflected in the number of homes and jobs which have been put forward as targets to be met by Cambridge in 2050. This growth would inevitably increase the number of Greater Cambridge's economic residents significantly, and, as the publication sets out, this has the "potential to add approximately £6.4 billion to the economy with a fiscal benefit to the UK exchequer of approximately £2 billion in today's terms."

2.1.4. The Case for Cambridge references the challenges posed by transport congestion and emphasises the need for improved connectivity and infrastructure to support sustainable development.

2.1.5. During the previous Government statement (Michael Gove, the then Secretary of State for Levelling Up, Housing and Communities written statement 8 May 2024), highlighted the desire to see the world class life science sector succeed in the south of Cambridge:

"…the Government is satisfied that the national importance of the Greater Cambridge life sciences sector is sufficient to prompt, in principle, the early expansion and coherent delivery of this foremost UK life sciences cluster. In particular, the Government is satisfied that the imperative to support this key sector provides sufficient justification for immediate collaboration between key stakeholders on development proposals coming forward ahead of the emerging Local Plan, to address the coherent enhancement, intensification and expansion of the Cambridge Biomedical Campus (CBC) adjacent to Addenbrooke's Hospital".

"One of the first priorities of the new Growth Company will be to support immediate collaboration between key stakeholders at the CBC. The Growth Company will also help to address any barriers to the early expansion and coherent enhancement of the campus, including through the accelerated delivery of any associated housing development and the provision of appropriate levels of affordable housing to meet the housing needs of those working at the campus."

2.1.6. The life science sector is not just confined to the CBC. Granta Park and the Babraham Research Campus already host over 6,000 employees collectively. These centres of employment and excellence will also benefit from better connections to the wider region to recruit new talent, unlock opportunities and help national and international visitors reliably reach their places of work.

2.1.7. Importantly in the context of CSET2, the Case of Cambridge underscores the impact of driving productivity and advocates for a long-term vision for growth that prioritises sustainable infrastructure development. It explains the importance of an affordable, reliable, and deliverable mass transport scheme.

2.1.8. To help, the 2024 Spring Budget provided £7.2 million to progress connectivity schemes to "ensure that any scheme is connected into the city's future transport network, including the new station at the campus, currently in development, that will improve connections into south Cambridge." This has since been confirmed within the S31 Grant Determination 2024/25 - Cambridge Biomedical Campus Connectivity – Cambridge County Council funding letter as funding for early improvement works and TWAO application for CSET Phase 2.

2.1.9. Subject to approval by the GCP Executive Board and Cambridgeshire County Council, the funding is to enable the submission of a Transport & Works Act Order (TWAO) application and associated activities to progress an application and the delivery of physical works along Francis Crick Avenue on the CBC including public transport, active travel and highway safety measures. This will complement the opening of Cambridge South Station.

2.1.10. Without action, existing public transport cannot cope with the demand being placed on them. There will inevitably be further congestion resulting in delays to travel time, road safety concerns, increased carbon emissions There is need for a step change in providing an adequate and sustainable public transport system which meets current and future demand to continue to make the Greater Cambridge area an attractive place to work and live.

2.1.11. The Scheme is needed, not only to contribute towards unlocking the identified housing and employment growth strategy for the area, but also to futureproof for longer term growth. Without the Scheme, the surrounding settlements such as Haverhill, Newmarket and Bury St Edmunds could struggle to access CBC which would add pressure to alternative roads.

2.1.12. In addition, a high number of collisions have been recorded along the A1307 between Addenbrooke's Hospital and the A1307/A11 and this may contribute to the perception that the route is not safe for pedestrians and cyclists and discourage uptake.

2.1.13. There is a lack of continuous active travel routes in the A1307 corridor. The area particularly lacks connections to/from more rural settlements to the southeast of Cambridge. Alternate routes which are intended to serve the purpose of connecting southeast Cambridgeshire to Cambridge do not adequately serve route demand.

2.1.14. The objectives of the Scheme are:

- **Objective 1:** Improve connectivity to employment sites in south east Cambridge and central Cambridge.
    - Provide improved access to the 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

[2] https://scambs.moderngov.co.uk/documents/s94685/Cambridge%20Access%20Study.pdf
[3] https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-preferred-options/about-plan
[4] https://www.gov.uk/government/publications/the-case-for-cambridge/the-case-for-cambridge

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.

2.2. Scheme description

The Scheme

2.2.1. The Scheme comprises the construction and operation of a sensory guidance busway[5], an emergency and maintenance access track that also serves as a multipurpose active travel path (service track), a new travel hub, four new bus stops, associated infrastructure including drainage and lighting, and landscaping.

[5] Road-based sensor guidance means a mode in which vehicles are (a) capable of operating on a road; and (b) guided wholly or mainly by means of sensors on the vehicles which, by reference to the vehicles' external environment or to the receipt of electromagnetic information, provide data which is used to guide the vehicles.

Route alignment

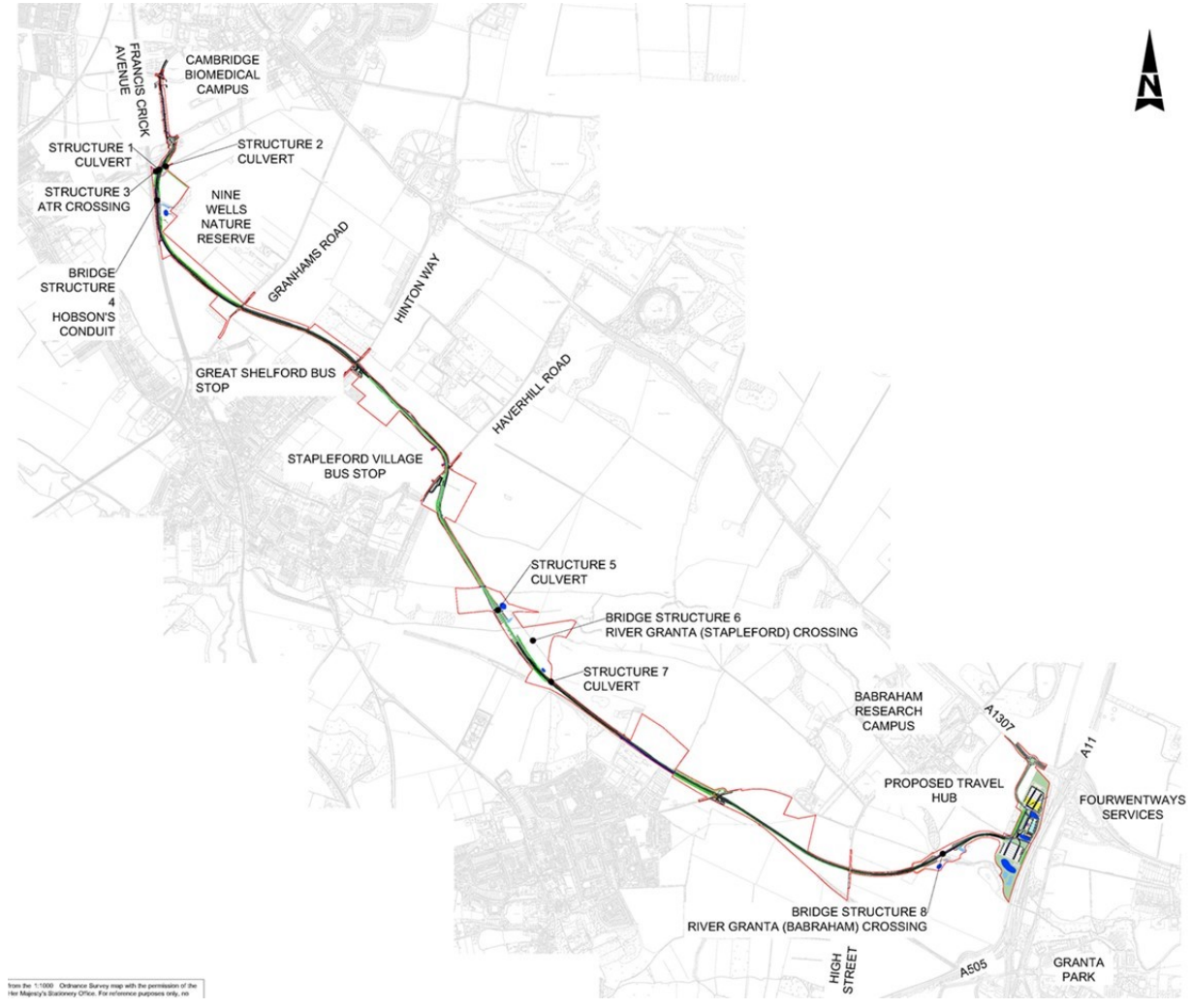
2.2.2. The proposed alignment was decided through a rigorous process that identified a long list of possible options that was reduced to a short list and a final preferred option that became the Scheme. The environment was a key consideration in this option selection process, and the proposed alignment has been developed to avoid or minimise environmental impacts. Section 2.1 of the Economic Case of the Outline Business Case 2020 (CSET-20-00-00-Outline Business Case), Section 1.12 of the Strategic Dimension Refresh (CSET-21-01-00) and Appendix 1.5 (CSET-21-12-00) provide a summary of the evolution of the options appraisal to reach the preferred alignment, which is covered in full within the Options Appraisal Report.

2.2.3. The northern end of the Scheme starts at Francis Crick Avenue where buses will run on the existing carriageway. Some modifications to the pedestrian footway and a new bus stop will be required.

2.2.4. The offline busway commences at the southern end of Francis Crick Avenue, where the route crosses through the centre of the roundabout. The route then travels through multiple agricultural fields, crossing Granham's Road, Hinton Way, Haverhill Road, Sawston Road and High Street, Babraham before finishing at the proposed new travel hub. See Figure 2-1 below.

2.2.5. As it passes through the countryside, the busway will cross Hobson's Brook and the River Granta twice and pass northeast of three villages, Great Shelford, Stapleford, and Sawston.

Figure 2-1 – Route alignment



Guidance technology

2.2.6. The proposed sensor guidance technology is an advanced automated system which will control the bus alignment using sensors. The bus driver will still control the speed of the bus. The sensory guidance system will control the bus alignment at stops to enable precise alignment, allowing for easy access and egress for passengers to and from the bus stop platforms. Buses will revert to normal driver operation when travelling on the public highway or private roads and approaching junctions throughout the route. The guidance system will be in situ and in use for the majority of the new busway.

Busway

2.2.7. The busway will be 7.3 m wide and will be constructed from concrete with an asphalt surface. The busway will mostly follow the level of the existing ground but there will be some short sections where ground levels will need to be raised or lowered to account for local depressions and rises.

Service track

2.2.8. Adjacent to the busway will be the service track, providing access along the entire length of the busway for any required maintenance activities and also acting as an emergency refuge for passengers and staff in the event of an incident.

2.2.9. The service track will also be able to provide a new segregated route for walkers, cyclists, and for most of the route, horse riders. It is intended to be a public bridleway for most of the route between CBC and the A11 travel hub but created expressly subject to the authority for vehicles connected with the maintenance and safety for the busway to drive on the service track.

2.2.10. For the majority of the route, the service track will be a new facility. It will replace part of the existing DNA cycle path (a permissive cycle track) where it joins the new busway route from just south of Nine Wells Local Nature Reserve (LNR) and the end of Addenbrooke's Road overbridge.

Structures

2.2.11. The Scheme crosses the River Granta twice, once at Stapleford and again at Babraham. The bridge at Stapleford spans the River Granta and associated river flood zone and is approximately 120m in length. At the Babraham crossing the bridge is approximately 130m in length and also spans the River Granta. Hobson's Brook Bridge will be a single span bridge, approximately 15m in length and 14.4m in width.

2.2.12. In the vicinity of Hobson's Brook, there will also be three culverts and a pedestrian underpass to allow the busway and service track to cross drainage ditches.

Travel hub

2.2.13. The travel hub is split into three areas, a northern car park, a central car park and a southern car park.

2.2.14. There are separate tree-lined pedestrian routes through the travel hub, between the parking areas and the waiting area. A public footpath linking Babraham and Great Abington, via an existing footbridge over the A11, passes through the centre of the travel hub. This will be retained and incorporated into the design. The travel hub includes:

- 1,250 car parking spaces
- 10 coach bays
- 63 blue badge holder parking bays
- 29 bays for drop off parking

- Motorcycle and cycle parking

2.2.15. In the northern car park, approximately 150 bays will be covered by solar panels to power the travel hub. It is planned that there will be car charging facilities provided in line within the current regulations. A small building in the central area will provide a covered waiting area for all passengers, toilets and maintenance facilities. Access into the travel hub will be from a new roundabout junction on the A1307 and a short connecting access road.

2.2.16. The travel hub includes extensive landscaping to break up the large areas of car parking and integrate the facility into the surrounding landscape as far as possible. At the southern end of the travel hub, next to the River Granta, will be a series of ponds which will provide habitat for water vole and other species of wildlife.

Bus stops

2.2.17. There are also intermediate bus stops along the route at Great Shelford, Stapleford and Sawston. These stops are at locations where the busway crosses existing roads and that are as close as possible to communities along the route to maximise their use.

2.2.18. Each of the stops will include:

- Cycle stands
- Five parking bays for disabled parking
- Shelters for waiting passengers on each side of the busway. The shelters will also include real time message boards and lighting appropriate to the setting and to promote the security and safety of the busway users.
- Drop-off facility
- Landscaped areas

2.2.19. The Sawston stop visualisation in Figure 2-2 below, shows the proposed layout of the bus stop at Sawston, but the other two bus stops will have a similar appearance.

Figure 2-2 – Sawston stop visualisation

Drainage

2.2.20. The drainage system adopts sustainable drainage system (SUDS) principles to reduce surface water runoff rates and provide some treatment to minimise pollution. SUDS measures include the use of swales, filter drains, and storage ponds.

Landscaping

2.2.21. The landscape design includes mitigation to minimise or compensate for predicted adverse effects to landscape, visual, and ecological receptors. The landscape proposals include nature rich habitats including new woodlands, hedgerows, extensive species rich grassland and wildflower meadows, and eight new ecological ponds. This will increase the amount of habitat available for native wildlife and help to blend the appearance of the Scheme into the surrounding landscape.

2.2.22. The route alignment has been chosen to minimise the impact on landowners as far as possible, but the Scheme will sever some fields leaving some small and irregular shaped land parcels. Where these will not be suitable for farming by the current landowners, the severed parcels have been incorporated into the design and provide opportunities for additional planting to provide further new habitats for wildlife in the area. They will also help to further integrate the Scheme into the landscape.

2.3. Benefits of the Scheme

2.3.1. The benefits of the scheme have been provided within the main body of the Outline Business Case (CSET-20-00-00), and within its addendums.

3. Consultation strategy

3.1. Overview

3.1.1. The Scheme set out a comprehensive programme for consultation. After initial engagement with key stakeholders in 2015, Scheme development was underpinned by five stages of public consultation between 2016 and 2022. A series of workshops with the specially established Local Liaison Forum (LLF) also played a key role.

3.1.2. The programme was adapted over time in response to consultation feedback and as the Scheme design progressed. This included stakeholder engagement with those groups and individuals directly affected by the Scheme, including local authorities and other statutory consultees.

3.1.3. Consultation included a wide range of activities including public exhibitions, working groups and LLF meetings to reach both community and statutory stakeholders.

3.1.4. Stakeholder engagement continued throughout and was not limited to the formal consultation stages. Forums and working groups were set up with key stakeholders and organisations to enable continuous and collaborative dialogue to inform the ongoing design.

3.1.5. This process ensured all stakeholders had an opportunity to comment as the design progressed. All feedback was carefully considered as part of the design. Consultees were divided into community and statutory stakeholders. The following sections set out how these stakeholders were identified and outlines how the consultations were conducted.

3.2. Community consultation

Community stakeholders

3.2.1. Community stakeholders comprised local Members of Parliament, local councillors, members of the local community and the wider public. It also included local interest groups such as CamCycle, Cambridge Past, Present and Future, the Magog Trust, Hobson's Conduit Trust and local residents' associations. Business groups, representatives and business owners were also consulted.

Community engagement

3.2.2. The Scheme identified a wide range of community stakeholders in the early stages of the consultation programme in 2015. This was expanded as consultation progressed and new stakeholders were added as needed through desktop research and community engagement. A stakeholder list was set up and maintained internally throughout the project.

3.2.3. Community engagement comprised public events, one-to-one meetings, site visits and presentations. It included comprehensive engagement with those groups or individuals that might be directly affected by the Scheme, as well as those individuals with a more general interest. Consultation with these stakeholders has been ongoing throughout Scheme development from 2015 to date. It will also continue post-submission of the TWAO.

3.2.4. Many of these meetings with stakeholders were undertaken through the local parish councils (Babraham, Stapleford, Great Shelford, Sawston, Great Abington, Little Abington), and GCP-hosted forums (LLF and South Area Community Forum), each of which were engaged at key stages of the Scheme.

Formal consultation stages

3.2.5. The Scheme conducted five formal stages of public consultation as outlined in Table 3-1 below.

Table 3-1 – Formal consultation stages

Round	Purpose
A1307 three campuses to Cambridge consultation 2016	The public were invited to consider a range of concepts for public transport improvements and other schemes along the A1307 corridor, including a public transport route.
Cambridge south east transport study consultation 2018	Three high-level strategies for more reliable and sustainable public transport options for journeys between Cambridge and the area to the southeast 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.
Cambridge south east transport – better public transport project consultation 2019	The consultation presented travel hub options, proposed stops and shortlisted route alignments for the Scheme. Following the 2019 public consultation, GCP's Executive Board approved the Brown route as the preferred option.
Cambridge south east transport phase 2 EIA consultation 2020	The consultation presented information on the proposed Scheme design, highlighting refinements since the previous consultation and providing justification for those changes. It identified potential environmental impacts, both positive and negative, set out the proposed measures for mitigation of adverse impacts and provided an opportunity for all stakeholders to comment and give their views on the proposals.
Cambridge south east transport phase 2 proposed route change in Stapleford consultation 2022	After the 2020 consultation, proposals for a retirement village in Stapleford were approved on appeal by the Government's Planning Inspectorate. Therefore, amendments had to be made to the proposed bus route and the location of the Stapleford bus stop, to avoid the retirement village. A targeted consultation

Round	Purpose
	was held in Stapleford where two route change options were presented.

3.2.6. The aim of the formal consultations was to provide the whole community with information about the proposals at the time and to gather feedback. The consultations were well publicised and well attended. As part of the formal consultations, letters and/or emails were sent to a wide range of groups and individuals with information on the Scheme and invitations to public exhibitions or online meetings. This included contacting MPs, local councillors, landowners and the key statutory stakeholders to keep them informed and invite them to take part in the consultation.

Local Liaison Forums

3.2.7. GCP set up the LLF for the Scheme in 2017. It was recommended by the GCP Executive Board to engage with residents on the Scheme and to provide a forum for regular dialogue between the project team and members of the local community. It provided an opportunity to keep interested parties informed about the Scheme and a vehicle to involve interested parties in Scheme development.

3.2.8. The project team held regular meetings and workshops with the LLF group. The LLF provided feedback which was taken into consideration as part of the evolving Scheme design.

3.2.9. The LLF has now been superseded by the South Area Community Forum, part of a location-based engagement approach across Greater Cambridge bringing together an agenda covering all GCP and related schemes in the area. Engagement with the South Area Community Forum is an ongoing process and will continue up to and post submission of the TWAO Application.

3.3. Statutory consultation

Statutory stakeholders

3.3.1. The Rules set out the procedure for submission of a draft order under the TWA. Schedule 5 of the Rules identifies the organisations that must be served with a copy of the application and supporting documents. Schedule 6 of the Rules identifies those organisations that must be notified.

3.3.2. All groups or organisations listed must be served or notified under the Rules. The Scheme has termed these ‘statutory stakeholders’ for the purposes of consultation. Appendix B sets out the Schedule 5 and 6 Stakeholders who have been engaged with during Scheme development.

3.3.3. Landowners and tenants of any of the land required either permanently or temporarily for delivery of the Scheme are automatically included in Schedule 6.

Those with a potential interest in land

3.3.4. Greater Cambridge Partnership’s land agents undertook a land identification exercise to identify those with an interest in the land within the footprint of the Scheme. The focus was on trying to reach an agreement on acquisition, with consideration of compulsory acquisition powers to be used only as a last resort.

3.3.5. Contact was made with those identified as having a potential land interest and offers of engagement were made to discuss the Scheme with GCP and its land agent.

Approach to consultation

3.3.6. The Scheme has conducted ongoing engagement with statutory stakeholders. This has included the five formal consultations, written correspondence via letters, or email and meetings as appropriate. All stakeholder feedback has been considered as part of the design process.

3.3.7. In May 2019, two working groups were set up by GCP to provide a forum for both statutory and non-statutory stakeholders to contribute to the development of GCP transport schemes, including the Scheme.

3.3.8. The two working groups comprise:

Active Travel working group

- A10 Cycling Campaign
- American Cemetery and Memorial
- British Horse Society
- Cambridgeshire Local Access Forum
- Cambridgeshire County Council
- Cambridge Past, Present and Future
- CamCycle
- Campaign to Protect Rural England
- Living Sport
- Network Rail
- Rail Partners
- Ramblers Association
- Shelford and District Bridleways Group
- South Cambridgeshire District Council
- Sport England
- Sustrans
- The Gardens Trust.

Landscape, Heritage and Ecology working group

- Cambridgeshire County Council
- Cambridge City Council
- Cambridge Past, Present and Future
- Environment Agency
- Historic England
- National Trust
- Natural England
- Wildlife Trust.

3.3.9. Meetings are typically held every two months and are ongoing. These working groups provide an opportunity for stakeholders to discuss issues across various GCP projects to ensure these are identified and addressed in a consistent manner.

3.3.10. As the Scheme progressed the groups enabled the project team to inform stakeholders about environmental effects and potential mitigation across the route.

Further information

3.3.11. Information regarding engagement with statutory and non-statutory stakeholders after the consultation stages is provided in Chapter 11 of this report.

3.3.12. Links and further information about engagement with the various groups can be found in the Appendices:

A. Statement of community involvement

B. Schedule 5 and Schedule 6 consultees

3.4. How the design evolved throughout consultation

3.4.1. Table 3-2 sets out how and when engagement informed design development and decisions about Scheme progression.

Table 3-2 – Engagement and design development

Activity	Purpose	Key outcomes
Early stakeholder engagement and workshops 2015	A range of different scheme options were proposed including: • Re-opening the Haverhill to Cambridge railway line; • A bypass for Linton; • Creating dual carriageway along A1307. Initial technical work helped to determine and compare the benefits of the options.	Benefits and costs of scheme options were considered against their ability to meet objectives of GCP Scheme programme. Rail and road dualling concepts were found not to be affordable/deliverable within the scope of GCP.
Public consultation June to August 2016	Public consultation to consider initial strategic concept options for public transport improvements along A1307 corridor.	Key 2016 consultation findings: • Majority supported bus link from Babraham Road Park & Ride to Addenbrooke's and CBC, with a little more support for the on-highway option (49.9%) than off-highway (44.9%). • Greater number of people opposed off-highway option (16% strongly opposed, compared to 8.5% strongly opposed to on-highway). Primarily due to environmental concerns, including link's proximity to assets like Nine Wells LNR and Gog Magog Hills. • Additional Park & Ride capacity was well supported, with both options supported by over 60% respondents. Option to expand existing Babraham Road site marginally more popular (2%) than creating new site close to A11 junction.

Activity	Purpose	Key outcomes
		Following the consultation, preferred options were developed for an on-highway inbound bus lane. A link to the consultation report can be found in Appendix C.
LLF meeting February 2017	2016 consultation findings and preferred options were presented to the newly established LLF.	• LLF members raised concerns with proposed preferred options. • LLF Chair reported back to GCP Joint Assembly meeting on 1 March 2017 and GCP Executive Board meeting on 8 March 2017. • During GCP Executive Board meeting on 8 March 2017, additional workshops with LLF group were agreed for before next consultation.
LLF group workshops April to September 2017	The LLF groups proposed a number of bus, road safety and active travel improvements for the Haverhill to Cambridge corridor. These were ranked by the LLF and developed into: • Short-term, bus, road safety, walking and cycling improvements for the A1307 between Haverhill and Cambridge (CSET Phase 1). • Three long-term strategies for Cambridge South East Transport Study area (CSET Phase 2 – now the Scheme). Long term strategies:	Three strategies developed by LLF were presented to GCP Joint Assembly on 2 November 2017 and to GCP Executive Board on 22 November 2017. Executive Board agreed unanimously to: • Note revised options and strategies resulting from work with LLF. • Note increased cost of strategies, more than the £39m previously estimated, because of additional options. • Approve withdrawal of existing Park & Ride proposals at Babraham Village and Wild Country Organics, pending new larger sites being identified.

Activity	Purpose	Key outcomes
	• A new off-road, segregated public transport route from the A11 to CBC. • Two further strategies involving bus lanes along A1307 between A11 and Addenbrooke's Hospital.	• Undertake public consultation on the three strategies, subject to Strategy 1 being considered as an off-road public transport corridor: with most appropriate being subject to further consideration at a later stage of Scheme development following outcome of this consultation. • Aim to begin public consultation in February 2018 following discussion with Mayor and CPCA on content. • Authorise officers to progress design and planning of lower cost works within public highway not requiring consents for early delivery, subject to consultation.
Public consultation February to April 2018	• Public consultation to consider three high-level public transport options along A1307 corridor. • 17 shorter-term proposals for bus priority, junction improvements, walking and cycling measures and road safety improvements were also presented.	Key 2018 consultation findings: • Strategy 1 was most supported of the three Phase 2 strategies. • Strategy 1 had highest percentage (29.3%) of respondents who felt it would encourage them to switch transport mode away from a car. • Most Phase 1 elements were supported by majority of respondents except the signalisation and right-turn ban (except buses) from Linton High Street, measures to ease bus movements in Linton, westbound bus lanes on the approach to the B1052 and closing the central reserve at Dean Road crossroads.

Activity	Purpose	Key outcomes
		Consultation results were presented during the GCP Executive Board meeting on 4 July 2018. GCP Executive Board agreed to note the results of the public consultation but a decision on the strategy approach was deferred until October 2018 due to a pause requested in the Mayoral Interim Transport Strategy Statement. A link to the consultation report can be found in Appendix E.
GCP Executive Board meeting 11 October 2018	Meeting to consider 2018 public consultation results (see above).	GCP Executive Board agreed to: • Note outcome of public consultation and final consultation report. • Agree adoption of Strategy 1, the off-road strategy, as preferred strategy for A1307 corridor and request that officers develop detailed proposals for delivery of Scheme including detailed route alignment, Park & Ride and review of environmental impact. • Request that officers draw up landscaping and ecological design proposals which would add enhancements to area, maximising potential of the off-road option including considering possibility of a linear park alongside development of the off-line solution. • Note updated programme for project.
GCP Executive Board meeting 27 June 2019	Meeting to consider project's next steps.	GCP Executive Board agreed to:

Activity	Purpose	Key outcomes
		• Note further work undertaken on identifying potential route alignments and travel hub locations for the Scheme. • Undertake public consultation on shortlisted routes. • Receive report in early 2020 outlining consultation response, OBC and final proposals for Scheme.
Public consultation September to November 2019	Public consultation to consider travel hub options, proposed stops and shortlisted Scheme route alignments.	Key findings of 2019 consultation: • Over half of respondents indicated they support proposals for a scheme to improve public transport to the southeast of Cambridge. • No majority of support for any of the three travel bub locations. • No majority of support for any of the five routes for accessing the travel hub sites. Post consultation, GCP Executive Board approved the preferred route (known as the Brown route) as the preferred option. A link to the consultation report can be found in Appendix G.
GCP Executive Board meeting 25 June 2020	Meeting to consider project's next steps.	GCP Executive Board agreed to: • Note results of 2019 public consultation. • Endorse key conclusions of OBC presenting a preferred high quality public transport, walking and cycling route. • Endorse key conclusions of OBC in relation to a travel hub location.

Activity	Purpose	Key outcomes
		• Request that officers undertake an Environmental Impact Assessment (EIA) for route and prepare a TWAO application. • Approve procurement of legal services to support preparation of a TWAO application. • Approve revised budget for the Scheme. • Require officers to keep Scheme details and business case under review to ensure that Full Business Case and final design reflects any changes arising from LTP sub-strategy consultation, as well as emerging proposals from East West Rail and the CAM tunnelled and regional route sections. • Require officers to develop a strategy for sustainable and carbon neutral solutions, and environmental improvements – including protection/enhancement of Nine Wells LNR.
Public consultation October to December 2020	EIA public consultation to consider two route options, identify environmental impacts and proposed mitigation measures of adverse impacts.	Key findings of 2020 consultation: • Highest proportion of respondents (33.6%) strongly opposed proposed route realignment between Babraham and Sawston. 11.8% strongly supported and 15.5% supported the proposed realignment. • 54.3% respondents agreed with proposed segregation of cycling/pedestrian path along western side of Francis Crick

Activity	Purpose	Key outcomes
		Avenue, compared with 4.9% respondents that opposed. • Highest proportion of respondents answered either 'No opinion' (28.6%) or strongly supported (27.6%) an active travel route between the travel hub and Granta Park active travel Route A). Post consultation, GCP Executive Board reaffirmed the Brown route as the preferred option for the Scheme. A link to the consultation report can be found in Appendix I.
Consultation with Schedule 5 and 6 stakeholders December 2020	Schedule 5 and 6 stakeholder consultation to consider two route options, identify environmental impacts and proposed mitigation measures of adverse impacts.	Key outcomes of the consultation can be found in Appendix I – CSET-EIA-Consultation-Summary-report.
GCP Executive Board meeting 18 March 2021	Meeting to consider project's next steps.	No objections raised to Brown route alignment and the GCP Executive Board supported project proceeding to next step. Following this, GCP progressed with Brown route as preferred route option.
Supplementary engagement November 2021	On active travel route options	Results handed over to the CSET1 scheme to progress.
Targeted public consultation August 2022	On two options for changing the Scheme route past the new retirement village planned in Stapleford	Option 1 chosen to progress. A link to the consultation report can be found in Appendix L.
GCP Executive Board meeting 28 September 2023	GCP Executive Board meeting to consider project's next steps.	GCP Executive Board agreed to:

Activity	Purpose	Key outcomes
		• Note the response to the Stapleford consultation. • Approve the minor variation to the preferred route. • In line with the recommendation on the Future Investment Strategy paper, to pause the scheme whilst work to source additional funding for the scheme is carried out. Further information about the decision can be found at the link below: Council and committee meetings - Cambridgeshire County Council > Meetings (cmis.uk.com)
Stakeholder and landowner engagement since September 2023	Update on the scheme	Online MS Teams meetings have been held with key stakeholders and impacted landowners to update them on the scheme, talk through any questions/concerns they may have.
November 2024 - pre-submission schedule 5 & 6 and landowner engagement	Review and comment of draft order documents	Following letters sent out on 19 November containing the links to the draft order documents, schedule 5 & 6 stakeholders, and affected landowners were given the opportunity to review the order documents and provide any comments. All comments have been noted, and full responses to each individual or organisation will be provided.

4. Early engagement 2015

4.1.1. 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:

- High car dependency for commuter trips from Haverhill.
- Poor pedestrian/cycle infrastructure between Cambridge and Babraham Research Campus.
- 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.
- Traffic congestion along A1307.
- Inadequate equestrian infrastructure.

4.1.2. 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.

4.1.3. 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.

4.1.4. 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.

4.1.5. The rail and road dualling concepts were judged to be neither affordable nor deliverable within the scope of the Greater Cambridge City Deal.

5. A1307, three campuses to Cambridge consultation 2016

5.1. Consultation overview

5.1.1. Building on the early engagement public consultation was undertaken in the summer of 2016 that presented a range of proposals to improve travel between Haverhill and Cambridge including the three campuses.

5.1.2. The public consultation was part of the work that identified the constraints and scope of investment requirements which in turn informed the Outline Business Case (CSET-20-00-00).

5.2. Consultation dates

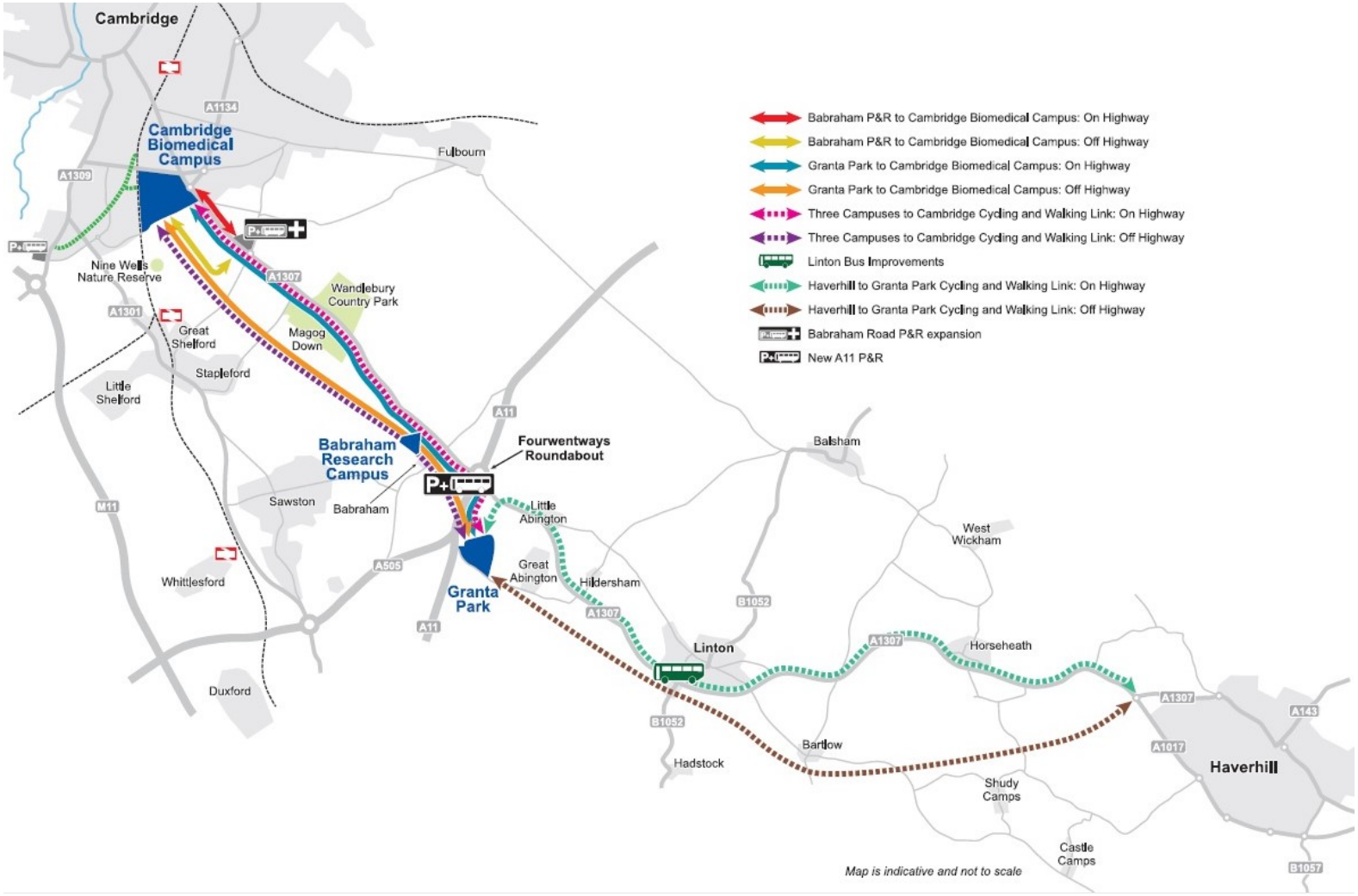
5.2.1. The consultation took place between 16 June and 1 August 2016.

5.3. Proposals presented for consultation

5.3.1. The consultation sought feedback on initial concept options for sustainable transport infrastructure improvements in the A1307 corridor. The transport problems identified during early stakeholder engagement in 2015 were also presented in the 2016 consultation.

5.3.2. The consultation presented 11 different options as summarised in Figure 5-1. These comprised a series of on-highway and off-highway options, particularly for enhancing bus, pedestrian and cycle access along the A1307 corridor.

Figure 5-1 – Options presented in summer 2016 public consultation



5.4. Who we consulted

5.4.1. The consultation was open to everyone who wanted to participate:

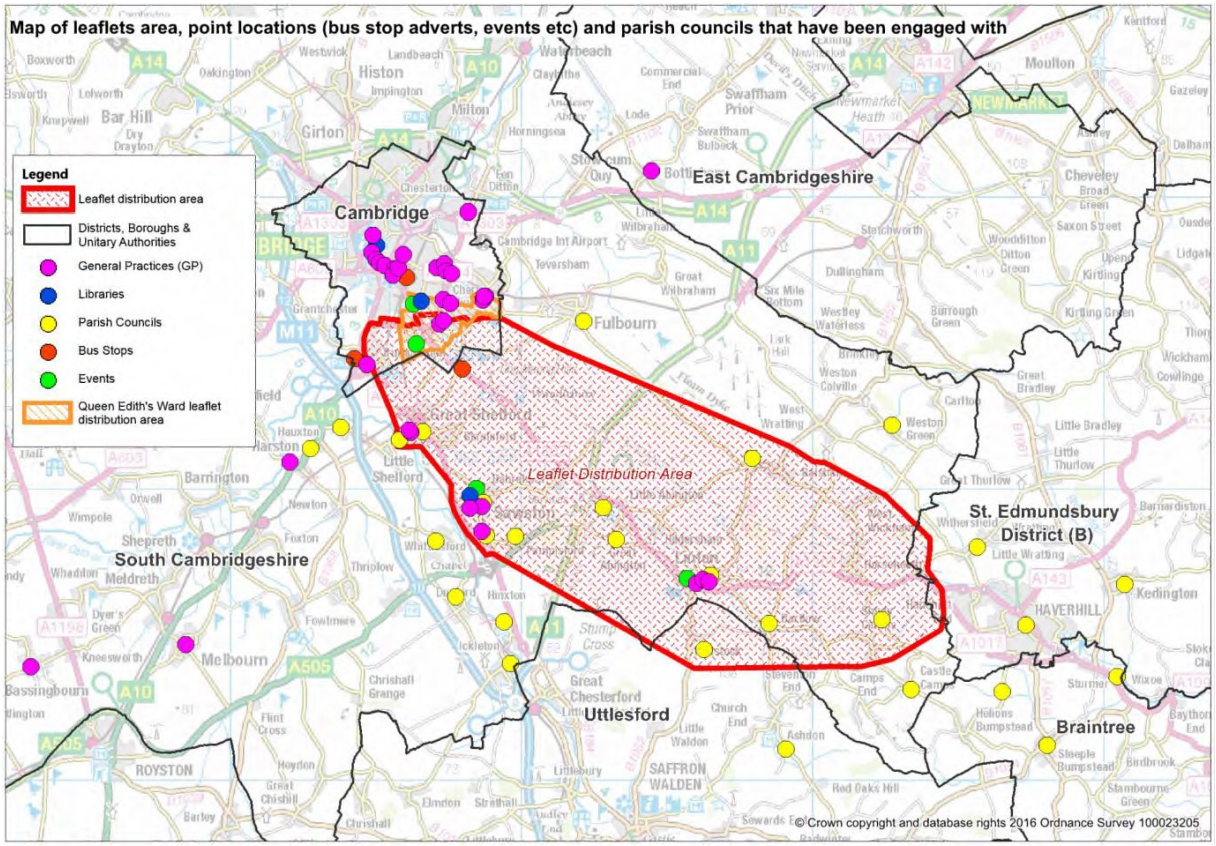
- Schedule 5 and 6 consultees
- Those with potential land interests
- Local access, user, and interest groups
- Elected representatives
- Parish councils
- Organisations identified as having an interest in the Scheme
- The public, including local residents and commuters.

5.5. Promoting consultation awareness

5.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included traditional and social media, community engagement events in key or high footfall locations along the route and distribution of leaflets.

5.5.2. Consultation leaflets and a questionnaire were delivered to over 14,000 residential properties and businesses in the A1307 area. See Figure 5-2 below.

Figure 5-2 – Area of targeted publicity for the consultation



Consultation events and exhibitions

5.5.3. A series of seven public consultation events were held as set out in Table 5-1 below. The events were informal exhibitions where the public had the opportunity to discuss the Scheme in greater detail with project officers as well as complete and submit hard copy questionnaires.

Table 5-1 – 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	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

Additional promotional activities

5.5.4. Across the Haverhill to Cambridge area, awareness raising activities were conducted 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.

5.6. Consultation materials

5.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

Consultation leaflet

5.6.2. A consultation leaflet was published with information about the proposals and a map showing the Scheme options. The leaflet contained a detachable questionnaire that could be filled in and returned. A link to the consultation leaflet and questionnaire can be found in Appendix D.

Project website

5.6.3. Information about the project and the consultation was made available on the dedicated project website. An online version of the questionnaire was also available on the website.

5.7. Submitting feedback

5.7.1. A consultation questionnaire was provided, featuring a range of questions, which allowed for feedback to be collected both quantitatively and qualitatively. Respondents were invited to provide their feedback in a number of ways:

- Return a paper version of the questionnaire (from the leaflet) to a Freepost address.
- Complete the questionnaire online on the dedicated webpage.
- A phone number and email address were also provided on consultation materials for any additional feedback.

5.8. Feedback received

5.8.1. In total, 1489 officially logged responses were received. Of these, there were 796 paper survey responses, 632 online survey responses, 59 emails and two letters.

5.8.2. A link to the consultation report for the A1307 three campuses to Cambridge consultation can be found in Appendix C.

5.9. Support for the Scheme

5.9.1. The survey results indicated that there was a very high level of support for the concept options presented in the 2016 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.

5.10. Categorising responses

5.10.1. The responses ranged from detailed commentaries to short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

5.11. Overview of responses

5.11.1. The key findings of the 2016 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 Hills and Nine Wells LNR. The key findings from the consultation are shown in Table 5-2 below. A link to the consultation report can be found in Appendix C.

Table 5-2 – Key consultation findings

Theme	Findings
Bus, cycling and walking improvements on the A1307	The survey results indicated that there was a very high level of support for the concept options presented in the 2016 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. 53.7% of respondents thought that reliable journey times would make taking the bus a better alternative mode of transport, with speedy journey times making up 48.7%. A total of 83.3% of respondents supported or strongly supported the idea of improving the bus, cycling and walking links in the A1307 area.
New bus links	The majority of respondents supported or strongly supported a bus link from Babraham Road Park & Ride to Addenbrooke's and CBC.

Theme	Findings
	● 49.9% supporting the 'On Highway' option (55.3% travel for work). ● 44.9% of respondents support for the 'Off Highway' option (59.9% travel for work). ● the 'Off Highway' option had a greater proportion of strongly opposed respondents, with 16.0% expressing their support – of these 50.6% are respondents who travel for work. ● 8.5% strongly opposed the 'On Highway' option (60.0% of these travel for work). There was a good level of support expressed for improved bus links between Granta Park and CBC, with more than half of respondents supporting this idea.
On and off-highway options	There was slightly more support for the Babraham Road Park & Ride to CBC 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 LNR. ● 49.9% supported the 'On Highway' option. ● 44.9% supported the 'Off Highway' option. ● 16% strongly opposed the 'Off Highway' option whereas 8.5% strongly opposed the 'On Highway' option.
Park & Ride	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. ● 62.8% supported Babraham Road Park & Ride site expansion ● 60.8% supported a new A11 Park & Ride. ● Car users make up 38.4% of respondents who supported additional Park & Ride capacity, followed by bicycle users (22.0%) and those travelling by foot (20.3%).
Cycling and walking links	The most supported and strongly supported option for both cycle and walking links was for an 'Off Highway' option (63.8% for Three Campuses to Cambridge, and 53.6% for Haverhill to Granta Park). Between 7.3% - 10.9% of respondents did not answer this question (this is a range due to some respondents not answering for some proposed path options).
Environment	There was a clear preference in favour of making best use of the public highway land before using new land. An off-highway route was 10% less popular. 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. 53.7% of respondents supported or strongly supported the 'On Highway' bus link.

Theme	Findings
Alternative ideas	Nearly 650 alternative ideas were put forward, including using the old railway line, an underground railway and a bus link to connect the villages south of the A1307.

5.12. Scheme development

5.12.1. Feedback and details from the consultation were taken forward to develop the Scheme. Table 5-3 below summarises the themes from the consultation and sets out the outcomes.

Table 5-3 – Matters raised and outcomes

Summary of matters raised	Project's position following consultation
General support for bus, cycling and walking improvements on the A1307	GCP welcomes the strong support for bus, cycling and walking improvements on the A1307 and is now working to develop alternative strategies to take to further public consultation.
New bus links with reliability, frequency, timing and connections to local villages were all elements respondents felt essential.	Reliability, frequency, timing and cost are all issues GCP is considering in the development of the Scheme and will be central to the final proposals. Ensuring the Scheme also connected with the villages to the south of the A1307 is also being considered as part of our ongoing work. GCP aims to provide more convenient commuting options for local people through the Scheme.
Views on, on and off-highway options	GCP notes the concerns expressed about potential environmental damage caused by an off-highway option and is working to develop alternative strategies that balance the competing economic, environmental and social demands. The LLF is playing a key role in this process.
Support for a new Park & Ride	GCP is pleased that this is seen as a benefit by so many respondents and is proceeding to the develop the plan further, including a focused study to look at the positives and negatives of the various options.
The importance of including cycling and walking links in the scheme with related facilities	GCP is committed to ensuring these are central elements of the Scheme.
Concern that the environment needs to be protected especially in view of important areas such as the Gog Magog Hills and the Green Belt	GCP's 20% biodiversity net gain ambitions and wider proposals aim to deliver a suitable environmental legacy for the Scheme. GCP has considered the visual impact of the public transport route and has developed landscaping proposals including tree planting. GCP collaborated with stakeholders to develop a design that limits impact on Green Belt land. The public transport route was selected following consultation and a detailed sifting process by the GCP Executive Board.
A wide range of alternative ideas were put forward by respondents	Following the consultation GCP thoroughly explored the various options proposed in terms of their economic, social and environmental positives and negatives, before moving forward with

Summary of matters raised	Project's position following consultation
	refining the proposals. The process is explained in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme and the 2017 Preferred Options Report. A link to an in-depth report on reopening the old Shelford Railway can be found in Appendix O.

5.13. Further engagement

5.13.1. Following the consultation, preferred options were developed for an on-highway inbound bus lane and presented to the newly established LLF, which had been formed to provide regular dialogue between the project team and the local communities.

5.13.2. Its members included representatives of parish councils, local district and county councillors as well as representatives from local residents' associations and other local organisations. For more information about the LLF see a link to the Statement of Community Involvement in Appendix A.

5.13.3. Members of the LLF raised concerns about the proposed preferred options.

5.13.4. Consequently, a series of workshops with the LLF were held between April and September 2017 to work through the issues.

5.13.5. The LLF group proposed a number of bus, road safety and active travel improvements for the Haverhill to Cambridge corridor These were then ranked by the LLF group and developed into:

- Short-term, bus, road safety, walking and cycling improvements for the A1307 between Haverhill and Cambridge (later named CSETS Phase 1).
- Three long-term strategies for Cambridge south east transport study area (later named CSET Phase 2 and now the Scheme);

5.13.6. The long-term strategies were:

- A new off-road, segregated public transport route from the A11 to CBC.
- Two further strategies involving bus lanes along the A1307 between the A11 and Addenbrooke's Hospital.

5.13.7. The three strategies developed by the LLF were presented to the GCP Joint Assembly on 2 November 2017 and to the GCP Executive Board on 22 November 2017, which agreed to take them to public consultation.

5.14. What this meant for the Scheme

5.14.1. Although the key findings of the 2016 consultation indicated that users of the A1307 corridor were supportive of sustainable transport improvements to give people more realistic alternative choices of travel modes, the LLF response to the emerging options after the consultation showed more work was needed to find an acceptable solution.

5.14.2. Extensive work by the LLF and the project team led to the development of the three new high-level strategies, plus a series of improvements along the A1307 which met key project criteria and were taken forward for further 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.

6. Cambridge south east transport study consultation 2018

6.1. Consultation overview

6.1.1. Following public consultation in 2016 and further 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 and southeast were taken to public consultation. The high-level strategies were:

- Strategy 1: A new off-road, segregated public transport route from the A11 to CBC.
- Strategy 2: A bus lane along the A1307 between the A11 and Addenbrooke's Hospital with a new, separate bus link to CBC.
- Strategy 3: A bus lane along the A1307 between the A11 and Addenbrooke's Hospital.

6.1.2. The 2018 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 as Phase 1 of the Scheme.

6.1.3. The longer-term public transport improvements presented as the three strategies were to be delivered as Phase 2.

6.2. Consultation dates

6.2.1. The 2018 consultation ran from 9 February 2018 to 9 April 2018.

6.3. Proposals presented for consultation

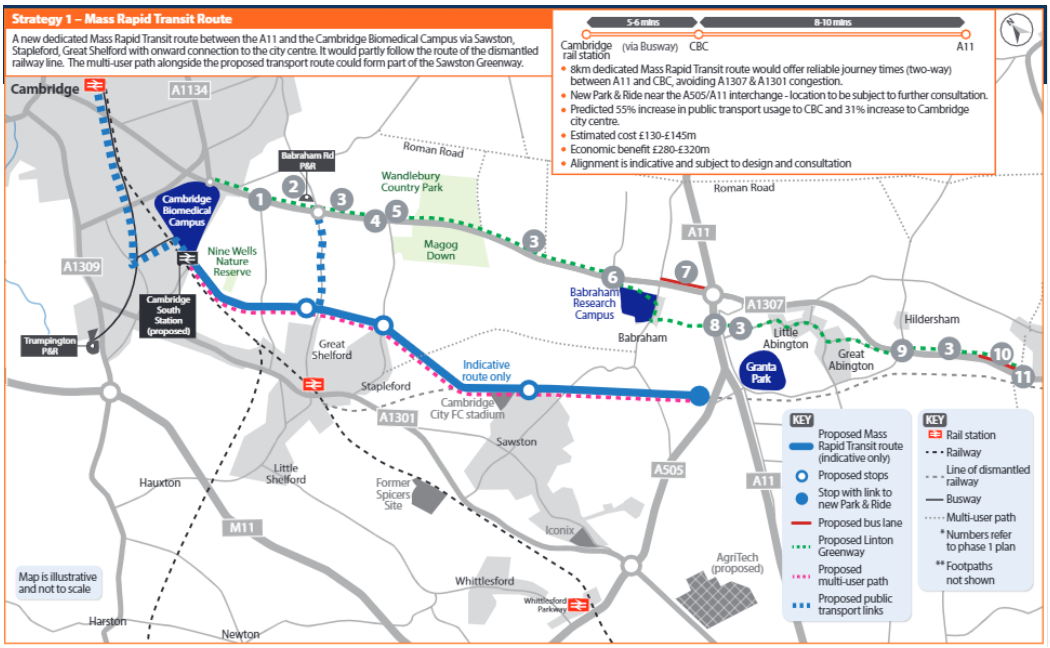
6.3.1. The Phase 1 proposals did not require regulatory approval and are therefore not discussed in detail here.

6.3.2. The Phase 2 consultation options were presented for comment in three strategies. Summaries of the strategies and the accompanying Figures 6-1, 6-2 and 6-3 can be found below.

Strategy 1

- A new dedicated public transport route from the A11 via Sawston to CBC.
- A Park & Ride site near the A11/A505 junction.
- Would form part of the Cambridgeshire Autonomous Metro (CAM) proposed at the time by the CPCA.

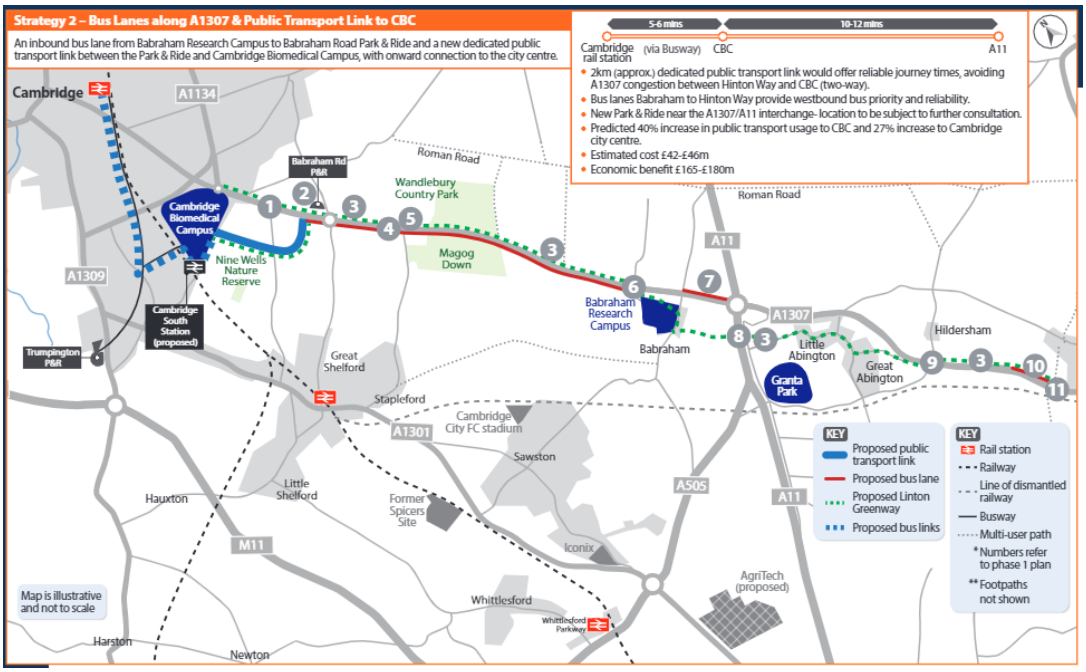
Figure 6-1 – Strategy 1



Strategy 2

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

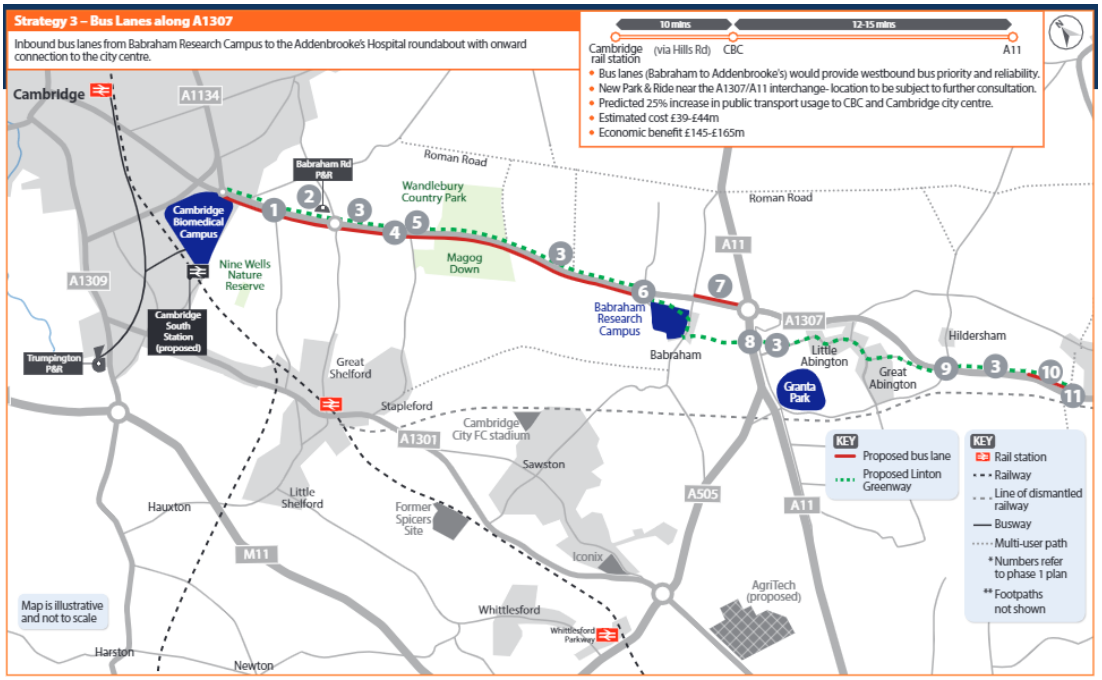
Figure 6-2 – Strategy 2



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.

Figure 6-3 – Strategy 3



6.4. Who we consulted

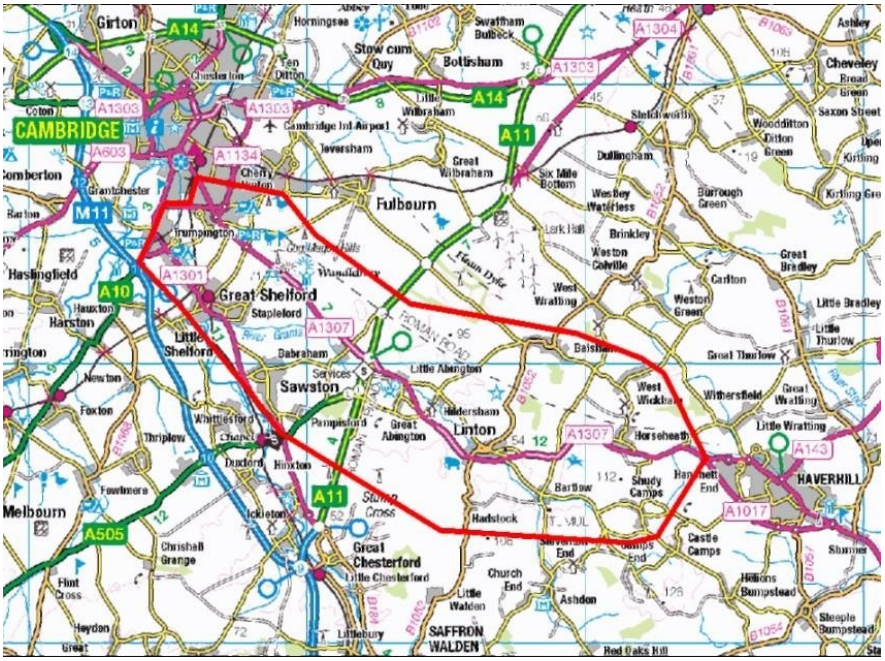
6.4.1. The consultation was open to everyone who wanted to participate and included:

- Schedule 5 and 6 consultees
- Those with potential land interests
- Local access, user, and interest groups
- Elected representatives
- Parish councils
- Organisations identified as having an interest in the Scheme
- The public, including residents and commuters.

6.5. Promoting consultation awareness

6.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included traditional and social media, community engagement events in key or high footfall locations along the route and distribution of around 22,000 leaflets. The distribution area for the leaflets can be seen in Figure 6-4 below.

Figure 6-4 – Area of targeted publicity for the consultation (shown in red)



Consultation events and exhibitions

6.5.2. A series of 13 public consultation events were held as set out in Table 6-1 below. The events were informal exhibitions where the public had the opportunity to discuss the Scheme in greater detail with project officers as well as complete and submit hard copy questionnaires.

Table 6-1 – 2018 public consultation events

Date	Location	Time
22 February 2018	Babraham Research Campus, Babraham	11.30am - 2.30pm
26 February 2018	CBC (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	8am - 9.30am
22 March 2018	Haverhill Arts Centre	5pm - 8pm

Additional promotional activities

6.5.3. Across the area awareness raising activities were conducted including emails to stakeholders and traditional and online paid-for, owned and earned media.

6.6. Consultation materials

6.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

Consultation leaflet

6.6.2. A consultation leaflet was published with information about the proposals and a map showing the Scheme options. The leaflet contained a detachable questionnaire that could be filled in and returned. A link to the consultation leaflet and questionnaire can be found in Appendix F.

Project website

6.6.3. Information about the project and the consultation was made available on the dedicated project website. An online version of the questionnaire was also available on the website.

6.7. Submitting feedback

6.7.1. A consultation questionnaire was provided, featuring a range of questions, which allowed for feedback to be collected both quantitatively and qualitatively. Respondents were invited to provide their feedback in a number of ways:

- Return a paper version of the questionnaire (from the leaflet) to a Freepost address.
- Complete the questionnaire online on the dedicated webpage.
- A phone number and email address were also provided on consultation materials for any additional feedback.

6.8. Feedback received

6.8.1. 1,914 responses were received overall, including 1,785 consultation survey responses and 129 written responses, from both individuals and a number of different organisations through email; social media platforms, such as Facebook and Twitter; and at consultation events.

6.8.2. A link to the consultation report providing further details can be found in Appendix E.

6.9. Categorising responses

6.9.1. The responses ranged from detailed commentaries to short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

6.10. Overview of responses

6.10.1. All three strategies were supported by the majority of respondents who left an answer. Strategy 1 had the most support of the three strategies with over three fifths of respondents (64.1%) supporting it, 13.1% having 'no opinion' and nearly a quarter opposing it (22.7%). Over half of respondents supported strategy 2 (53.8%) and strategy 3 (51.5%), with strategy 2 having slightly more support than strategy 3. Strategy 3 had the most opposition, with 28.4% opposing it. Over a quarter of respondents opposed strategy 2 (25.4%). Over a fifth of respondents had 'no opinion' on strategy 2 (20.9%) and strategy 3 (20.1%).

6.10.2. On the other hand, despite being broadly supportive, many respondents also had reservations about all three strategies.

6.10.3. A summary of the key issues can be found in Table 6-2 below.

Table 6-2 – Key consultation findings

Theme	Findings
Strategy 1	Strategy 1 had the most support of the three strategies with over three fifths of respondents (64.1%) supporting it and nearly a quarter opposing it (22.7%). For Strategy 1: respondents located 'west of Babraham' were more opposed to Strategy 1 than the overall response, with 31.7% of these respondents opposing it. However, the majority of these respondents supported it (62.4%). Respondents who indicated their usual workplace destination was 'CBC' (77.5%) and 'Granta Park' (80.2%) were more supportive of Strategy 1 than the overall response. Respondents who indicated they were aged '25-34' (74.9%) and '35-44' (71.3%) were more supportive of Strategy 1 than the overall response. Respondents felt that strategy 1 was the most thought out of the three strategies and had the best chance of creating modal shift away from personal vehicles, in addition to being the best suited for integration into future transport links, including those to Haverhill.
Strategy 2	Over half of respondents supported Strategy 2 (53.8%) and over a quarter of respondents opposed Strategy 2 (25.4%). For Strategy 2: Respondents who indicated their usual workplace destination was '' 'CBC' (63.1%) and 'Granta Park' (60.6%) were 12 more supportive of Strategy 2 than the overall response. Respondents who indicated they were aged '25-34' (60.5%) were more supportive of Strategy 2 than the overall response. Those who supported Strategy 2 felt it would bring the best cost to benefit ratio and would bring benefits in a shorter space of time. But others felt the benefits would be too small to justify the expansion into the Green Belt.
Strategy 3	Over half of respondents supported Strategy 3 (51.5%), with 28.4% opposing it. Respondents who indicated they were a 'resident in Cambridge' were more opposed (36.3%) than the overall response. However, two fifths of these respondents supported strategy 3 (43.9%).

Theme	Findings
	Respondents' reasons for supporting or opposing Strategy 3 were similar to Strategy 2.
Modal shift	Strategy 1 had the highest percentage of respondents who felt it would encourage them to switch transport, with over a quarter selecting this response (29.3%). Few respondents chose Strategy 3 (10.4%) and Strategy 2 (8.7%). Over a quarter of respondents felt that 'none' of the strategies would encourage them to switch (26.1%). For respondents who felt that Strategy 1 would encourage them to switch to an alternative mode of transport, 403 respondents left comments. 54.6% felt they would move to some form of mass rapid transit system, 39.7% felt they would move to a bicycle, 34% felt they would move to a bus, 14.1% felt they would move to Park & Ride, and 7.4% indicated they would move to a rail service. For respondents who felt Strategy 2 would encourage them to switch to an alternative mode of transport, 114 respondents left comments. 53.5% felt they would move to a bus service, 29.8% felt they would move to Park & Ride, 21.1% felt they would move to bicycle, 6.1% felt they would move to a mass rapid transit system, and 6.1% felt they would move to a rail service. For respondents who felt Strategy 3 would encourage them to switch to an alternative mode of transport, 127 respondents left comments. 63% felt they would move to a bus, 30.7% felt they would move to Park & Ride, 24.4% felt they would move to a bicycle, 5.5% felt they would move to a mass rapid transit system, and 5.5% felt they would move to a rail service.
Alternative solutions	Respondents put forward a range of alternative solutions such as using the old railway line and an underground railway.
Environment	A key theme was concern that the Scheme should not damage the Green Belt or the environment, particularly the Gog Magog Hills and Nine Wells LNR.
New bus links	Ensuring the Scheme also connected with the villages to the south of the A1307, as well as other towns like Haverhill and employment sites was also mentioned regularly.
Cycling and walking links	Respondents stressed the importance of including cycling and walking links in the scheme with related facilities
Other concerns	Respondents were concerned about a wide range of other issues, including: • Whether the cost of the Scheme would outweigh the benefits. • Travel safety in the area. • Whether or not the Scheme would cause or solve congestion. • Whether the Scheme would be future-proof.

6.11. Scheme development

6.11.1. Feedback and details from the consultation were taken forward to develop the Scheme. Table 6-3 below summarises the themes from the consultation and sets out the outcomes. Many of the issues raised were similar to those raised in the 2016 consultation.

Table 6-3 – Matters raised and outcomes

Summary of matters raised	Project's position following consultation
Strategy 1 was the most supported of the three and also the approach respondents felt would encourage modal shift.	As the solution that had the greatest public support and is the one most strongly aligned to Scheme aims and objectives, Strategy 1 has been taken forward for further development.
Strategy 2 was slightly less popular than Strategy 1 in relation to a number of issues	Strategy 1 has been taken forward for further development.
Strategy 3 was slightly less popular than Strategy 1 in relation to a number of issues	Strategy 1 has been taken forward for further development.
The likelihood of modal shift as a result of the Scheme	In addition to being the most popular, Strategy 1 was most identified as likely to result in modal shift. Strategy 1 has been taken forward for further development.
Suggestions for alternative solutions	Following the consultation and building on the work done after the 2016 consultation, GCP continued to explore the various options proposed in terms of their economic, social and environmental positives and negatives, before moving forward with refining the proposals. The process is explained in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme and the 2017 Preferred Options Report. A link to an in-depth report on reopening the old Shelford Railway can be found in Appendix O.
Concern that the cost of the Scheme would outweigh the benefits.	GCP has thoroughly explored this issue and has set out the reasons why the benefits outweigh the costs in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme.
Concerns about transport-related safety in the area	GCP takes its safety responsibilities very seriously and the Scheme is being developed in line with all the current safety guidance and best practice.
Concern that the Scheme connected with villages to the south of the A1307 as well as employment sites and other towns like Haverhill.	Ensuring the Scheme also connected with the villages to the south of the A1307, to employment sites and to other towns like Haverhill is being considered as part of our ongoing work. GCP aims to provide more convenient commuting options for local people through the Scheme. Strategy 1 will deliver on these aims.
Concern that the Scheme should not damage the	GCP's 20% biodiversity net gain ambitions and wider proposals aim to deliver a suitable environmental legacy for

Summary of matters raised	Project's position following consultation
environment, particularly important local features such as the Gog Magog Hills and the Green Belt.	the Scheme. GCP has considered the visual impact of the public transport route and has developed landscaping proposals including tree planting. GCP has collaborated with stakeholders to develop a design that limits impact on Green Belt land. The public transport route was selected following consultation and a detailed sifting process by the GCP Executive Board.
Concern that the Scheme would increase congestion in the area	An explanation of the thorough traffic modelling conducted during Scheme development can be found in the Transport Assessment (CSET-18-00-00-Transport Assessment) for the Scheme.
The need for cycling and walking facilities to be included in the Scheme	GCP is committed to ensuring these are central elements of the Scheme.
Reliability, frequency, timing and cost of new bus services	These are all issues GCP is considering in the development of the Scheme and will be central to the final solution.

6.12. What this meant for the Scheme

6.12.1. 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 CPCA.

6.12.2. 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 transport options. Further technical and environmental work was needed on Strategy 1.

6.12.3. CPCA's review of major projects concluded that Strategy 1 is aligned with CPCA transport objectives.

6.12.4. 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 the Scheme and requested that officers developed detailed proposals for its delivery.

7. Cambridge south east transport better public transport project consultation 2019

7.1. Consultation overview

7.1.1. This consultation built on the 2018 route strategy consultation and presented travel hub options, proposed stops and shortlisted route alignments for the Scheme.

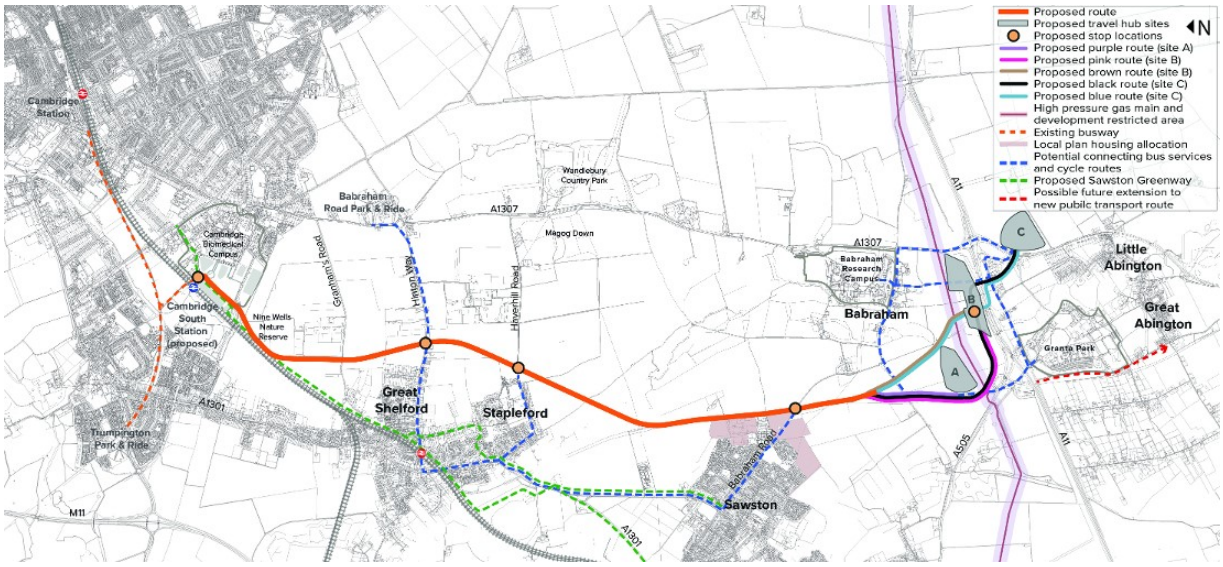
7.2. Consultation dates

7.2.1. The consultation ran between 9 September 2019 and 4 November 2019.

7.3. Proposals presented for consultation

7.3.1. There were three travel hub and five route options presented for public consultation, as shown in Figure 7-1 below.

Figure 7-1 – Travel hub site and route 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 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.
- Newmarket Road with a four-arm roundabout.
- Requires new bridge over the A11, which would be more expensive.

Route options

7.3.2. The section of the route common to all options runs along Francis Crick Avenue before exiting on the southern side of CBC and running parallel with the railway. It then diverts to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston. All four stops proposed at this stage are within this section and in the same locations for each option. These would be at CBC, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route would cross each of these roads and Granham's Road, via new at-grade junctions to be signalised with priority given to buses. Before reaching High Street, Babraham, the route options then diverge as outlined within the following sections.

7.3.3. There were in total five route options for the section between High Street, Babraham and the travel hub site options. These were:

Brown option

7.3.4. The Brown route takes a direct alignment across fields towards the A11, which includes a second crossing of the River Granta. The Brown route ends at travel hub site B, located to the southwest of the junction between the A1307 and A11. General traffic would access it from the A1307 via a new junction whilst the site itself would have a linear arrangement to accommodate it between a high-pressure gas main - over which development is restricted - and the A11. The Brown option had the potential to deliver a travel hub with up to 2,800 car parking spaces.

Blue option

7.3.5. The Blue option initially follows the same route as the Brown option but extends beyond it to cross the A11 via a new bridge. The route would then cross Newmarket Road at a new junction, before running through the south of the former Comfort Café site and crossing the A1307 via a new junction to connect with travel hub site C, located on the north side of the A1307. As with the junctions on the common section of route, all new junctions would be at-grade and signalised with priority for public transport vehicles. Site C would have a separate roundabout junction to provide general traffic with access into the site at the current junction between the A1307 and Newmarket Road. It could provide parking for up to 2,100 cars.

Black option

7.3.6. The Black option follows the route of a former railway; however, as this is now designated as a County Wildlife Site, the proposed alignment would be slightly to the north of this, also avoiding the need for a bridge or significant regrading works at the former High Street, Babraham crossing. The route continues to the A505 junction before running parallel with the A11 and crossing the River Granta. The Black route would then cross the A11 before following the same alignment as the Blue option from Newmarket Road to travel hub site C, which could provide parking for up to 2,100 cars.

Pink option

7.3.7. The Pink option is the same as the Black option but, instead of crossing the A11, it terminates at travel hub site B to the north of the River Granta. This would be the same as the travel hub site for the Brown route but have a slightly different layout to accommodate public transport vehicles entering the site from the south rather than west. It could provide parking for up to 2,500 cars.

Purple option

7.3.8. The Purple route is the shortest of all options and, unlike other options, crosses the River Granta once only. It follows the same route as the Pink and Black route but stops to the west of the A11/A505 junction and would serve travel hub site A. This would be accessed via a new roundabout junction to the north of the A505 slip road and require an extended access road to the site itself. This would be necessary to avoid the high-pressure gas pipeline. The site would provide capacity for approximately 2,000 cars but has potential for expansion.

7.4. Who we consulted

7.4.1. The consultation was open to everyone who wanted to participate and included:

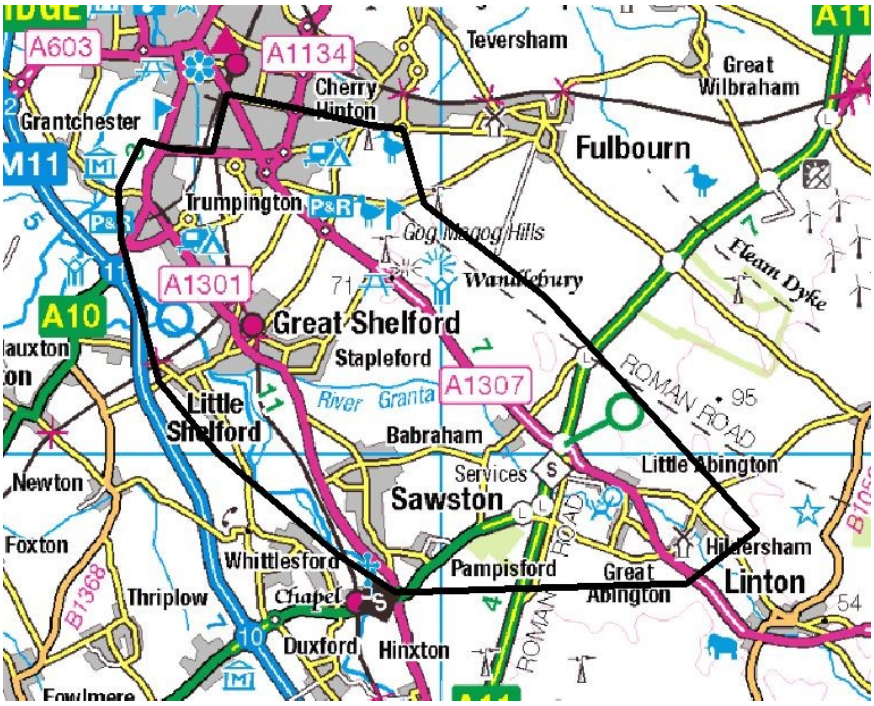
- Schedule 5 and 6 consultees
- Those with potential land interests
- Local access, user, and interest groups
- Elected representatives
- Parish councils
- Organisations identified as having an interest in the Scheme
- The public, including residents and commuters.

7.5. Promoting consultation awareness

7.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included traditional and social media, community engagement events in key or high footfall locations along the route and distribution of leaflets.

7.5.2. Consultation leaflets and a questionnaire were delivered to over 18,000 residential properties and businesses. The distribution area can be seen in Figure 7-2 below.

Figure 7-2 – Area of targeted publicity for the consultation (in black)



Consultation events and exhibitions

7.5.3. 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 7-1 below details the events held.

Table 7-1 – 2019 public consultation events

Date	Location	Time
10 September 2019	Babraham Road Park & Ride	7.45am - 9am
11 September 2019	Cambridge city centre bus stops	4pm - 6pm
12 September 2019	Trumpington Park & Ride	7.45am - 9am
3 October 2019	Addenbrooke's Hospital, Food Concourse	12.30pm - 2pm
8 October 2019	Babraham Research Campus	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	12pm - 2pm
14 October 2019	Stapleford Pavilion, Stapleford	5.30pm - 7.30pm
15 October 2019	Spicers Pavilion, Sawston	5.30pm - 7.30pm

Date	Location	Time
21 October 2019	The Abington Institute, Great Abington	5.30pm - 7.30pm

Additional promotional activities

7.5.4. Across the area awareness raising activities were conducted including emails to stakeholders and traditional and online paid-for, owned and earned media.

7.6. Consultation materials

7.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

Consultation leaflet

7.6.2. A consultation leaflet was published with information about the proposals and a map showing the Scheme options. The leaflet contained a detachable questionnaire that could be filled in and returned. A link to the consultation leaflet and questionnaire can be found in Appendix H.

Project website

7.6.3. Information about the project and the consultation was made available on the dedicated project website. An online version of the questionnaire was also available on the website.

7.7. Submitting feedback

7.7.1. A consultation questionnaire was provided, featuring a range of questions, which allowed for feedback to be collected both quantitatively and qualitatively. Respondents were invited to provide their feedback in a number of ways:

- Return a paper version of the questionnaire (from the leaflet) to a Freepost address.
- Complete the questionnaire online on the dedicated webpage.
- A phone number and email address were also provided on consultation materials for any additional feedback.

7.8. Feedback received

7.8.1. 829 responses were received overall, including 695 consultation survey responses and 134 written responses, through email, social media platforms such as Facebook and Twitter, at events, and letters.

7.9. Categorising responses

7.9.1. The responses ranged from detailed commentaries to short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

7.10. Overview of responses

7.10.1. While more than half of respondents indicated they supported proposals for a Scheme to improve public transport to the south-east of Cambridge there was no majority of support for any of the three proposed travel hub locations or any of the five proposed routes.

7.10.2. In addition, respondents expressed concerns about a range of issues including stop locations, damage to the environment, congestion and cost. Table 7-2 below provides further detail. A link to the consultation report can be found in Appendix G.

Table 7-2 – Key consultation findings

Theme	Findings
Overall support	Over half of respondents indicated they supported the more detailed proposals presented (56%) Just under two fifths indicated they opposed them (39%)
Route options	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 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) • '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%)
Travel hub options	There was no majority of support for any of the three travel hub locations. Under half of respondents supported 'site B' (46%) and over a quarter opposed it (30%). Respondents were less clear on their support for 'site A', with under two fifths supporting it (37%) and under two fifths opposing it (37%). Over two fifths opposed 'site C' (44%) and over a quarter supported it (30%).
Stop locations	Respondents felt the stop locations outside villages were too far from residences for local users to access and that they would increase congestion due to on-street parking, rat-running from those avoiding the crossings and motorised transport waiting at the crossings.
Environment	Respondents were concerned about the use of Green Belt and farming land, feeling it was important that these areas remain protected and untouched. Also, that the use of Green Belt land would also negatively impact on local wildlife sites, particularly as the new public transport route passed closely to the Nine Wells LNR and the Gog Magog Hills.

Theme	Findings
Cost	Respondents were concerned that the cost of the Scheme would outweigh the benefits.
Congestion	Respondents were concerned that the Scheme would increase congestion in the area. Also, that the villages would become rat runs because of the location of the stops.
Cycling and walking	The design of the active travel path and that it needed to be separate from the transport route or roads to ensure safety, was a key issue. Respondents were also concerned that it should link with other routes in the area.
Alternative solutions	Respondents felt that existing infrastructure should be used rather than building new infrastructure in the Green Belt. They proposed either running the busway alongside the existing A1307 road, using the old railway line infrastructure or reopening it and an underground railway. The need for the route to be extended towards Haverhill and Linton was also raised.

7.11. Scheme development

7.11.1. Feedback and details from the consultation were taken forward to develop the Scheme. Table 7-3 below summarises the themes from the consultation and sets out the outcomes. Many of the key issues raised were the same as in previous consultation on the developing Scheme.

Table 7-3 – Matters raised and outcomes

Summary of matters raised	Project's position following consultation
Overall support	GCP welcomes the continuing support for a Scheme to improve public transport to the south-east of Cambridge.
Route options	The GCP Executive Board agreed to progress with the Brown route as the preferred option for the Scheme on 25 June 2020. This route was the most supported option in the consultation responses and was assessed as meeting the Scheme's objectives most suitably. Further information about the Scheme's objectives can be found in section 7.13 below.
Travel hub options	The GCP Executive Board agreed to progress with the Brown route as the preferred option for the Scheme on 25 June 2020. This route was the most supported option and was assessed as meeting the Scheme's objectives most suitably Further information can be found in section 7.13 below.
Stop locations	Scheme design has evolved to ensure the public transport route, including its bus stops, provides convenient access for all users. The proposed routes currently meet the objectives of the Scheme by providing public transport access to/from

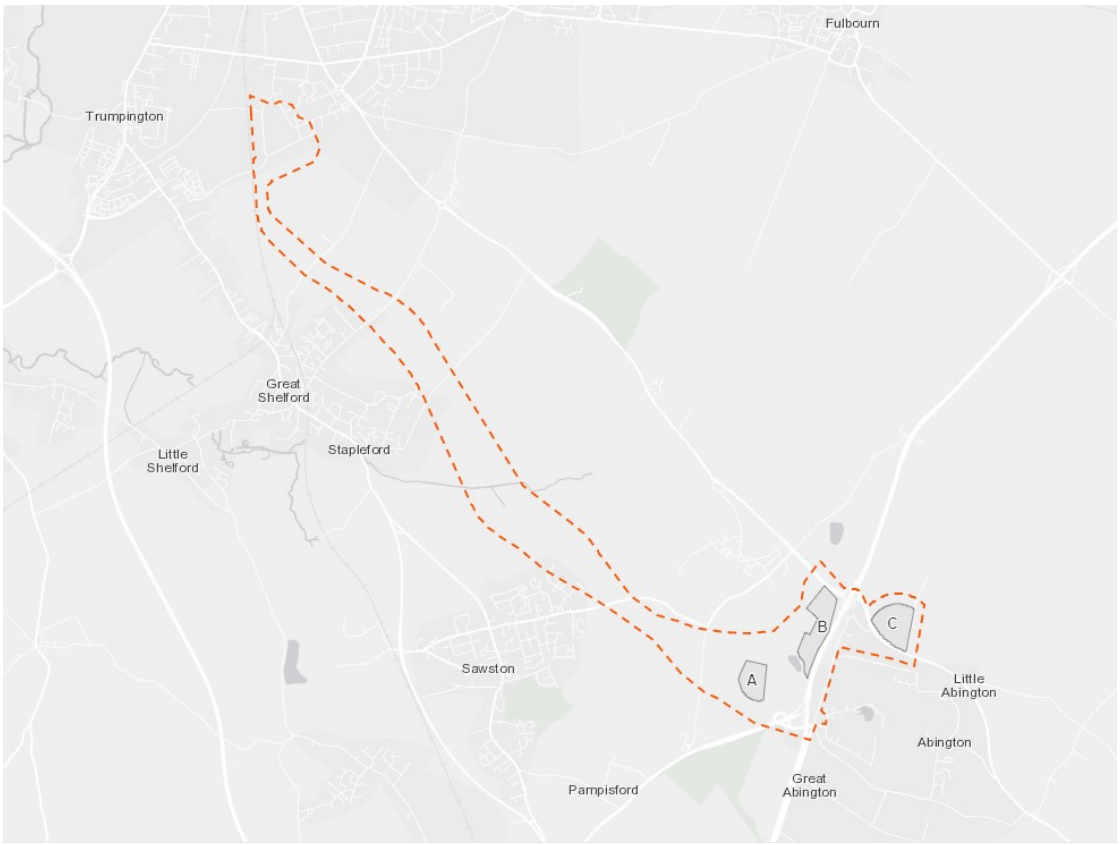
Summary of matters raised	Project's position following consultation
	Cambridge, Great Shelford, Stapleford, Sawston and Babraham.
Environment	GCP's 20% biodiversity net gain ambitions and wider proposals aim to deliver a suitable environmental legacy for the Scheme. GCP has considered the visual impact of the public transport route and has developed landscaping proposals including tree planting. GCP has collaborated with stakeholders to develop a design that limits impact on Green Belt land. The public transport route was selected following consultation and a detailed sifting process by the GCP Executive Board.
Cost	GCP has thoroughly explored this issue and has set out the reasons why the benefits outweigh the costs in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme.
Congestion	An explanation of the thorough traffic modelling conducted during Scheme development can be found in the Transport Assessment (CSET-18-00-00-Transport Assessment) for the Scheme.
Cycling and walking	GCP has ensured the active travel route is a key part of the Scheme, providing improved opportunities for recreational use by cyclists, pedestrians and horse-riders. GCP has ensured there is separation between the public transport route and the active travel route for the safety of pedestrians, cyclists and horse-riders.
Alternative solutions	Following the consultation and building on the work done after the 2016 and 2018 consultations, GCP continued to explore the various options proposed in terms of their economic, social and environmental positives and negatives, before moving forward with refining the proposals. The process is explained in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme and the 2017 Preferred Options Report. A link to an in-depth report on reopening the old Shelford Railway can be found in Appendix O.

7.12. Further engagement

7.12.1. 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 Scheme project team. Figure 7-3 below shows the boundary used to identify affected landholders.

7.12.2. 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 2019 consultation. It also allowed the project team to better understand the impacts the proposals could have on homes and businesses.

Figure 7-3 – Scheme boundary used to identify affected landholders



7.13. What this meant for the Scheme

7.13.1. The 2019 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).

7.13.2. As the most supported option which was also assessed as meeting the Scheme's objectives most suitably, the GCP Executive Board agreed to progress with the Brown route as the preferred option for the Scheme on 25 June 2020.

7.13.3. The Scheme will improve public transport access from the area to the south and southeast of Cambridge to central Cambridge and key employment sites. The improved access and connectivity will support the growth aspirations of CBC and support the growth in Cambridge's key employment sectors and continuation of the 'Cambridge Phenomenon'. The Scheme will support the growth of the local economy through improved access to key employment sites,

7.13.4. The Scheme will increase sustainable mode share journeys, and in turn improve safety for the users of the A1307 corridor. The improved public transport journey times could lead to more people using public transport and the potential modal shift could improve air quality in the area. The Scheme will support GCP's vision and contribute to the shift to net zero carbon by facilitating the sustainable transport movements to the southeast of Cambridge.

7.13.5. The decision-making process is explained in more detail in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme (a link to this document can be found in Appendix N). The objectives for the Scheme are provided in Chapter 2 of this document.

7.13.6. The Brown route is proposed to run along Francis Crick Avenue before exiting on the southern side of CBC and running parallel with the railway. It would then divert to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston.

7.13.7. Four passenger stops are proposed at CBC, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route would cross each of these roads and Granham's Road, via a new at-grade junction to be signalised with priority given to buses. Before reaching High Street, Babraham the proposed Scheme cuts across fields towards the A11 which includes a second crossing of the River Granta.

7.13.8. The Scheme would end at travel hub site B, located to the southwest of the junction between the A1307 and A11. General traffic would access the travel hub from the A1307 via a new roundabout junction. The proposed travel hub site could provide parking for up to 2,800 cars with the current known constraints.

8. Cambridge south east transport phase 2 EIA consultation 2020

8.1. Consultation overview

8.1.1. Following the decision of the GCP Executive Board to progress with the 'Brown' route as the preferred option, the EIA consultation was undertaken in autumn 2020. The EIA consultation presented the preferred route including two options near Babraham. Additionally, individual Scheme elements and environmental information by area were presented and consulted on. Please see both the Planning Statement for the Scheme and the Environmental Statement (ES) Chapter 4 which discusses the alternatives considered at the early stages and how consultation informed the preferred option.

8.1.2. Alongside the EIA consultation, a consultation to consider the Scheme's Environmental Scoping Report was also conducted by the Secretary of State for the Department of Transport following a request submitted by GCP on 15 October 2020. This ran separately to the EIA consultation and will provide evidence as part of the ES to fulfil statutory TWAO requirements ahead of the proposed submission of the Scheme.

8.2. Consultation dates

8.2.1. The EIA consultation ran for eight weeks between Monday 19 October and Monday 14 December 2020.

8.3. Proposals presented for consultation

8.3.1. The EIA consultation:

- Presented information on the current proposed scheme design.
- Highlighted scheme refinements and explained why the changes were made.
- Identified potential environmental impacts.
- Detailed proposed mitigation measures of adverse impacts.
- Provided an opportunity for all consultees to give their views on the proposals.

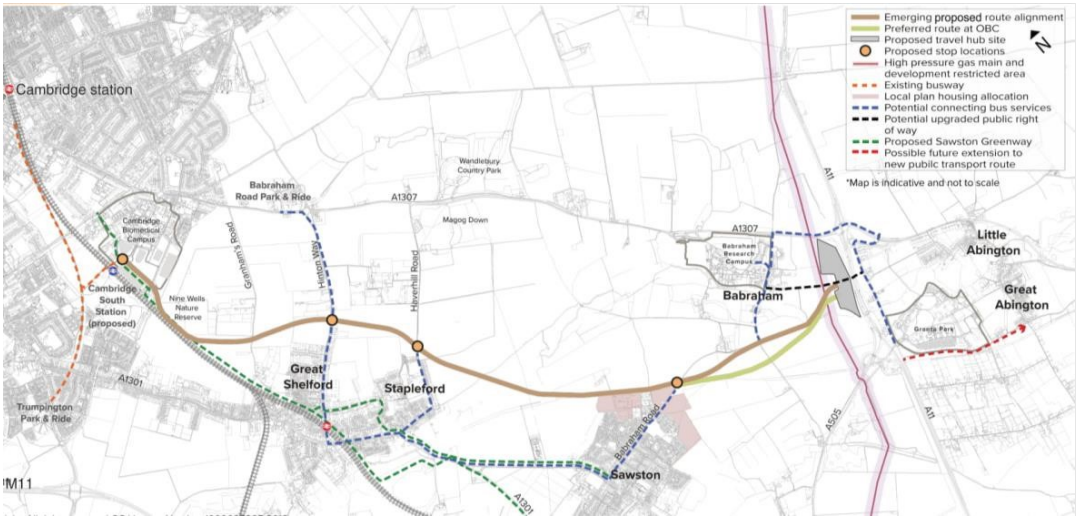
8.3.2. As part of the consultation an emerging proposed route option was presented in addition to the preferred option approved by the GCP board, these were:

- An emerging route alignment to the south of Babraham to reduce the impact on farm operations and the impact on landscape character in the area.
- The preferred route at OBC.

8.3.3. The two options had very similar scores when assessed against objectives, so the consultation responses were key in deciding which was taken forward in the design and the EIA process.

8.3.4. Figure 8-1 shows the route options that were presented in the consultation.

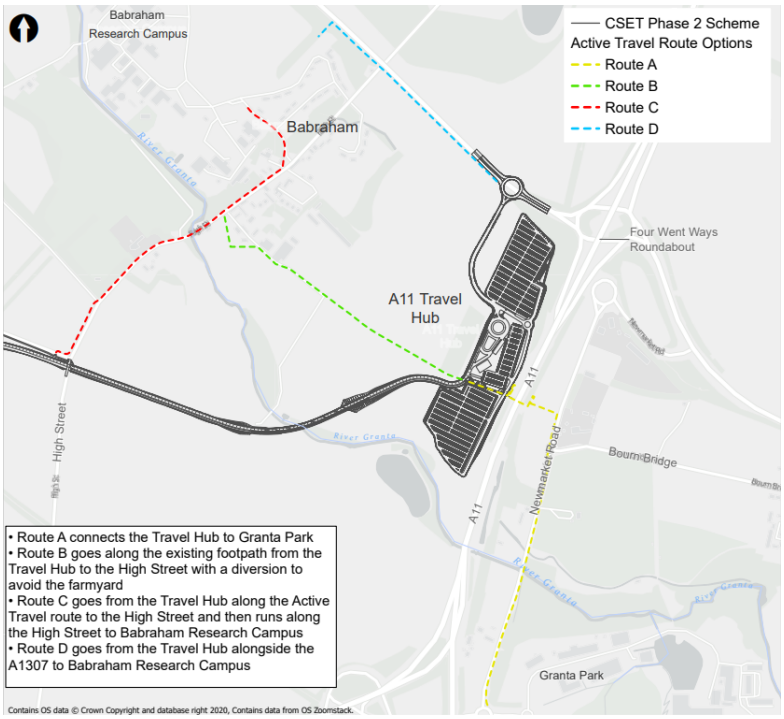
Figure 8-1 – EIA consultation route options



8.3.5. The EIA consultation also included four active travel route options route A, route B, route C and route D. The options can be seen in Figure 8.2 below.

- Route A connecting the travel hub to Granta Park.
- Route B following the existing footpath from the travel hub to the High Street, Babraham with a diversion to avoid the farmyard.
- Route C from the travel hub along the active travel route to the High Street, Babraham and then along the High Street to Babraham Research Campus.
- Route D from the travel hub alongside the A1307 to Babraham Research Campus.

Figure 8-2 – EIA consultation active travel route options



8.4. Who we consulted

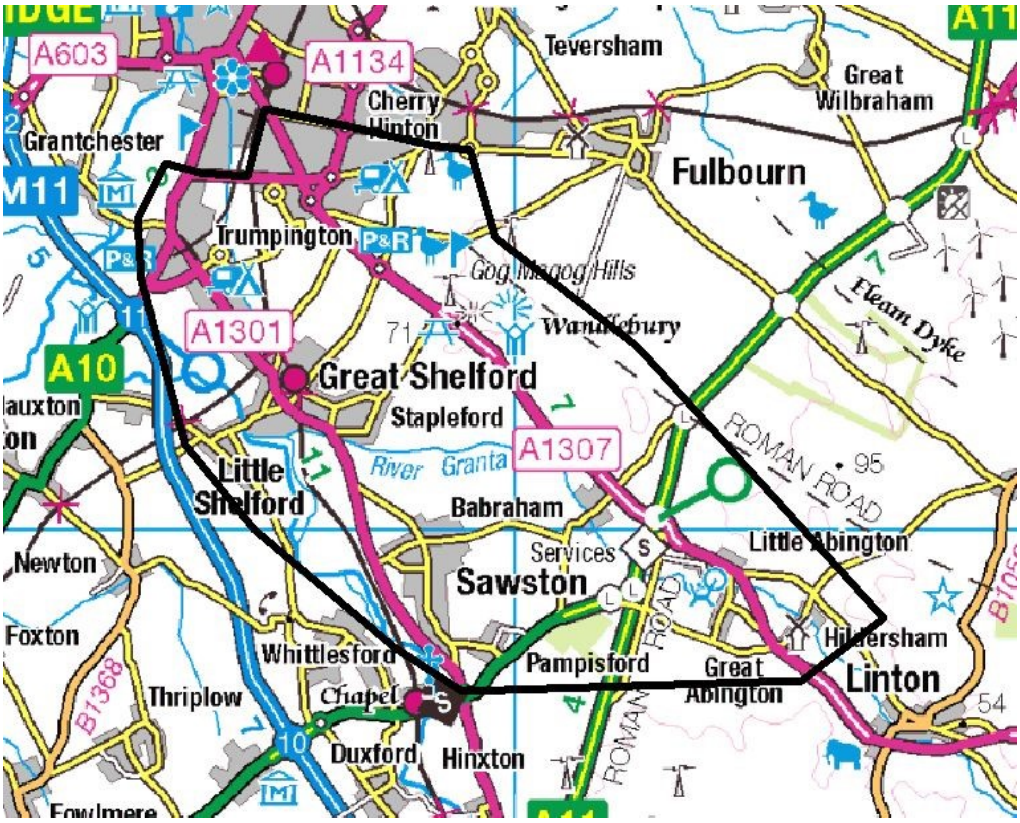
8.4.1. The EIA consultation was open to everyone who wanted to participate and included:

- Schedule 5 and 6 consultees
- Those with potential land interests
- Local access, user, and interest groups
- Elected representatives
- Parish councils
- Organisations identified as having an interest in the Scheme; and
- The public, including residents and commuters.

8.5. Promoting consultation awareness

8.5.1. The EIA 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. Figure 8-3 below shows the distribution area.

Figure 8-3 – Area of targeted publicity for the consultation (in black)



Consultation events and exhibitions

8.5.2. Due to the Covid-19 pandemic social distancing restrictions, the EIA consultation was hosted online via a virtual exhibition room. This EIA 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 consultees to submit their views remotely.

8.5.3. 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.

8.5.4. As part of the EIA 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

Additional promotional activities

8.5.5. 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, were also used for promotion.

8.6. Consultation materials

8.6.1. Information was available in both hard copy and online, through a dedicated website, the virtual consultation room or by contacting the project team through email and telephone.

Consultation leaflet

8.6.2. A consultation leaflet was published online with information about the proposals and environmental impacts, with maps and illustrations showing the various Scheme elements. Respondents were also able to fill in the questionnaire online.

8.6.3. Alternatively, if required, hard copies of the virtual exhibition information and the questionnaire were posted out. A link to the consultation leaflet and questionnaire can be found in Appendix J.

Project website and virtual consultation room

8.6.4. Information about the project and the consultation was made available on the dedicated project website and the virtual consultation room. An online version of the questionnaire was also available on the website.

8.7. Submitting feedback

8.7.1. A consultation questionnaire was provided, featuring a range of questions, which allowed for feedback to be collected both quantitatively and qualitatively. Respondents were invited to provide their feedback in a number of ways:

- Complete the questionnaire online on the dedicated webpage/virtual exhibition room.
- Return a paper version of the questionnaire to a Freepost address.
- A phone number and email address were also provided on consultation materials for any additional feedback.

8.8. Feedback received

8.8.1. During the EIA consultation, 399 formal responses were received overall. This was made up of 304 survey responses with 299 online respondents and five hard copy surveys. Additionally, 94 email responses and one letter were received that were also considered by the project team. This included 290 residents, ten group/organisation representations and four responses from elected officials.

8.9. Categorising responses

8.9.1. The responses ranged from detailed commentaries to short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

8.10. Overview of responses

8.10.1. Key consultation findings are set out in Table 8-1 below. A link to the consultation report can be found in Appendix I.

Table 8-1 – Key consultation findings

Theme	Findings
Route alignment	The highest proportion of respondents (33.6%) strongly opposed the proposed route realignment between Babraham and Sawston. 11.8% strongly supported and 15.5% supported the proposed realignment.
Francis Crick Avenue	The highest proportion of respondents (38.2%) expressed a preference for planting a mix of trees and hedges along Francis Crick Avenue.

Theme	Findings
	54.3% of respondents agreed with the proposed segregation of the cycling/pedestrian path along the western side of Francis Crick Avenue compared with 4.9% of respondents that opposed the proposal. Approximately 30% of respondents provided comments on the interchange between Cambridge South Station, guided busway and Francis Crick Avenue, with key issues including: • 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. • Pedestrian and cycle priority at minor junctions and introduction of diagonal crossing.
Environment	The highest proportion of respondents (26.0%) stated they access Nine Wells LNR via the DNA path coming from Great Shelford. If only one route was in place to enter Nine Wells LNR, the highest proportion of respondents (39.8%) would like to retain access via the track alongside Hobson's Conduit. A majority of respondents (59.5%) stated they cycle along the DNA path when using it. The highest proportion of respondents answered, 'No opinion' (36.5%) or supported (29.9%) the landscaping proposals in the Nine Wells LNR area. A majority of respondents (60.9%) indicated they would like woodland planting between stops and residential properties. The highest proportion of respondents (40.1%) preferred grass and scattered trees alongside the River Granta. The highest proportion of respondents (37.2%) strongly supported tree avenues along the route. Respondents were particularly concerned about the impact on the Green Belt and green spaces. Respondents raised concerns about the effect on the landscape and requested additional planting to screen the Scheme.
Active travel	The highest proportion of respondents answered either 'No opinion' (28.6%) or strongly supported (27.6%) an active travel route between the travel hub and Granta Park (active travel route A). The highest proportion of respondents answered either 'No opinion' (26.3%) or strongly supported (23.4%) 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).

Theme	Findings
	The highest proportion of respondents answered either 'No opinion' (29.0%) or strongly opposed (20.4%) 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). The highest proportion of respondents (42.4%) 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 (33.6%) preferred 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 answered either 'No opinion' (31.6%) or strongly supported (20.1%) an active travel route from the travel hub alongside the A1307 to Babraham Research Campus (active travel route D). The importance of the active travel path as well as its design were key issues as well as the fact that it needed to be separate from the transport route or roads.
Parking	Respondents were concerned that there should be adequate parking, but that use should be limited. The consultation identified cycle parking as a key benefit of the plans. They understood the wider active travel plans and stated more cycle parking at bus stops along the route would improve the Scheme further.
Alternatives	This was the most frequently raised issue in the consultation with numerous suggestions for alternative options.
Connectivity	Respondents said they liked the fact the Scheme would increase connectivity. GCP aims to provide more convenient commuting options for local people through the Scheme.

8.11. Scheme development

8.11.1. Feedback and details from the consultation were taken forward to develop the Scheme. Table 8-2 below summarises the themes from the consultation and sets out the outcomes.

Table 8-2 – Matters raised and outcomes

Summary of matters raised	Project's position following consultation
Route alignment	GCP is progressing with the Brown route to deliver a public transport route that will seek to limit its negative environmental impacts.
Francis Crick Avenue	GCP has considered the visual impact of the public transport route and has developed landscaping proposals including tree planting.
Environment	GCP's 20% biodiversity net gain ambitions and wider proposals aim to deliver a suitable environmental legacy for the Scheme. GCP has collaborated with stakeholders to develop a design that limits impact on Green Belt land. The public transport route was

Summary of matters raised	Project's position following consultation
	selected following consultation and a detailed sifting process by the GCP Executive Board.
Active travel	GCP has ensured the active travel route is a key part of the Scheme, providing improved opportunities for recreational use by cyclists, pedestrians and horse-riders. GCP has ensured there is separation between the public transport route and the active travel route for the safety of pedestrians, cyclists and horse-riders.
Parking	If planning consent is obtained, GCP would review requirements. GCP would monitor use of the travel hub car park and the bus stops on an ongoing basis. GCP will consider the possibility of additional cycle parking the Scheme develops.
Alternatives	As with previous consultations, GCP has continued to explore the various options proposed in terms of their economic, social and environmental positives and negatives, before moving forward with refining the proposals. The process is explained in the OBC for the Scheme and the 2017 Preferred Options Report. A link to an in-depth report on reopening the old Shelford Railway can be found in Appendix O.
Connectivity	GCP aims to provide more convenient commuting options for local people through the Scheme. This would seek to reduce car use and pollution, bringing wider environmental benefits.

8.12. Further engagement

Statutory TWAO Schedule 5 and 6 engagement

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

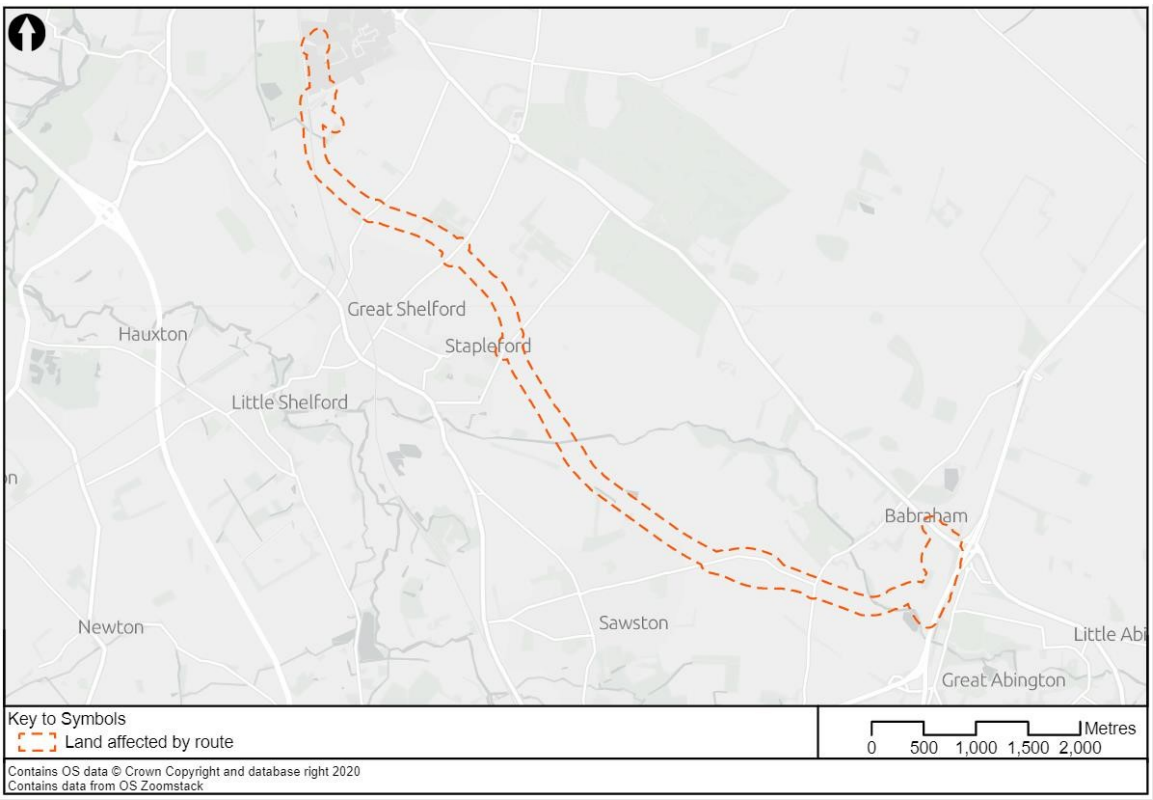
- Statutory consultees as named in column (2) of the tables in Schedules 5 and 6 of the Rules.
- Non-statutory consultees who are in close proximity to the Scheme or who were judged to have a potential interest in the application, for example local decision makers, business groups, interest groups and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

8.12.2. Land referencing agents were engaged early in the TWAO application process 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. This engagement will continue.

Landholder meetings

8.12.3. As part of the EIA consultation, meetings were held with directly affected landholders. Landholders within the Scheme boundary were invited to meet with members of the project team. Figure 8-4 below shows the boundary used to identify affected landholders.

Figure 8-4 – Scheme boundary used to identify affected landholders



8.12.4. 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.

8.12.5. 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. Please refer to the consultation report in Appendix I for more detail.

Key stakeholder engagement

8.12.6. 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 will continue until the TWAO submission, throughout the public inquiry and beyond.

8.13. What this meant for the Scheme

8.13.1. 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 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 includes the maintenance and emergency track alongside the busway.
- 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.[6]
- A mix of trees and hedges along Francis Crick Avenue.[7]
- 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 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.

[6] This is no longer part of the scheme being submitted as part of the TWAO.
[7] This is no longer part of the scheme being submitted as part of the TWAO.

9. Supplementary engagement 2021

9.1. Engagement overview

9.1.1. A supplementary engagement with local landowners and occupiers was needed following the progression of GCP's design for the active travel route east of the A11 after the EIA consultation.

9.1.2. Following the 2020 public consultation, GCP progressed its design to include a preferred option for the proposed active travel route in this section of the Scheme.

9.2. Engagement dates

9.2.1. The engagement took place between 15 November 2021 and Monday 13 December 2021.

9.3. Proposals presented for engagement

9.3.1. The proposed active travel route east of the A11 would run between the A11 travel hub and the Newmarket Road/Pampisford Road roundabout near Granta Park. The active travel path would be accessible via the existing A11 footbridge.

9.3.2. An alternative route suitable for horse riders was proposed via a new Non-Motorised User access under the A11 and active travel path running parallel to Newmarket Road before linking with the existing public right of way near to the A11 footbridge.

9.3.3. Key elements of the proposed active travel route were:

- A new active travel path to be delivered east of the A11 that runs behind Bourne Bridge Cottages.
- The new active travel path would run parallel to the A11 and join up with the existing public right of way linking to Newmarket Road (PRoW 12/4).
- The active travel path would run along Newmarket Road until just before the Newmarket Road/Pampisford Road/Granta Park access roundabout.
- The active travel path along Newmarket Road would have a hard surface and be a minimum of 3 metres wide, with a verge separating it from the highway, making it safe and attractive for all users.
- An alternative Non-Motorised User (NMU) (walking, cycling and horse rider) access under the A11 (to be delivered directly south of the proposed A11 travel hub and existing A11 footbridge).
- The construction of new access ramps to improve access for cyclists and pedestrians to the existing A11 footbridge.

9.3.4. The new active travel route would give pedestrians, cyclists and equestrians improved access to the proposed A11 travel hub and the Scheme and active travel path to Cambridge from Granta Park.

9.4. Who we engaged with

9.4.1. The engagement focused on the landowners and occupiers who would be affected by the path, the parish councils and the wider public through public notices and information on the Scheme website. Additional consultation with statutory consultees was not necessary for this process.

9.5. Promoting engagement awareness

9.5.1. The 2021 supplementary engagement period included:

- Notification letter to landowners and occupiers
- Notification email to landowners and occupiers
- Notification email to parish councils
- Site notice installed at three locations along the proposed active travel route
- Update to the Scheme webpage
- Follow-up notification letter to landowners and occupiers
- Follow-up notification email to landowners and occupiers.

9.6. Feedback options

9.6.1. Feedback on the plans could be provided to the project team via email, phone or post.

9.7. Feedback received

9.7.1. Eight respondents provided feedback overall, with all formal comments sent through via email. Two respondents also provided additional feedback to their email via telephone. A summary of comments raised in the supplementary engagement period is detailed in Appendix K. The key issues raised by respondents included:

- location of the active travel route
- equestrian route (between the A11 travel hub and A11 footbridge via the A11 underpass)
- equestrian route not needed
- A11 footbridge
- proposed cycle route extension/Linton Greenway
- parking
- traffic management
- Newmarket Road active travel path design
- surfacing
- landscaping
- lighting.

9.8. What this meant for the Scheme

9.8.1. The project team considered all comments received during the supplementary engagement period.

9.8.2. While these improvements were consulted upon, it is not possible for the Scheme to deliver these improvements under the TWAO and a supplementary planning application would be required to deliver the active travel paths.

9.8.3. As such, GCP agreed to include the improvement of the linkage between Newmarket Road and Babraham High Street as part of CSET Phase 1 instead. This section is due to be progressed from concept to detailed design in 2025.

10. Stapleford route change consultation 2022

10.1. Consultation overview

10.1.1. After the EIA consultation in 2020, proposals for a retirement village in Stapleford were approved on appeal by the Government's Planning Inspectorate. Therefore, amendments had to be made to the proposed route of the Scheme and the location of the Stapleford bus stop.

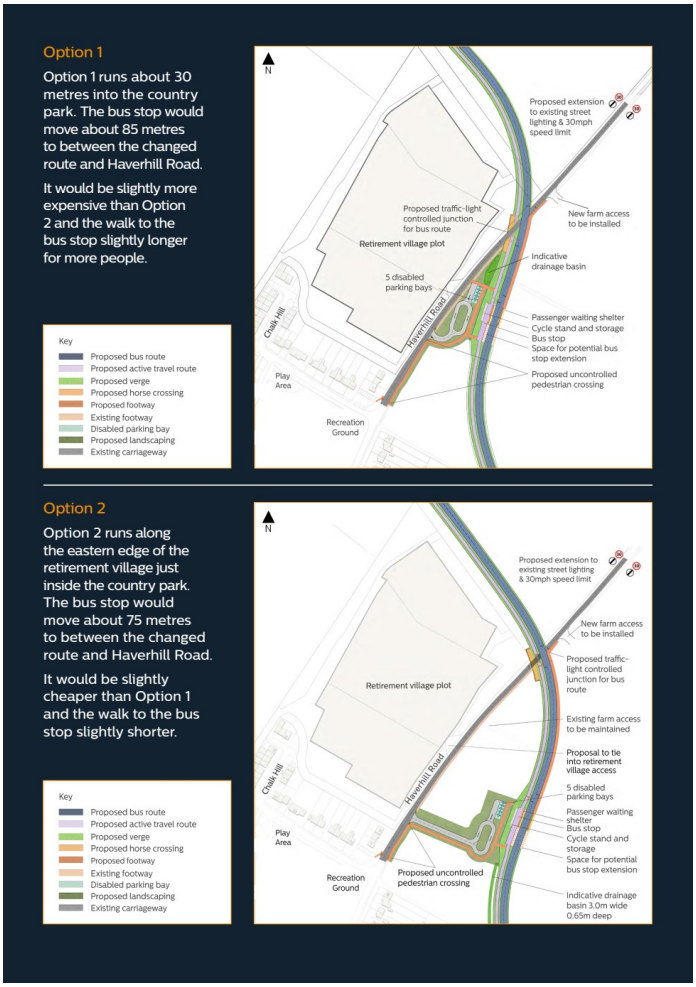
10.2. Consultation dates

10.2.1. The consultation took place between 18 July and 30 August 2022.

10.3. Proposals presented for consultation

10.3.1. Two route change options were presented. See Figure 10-1 below.

Figure 10-1 – Options 1 and 2



10.4. Who we consulted

10.4.1. Although the consultation focused on the village of Stapleford it was also available online for everyone who wanted to participate.

10.5. Promoting consultation awareness

10.5.1. The consultation adopted a multi-channel approach to promote and seek feedback. This included information on the Scheme webpage and the Consult Cambs website, and distribution of leaflets.

10.6. Consultation materials

10.6.1. Information was available in both hard copy and online, through a dedicated website or by contacting the project team through post, email and telephone.

Consultation leaflet

10.6.2. Leaflets explaining the options and asking for people's views were distributed to homes and businesses in Stapleford. A link to the leaflet can be found in Appendix M.

Project website

10.6.3. Information about the project and the consultation was made available on the dedicated project website.

10.6.4. Respondents were invited to complete an online questionnaire on the Consult Cambs website.

10.7. Submitting feedback

10.7.1. A consultation questionnaire was provided which featured a range of questions, which allowed for feedback to be collected both quantitatively and qualitatively. Respondents were invited to provide their feedback in a number of ways:

- Complete the questionnaire online on the Consult Cambs website
- Phone on 01223 699906
- Email their response to consultations@greatercambridge.org.uk
- Write to Greater Cambridge Partnership, PO Box 1493, Mandela House, 4 Regent Street, Cambridge CB1 0YR.

10.8. Feedback received

10.8.1. 316 formal responses were received and considered by the project team. This included 302 survey responses, as well as 13 emails and one letter. The consultation responses came from 308 individuals and eight groups/organisations (or elected representatives).

10.9. Categorising responses

10.9.1. The responses ranged from detailed commentaries to short remarks. Each response was analysed, and a number of themes emerged. The following key consultation findings outline the main themes of the consultation responses.

10.10. Overview of responses

10.10.1. More than four fifths of respondents opposed or strongly opposed both Option 1 and Option 2 although a slight preference was shown for Option 1.

10.10.2. Nearly half of respondents said in additional comments that they opposed the Scheme altogether.

10.10.3. Respondents raised a number of concerns such as damage to the Green Belt and environment, accessibility, the potential for infill development, cycle storage and light pollution.

10.10.4. The key findings are set out in Table 10-1 below. A link to the consultation report can be found in Appendix L.

Table 10-1 – Key consultation findings

Theme	Findings
Option 1	300 respondents answered the question on how far they support or oppose Option 1: • 213 respondents (71%) answered 'Strongly Oppose' • 32 respondents (11%) answered 'Oppose' • 16 respondents (5%) answered 'No Opinion' • 22 respondents (7%) answered 'Support' • 17 respondents (6%) answered 'Strongly Support.
Option 2	302 respondents answered the question on how far they support or oppose Option 2: • 238 respondents (79%) answered 'Strongly Oppose' • 29 respondents (9%) answered 'Oppose' • 6 respondents (2%) answered 'No Opinion' • 18 respondents (6%) answered 'Support' • 11 respondents (4%) answered 'Strongly Support
Connectivity and accessibility	Respondents emphasised the importance of designing the Scheme to incorporate any necessary 'at grade' crossings of the busway and active travel routes to link the new retirement village with the proposed Country Park, with safety deemed crucial, 95 respondents (30%) suggested that the route, particularly the bus stops, were located too far from the villages and other residential areas.
Environment	151 respondents (48%) commented on the potential loss of countryside, open space or Green Belt land as a result of Options 1 or 2 for the proposed route at Stapleford. Particular concerns raised within this theme included: • Encroachment into Green Belt land. • Damage to landscape, particularly Gog Magog Hills and chalklands. • Concreting over' countryside / open green space used for leisure and exercise. • Loss of land suitable for agriculture. • Impact on biodiversity – including wildlife and fauna.
Congestion	Respondents commented on possible issues relating to congestion and traffic, including potential for increased levels of air and noise pollution within the local area.

Theme	Findings
Parking	Respondents emphasised the need to enhance parking facilities for both cyclists and car users in a demand-responsive manner: The importance of security and safety to the proposed cycle parking provision along the route was also emphasised
Land severance and potential infill development	Respondents expressed concerns about severance of land by the proposed route, suggesting this would create parcels of land no longer viable for agriculture and therefore would likely result in planning applications being submitted for opportunistic housing development.
Alternative solutions	137 respondents (43%) commented on the route alignment for the Scheme overall, with the majority expressing a preference for an alternative route option. This was the most frequent comment raised by all of the respondents to the consultation'.
Opposition to the Scheme as a whole	213 respondents (67%) opposed both Option 1 and Option 2, while 220 (70%) made additional comments saying they oppose the Scheme overall.

10.11. Scheme development

10.11.1. Feedback and details from the consultation were taken forward to develop the Scheme. Table 10-2 below summarises the themes from the consultation and sets out the outcomes.

Table 10-2 – Matters raised and outcomes

Summary of matters raised	Project's position following consultation
Option 1	Option 1 was slightly preferred both in terms of the quantitative choice question and additional comments. Option 1 has been taken forward.
Option 2	Option 1 has been taken forward.
Connectivity and accessibility	Scheme design has evolved to ensure the public transport route, including its bus stops, provides convenient access for all users. The proposed routes currently meet the objectives of the Scheme by providing public transport access to/from Cambridge, Great Shelford, Stapleford, Sawston and Babraham. Two new controlled crossings have been added to the Scheme at Stapleford to ensure safe access.
Environment	A full, statutory, EIA for the Scheme was undertaken and consulted on in 2020/21. GCP has evaluated the visual impact of the route and has developed landscaping proposals within the Scheme, including targeted tree planting. We have consulted with landowners, local interest groups and statutory stakeholders to ensure the best possible solutions.
Congestion	The Scheme will provide better public transport and sustainable travel options for those who travel in the A1307 and A1301 area, improving journey times, reliability and linking communities and employment sites in the area southeast of Cambridge and beyond.

Summary of matters raised	Project's position following consultation
	Thorough traffic modelling and assessment has underpinned Scheme development.
Land severance & potential infill development related to Option 2	We note this issue and Option 1 has been taken forward into the Scheme
Parking	Parking at the village stops has been consciously limited to strongly encourage users of the new bus route to park at the dedicated new travel hub near the A11/A1307 junction.
Alternative solutions	As with previous consultations, GCP has continued to explore the various options proposed in terms of their economic, social and environmental positives and negatives, before moving forward with refining the proposals. The process is explained in the Outline Business Case (CSET-20-00-00-Outline Business Case) for the Scheme and the 2017 Preferred Options Report. A link to an in-depth report on reopening the old Shelford Railway can be found in Appendix O.
Opposition to the Scheme as a whole	The GCP Board considered a number of factors when agreeing the preferred strategy for progressing the Scheme. This included the results of public consultation, the ability to serve local settlements such as Great Shelford, Stapleford and Sawston, and wider economic benefits of the Scheme reflecting the mandate of the City Deal.

10.12. Further engagement

10.12.1. GCP also consulted a number of key stakeholders as part of the Scheme consultation relating to the proposed route change in Stapleford.

10.12.2. The current beneficiary of the manorial rights attaching to Stapleford Bury for land south of Haverhill Road, Stapleford has not been identified. However, a site notice was posted on this land, requesting these details to be provided to enable engagement to take place. The site notice was erected on 11 October 2024, and was monitored on 25 October 2024, and was removed on 11 November 2024.

10.12.3. All consultation and engagement focused on the affected landowners and major stakeholders who were judged to have a particular interest in the Scheme – for example local interest groups, business groups, key decision makers (such as neighbouring Parish Councils) and the wider local community. Engagement with a number of stakeholders and stakeholder groups is ongoing and will feed into the final Scheme design.

10.13. What this meant for the Scheme

10.13.1. Option 1 has been taken forward as part of the Scheme. It was slightly preferred by those who responded to the consultation and keeps the bus route best connected to the village. Other outcomes include:

- In response to issues raised about access to the proposed country park at Stapleford, two new crossings are to be provided over the busway to assist with access.

- Parking at the village stops has been consciously limited to strongly encourage users of the new bus route to park at the dedicated new travel hub near the A11/A1307 junction.
- Details such as cycle storage and light pollution will be dealt with as part of the Scheme detailed design, with respondents' concerns borne in mind.

11. Stakeholder engagement 2022-2024

11.1. Overview

11.1.1. GCP identified, engaged, and consulted with statutory consultees and non-statutory consultees since the A1307 consultation in 2016 through to the Stapleford consultation in 2022. This chapter describes the activity undertaken since then. It also provides information about the release of the final Scheme alignment.

11.2. Ongoing engagement

11.2.1. Following the end of the Stapleford consultation, GCP has continued to engage with individuals and organisations who had expressed an interest and wanted to ask further questions in respect of the next steps for the project and discuss any outstanding queries.

11.2.2. The GCP Land Agent will continue to engage with all landowners up to and beyond the submission of the Application. An up-to-date engagement log can be found at Appendix P.

11.2.3. Buses between the existing guided busway and the new guided busway will need to use the private road called Francis Crick Avenue. There are several third parties who have been identified as having rights over Francis Crick Avenue. The TWAO seeks powers for the Applicant and its authorised licensees to also use Francis Crick Avenue. Given the number of third-party interests which exist over Francis Crick Avenue, it has not been possible to engage with all parties that may have rights over Francis Crick Avenue. There is no intention to remove or extinguish existing rights over Francis Crick Avenue, but CCC seeks to secure new rights to use Francis Crick Avenue for the new services to be provided over the guided busway as well as for construction and maintenance purposes. Similarly, the complexities of the title held by the freehold owner of the land at Francis Crick Avenue and south of Addenbrooks Road, as well as the wide geographic extent of that title, means that GCP has not engaged with every party recorded as having an interest on that title. This is because it appears some of those interests relate to land at some distance from the Order Limits and are either unlikely to be interfered with or unlikely to have a relevant claim for compensation.

11.2.4. Correspondence with stakeholders via email and letter has continued. GCP has also held a series of meetings with organisations where it considered additional discussions could benefit the project, these meetings will continue as and when required. An up-to-date engagement log can be found at Appendix P.

11.2.5. GCP has continued engagement through regular meetings with the Landscape, Heritage and Ecology and active travel working groups as well as the South Area Community Forum. A link to the Statement of Community Involvement which contains more information on the working groups and Community Forum is included in Appendix A.

11.2.6. Ongoing engagement and technical dialogue have continued with statutory undertakers who have assets or equipment in the areas that are subject to the proposed TWAO. A number of Protective Provisions have been agreed or are in the process of being agreed (with utility companies) in relation to the proposed TWAO.

11.2.7. The project team has had positive engagement with Camsight who are aware of the whole CSET2 scheme and have given advice and guidance on aspects of active travel to support those with visual impairments. This advice ensures that there are optimal features included such as the appropriate provision of coloured and textured paving at crossing points, segregated sections and ensuring step free accessibility where possible.

11.2.8. In September 2024 the project team held three pop-up style information events at key employment sites along the CSET route to update potential users of the Scheme on the latest proposals and raise awareness of the Scheme. The events took place at Babraham Research Campus, Cambridge Biomedical Campus and Granta Park where hundreds of employees, hospital patients and visitors, were engaged with. Although the aim of the events was to inform rather than capture feedback, the general, verbal response received was very supportive of the Scheme some of which volunteered to be captured on audio or video.

11.3. Final alignment release

11.3.1. Following a review of the feedback received during the consultations as well as ongoing stakeholder engagement and technical work, GCP developed its proposed alignment for the Scheme. The changes made to the alignment are set out in Chapter 3 and were fed back to stakeholders via meetings with Parish Councils and one to ones with landowners.

12. Draft Order engagement – November 2024

12.1.1. On 19 November 2024, the Draft order documents were sent out via post to 123 stakeholders, including schedule 5 and 6 stakeholders, and those within the Book of Reference, a list of all who received the documents is provided in Appendix Q. Stakeholders were given the opportunity to provide comments on the documents. In total, 27 stakeholders commented, and each will be provided with an individual response.

Comments from landowners have not been summarised or included in this report, as conversations with them and their individual requirements are deemed commercially sensitive. They will each receive a tailored individual response and engagement with each of them is ongoing.

Stakeholders that provided feedback or advice are:

- AstraZeneca UK Limited
- British Horse Society
- Cambridge Past, Present and Future
- Cheveley Park Farm
- Deal Land LLP
- East West Rail
- Great Shelford Parish Council
- Historic England
- Hobson's Conduit Trust
- Natural England
- NEOS Networks
- Network Rail
- Sawston Parish Council
- St John's College
- Stapleford Parish Council
- The Magog Trust
- The Ramblers Association

All community comments have been reviewed, noted and have been fed into the project team for further discussions. We have summarised comments received into the below themes and provided a response to each.

Theme	GCP response
Request for an alternative scheme to be explored, particularly along the A1307.	The current option that is being progressed was selected after an extensive optioneering assessment with support from the public at consultation. Alternatives have been assessed and the current off-road option is still considered the most appropriate solution to meet the objectives of achieving growth and encouraging uptake in sustainable modes of transport for South Cambridge.
Concern over limited parking facilities within the travel hub.	There are 1,250 car parking spaces provided within the travel hub, including 62 Blue-Badge spaces and 62 electric vehicle charging bays, alongside a public transport interchange, 188 cycle parking spaces and 10 coach parking bays.
Concern that there is no clear value for money or for use of public funds.	A refresh to the Business case appraisal was recently completed, this has concluded that the scheme represents a Medium Value for Money with a Benefit-to-Cost Ratio (BCR) of 1.53. This BCR figure has been determined using industry standard modelling and appraisal practices underpinned by guidance from the DfT and is therefore considered a robust and representative indicator of the benefits that the scheme will provide to residents and businesses in South Cambridgeshire and the Cambridge Biomedical Campus. The value for money assessment noted transport user benefits arising from those accessing the busway in the intermediate villages as well as associated benefits relating from increased active travel mode uptake derived from segregated facilities for cycling and walking alongside the busway. The Ministry for Housing, Communities and Local Government have provided £7.2M to progress early improvement works on the scheme and to submit the TWAO Application
Concern that the guided busway is only used by guided buses and cannot serve the other modes of transport.	The proposed busway will provide a faster and more reliable service to the Southeast of Cambridge directly from the Cambridge Biomedical Campus (CBC). Services using the busway will continue from the terminus of the busway at the A11 travel hub to serve Linton and Haverhill, the busway has the potential to reduce journey times between the new travel hub and Cambridge City Centre by up to 20 minutes according to current timetables. This is without variation in peak hours that will therefore offer a more viable service for the large population that are employed within CBC and Cambridge City to get to their place of work via public transport.

Concern that not enough time was given to comment on the draft order documents.	CSET Phase 2 scheme has been through several iterations of public consultation and council sessions. This engagement was not a formal consultation exercise.
Concerns around how plans relate to public rights of way and long-used permissive paths in the vicinity of Nine Wells, a small historic woodland area which is the source of the Hobson's Conduit.	The Scheme will provide a new 9 km, off-road, walking and cycling route which will connect Cambridge Biomedical Campus to Sawston, Stapleton and Babraham and enhance recreational space for cyclists, pedestrians and horse-riders. A pedestrian connection to the existing private access from the DNA path to Nine Wells from the west has been added to the plans to provide a link from the emergency and maintenance track. Subject to landowner consent this will allow continued pedestrian access to Nine Wells parallel to the Hobsons Brook. This has been implemented in response to feedback we received through consultation. The Order cannot be used for additional pedestrian enhancements unconnected with the guided busway. The latest design for the guided busway has amended the location of the walking and cycle track in relation to the proposed busway; however, this has not had a material change in terms of access for pedestrians and cyclists.
Seeking confirmation on the safety aspects of the bridleways.	Designated signal controlled crossing points have been proposed for Equestrians on the route. A Road Safety Audit Stage 1 has been undertaken for the route and Stage 2 will be undertaken at detailed Design.
Concern that the scheme will be damaging to the environment.	An Environmental Impact Assessment of the scheme has been undertaken in which any environmental impacts will have been provided with appropriate mitigations including Biodiversity Net Gain measures.
Concern over the impact to the anticipated country park and the reduced benefits of this for the new retirement village.	The proposals will provide a regular and reliable service for residents of Stapleford, Great Shelford, Sawston and the retirement village in addition to key objectives of the scheme which support continued growth within Cambridge and enhancing connection to the South East to access the Biomedical Campus and the city centre. While stops may not be situated immediately central to the villages. The busway will be accessible for many residents within these intermediate villages between Granta Park and Cambridge South.
Questioning what the benefits of the scheme are to local communities such as Stapleford.	
Concern over the impact of construction.	Construction impacts have been considered in the Environmental Assessment. The identified impacts will be assessed and mitigated by the construction contractor, when appointed.

13. Summary

13.1. Key outcomes

13.1.1. The consultation and engagement undertaken since 2015 has informed the development of the Scheme in a meaningful way. This consultation report accompanies the full TWAO Application (the Application) to summarise all consultation and engagement activity conducted as part of the Scheme.

13.1.2. In accordance with Rule 14 of the Transport and Works (Applications and Objections procedure) (England and Wales) Rules 2006, all documentation submitted as part of the TWAO application will be available for download from the GCP website and available to purchase in hard copy.

13.2. Consideration of the environment and people

13.2.1. Consultees raised questions about how the Scheme would manage the effects on the environment during construction, how the evidence to assess these effects and the residual impacts once proposed mitigation is applied. An Environmental Statement (ES) (CSET-10-02-00) supports the Scheme application.

13.2.2. The ES sets out the construction and operational effects of the Scheme on air quality, biodiversity, climate change including adaptation, cultural heritage, ground conditions and contamination, landscape and visual impact, materials and waste, noise and vibration, population and human health, socio-economic effects, traffic and transport, and water resources and flood risk. The ES also identifies the appropriate mitigation measures that will be put in place to mitigate for significant effects.

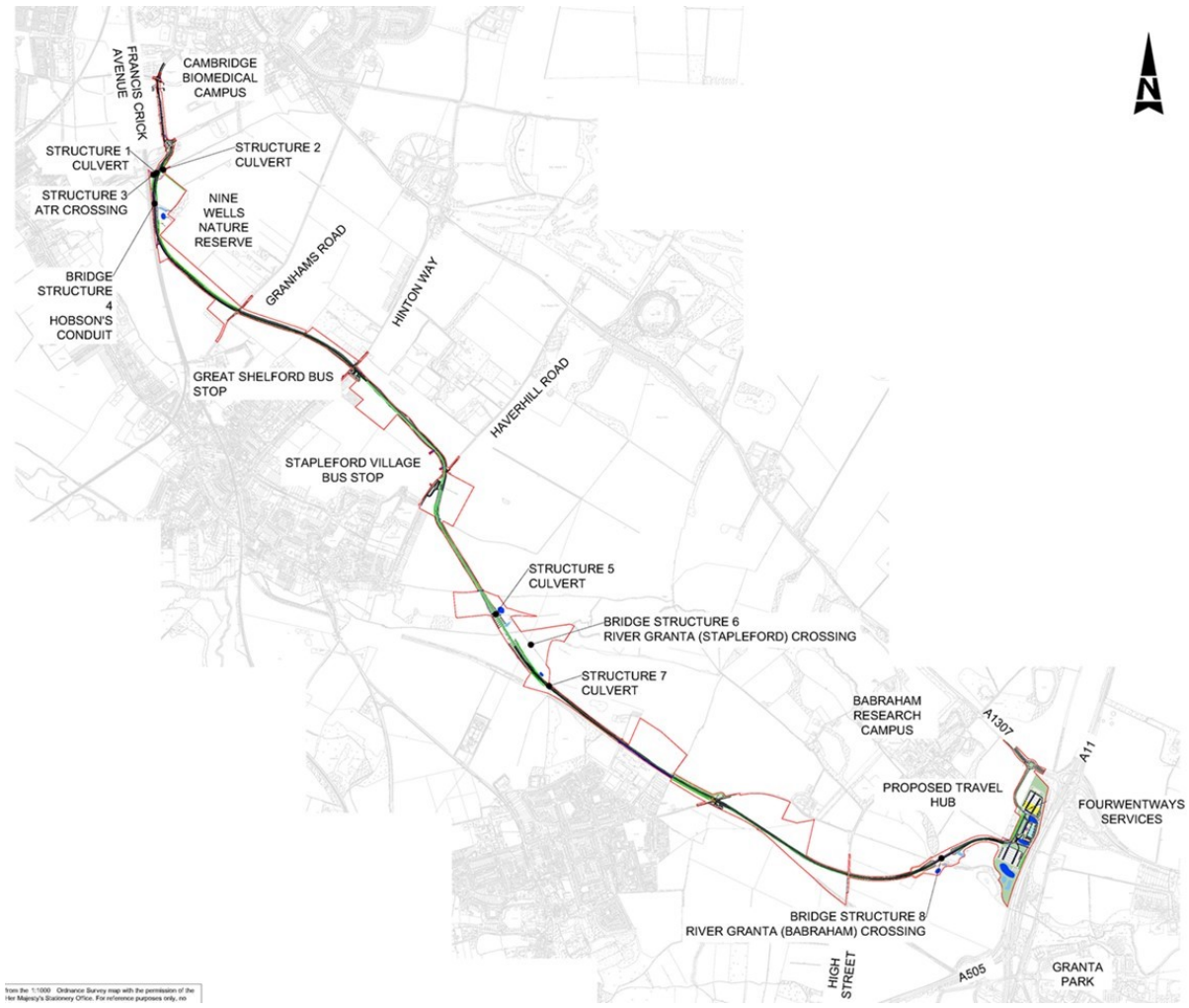
13.3. Key changes to the Scheme

13.3.1. Following the five consultation stages, option assessment stages and continuous engagement, points raised by consultees and ongoing engagement with key stakeholders informed design refinements of the Scheme. These refinements include:

- A new Scheme design for Francis Crick Avenue. Buses will now run on the existing carriageway and the roundabout will be enlarged with a northbound bus cut through.
- A revised proposal for the existing path to Nine Wells LNR will provide access from the service track and under the proposed Hobson's Conduit structure.
- An alternative alignment around the recently approved Stapleford Retirement Village.
- The spans of the Stapleford and Babraham River Granta structures have been reduced. The height of the Babraham structure was also reduced minimising the footprint of the approach embankments and the visual impact of the Scheme.
- The drainage strategy and design required additional conveyance swales to be positioned alongside the busway to convey water to the identified outfalls within the drainage strategy.
- Busway speed limits have been revised at junctions with the existing highway network from 20mph to 30mph, to preserve journey time benefits.
- Where the busway runs alongside the Network Rail Mainline, high containment vehicle protection has been specified following an updated Vehicle Incursion Risk Assessment and Road Restraint Risk Assessment updates.

13.3.2. The proposed route alignment is shown in Figure 12-1 below.

Figure 13-1 – Proposed route alignment



13.4. Continued engagement

13.4.1. Building on the consultation and stakeholder engagements detailed in previous chapters, GCP will continue to engage directly with statutory and non-statutory consultees as appropriate on behalf of the Applicant up to and post submission of the Application.

13.4.2. GCP will continue to engage and collaborate with landowners affected by the Scheme following submission of the Application. Affected parties will also be able to comment on the Order as part of the statutory consultation process and examination of the Application.

13.4.3. Continued engagement with all stakeholders and the wider public will be carried out until the end of construction to ensure the Scheme can be constructed and implemented with the minimum of disruption and operate as a key public transport route to and from Cambridge for those living and working in areas to the south and southeast of the city.

Appendices

A. Statement of community involvement
B. Schedule 5 and Schedule 6 consultees
C. 2016 consultation report
D. 2016 consultation materials
E. 2018 consultation report
F. 2018 consultation materials
G. 2019 consultation report
H. 2019 consultation materials
I. 2020 consultation report
J. 2020 consultation materials
K. 2021 supplementary engagement responses
L. 2022 consultation report
M. 2022 consultation materials
N. Outline business case strategic case
O. Shelford railway alternative design development and feasibility assessment
P. Continued landowner and stakeholder engagement log 2023 to 2024

Appendix A. Statement of community involvement

CSET-Statement-of-Community-Involvement-June-2021 (greatercambridge.org.uk)

Appendix B. Schedule 5 and Schedule 6 consultees

B.1. Schedule 5 consultees

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
1. Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath, tidal waters.	1. The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs, the Secretary of State for Transport (marked "for the attention of the Maritime and Coastguard Agency"); and, for works— (a)in or adjacent to Wales, the National Assembly for Wales; (b)in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and (c)in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster	N/A The works do not affect the foreshore or tidal waters.
2. Works affecting the banks, or the bed of, or the subsoil beneath, a river.	2. The Environment Agency and any relevant operator.	Environment Agency Hobson's Conduit Trust
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking.	3. The British Waterways Board, the Inland Waterways Amenity Advisory Council, the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	N/A The works do not affect the banks of or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving that inland waterway, canal or inland navigation.
4. Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the	4. Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	N/A The works do not affect the banks of or the bed of, or the subsoil beneath, an inland waterway, a canal or inland

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.		navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving that inland waterway, canal or inland navigation.
5. Works causing or likely to cause an obstruction to the passage of fish in a river.	5. The Environment Agency and, for works— (a)in England, the Secretary of State for Environment, Food and Rural Affairs; and (b)in Wales, the National Assembly for Wales.	Environment Agency Defra The works will not cause or are not likely to cause an obstruction to the passage of fish in any rivers, including the River Granta.
6. Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.	6. The Environment Agency.	Environment Agency The works will not involve tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil tests.
7. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964(1).	7. The relevant harbour authority and the relevant navigation authority (if different).	N/A The works do not affect any area under the control of a harbour authority
8. Works affecting a site protected under the Protection of Wrecks Act 1973(2).	8. For works— (a)in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b)in or adjacent to Wales, the National Assembly for Wales	N/A The works do not affect a site protected under the Protection of Wrecks Act 1973(b).
9. Works affecting, or involving the stopping- up or diversion of, a street, or affecting a proposed highway.	9. The relevant highway authority or, where the street is not a highway maintainable at the public expense, the street managers.	Cambridgeshire County Council (CCC) Street Managers
10. The stopping-up or diversion of a footpath, a bridleway, a byway or a cycle track.	10. Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open	Babraham Parish Council, Great Abington Parish Council, Great Shelford Parish Council, Little Abington Parish Council, Sawston Parish Council, Stapleford Parish Council.

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
	Spaces Society, the Ramblers' Association, the British Driving Society and the Cyclists' Touring Club; and for works— (a)in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society; and (b)in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and (c)in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough Northall and Dagnall, Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and (d)in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, Kings Walden, Langley, Lilley, Offley, Pirton, Preston and St Paul's Walden, the Chiltern Society; and (e)in the county of Oxfordshire, the district of South	The works do not affect any parish or community in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire for the Peak and Northern Footpaths Society; any boroughs in the counties of Bedfordshire, Buckinghamshire, Hertfordshire, Oxfordshire for the Chiltern Society; or Wales for the Welsh Trailers Association. The Auto-Cycle Union, The British Horse Society, The Byways and Bridleways Trust, The Open Spaces Society, The Ramblers' Association, The British Driving Society, The Cyclists' Touring Club.

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
	Oxfordshire, the Chiltern Society; and (f)in Wales, the Welsh Trail Riders' Association.	
11. The construction of a transport system involving the placing of equipment in or over a street.	11. The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Cambridgeshire County Council
12. Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	12. The relevant statutory undertaker.	Anglian Water Services Ltd, National Gas (formerly National Grid PLC), Cadent Gas Ltd, Cambridge Water PLC (South Staffordshire Water PLC), GTC Ltd, Openreach (British Telecommunications) Ltd, UK Power Networks Ltd.
13. Works affecting: (i)a building listed under Part 1 of the Planning (Listed Buildings and Conservation Areas) Act 1990(3); (ii)an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979(4); or (iii)any archaeological site.	13. (i), (ii) and (iii). For works— (a)in or adjacent to England, the Historic Buildings and Monuments Commission for England; and (b)in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.	Historic England
14. Works affecting: (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii)an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979	14. (i) and (ii). For works— (a)in England, the Historic Buildings and Monuments Commission for England; and (b)in Wales, the National Assembly for Wales	Historic England
15. Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953(5).	15. (i) and (ii). For works— (a)in England, the Historic Buildings and Monuments Commission for England; and (b)in Wales, the National Assembly for Wales	Historic England

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
16. Works affecting: (i)a site of special scientific interest of which notification has been given or has effect as if given under section 28(1) of the Wildlife and Countryside Act 1981(6); (ii)an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii)land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.	16. (ii) and (iii). For works (a)in or adjacent to England, English Nature; and (b)in or adjacent to Wales, the Countryside Council for Wales.	Natural England
17. Works affecting a National Park or an Area of Outstanding Natural Beauty.	17. For works— (a)in England, the Countryside Agency; and (b)in Wales, the Countryside Council for Wales.	N/A The works do not affect a National Park or an Area of Outstanding Natural Beauty
18. Works which are either: (i)within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii)within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	18. The Secretary of State for Culture, Media and Sport	N/A The works are not within 3 kilometres of Windsor Park, Windsor Great Park or Windsor Home Park; or within 800 metres of any other royal palace or royal park
19. Works which are within 250 metres of land which: (i)is, or has been within 30 years immediately prior to the date of the application, used for the deposit of refuse or waste; or (ii)has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.	19. The Environment Agency.	Environment Agency The works are within close proximity to three historic landfill sites as identified by the Environment Agency, but the Scheme is not within 250m of any recent or active waste regulation of licensed landfill site.

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
20. The carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990(7).	20. The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Health and Safety Executive (HSE). The works do not require the carrying out of an operation requiring hazardous consent under the Planning (Hazardous Substances) Act 1990(c).
21. Works not in accordance with a development plan and which either— (i)involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii)taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	21. (i) and (ii). For works— (a)in England, the Secretary of State for Environment, Food and Rural Affairs; and (b)in Wales, the National Assembly for Wales.	Secretary of State for Environment, Food and Rural Affairs.
22. (i)Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or ii)the construction of a new railway for the provision of public passenger transport, or of a new tramway.	22. The Rail Passengers' Council (8) or the London Transport Users' Committee (9) as the case may require.	Transport Focus
23. Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or Demolition.	23. Her Majesty's Railway Inspectorate.	Office of Rail and Road
24. Works to construct new railways to which any regulatory provisions in the Railways Act 1993(10) would apply or provisions to amend existing powers in relation to railways subject to such regulation.	24. The Office of Rail Regulation.	Office of Rail and Road GCP does not propose to construct new railways as part of the Scheme.
25. The right for a person providing transport services to use a transport system belonging to another.	25. The operator of the relevant transport system.	Existing local public transport operators.
26. Works affecting land in which there is a Crown interest.	26. The appropriate authority for the land,	N/A

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
	within the meaning of section 25(3).	No Crown Estate land will be affected.
27. Works to be carried out in Greater London.	27. The Mayor of London.	N/A The works are not to be carried out in Greater London.

B.2. Schedule 6 consultees

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
1. Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5 to these Rules).	1. For works— (a)in or adjacent to England, English Nature; and (b)in or adjacent to Wales, the Countryside Council for Wales.	N/A The works do not affect the foreshore or tidal waters.
2. Works affecting the banks or the bed of, or the subsoil beneath, a river.	2. The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a)in England, English Nature; and (b)in Wales, the Countryside Council for Wales.	Crown Estate Commissioners, Natural England.
3. Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	3. Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5 to these Rules) for works— (a)in England, English Nature; and (b)in Wales, the Countryside Council for Wales.	N/A The works do not affect the banks of or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and any other works comprised in or serving that inland waterway, canal or inland navigation.

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
4. Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	4. The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	N/A The works do not affect any area under the control of a harbour authority
5. Works which would, or would apart from the making of an order, require a consent to the discharge of matter into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.	5. The Environment Agency.	Environment Agency Cambridgeshire County Council Hobson's Conduit Trust (HCT)
6. Works likely to affect the volume or character of traffic entering or leaving— (i)a special road or trunk road; (ii)any other classified road	6. For works— (a)in England, the Secretary of State for Transport (marked "for the attention of the Highways Agency"); and (b)in Wales, the National Assembly for Wales. (ii)The relevant highway authority	Highways England Cambridgeshire County Council
7. The construction of a transport system involving the placing of equipment in or over a street (except a level crossing).	7. Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the highway at, the part of the street in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1)	The owners and occupiers of relevant buildings.
8. Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976(3).	8. The Theatres Trust.	The works do not affect any land on which there is a theatre as defined in section 5 of the Theatres Trust Act(c)
9. The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	9. The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Landowners who own the land where protected hedgerows are located; (as we are streamlining the process of obtaining hedgerows consent under the Hedgerows Regulations 1997). Every landowner in the Order for the compulsory purchase provisions. Environment Agency

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
		University of Cambridge, Cambridge City Council Cambridgeshire County Council (CCC) Network Rail The Trustees and beneficiaries of any order land held in trust (which will be/have been identified in the Book of Reference) Hobson's Conduit Trust
10. The compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981.	10. The Church Commissioners.	N/A The works do not require the compulsory purchase of ecclesiastical property (as defined in section 12(3) of the Acquisition of Land Act 1981(a)).
11. Works in Greater London or a metropolitan county.	11. The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004(5) and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996(6).	Cambridgeshire Fire and Rescue Service, Cambridgeshire Constabulary and East of England Ambulance Service. The works are not within Greater London or a metropolitan county.
12. The right to monitor, survey or investigate land (including any right to make trial holes in land).	12. Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land	Affected landowners
13. Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	13. Every universal service provider affected.	Royal Mail Group Ltd
14. Works in an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.	14. The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946(7) or under Part 2 of the Coal Industry Act 1994(8).	N/A The works do not affect an area of coal working notified to the local planning authority by the British Coal Corporation or the Coal Authority.

Authority sought for	Documents to be deposited with…	Proposed recipient(s)
15. Works for which an EIA is required.	15. For works— (a)in England, the Commission for Architecture and the Built Environment; and (b)in Wales, the Design Commission for Wales.	The Design Council
16. The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings	16. Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965(9) if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	Affected landowners

Appendix C. 2016 consultation report

A1307_Preferred_Options_Report_Appendix_A_17.02.2017 (greatercambridge.org.uk)

Appendix D. 2016 consultation materials

A1307_Three_Campuses_to_Cambridge_Leaflet_and_Questionnaire_16.06.2016 (greatercambridge.org.uk)

Appendix E. 2018 consultation report

Cambridge South East Transport Study (CSETS) consultation report 2018 (greatercambridge.org.uk)

Appendix F. 2018 consultation materials

CSETS-brochure-web-February-2018 (greatercambridge.org.uk)

CSETS-leaflet-web-February-2018 (greatercambridge.org.uk)

Appendix G. 2019 consultation report

CSET-2019-consultation-report (greatercambridge.org.uk)

CSET-2019-consultation-report-appendices (greatercambridge.org.uk)

Appendix H. 2019 consultation materials

CSET-Ph2-2019-consultation-leaflet (greatercambridge.org.uk)

Appendix I. 2020 consultation report

CSET-EIA-Consultation-Summary-report (greatercambridge.org.uk)

Appendix J. 2020 consultation materials

Cambridge South East Transport Better Public Transport and Active travel | Consult Cambridgeshire (engagementhq.com)

Appendix K. 2021 supplementary engagement responses

Theme	Comment summary
Location of the active travel route	• Four respondents commented on the location of elements of the proposed active travel route. • Two respondents queried whether the proposed active travel route would infringe on bordering land parcels. Most of the works undertaken along Newmarket Road for the proposed active travel route east of the A11 would be within the limits of the existing highway boundary. Engagement with any affected landowners and occupiers relating to these proposals is ongoing. • One respondent queried whether the entrance to the proposed A11 travel hub would be via the A1307 or the A505. The proposed A11 travel hub would be accessible via the A1307. • One respondent requested more information due to a number of assets in the area. GCP will continue its engagement with all affected landowners and occupiers to ensure its proposals would not impact on existing assets or provide mitigation where required.
Equestrian route (between the A11 travel hub and A11 footbridge via the A11 underpass)	• Four respondents commented on the proposed equestrian route between the A11 travel hub and the A11 footbridge via the A11 underpass. • Two respondents stated the equestrian route would be unsafe due to its proximity to the western and eastern sides of the A11 with concerns around the impact of noise from traffic along the A11 on horses. The underpass would link with Newmarket Road via a new active travel path to be delivered east of the A11 that runs behind Bourne Bridge Cottages. This option is considered feasible and the most suitable to meet the equestrian demand for linkage with the wider CSET scheme. • One response stated the scheme would have a negative impact on land to the south of PRoW 12/4 and requested that an alternative equestrian route was delivered in a straight line between the A11 underpass and Newmarket Road instead. This option was evaluated but is unfeasible due to constraints associated with the potential proximity to the River Granta and gradient of the land. Additionally, predicted use of the equestrian route is not proposed to adversely impact this land to a significant extent. • Three respondents advocated that the A11 underpass was not suitable for equestrians. Two respondents stated the underpass is too low for equestrian use when riding. It is acknowledged by GCP that the clear height of the underpass is limited and may restrict access for some equestrian use. Therefore, it is proposed to provide mounting blocks on both sides of the underpass to enable users to dismount and lead their horses. • Two respondents commented that this underpass currently floods and would be unsuitable for equestrian use. Due to the low-lying levels in this location, the underpass is susceptible to flooding and any mitigation would potentially restrict headroom further. The frequency of this

Theme	Comment summary
	underpass flooding is low, and the underpass is considered the most feasible suitable option to provide equestrian access in this location. GCP will continue stakeholder engagement with relevant parties to ensure suitable equestrian provision.
Equestrian route not needed	• Three respondents considered that an equestrian route was not required. It was suggested that there would be limited use of the proposed equestrian route. Following consultation and wider stakeholder engagement, GCP considers there to be a demand for a suitable route, connecting to existing Public Rights of Way, to enable equestrians to cross the A11. This element of the proposed active travel route between the A11 travel hub and Granta Park for equestrians has been developed following consultation with The British Horse Society.
A11 footbridge	• Three respondents commented on the proposals for enhanced A11 footbridge access. • Two respondents stated that access ramps were required to support increased use of the footbridge by Non-Motorised Users (NMUs). As part of the proposals, the construction of new access ramps on the eastern and western sides of the A11 footbridge is proposed to improve access for cyclists and pedestrians to the existing A11 footbridge. Replacement of the A11 footbridge is outside of the scope of the scheme. • One respondent requested that the A11 footbridge should be widened to support shared use of the link by all NMUs. It was stated that the existing width (1.8m) is insufficient for multiple modes at the same time (i.e. cyclists and pedestrians). • The A11 footbridge is no longer proposed for widening within the Scheme.
Proposed cycle route extension/Linton Greenway	• Two respondents raised comments regarding wider cycle route links. • One respondent requested the provision of additional cycling facilities along Pampisford Road to deliver cycling provision extending to the south of Granta Park. The proposed active travel route currently starts/ends at the Granta Park roundabout. Any potential cycle route beyond the Granta Park roundabout is beyond the scope of the CSET Phase 2 scheme. A cycle route between Newmarket Road and the Hildersham junction via Great Abington is being developed by GCP as part of the Linton Greenway and will be delivered by the CSET Phase 1 project. • One respondent referred to the Linton Greenway cycling scheme and noted that the section between Babraham and Newmarket Road (Section 3) was within CSET Phase 2 and may not be delivered until 2024. The respondent outlined concern that the extension of this section of the Babraham cycle route; bridleway enhancements and proposed cycle lane along Newmarket Road would be delayed. The Linton Greenway Section 3 (between Babraham and Newmarket Road, via the A11 footbridge) enhancements are due to be delivered in conjunction with the link to Granta Park as part of the CSET Phase 2 scheme. This was previously planned and communicated during the 2020 EIA public consultation for CSET Phase 2. The proposed timeline for delivering this

Theme	Comment summary
	section of the proposed active travel route east of the A11 is unconfirmed at this stage.
Parking	• Two respondents raised concern about parking in relation to a reduced carriageway width on Newmarket Road if the active travel route is delivered. One respondent stated that with an active travel path, a section of the carriageway may be reduced to single lane and this could increase safety concerns with on-street parking. Further consideration will be given to traffic management at the detailed design stage. • One respondent requested that HGV parking provision was included within the A11 travel hub. The A11 travel hub is proposed to provide 1,250 car parking spaces. At present there are no plans to provide HGV parking facilities within the scope of the scheme.
Traffic management	• Two respondents supported the proposals for traffic management. It was noted that there are existing safety concerns with the speed of vehicles along Newmarket Road and support was expressed for reducing a section of the carriageway to single-lane and reducing the speed limit. Further consideration will be given to traffic management at the detailed design stage. • Two additional respondents queried the safety of the Newmarket Road/Bourn Bridge Road junction for NMUs if there is an increase in crossing movements at this junction due to the delivery of this scheme. It was commented that there are safety concerns with this junction due to limited visibility for drivers and risk for cyclists. One respondent requested that a signalised crossing is considered. Further consideration will be given to crossing facilities at the detailed design stage.
Newmarket Road active travel path design	• Three respondents regarded the width of the proposed active travel path along Newmarket Road to be insufficient. • Two respondents raised concern with the provision for equestrians within the proposed active travel path. Concern was expressed about the impact of cyclists in close proximity to horses. Sufficient space would be provided for shared use in line with relevant standards. The existing available width within the carriageway is a limiting factor. • One respondent raised concern with the proposed horse-riding facility being limited to extending along a section of Newmarket Road. The respondent stated the horse-riding facility would be enhanced if extended along all of Newmarket Road. The proposed path is within the highway boundary. Where possible, a separate active travel equestrian section of the active travel path is proposed. Where this is not possible, equestrians would be required to use the shared use section of the active travel path. Widening of the bridge on Newmarket Road is not within the scope of the CSET Phase 2 project. • One respondent stated that a cycling lane should be provided on both sides of Newmarket Road to improve two-way accessibility for cyclists. One active travel path is proposed on the eastern side of Newmarket Road. The existing highway arrangement (i.e. available verge width) supports the design solution of a bi-directional cycling lane on the eastern side of Newmarket Road. This solution is also consistent with the design of other sections of the Linton Greenway.

Theme	Comment summary
Surfacing	• Two respondents queried the surfacing proposed within the active travel path along Newmarket Road. Options for surfacing along the active travel route are being explored. This includes ensuring the most suitable surface for equestrians in this location where possible.
Landscaping	• Three respondents raised concern regarding the possible replacement of trees along the proposed active travel route. Where possible, GCP would seek to limit the impact on local trees in delivering the proposed active travel route.
Lighting	• One respondent sought clarification regarding the provision of lighting along the active travel route. It is proposed that lighting of the active travel route would be limited to surface level solar powered lighting to minimise environmental impact.

Appendix L. 2022 consultation report

Stapleford 2022 consultation report (greatercambridge.org.uk)

Appendix M. 2022 consultation materials

GCP CSET proposed route change in Stapleford | Consult Cambridgeshire (engagementhq.com)

Appendix N. Outline business case strategic case

CSET-OBC-Strategic-Case-403394-MMD-BCA-00-RP-BC-0247-Rev-C (greatercambridge.org.uk)

Appendix O. Shelford railway alternative design development and feasibility assessment

CSET-Ph2-Railway-Alignment-403394-MMD-TRA-00-RP-TA-0279-B (greatercambridge.org.uk)

Appendix P. Stakeholder and landowner engagement log 2023 to 2024

Appendix Q. Draft Order consultees

Schedule 5 consultees

Party
Environment Agency (categories 2, 6, 20)
Cambridgeshire County Council (categories 9, 11, 20)
South Cambridgeshire District Council (categories 9, 11, 20)
Cambridge City Council (categories 9, 11, 20)
Auto Cycle Union (category 10)
The British Horse Society (category 10)
The Byways and Bridleways Trust (category 10)
Open Spaces Society (category 10)
The Ramblers' Association (category 10)
The British Driving Association (category 10)
The Cyclist Touring Club (category 10)
Great Shelford Parish Council (category 10)
Stapleford Parish Council (category 10)
Sawston Parish Council (category 10)
Pampisford Parish Council (category 10)
Babraham Parish Council (category 10)
Anglian Water Services Limited (category 12)
Openreach Limited (category 12)
National Gas Transmission PLC (category 12)
Network Rail Infrastructure Limited (category 12)
Cadent Gas Limited (category 12)
South Staffordshire Water Limited (Cambridge Water) (category 12)
Fulcrum Pipelines Limited (category 12)
GBN (Cambridge University) (category 12)
UKPN (Eastern Power Networks (category 12)

Virgin Media Limited (category 12)
Vodafone Limited (category 12)
Historic England (categories 14, 15, 16)
Natural England (category 17)
DEFRA (category 22)
The Crown Estate Commissioners (category 27)
Department for Transport (category 27)
National Highways Limited (category 27)
SU's: Those not affected but to be served under category 12 – • Cellnex UK Limited • City Fibre Limited • ESP Utilities Group LTD • GeneSYS • GTC Infrastructure Limited • Mobile Broadband Network Limited • National Gas Transmission PLC • National Grid Electricity Transmission PLC • Royal Mail Group PLC

Schedule 6 consultees

Party
The Crown Estate Commissioners (category 2)
Environment Agency (category 5)
National Highways Limited (categories 6, 7)
Cambridgeshire County Council (category 6)
The Church Commissioners (category 10)
Identified landowners and occupiers (category 12)
Royal Mail Group PLC (category 13)
Post Office Limited (category 13)
CA affected parties (category 16) – all those named in the BoR.

Book of reference consultees

Please note, for GDPR reasons, individuals or private landowners have not been individually listed below.

Proprietor
Anglian Water Service Limited
AstraZeneca UK Limited
Axis Land Partnerships Limited
Bell Educational Trust Limited (The)
British Gas Limited
Cadent Gas Limited
Cambridge MediPark Limited
Cambridge University
Cambridge University Hospitals
Cambridge Water PLC
Cambridgeshire County Council
CBC Estate Management Limited
Charities Commission
Cheveley Park Farms Limited
Countryside Cambridge One Limited
Countryside Cambridge Two Limited
Countryside Properties (UK) Limited
Deal Land LLP
East West Rail Company
Eastern Power Networks Plc
Elite Homes (North West) Limited
Environment Agency
Fulcrum Pipelines Limited
GTC Infrastructure Limited
HB Sawston “No 1” Limited
HB Sawston “No 4” Limited

Hill Residential Limited
Hobson’s Conduit Trust
HSBC Bank PLC
JLH Enterprises Limited
Liberty Property Limited
Lloyds Bank PLC
Medimmune Limited
National Gas Transmission PLC
National Highways Limited
Neos Networks Limited
Network Rail Infrastructure Limited
NR Nails Supply Ltd
OCU Group Limited
Okeh Properties Limited
Openreach Limited
Rangeford Holdings Limited
Sawston Solar Farm Limited
Score Draw Limited
Sky Telecommunications Services Limited
South Staffordshire Water PLC
St Mary's School Cambridge
Stonetree Developments Ltd
Sustrans Limited
Swaine Group Ltd
The Chancellor Masters and Scholars of the University of Cambridge
The Executors for the Estate of Sir Robert Philip Wyndham Adeane
The Master (or keeper) and Fellows of Peterhouse in the University of Cambridge
The Master Fellows And Scholars Of The College Of Corpus Christi And The Blessed Virgin Mary In The University Of Cambridge

The Master Fellows And Scholars of The College of Saint John The Evangelist In The University Of Cambridge
The Mayor Alderman and Burgesses of the Borough of Cambridge
Trustees of the Congregation of Jesus Charitable Trust
UK Power Networks Holdings Limited
University of Cambridge Granta Backbone Network
Utility Assets Limited
Virgin Media Limited
Waterbeach Instruments Limited
Zayo Group UK Limited

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