

# A1307 Haverhill to Cambridge

## Frequently Asked Questions

### **Why are transport improvements needed along the A1307?**

Cambridge is booming. With this international economic success, however, comes the challenges of increasing pressure on our transport network. It is estimated that by 2031 the population of the Greater Cambridge area will have increased by a third from its 2011 levels. If we do nothing, gridlock will result and this economic growth could be forfeited, if companies chose to take their business elsewhere.

The A1307 serves major employment sites and its importance will only grow as these sites, such as the Cambridge Biomedical Campus expand. These developments, as well as the increasing population, will lead to huge increases in traffic unless alternatives such as better bus and cycle facilities are provided.

### **What traffic assessment has been done?**

Future traffic growth has been estimated using the Cambridge Sub Regional Transport Model (CSRM) up to 2031. This includes all committed developments along the A1307 and changes in employment and demographics. An updated version of CSRM became available in March of 2017 and the traffic assessment is being updated.

The traffic assessment shows that there is a positive benefit from the introduction of bus priority and other measures along the A1307 between Haverhill and Cambridge.

### **Has there been any public engagement on the proposals?**

Public consultation on initial concepts was carried out in 2016. This was used to create a short list of options for further development. Full public consultation is planned for autumn 2017.

In the meantime, you can always contact City Deal Team about the project via email, phone, letter and social media. These contact details can be found on our website at:

[www.gccitydeal.co.uk/citydeal/contact-us](http://www.gccitydeal.co.uk/citydeal/contact-us).

You can also attend the next Local Liaison Forum (LLF) and information about LLFs is available at [www.gccitydeal.co.uk/LLF](http://www.gccitydeal.co.uk/LLF). Please check back regularly, as information about meetings and minutes is updated frequently. The details of planned meetings and document uploads are announced as they are made on the City Deal's social media accounts.

## Alternatives

### **Why aren't you dualling the A1307 to Haverhill?**

Upgrading the A1307 to a dual carriageway between the A11 and Haverhill is being pursued separately by the A1307 Strategy Board, which is convened by the Haverhill Chamber of Commerce. The Greater Cambridge City Deal is investing £25k in transport modelling, as part of pre Strategic Outline Business Case work.

Dualling of the A1307 to Haverhill would most likely connect to the A11 at Four Went Ways and not continue into Cambridge. It would make driving to Cambridge from Haverhill more attractive. As such it would have little impact on traffic coming into Cambridge, and hence has poor alignment to City Deal objectives to provide sustainable alternatives to car travel into Cambridge.

The City Deal Executive Board in March 2016 discounted dualling the A1307 from Haverhill to the A11 from consideration.

#### **Why don't you reopen the old railway line?**

Much of the railway line has been built on, or ploughed in to fields; sections of new railway line would be needed to reinstate or bypass these sections. It is not a question of simply re-opening the railway line, the infrastructure in the main part is no longer there.

Reopening the old railway line was discounted as an option by the City Deal Executive Board in March 2016. The cost of this was estimated between £390-650m, which is beyond the City Deal resources. A separate project, Rail Haverhill, exists to consider the case for reinstating rail services in the longer term.

#### **Why are you not making changes to the Addenbrooke's roundabout?**

This junction is currently beyond the scope of the A1307 study as it is part of other projects. The A1307 proposals are complementary to these projects and work on the roundabout will be integrated into the A1307 proposals, and vice versa.

A core objective of City Deal is to reduce traffic in the centre of Cambridge. Providing additional traffic capacity, by improving junctions, on routes into Cambridge is not sustainable.

## **Environment**

#### **Have you taken aspects such as nature, noise and aesthetics into account?**

The scheme is being designed to minimise environmental impact as far as possible. A full environmental impact assessment will be carried out as part of the statutory consent process.

## **Safety**

#### **The A1307 has a poor safety record, what are you doing to make this road safer?**

A number of options for reducing speed on this section of road have been put forward as part of the City Deal proposals, which include a speed limit review, increased road markings

and warning signs, interactive speed signs, and a detailed review of the Dean Road Crossroads, which has historically been an accident cluster site.

We are working closely with the road safety team at CCC and Police officers, seeking to achieve a scheme which promotes driver compliance with the speed limit and is self-enforcing.

## A1307 and City Deal

### **How does this scheme fit in with the City Deal Strategic Vision?**

City Deal aims to improve the infrastructure, ease congestion and offer alternative reliable travel options, to make it easier to travel by bus, cycle or on foot into, out of and around Cambridge. The City Deal will invest in enhancing transport infrastructure that makes it easier for people to travel between places of work, and home, using sustainable modes of transport, reduce congestion and support our city region's connectivity with regional and national transport networks. The Local Transport Plan (LTP), the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), and the Cambridge and South Cambridge Submitted Local Plans envisage enhanced transport infrastructure by non-car modes to provide sustainable transport links to address this increased demand.

The A1307 is the main route into the city from the southeast of Cambridge. There are already significant congestion issues on this route which will only get worse with planned expansions of the Biomedical Campus and other major development sites. To help ease congestion and offer sustainable alternatives for travel, which will help Cambridge to sustainable economic growth, it is necessary to address the transport issues in this area.

### **What other projects are linked with this one?**

The A1307 is closely linked with the City Access project, which aims to ensure better bus and cycle facilities in the centre of Cambridge.

The Cross City Cycling project currently improves the cycleways along Hills Road in Cambridge.

The Greenways project also looks into improving walking, cycling and horse-riding in the area, including a route from Linton into Cambridge. This will integrate with the A1307 proposals.