BW4B ALTERNATIVE PROPOSAL

CAMBRIDGE SOUTH EAST TRANSPORT ORDER

Date: September 2025 **Ref: 2025/8615/TN01**

1 BACKGROUND

1.1 The guiding principle of the BW4B alternative scheme is to add 'with-flow' (i.e. following the general traffic direction) bus lane sections to the A1307, hence improving the reliability of bus services and journey times along this route. This could bring material benefits to bus users quickly, at modest cost and with reduced damage to the ecology and landscape when compared to the Cambridge County Council (CCC) / Greater Cambridge Partnership (GCP) scheme.

1.2 The BW4B proposal optimises one of the options GCP consulted on in 2018 and a scheme submitted at the time by Smarter Cambridge Transport. The GCP did not progress a scheme along these lines partly because the specification required a bus road, fully segregated from traffic, to form part of a future Cambridgeshire Autonomous Metro (CAM). The CAM is now redundant and as such the requirement for a fully segregated bus road is also no more.

1.3 Inbound to Cambridge, there are six key reference points along the route which RGP has indicatively labelled from A to F, as follows:

A. Proposed A11 Travel Hub

B. Babraham Research Campus

C. Wandlebury Country Park

D. Haverhill Road Junction

E. Hinton Way Roundabout

F. Cambridge Biomedical Campus

1.4 In turn, the key sections of the BW4B alternative route between these points are as follows:

A11 Travel Hub to Babraham Research Campus Roundabout (A to B)

Connection to the proposed A11 Travel Hub and A11/A1307 Fourwentways roundabout.

Localised with-flow outbound and inbound bus lanes and traffic management measures for buses to bypass outbound congestion at and local to the Babraham Research Campus roundabout.

Wandlebury Country Park to Haverhill Road Junction (C to D)

Conversion of the dual carriageway (existing and former) near Wandlebury to provide an inbound dedicated bus lane over a distance of circa 1km.

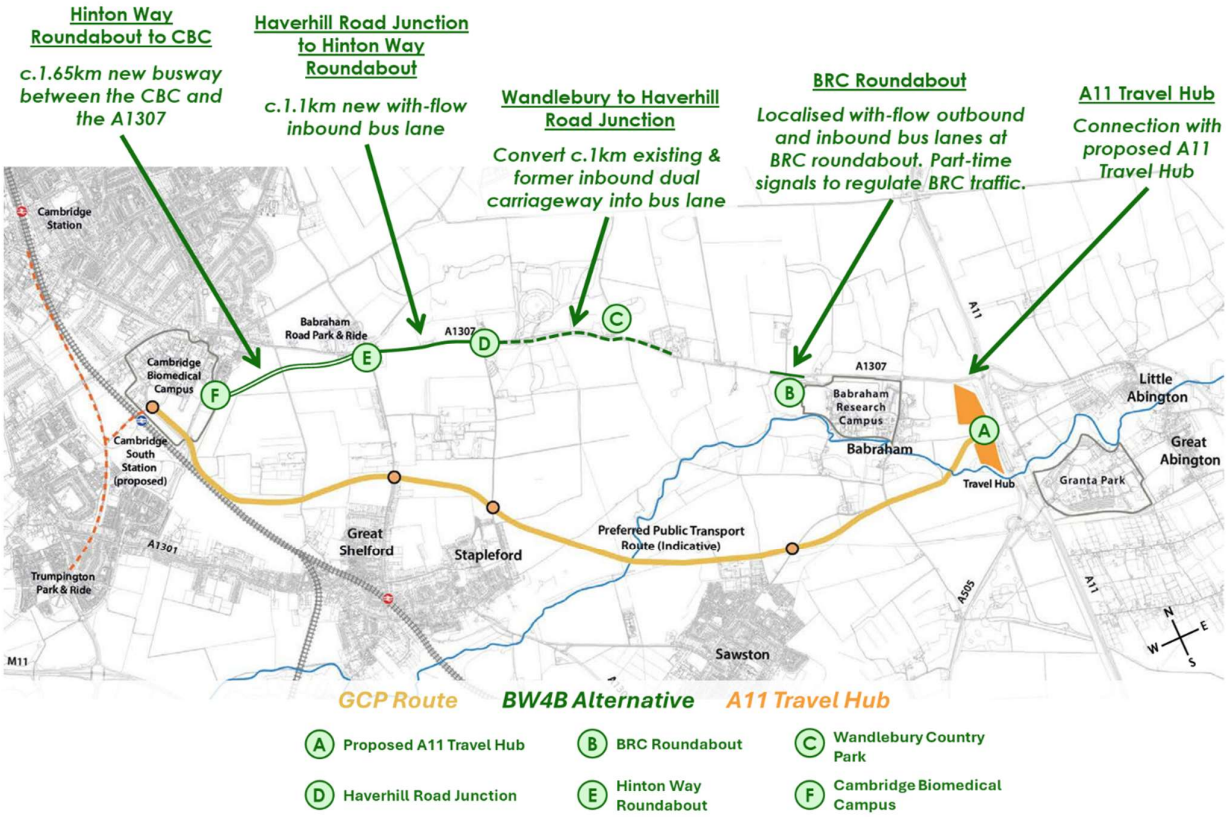
Haverhill Road Junction to Hinton Way Roundabout (D to E)

Circa 1.1km with-flow inbound bus lane from the Haverhill Road junction to the Hinton Way roundabout.

Hinton Way Roundabout to Cambridge Biomedical Campus (E to F)

Up to 1.65km of new segregated busway between the Cambridge Biomedical Campus and the A1307 at the Hinton Way roundabout.

1.5 These key sections of the alternative route are indicatively shown below, to include the reference points A to F.



BW4B Alternative Route (indicative)

1.6 BW4B will demonstrate that these new bus priority sections could be delivered within CCC public highway land extents. Bus lanes would be demarcated by appropriate surfacing treatment and signage in accordance with design standards and best practice.

1.7 The respective sections of the route along the A1307 towards Cambridge following connection with the A11 Travel Hub are outlined herein.

2 PROPOSED A11 TRAVEL HUB TO BRC ROUNDABOUT (A TO B)

2.1 Outbound A1307 traffic queues regularly build up in the lead-in to the BRC roundabout during the PM peak, due to traffic leaving the Babraham Institute towards the A11 having priority over A1307 outbound traffic (by virtue of it being a roundabout). The implementation of a with-flow bus lane across the outbound A1307 lane of the roundabout (demarcated with lining and surface treatment) would allow buses to bypass around queues at the entry arm and provide a clear route outbound from the junction.

2.2 Inbound A1307 traffic queues can form at the roundabout approach due to the signalised crossing to the south of the junction, whilst vehicles are also required to give priority to those entering the BRC outbound from Cambridge. A short section of dedicated inbound with-flow bus lane would improve journey times for buses by allowing easy access to the existing bus stop and buses to bypass queuing vehicles. This would facilitate connection to the prospective BRC Mobility Hub (including multi-storey car park) to connect with the BRC on-campus bus link.

2.3 At the BRC arm of the junction, part-time traffic signals could be implemented to enable traffic flows to be regulated, preventing queues building on the A1307 outbound arm during the PM peak.

3 WANDLEBURY COUNTRY PARK TO HAVERHILL ROAD JUNCTION (C TO D)

3.1 The former inside inbound lane of the two-lane dual carriageway section of the A1307 running between Wandlebury and Magog Down (circa 640m) would be converted to a with-flow bus lane, repurposing existing hatched carriageway. Inbound queuing is not typical before this point.

3.2 Following this, the inside inbound lane of the existing dual carriageway section of the A1307 towards Wandlebury (circa 450m) could be converted to a with-flow bus lane, utilising existing carriageway space and reducing the running carriageway to a single lane.

3.3 Central reservation turning features would be retained and the right-turn facility to Wandlebury would have its filter lane modified to increase capacity for vehicles waiting to turn across the outbound carriageway.

4 HAVERHILL ROAD JUNCTION TO HINTON WAY ROUNDABOUT (D TO E)

4.1 To facilitate buses approaching the Hinton Way roundabout, a new circa 1.1km inbound with-flow bus lane could be incorporated within the existing carriageway and highway verge space, from the dual carriageway section to the south of the Haverhill Road junction.

4.2 Between the commencement of the dual carriageway section south of Wandlebury to the Hinton Way roundabout (i.e. C to E), the BW4B alternative would provide a continuous inbound bus priority route of circa 2.1km in length.

5 HINTON WAY ROUNDABOUT TO CAMBRIDGE BIOMEDICAL CAMPUS (E TO F)

5.1 A dedicated busway between the A1307 and Dame Mary Archer Way would allow buses to bypass the key identified area of congestion on Babraham Road up to the Addenbrooke's roundabout. This would pass through land that has either already been released from the Green Belt for development, or is likely to as part of the next Local Plan.

5.2 A new, fifth arm could be designed into the Hinton Way roundabout to provide a dedicated connection into and out of the southeastern end of the CBC. The central island of the roundabout could be re-profiled to facilitate the implementation of a circulatory bus lane around the roundabout to facilitate the efficient passage of buses into and out of the new dedicated bus way. The route could also continue along the A1307 to serve the existing Babraham Road Park & Ride.