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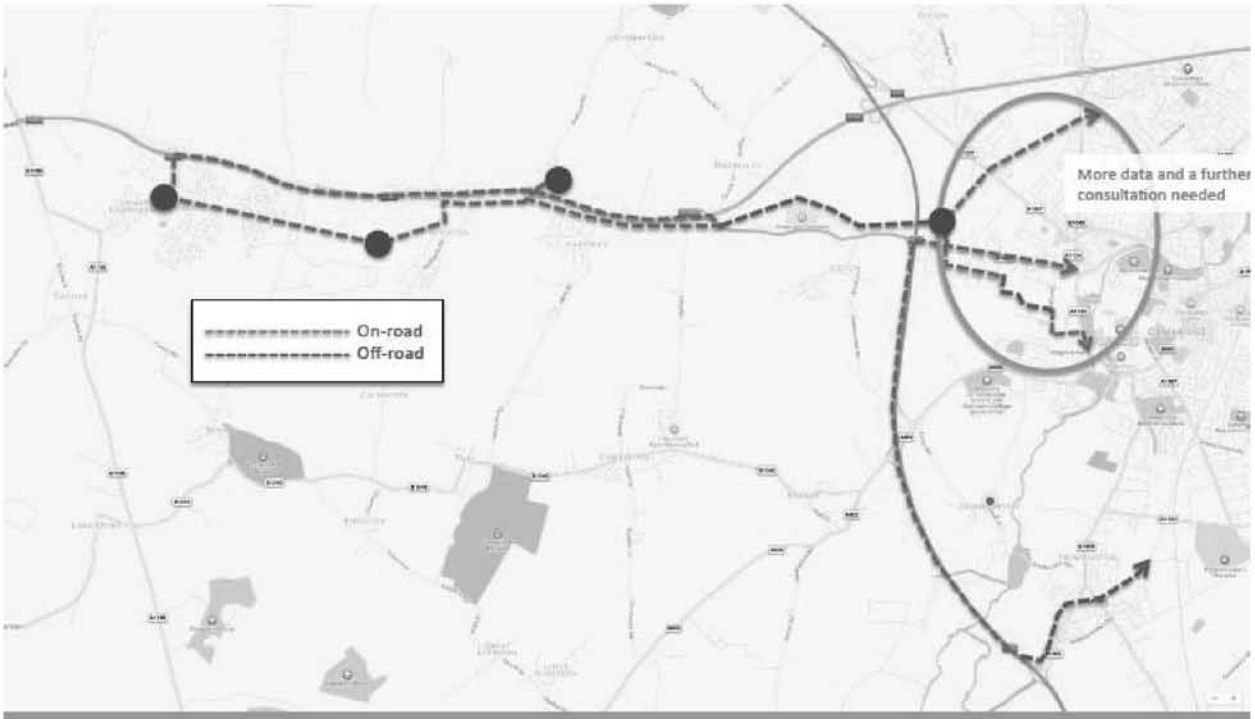
Cambourne–to–Cambridge public transport corridor
Response to the Greater Cambridge City Deal's Public Consultation
23 November 2015

Summary of our recommendations – map



Summary of our recommendations – text

Going west to east, starting at Cambourne:

1. **The bus operators should establish lots of pick-up/drop-off points at suitable locations in Cambourne and Bourn Airfield**
2. **Buses should go on-road between there and the Madingley Mulch roundabout**
   - the important existing local bus services along St. Neots Road should be retained, and enhanced if possible
   - the bus operators could also run 'fast-track' buses along the A428, if they wish
3. **Build a new Park & Ride at the A428/Scotland Road roundabout**
   - this location has very good 'connectivity', both east & west, on & off the A428 (this is <u>better</u> connectivity to the A428 than at Madingley Mulch, where there is <u>no</u> eastwards connectivity on or off the A428)
   - it is more easily-accessible for Hardwick and Dry Drayton residents
   - the landowner is interested in a discussion, subject to conditions
4. **Build an off-road bus-way from Madingley Mulch roundabout, running north of American Cemetery**
   - initially over the University's land (in between the 800 Wood and Madingley Old Wood)
   - then adjacent to Cambridge Road, along the edge of Trinity College's fields, and on to....
5. **Build a new bus-only bridge over the M11, immediately north of Junction 13**
   - this is based on Option 6 of the W S Atkins "M11 bus-only slip road" feasibility study (21 August 2015)
5. **Enter the North West Cambridge site, near the existing P&R site and the new Community Centre ('CC')**
6. **The P&R/CC should become a 'bus hub', where passengers can continue their journey, change onto other local buses, or get on a bicycle**
   - northwards : through NWC, over Huntingdon Road, through the Ida Darwin/NIAB site (all as currently planned by the University and the City Council)
   - eastwards : along Madingley Road, which may or may not benefit from a segregated bus lane (see later)
   - south-westwards* : through the West Cambridge site, and then off-road to join Grange Road and West Road (** potentially - see later)*
   - southwards : round the M11 to Junction 11, to join the Guided Busway to the Biomedical Campus

In October 2015, the *Greater Cambridge City Deal Executive Board* launched a formal public consultation, asking the public for its views on the best route for *a new bus & cycle-route between Cambourne and Cambridge*.

[redacted] is a response to that consultation.

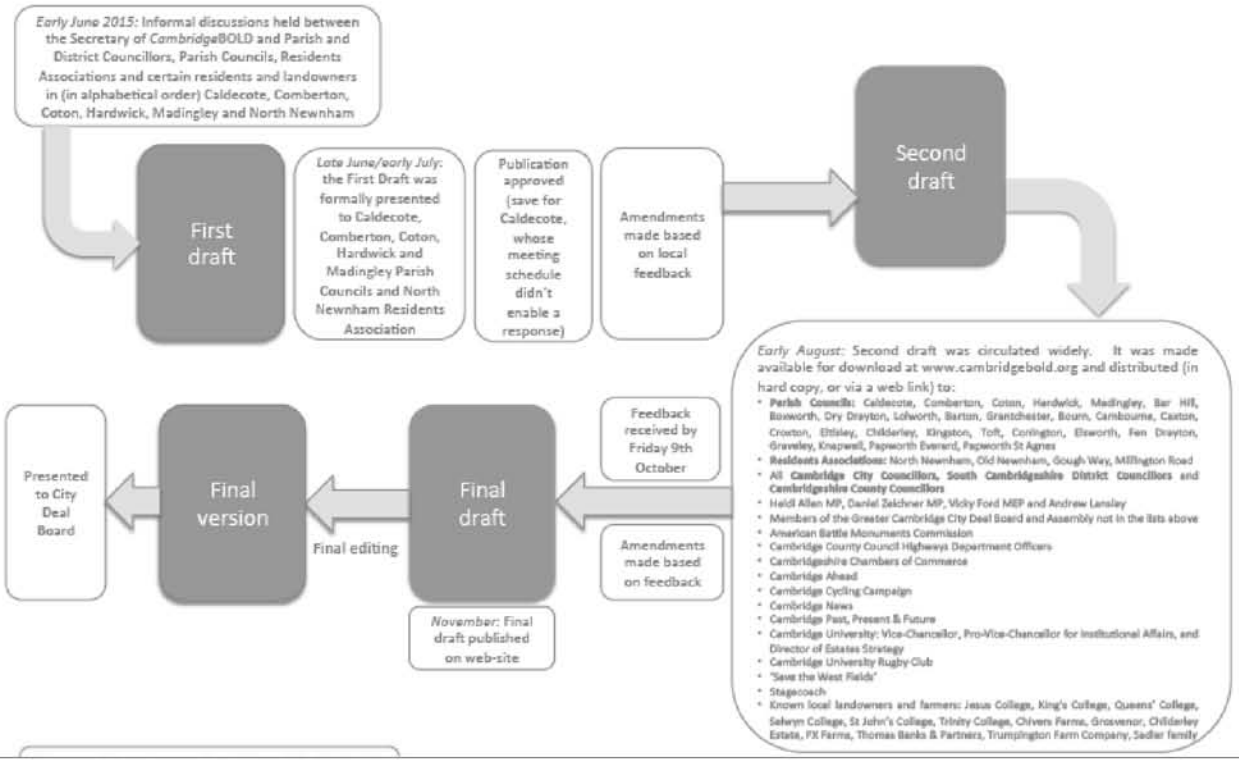
It has been produced locally. It represents as much as possible a broad consensus of local opinion along the route.

Why is it called [redacted]

- we took the name [redacted] from the June meeting of the City Deal Assembly, when various Assembly-members called for "*a bold approach to Cambridge's transport problems*".
- our proposals are indeed bold, constructive and forward-looking: they will cater for the growing volume of traffic; they include extensive off-road cycle routes; they address the "Western Orbital" route to the Biomedical Campus; they are deliverable; and they can be constructed in stages as additional finance becomes available.
- with a mixture of light-heartedness and seriousness, we decided that [redacted] could perhaps stand for "Brilliantly-Organised, Locally-Designed"

This document is available for download at [redacted]

How this document was produced



Deliverability and other matters

Land assembly

Our proposal involves only a very few landowners:

- PX Farms, at A428/Scotland Road
- The University, at the 800 Wood and North West Cambridge
- Trinity College, at Moor Barns Farm, north west of Junction 13
- *potentially:* St John's and Jesus Colleges, by the Athletics track and the 'old rifle range' road

This is a key advantage, as it means that 'land assembly' should be relatively easy

Cycle routes

- we have included proposals for extensive cycle routes
- we recommend that they are included as part of the Cambourne-to-Cambridge bus-way plan, bringing forward City Deal budgets as necessary

Free Park & Ride

- we recommend that the new Park & Ride should be free-of-charge to users

Proposal for Public Transport 'hubs'

Three 'hubs'

We started by thinking about three 'hubs'. These are:

1. **Pick-up/drop-off areas in Cambourne and Bourn Airfield**

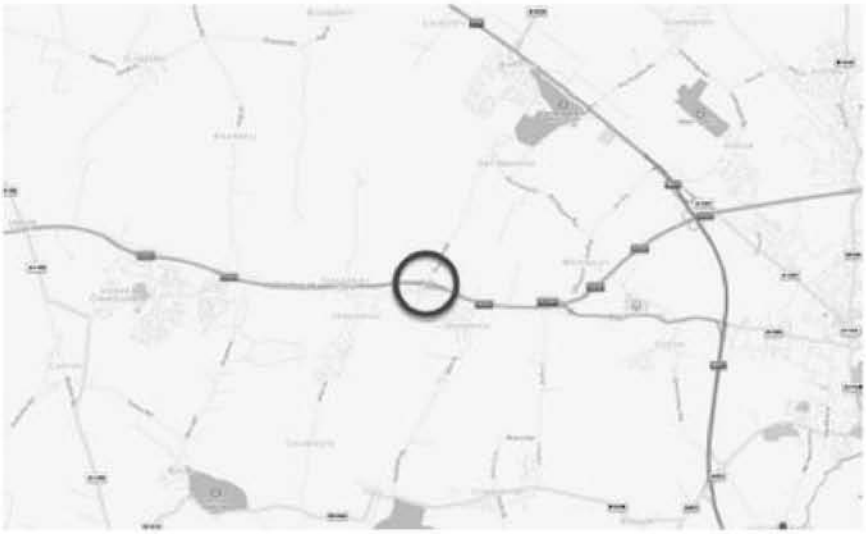
2. **A new Park & Ride at the A428/Scotland Road roundabout**
   - note that we do not place this at the Madingley Mulch roundabout, for reasons we shall discuss later

3. **The existing Madingley Road Park & Ride / North West Cambridge community centre area to become a bus 'hub'/interchange,** where passengers can switch between bus routes.
   - we are aware that the existing Park & Ride site is leased from the University (as freeholder) with c. 20 years left to run on the lease.

     so, for the next 20 years, the P&R can serve as the 'hub'

     thereafter, either the University might be persuaded to renew the lease, or the NWC community centre area would become the hub
   - from there, passengers entering the City from the west can then take buses:
     - northwards : through NWC, over Huntingdon Road, through the Ida Darwin/NIAB site (all as currently planned by the University and the City Council)
     - eastwards : along Madingley Road, which may or may not benefit from a segregated bus lane (see later)
     - south-westwards* : through the West Cambridge site, and then off-road to join Grange Road and West Road (** potentially - see later)*
     - southwards : round the M11 to Junction 11, to join the Guided Busway to the Biomedical Campus

New Park & Ride on the A428 at the Scotland Road roundabout

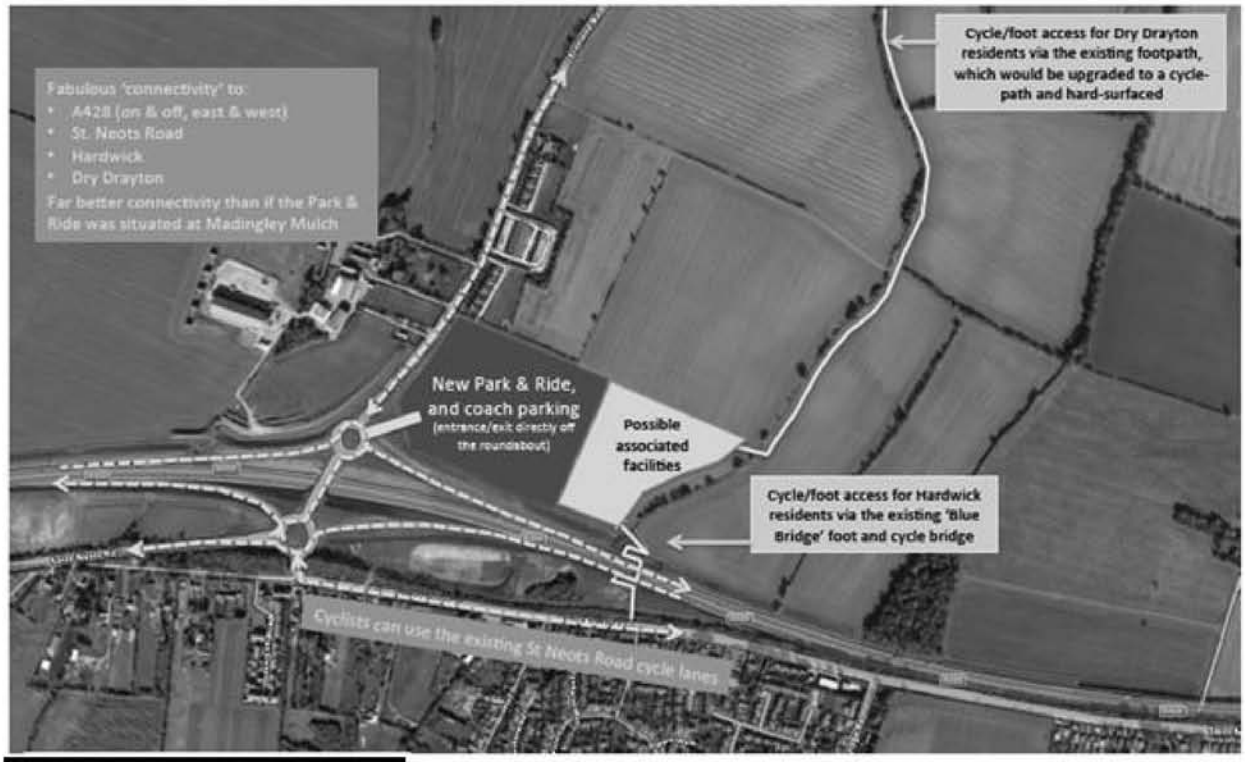


- Cyclists would exit the Park & Ride (via the roundabouts or the 'blue bridge') and use the St Neots' Road cycle lane
- They could then either drop down Long Road to the Whitwell Way cycleway (see our proposal later), or continue on down the existing Madingley Hill cycleway.

- We recommend creation of a public transport 'hub' by the roundabouts on the A428 at Scotland Road
- Park & Ride site
- Cycle storage facilities
- We can also envisage:
  - a hotel of a type suited to people driving along the A428 from the west, stopping off for the night, and taking the bus in to the City the next morning to Cambridge (e.g. Premier Inn, Travelodge)
  - public toilets, a small convenience shop (e.g. so that, when coming home from work in the evening, passengers could pick up supper), and perhaps a petrol station
- We believe the site could also be a suitable stop/interchange for long-distance coaches, and for tourist coaches accessing Cambridge
- Although the site is on the very edge of the Cambridge Green Belt, that is largely historic as the Green Belt boundary pre-dates the A428. We believe an up-to-date survey would show limited benefit of retaining the site in the Green Belt. We therefore believe that consideration could be given to removing the site from the Green Belt and planning permission given as suggested above, on the grounds of the exceptional benefit to public transport that would be created. (Note that there are no archaeological/heritage issues at this site.)

[redacted]

New Park & Ride on the A428 at the Scotland Road roundabout



[redacted]

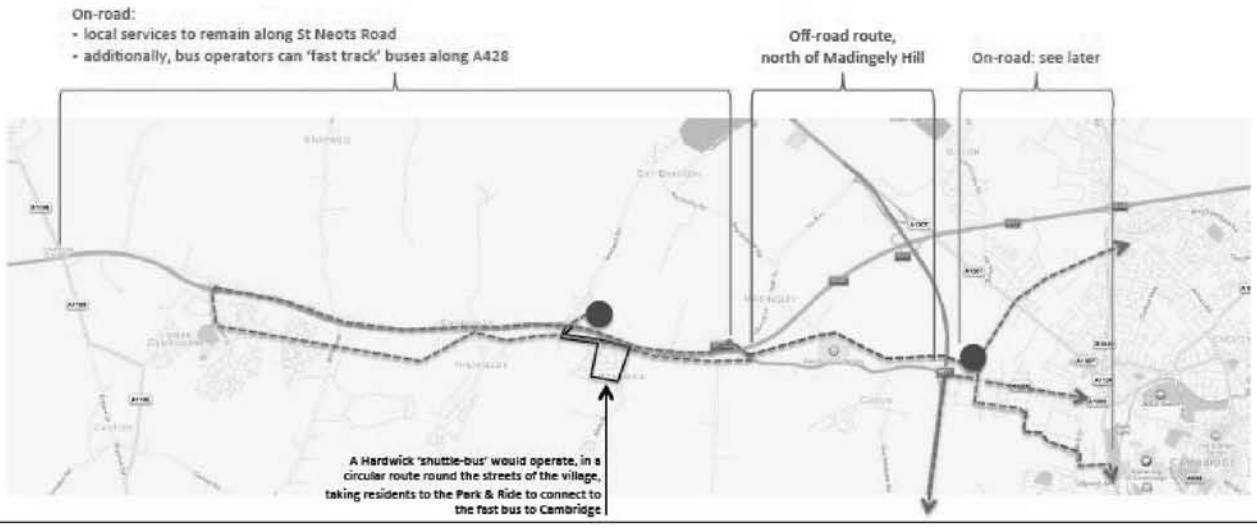
The purple area is similar in size to the existing Madingley Road and Trumpington Road Park & Ride sites.
this site.)

Madingley Mulch roundabout is the wrong place for a new Park & Ride

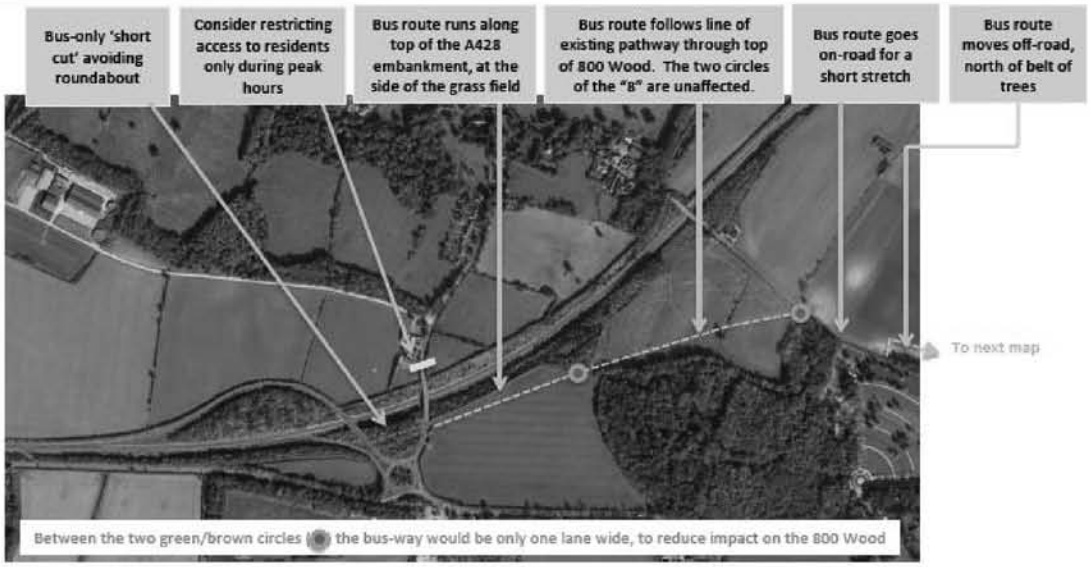
- The City Deal Board's public consultation suggested that a possible location for the new Park & Ride could be by the Madingley Mulch roundabout
- **We disagree**, because:
  - the roundabout is very busy, with a difficult layout
  - it is too close to Madingley Hill, a traffic congestion hot-spot we are all trying to avoid
  - it is too far from the largest centre of population in the immediate area, i.e. Hardwick
  - long-distance traffic coming along the A428 from the west (e.g. from Milton Keynes, Bedford or St Neots) exits the A428 unnecessarily late; it would be better if such traffic could be captured earlier
  - long-distance traffic coming along the A14 from the east (e.g. from Newmarket, Bury St Edmunds, Felixstowe etc) can't exit to Madingley Mulch; but it can continue on the A428 and exit at Scotland Road
  - Madingley Mulch is too small an area to become a true public transport 'hub' (i.e. not enough room for a hotel, petrol station, shop, public toilets etc)
  - the area is very sensitive, being at the top of Madingley Hill, with its important views and location
  - we worry about the effect of car emissions, as they enter/exit a Park & Ride and park their cars, on the ecology of Madingley Old Wood, a Site of Special Scientific Interest (SSSI)
  - there would be too much harmful impact on the nearby villages of Madingley and Coton
- **The City Deal public consultation (question 15) asks for recommendations for other locations**
  - **we recommend the A428/Scotland Road junction, for the reasons previously mentioned**

Proposal for connecting th 'hubs' by bus

Proposed bus routes



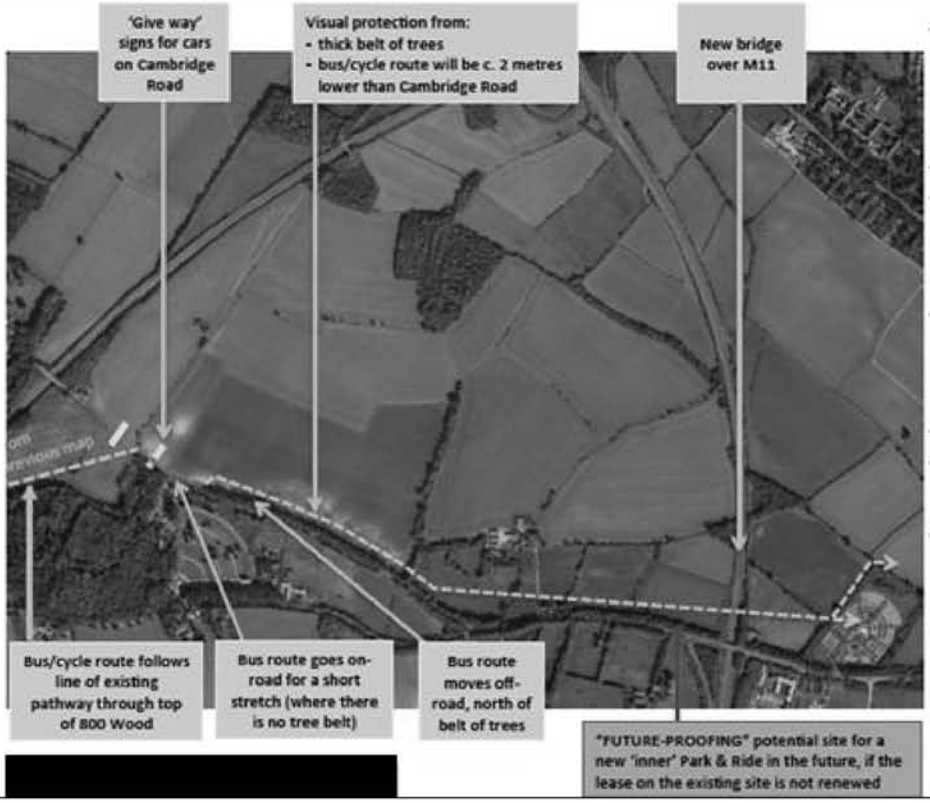
Off-road route : City Deal "Area 1 North"



In proposing "Area 1 North", we note that:

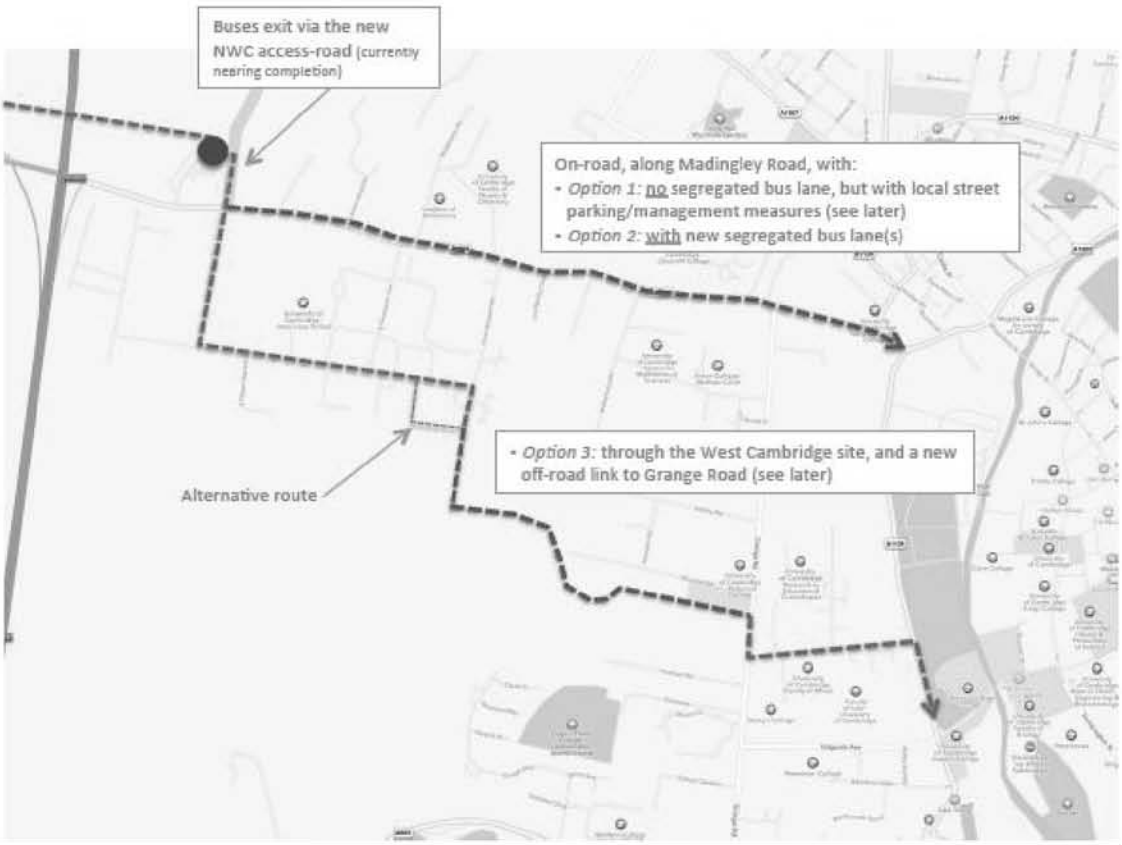
- many commentators have recommended Area 1 Central, i.e. a bus lane(s) down Madingley Hill. We fear that will not provide as fast, or as reliable, a bus service as an off-road route and, as our mission has always included to be "bold", we prefer a more comprehensive and future-proof solution
- placing the bus-route *in between* the 800 Wood and Madingley Old Wood will enable the environmental qualities and bio-diversity of each to be preserved. We do not believe that the envisaged volume of bus traffic in between the two woods will threaten their nature.
- there has been an extreme public reaction against Area 1 South, but significantly less public comment against Area 1 North
- Cambridge Past Present & Future, whilst favouring Area 1 Central, has recommended Area 1 North as its fall-back option, rather than Area 1 South
- please see the Appendix as this report for a brief 'impact assessment'

Off-road route : City Deal "Area 1 North"



- We believe that the bus-route needs to avoid the existing M11 Junction 13 bridge, which (however it might be re-configured) will always be a traffic blockage, will slow bus journey times, and will threaten journey-time reliability
- We propose the City Deal's "Area 1 North"
- But we place this running immediately to the north of Cambridge Road (i.e. not in the wide northwards sweep over the open farmland that the City Deal has shown in its consultation map)
- The bus-way would the cross the M11 at a new bridge, and connect to the existing Park & Ride and/or the new NWC Community Centre (which are adjacent to each other)
- The farmland is owned by Trinity College
- Page 31 shows the additional cycle routes that we are proposing for this area (not shown on this page for simplicity)
- We are aware of calls for the Girton Interchange to be re-configured to allow on-road (on A428/M11) bus routes, and we are aware of the Highways Agency's "Statement of Common Ground" with Coton Parish Council in that context, which might remove the need for the off-road proposal on this page. However, there has been no firm evidence that the Highways Agency will deliver that re-configuration, either at all, or on a reasonable timescale, so we don't feel that we can rely on it.

Three Options within the City



Three Options within the City

- There are three possible options for bus routes from the 'hub' to the City centre:

1. **along Madingley Road, with no new bus lanes created along it**
   - but with additional localised 'street traffic management' (e.g. parking restrictions and residents' parking) to aid traffic flow along Madingley Road

2. **along Madingley Road, with new segregated bus lane(s) created along it**
   - this might be for all or part of its length
   - many commentators doubt that this is possible, needed or justifiable

3. **through the West Cambridge site and off-road round the Athletics track, along the 'old rifle range road' and onto Grange Road**
   - see overleaf
   - many commentators fear this will be an unwarranted intrusion onto the 'West Fields'

- There are strong local views for and against each of these, and no clear consensus
- We therefore believe more data is needed to enable an informed judgement by the public, including:
  - traffic flow analysis
  - technical/engineering assessment of Madingley Road, including the ability to fit a segregated bus lane(s) along all or part of its length
  - the University's view of a bus route through the West Cambridge site, and John's/Jesus College's views on the off-road part of the route
  - bus operators' views
  - environmental studies
- **We call on the City Deal to undertake and publish a study including the above data, and then to hold a separate 'mini consultation' on this stretch of the route**

Possible Option 3 (first part)

- This Masterplan for the West Cambridge site is taken from http://www.westcambridge.co.uk/files/bibplan.jpg

Our preferred route is shown in the thicker line; it runs through the current Cavendish Laboratory site and down a small length of Clerk Maxwell Road (we understand that the Laboratory site will shortly be re-built, and we suggest that a new bus-route could be accommodated within the new design). If not, our alternative route is shown in the thinner line.

New off-road link: see overleaf

Possible Option 3 (second part)

- The bus route could perhaps be single-carriageway, to limit its impact (controlled by small traffic lights at each end), aided by a passing-place half-way along its length (shown in the red bar)
- The route would be shielded from the main body of the West Fields by the rugby pitch (which has a high hedge round it) and the high hedge running west from its southern edge

Integrating into the Western Orbital

M11 Junction 13

[redacted] proposals for Cambourne-to-Cambridge fit very will with the Western Orbital objectives.

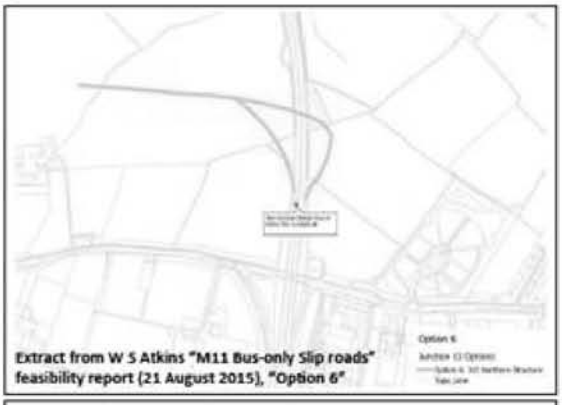
- The "Western Orbital" is the name for the plan to improve bus capacity between M11 Junctions 13 (Madingley) and 11 (Trumpington).
- The "Western Orbital" agenda item for the December City Deal meetings rightly stated that "there are strategic links between the Western orbital and the A428/A1303 scheme".
- W S Atkins' "Western Orbital Study Options Report" (September 2015) makes it clear that the M11 itself is not the problem: the problem is the junctions on and off it. The report states that:

> **"2.4 On the M11 in the morning peak, congestion is particularly prevalent northbound on the approach to the junction 13 off-slip road at Madingley, resulting in high levels of journey time variability. A similar situation emerges southbound on the motorway with queues on the junction 11 slip road impacting on journey time reliability.**
>
> **2.5 In the evening peak, the southbound M11 to junction 11 performs relatively well in comparison to the congestion experienced in the morning. By comparison, Northbound to junction 13 there are problems at three locations resulting in variable journey times: merging onto the M11 at junction 11, Barton on-slip at junction 12, and the northbound off-slip at junction 13."**

- The W S Atkins "M11 Bus-only Slip roads" feasibility report (21 August 2015) included an "Option 6" for a new bus-only bridge over the M11 immediately north of Junction 13 – see the plan on the top right. The report stated that:

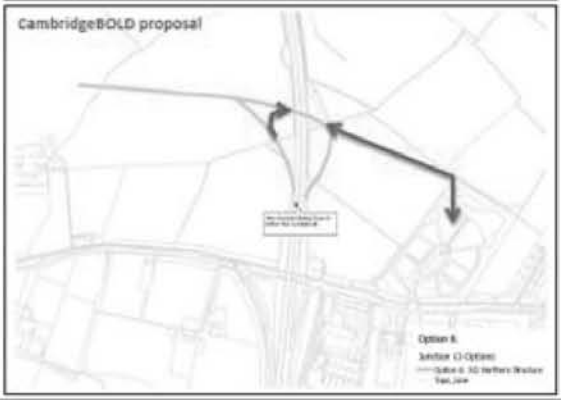
> **"This option consists of a new structure to the north of Junction 13 for buses to join the M11 prior to general traffic. Initial option review recognised that this could offer wider benefits if provided with one of the options currently being reviewed as part of the A428 Cambridge City Deal Study"**

- This is is essentially the same as the CambridgeBOLD proposal, though we go further and also link it to the Park & Ride – see the plan on the bottom right.
- We also propose a bus-only exit at Junction 111 – see next page



Extract from W S Atkins "M11 Bus-only Slip roads" feasibility report (21 August 2015), "Option 6"

CambridgeBOLD proposal



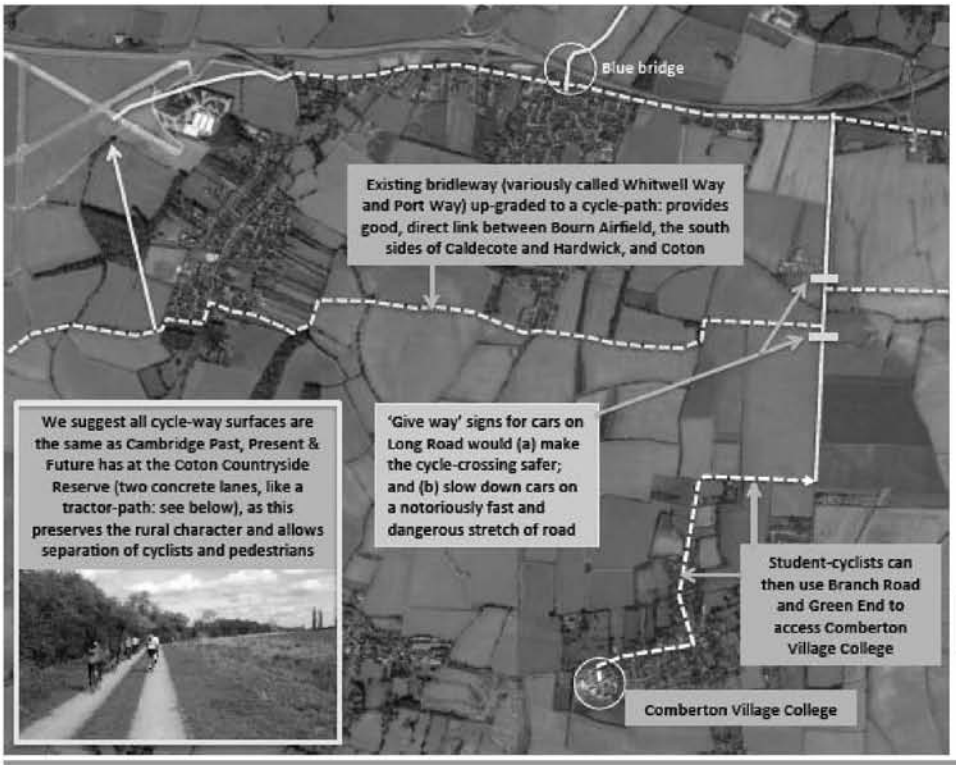
[redacted]

M11 Junction 11

- At Junction 11, a new bus-only slip-road would enable buses to go direct to the Guided Busway, by-passing the traffic lights (a) at the top of the existing slip-road and (b) at the turning onto the Addenbrooke's access road.
- Investigation of a new bus-only slip-road at M11 Junction 11 was supported by the Greater Cambridge City Deal Board on 1st October 2015
- This will enable buses to go direct from the M11 to the Guided Busway (and thence to the Biomedical Campus) without being held up at the existing junctions

Proposal for cycle routes

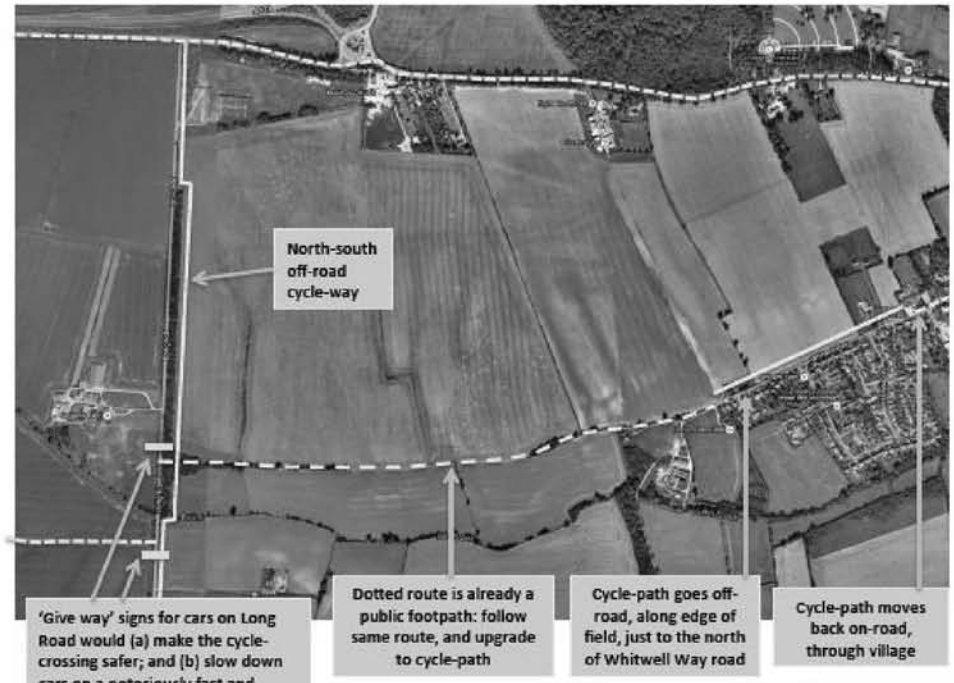
From Cambourne/Bourn Airfield, along Port Way/Whitwell Way



- We propose that the existing bridleway (variously called Whitwell Way and Port Way) is up-graded to a cycle-path with a suitable hard surface.
- This will enable a direct cycle link between Cambourne/Bourn Airfield, via the southern edge of Caldecote and Hardwick Villages, to Coton and (as we shall see overleaf) the historic centre of Cambridge.
- Using B roads and village roads, cyclists would be able to continue on to:
  - Caldecote Village
  - Hardwick Village and then the blue bridge', thereby accessing the new Park & Ride
  - Comberton and, in particular, Comberton Village College
  - West Cambridge and North West Cambridge

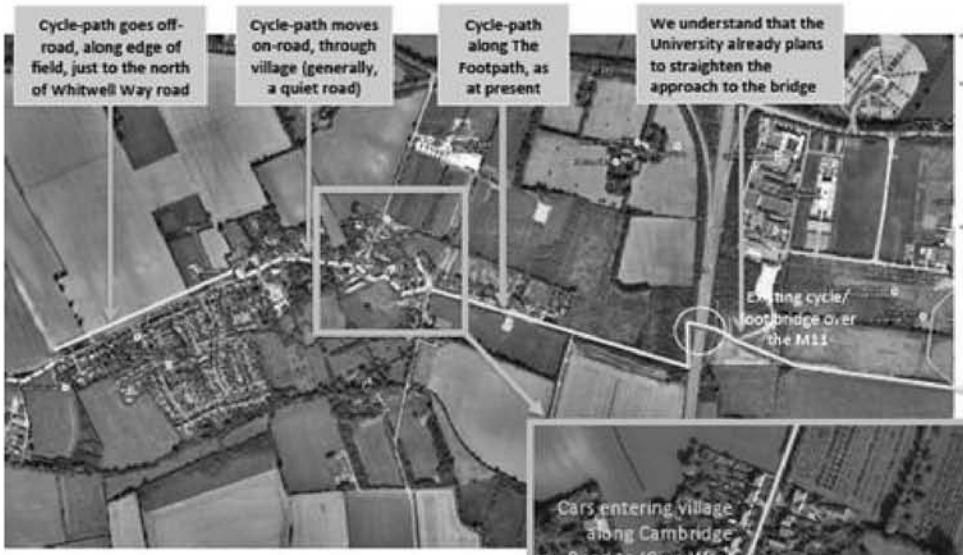
Continue the journey eastwards on the next map, overleaf →

Along Whitwell Way in Coton



Continue the journey eastwards on the next map, overleaf →

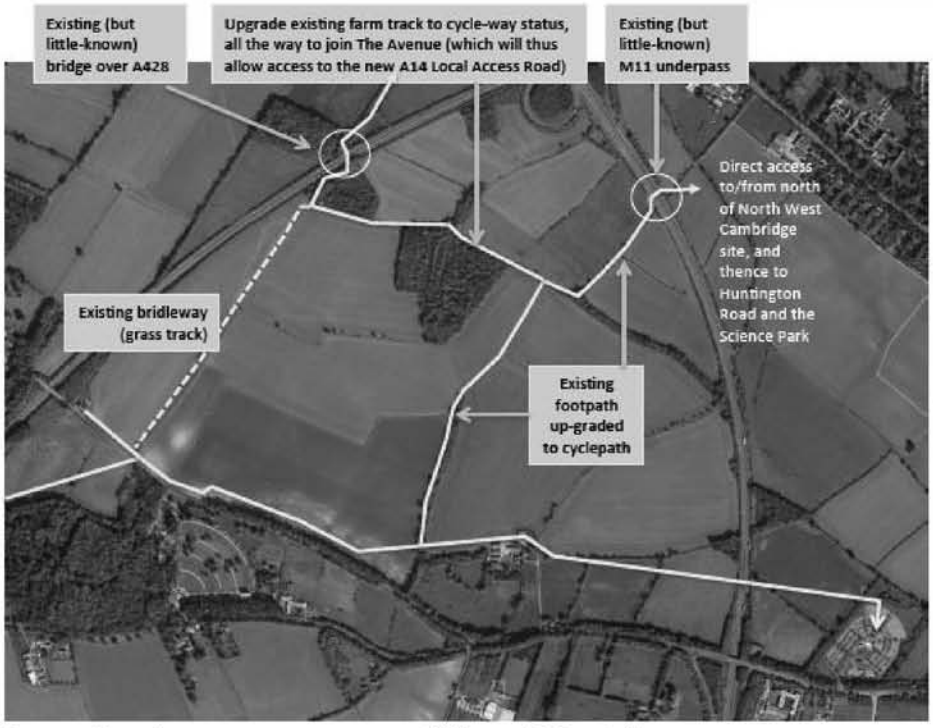
Through Coton Village and over the M11



- A direct cycle route has now been created, most of which is off-road
- Coton Parish Council proposes that the High Street is re-configured:
  - prioritise the Whitwell Way–High Street–The Footpath route
  - car traffic joining it would face junctions and 'give-way' signs
- This will:
  - give cyclists a 'straight through' ability, and cars will have to give way to cyclists
  - boost existing traffic-calming initiatives in the village

[redacted]

North of Madingley Hill



- We request that this large block of open farmland, to the north of the American Cemetery and both sides of the A428, should be officially (re-)confirmed as an integral part of the Quarter-to-Six Quadrant (QTSQ)'s Major Green Infrastructure Target Area (MGITA), as set out in the draft Local Plan, Chapter 6, para 6.31
- The City Deal Board should publicly recognise the importance of this area for its landscape and leisure qualities, as it offers an important green/rural space for the residents of Cambridge, and in particular of North West Cambridge
- Public access and enjoyment will be enhanced by:
  - up-grading the existing north-south footpath to a cycle-path (allowing access to/from NWC, via the existing M11 underpass)
  - turning the existing east-west farm track into a public-access cycle-path (allowing access, over the existing A428 bridge, to further countryside, and linking to the cycle-path adjacent to the new A14 Local Access Road).

Off-road route : City Deal "Area 1 North"

- Madingley American Cemetery is on British Crown property that has been "made available" to the American Battle Monuments Commission
- In the context of Area 1 North, we are aware of the letter from Anthony Eden (Deputy Prime Minister) to the American Ambassador
- This states that "the area coloured yellow will be restricted to agricultural use"
- However, we believe a bus/cycle-route is compatible with this
- This is because we believe the relevant clause should be interpreted as meaning that no *residential or commercial development* would take place – which would remain the case.
- We note that Madingley Parish Council has for many years campaigned for a hard-surface cycle route along the same route as is now proposed for the bus & cycle way, so the principal of a hard surface and public transport corridor along that field edge has precedent: we are now proposing that it should be for buses as well as cycles.

Impact on view of Madingley Mill & 800 Wood

Above: View from existing bridleway, looking south. The hard surface of the bus/cycle route would be invisible. Tops of buses might be visible as they pass by.

Below: Bus/cycle route would join Cambridge Road at the point where Madingley Wood abuts the 800 Wood. There would be 'Give way' signs on Cambridge Road; we do not support the use of traffic lights, as they would be intrusive in the countryside

Bus moves off-road where the trees start, east of the bottom of the American Cemetery

Below: The view of the 800 Wood will be unchanged, as the line of the bus route will be hidden by the maturing trees

Almost invisible from Madingley American Cemetery

- The surface of the proposed bus/cycle route would be invisible from almost all areas of the cemetery, because:
  - the hillside falls away below the northern edge of the cemetery
  - the cemetery's northern wall provides a further visual barrier
  - there is a thick line of trees along the north side of most of Cambridge Road
- Equally, for almost all of its route, the top of a passing bus would be invisible

These three photos show the views from top/ middle/bottom of the main avenue: the bus/ cycle route will be invisible except when peering over at the very bottom end

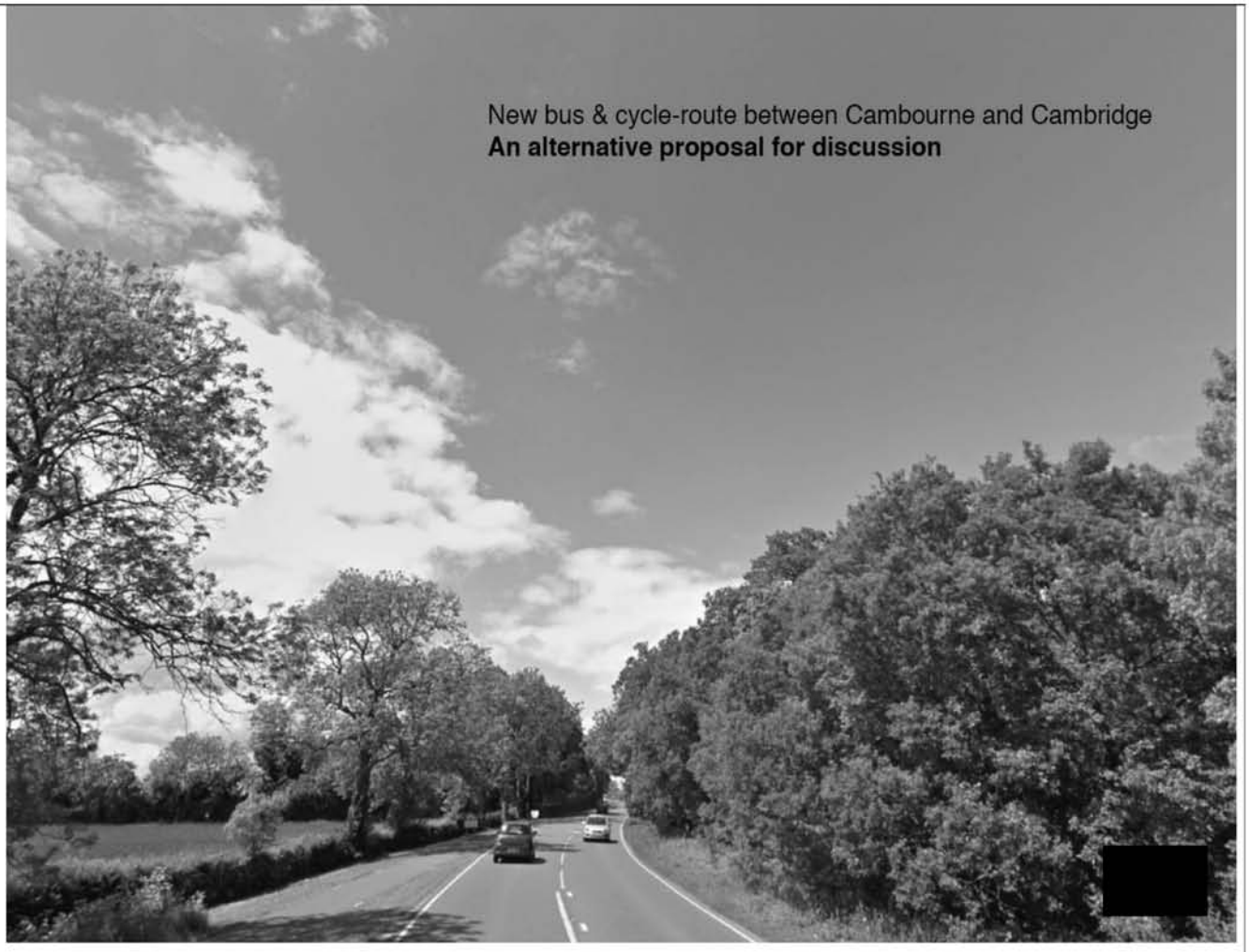
Panorama view from the low wall at the northern edge of the cemetery

Panorama view from part-way up the hill, amongst the headstones

View from further up the hill, amongst the headstones

[redacted]

002	Your consultation on the potential to improve bus journeys between Cambridge and Cambourne invites other ideas. In answer here is a document - originally put together in response to proposals published by CambridgeBOLD - for you to consider. In summary the proposal is for relatively minor additions to the Girton Interchange project (as largely already scoped by H.E.) that then allows the smarter use of existing infrastructure in the creation of a new high-quality bus route. This would provide the benefits of a fully segregated busway, but without the cost and disruption that a new 'off-line' route would bring (as well as bringing consequential benefits for motorists through the addition of movements at Girton Interchange). While this would obviously require work to co-ordiante funding and project programmes between the City Deal and Highways England, there is also the potential for significant efficiencies if the proposed Girton Interchange work were to be delivered as part of the A14 contract - rather than a wholly separate major project having to be established. Hopefully the series of diagrams is fairly self explanatory, but if you would like any clarification, or to discuss further, then please contact me on [redacted]



New bus & cycle-route between Cambourne and Cambridge
An alternative proposal for discussion

An alternative strategy for the creation of a new bus and cycle-route between Cambourne and Cambridge is outlined in five steps over the following pages.

This strategy has been developed in response to the City Deal options that have been approved for consultation, and to the recently published draft proposals by CambridgeBOLD (second draft). It is intended to broaden the discussion of potential solutions, and, in the same spirit as the CambridgeBOLD work, should not be seen as a fixed or final proposition, but rather as a means to explore potential alternatives to the rather limited range of approaches set out in the Atkins report.

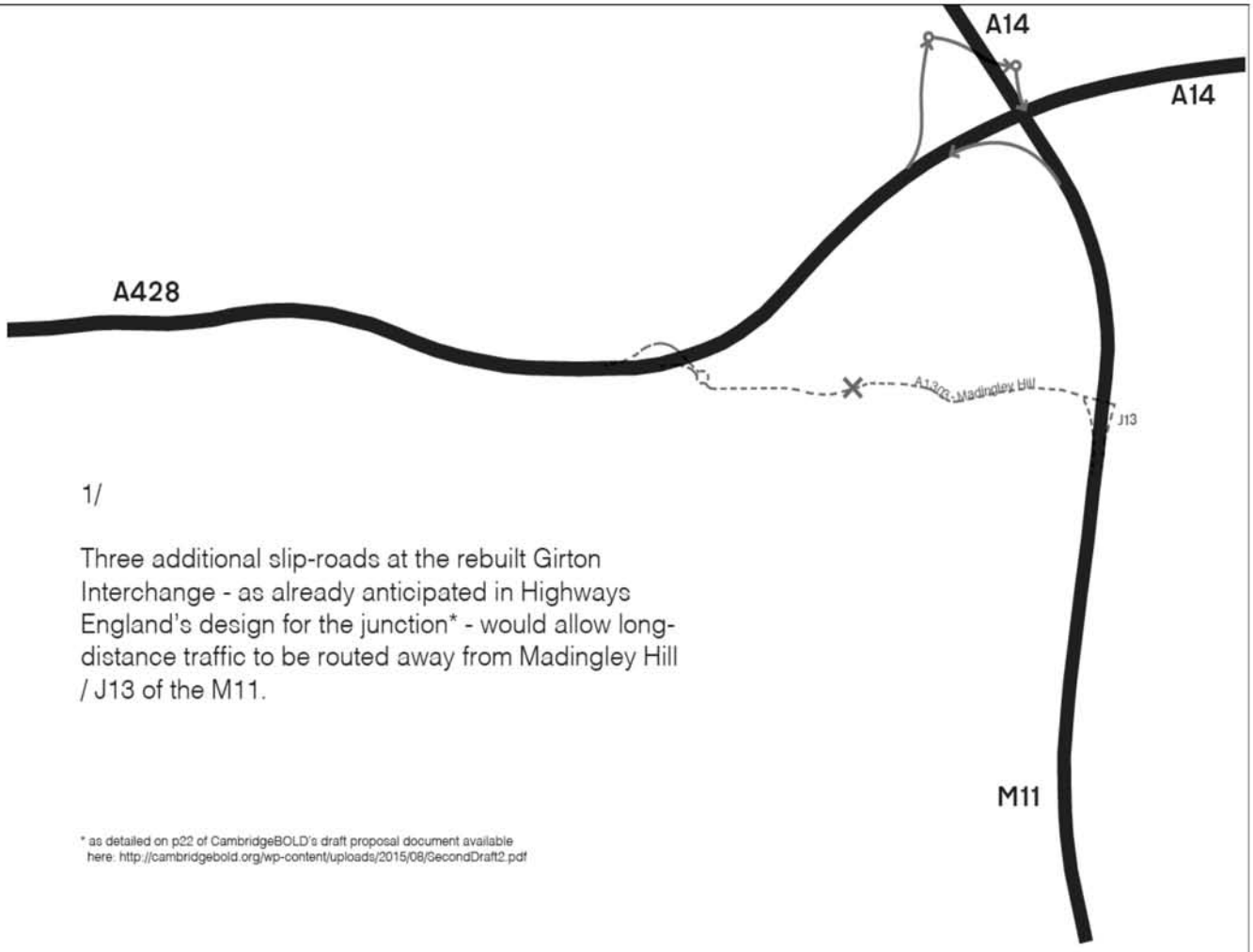
In particular it aims to fulfil the requirement for a new bus and cycle route without either:
a. compromising the quality of the new route (through it being shared with general traffic 'on-line'), nor
b. the expense and potential disruption that a new 'off-line' route might entail.

It does so by investigating how a series of relatively small interventions might alter the operation of the existing/anticipated road network to reform access to the A428 thereby allowing the removal of general traffic from Madingley Hill - freeing it up for dedicated bus (and cycle) use.

These ideas are put forward for discussion and any comments or suggestions in response are very welcome.

[redacted]

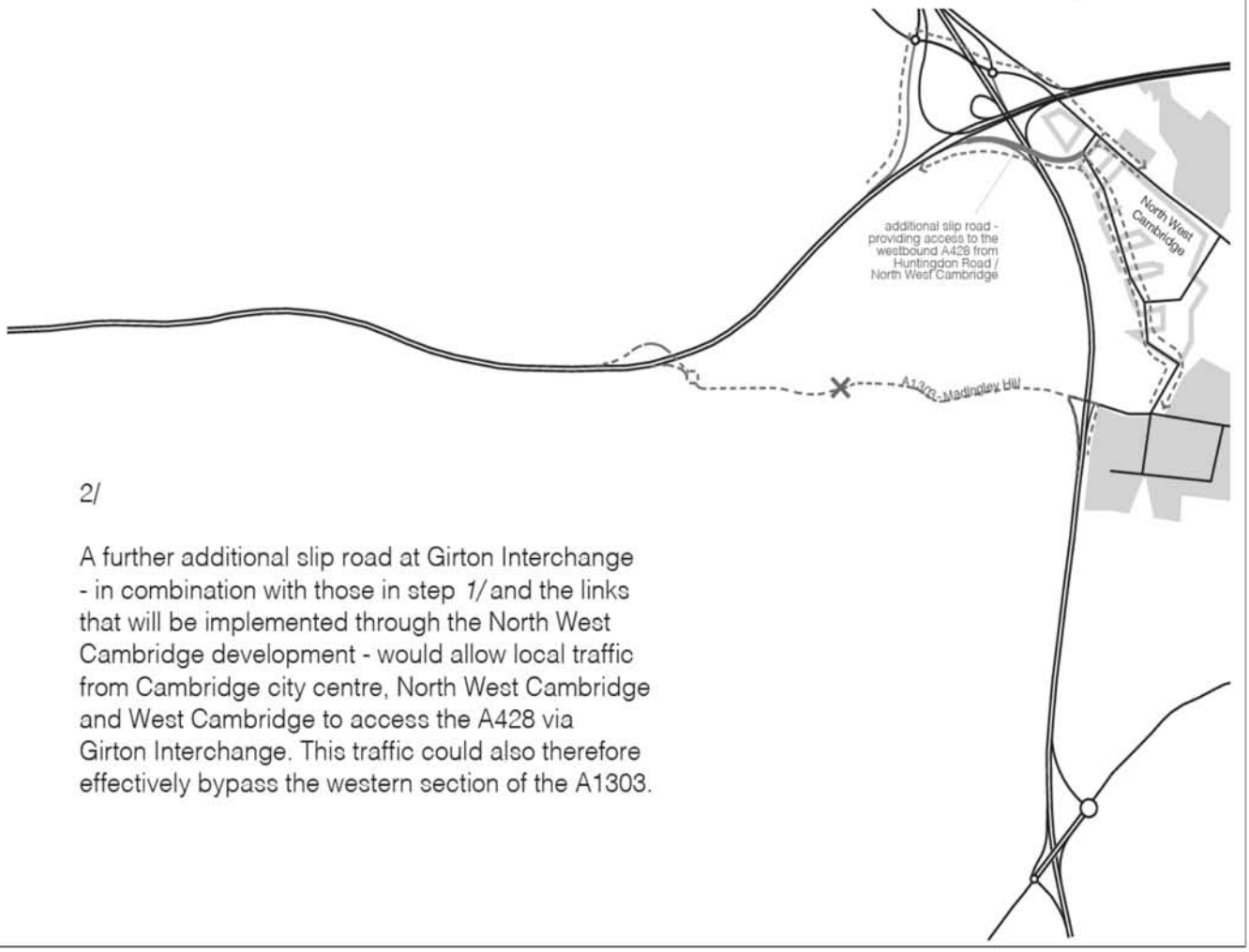
31 August 2015



1/

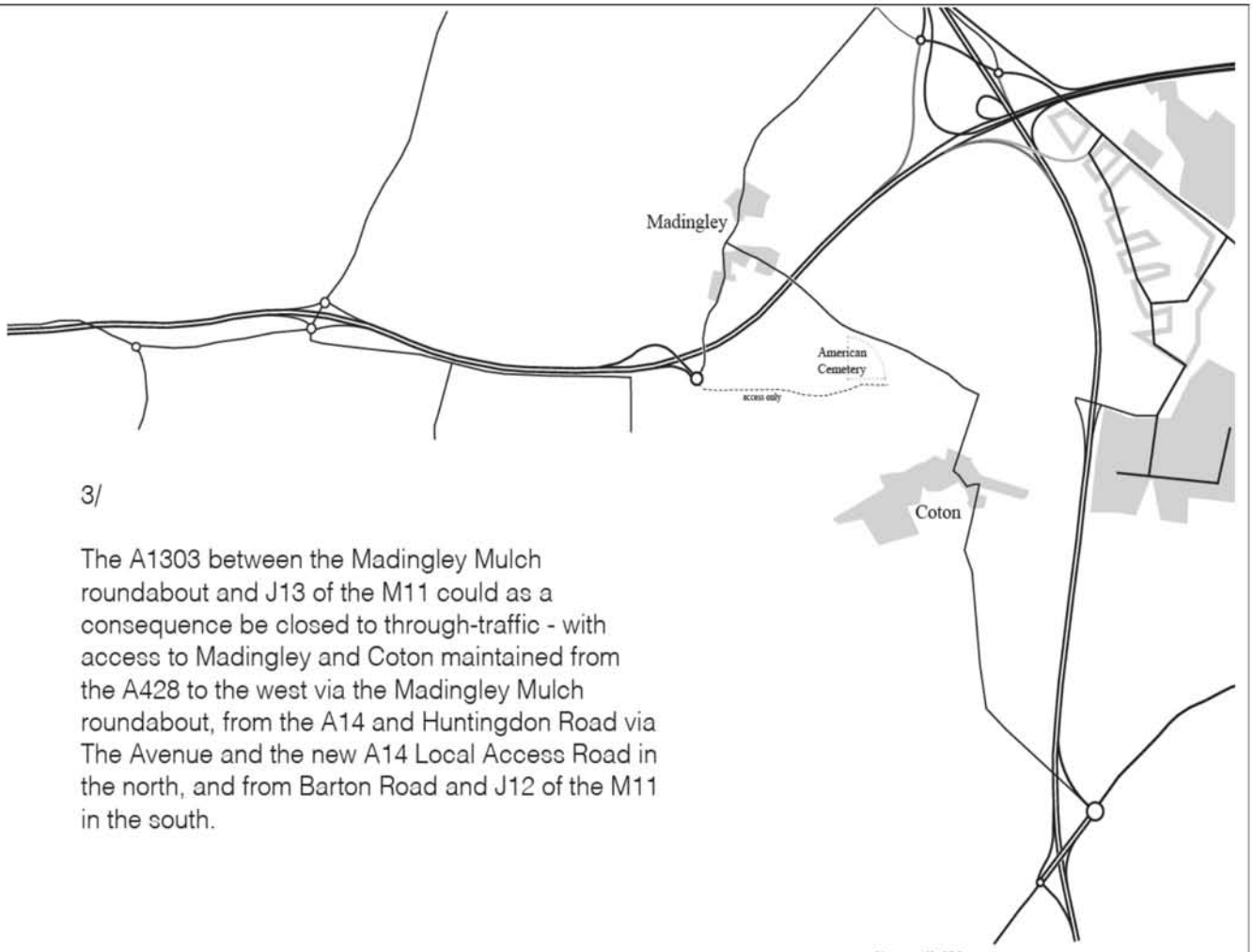
Three additional slip-roads at the rebuilt Girton Interchange - as already anticipated in Highways England's design for the junction* - would allow long-distance traffic to be routed away from Madingley Hill / J13 of the M11.

* as detailed on p22 of CambridgeBOLD's draft proposal document available here: http://cambridgebold.org/wp-content/uploads/2015/08/SecondDraft2.pdf



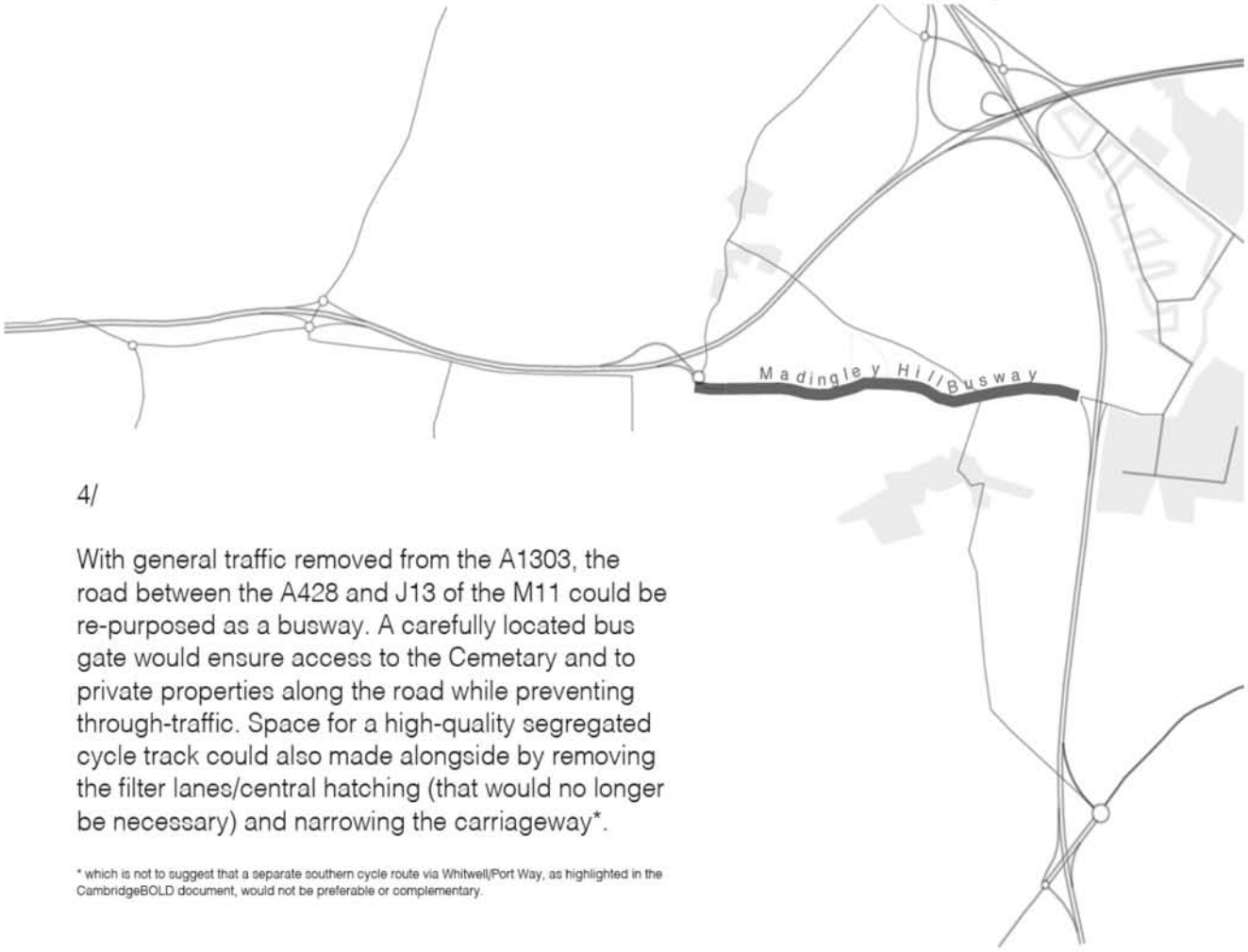
2/

A further additional slip road at Girton Interchange - in combination with those in step *1/* and the links that will be implemented through the North West Cambridge development - would allow local traffic from Cambridge city centre, North West Cambridge and West Cambridge to access the A428 via Girton Interchange. This traffic could also therefore effectively bypass the western section of the A1303.



3/

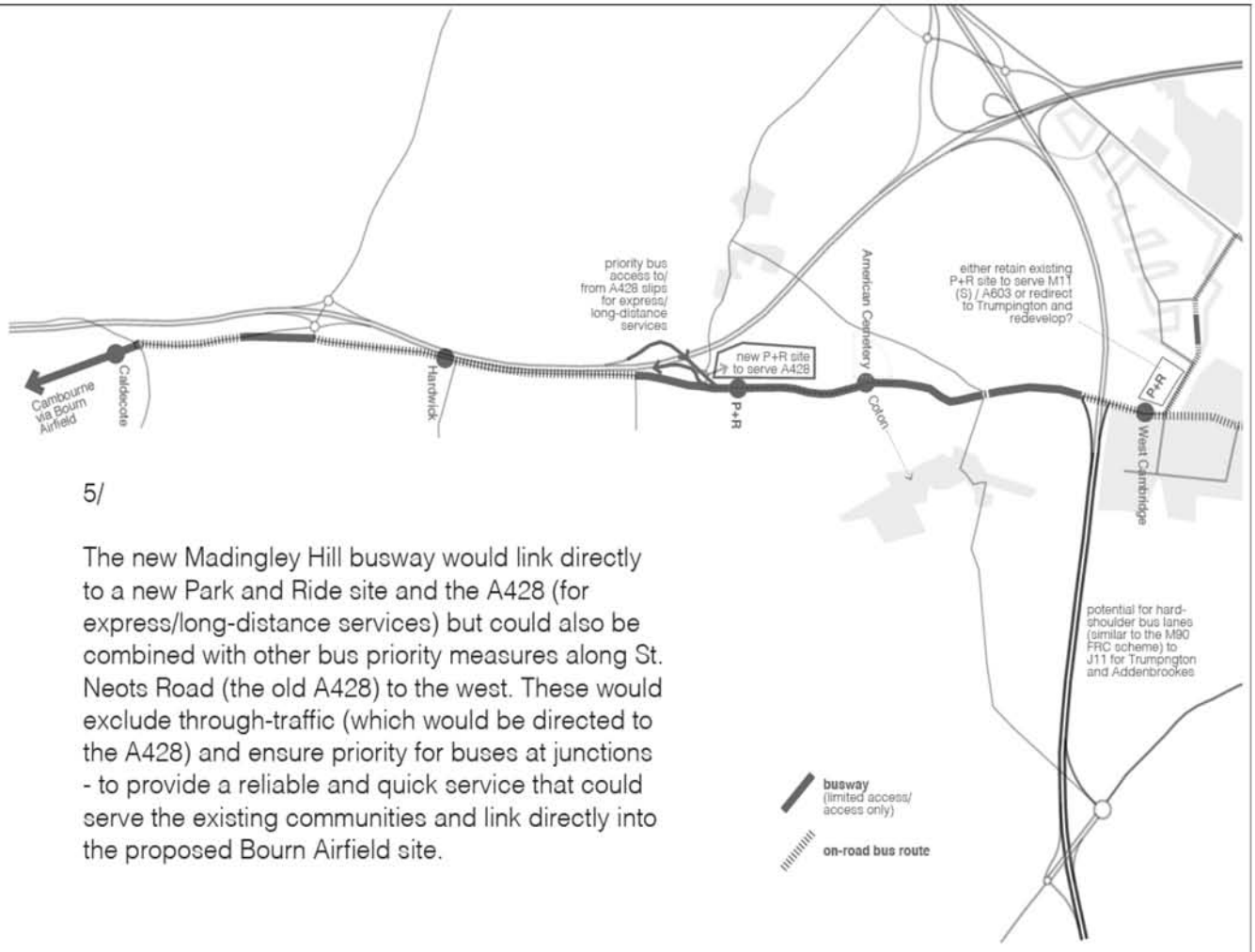
The A1303 between the Madingley Mulch roundabout and J13 of the M11 could as a consequence be closed to through-traffic - with access to Madingley and Coton maintained from the A428 to the west via the Madingley Mulch roundabout, from the A14 and Huntingdon Road via The Avenue and the new A14 Local Access Road in the north, and from Barton Road and J12 of the M11 in the south.



4/

With general traffic removed from the A1303, the road between the A428 and J13 of the M11 could be re-purposed as a busway. A carefully located bus gate would ensure access to the Cemetary and to private properties along the road while preventing through-traffic. Space for a high-quality segregated cycle track could also made alongside by removing the filter lanes/central hatching (that would no longer be necessary) and narrowing the carriageway*.

* which is not to suggest that a separate southern cycle route via Whitwell/Port Way, as highlighted in the CambridgeBOLD document, would not be preferable or complementary.



5/

The new Madingley Hill busway would link directly to a new Park and Ride site and the A428 (for express/long-distance services) but could also be combined with other bus priority measures along St. Neots Road (the old A428) to the west. These would exclude through-traffic (which would be directed to the A428) and ensure priority for buses at junctions - to provide a reliable and quick service that could serve the existing communities and link directly into the proposed Bourn Airfield site.

003

Representations by [redacted], Cambridge to Greater Cambridge City Deal 'Cambourne to Cambridge better bus journeys'

1.0 **Background**

1.1 [redacted] in Cambridge are instructed by [redacted] to make the necessary representations on their behalf to the consultation exercise currently being carried out as part of the Cambridge City Deal as it relates to the West of Cambridge.

2.0 **Context**

2.1 The context for the work that has been carried out by the Agents acting on behalf of the City Deal Programme is the A428/A1303 corridor which is a high priority scheme for the City Deal programme and is a key proposal for the Local Transport Plan 2001 – 2026. Within this corridor we are aware that there are a large number of developments that are underway or proposed within the new emerging Plan for South Cambridgeshire District Council (SCDC) and Cambridge City Council (CCC). They include Cambourne West, Bourn Airfield new village, the densification of West Cambridge and ongoing development at North-West Cambridge. If the City Deal priority is the investment in the efficient and convenient movement between new developments and employment areas then the growth in the West Cambridge area provides a significant reason of itself to look at various options for promoting such movement.

2.2 Of course, the creation of new or adapted movement corridors in the form of bus priority lanes as well as pedestrian and cycling routes provides the basis of two way movements. It is not solely about the movement of people into Cambridge in the morning peaks, nor indeed the movement of those people out of Cambridge in the afternoon. It is also about people leaving Cambridge in the morning and returning in the evening. Whilst we accept that the latter will be a lower figure, nonetheless it is an important factor which needs to be considered as part of those options being presented. In addition to such movements, there are of course many cross-City movements which cut across such corridors and which will effect road numbers and road

capacity. Coupled with the transport movements of all the arterial routes in and out of the City at points north, south, west and east, it remains important to ensure that there is a holistic solution being put forward that simply does not move one problem in one location to another. To that end, we are aware that work on the Western Orbital Project is underway and this is another strategic project that needs to be part of a comprehensive assessment of accessibility issues around the edge of a growing City.

2.3 In such a context, [redacted] fully accepts the need to improve the infrastructure for a growing City and in the circumstances where the principle of a new bus lane is being contemplated, it will be important to equally ensure that such provision goes hand-in-hand with both pedestrian and cycleways – the existing guided busway from St Ives into Cambridge is a good example of how such a route can prove attractive to pedestrians and cyclists for both travel to work and active leisure pursuits.

2.4 [redacted] acknowledges that there is significant commuting into Cambridge from outlying areas, not least because of the mismatch of housing and employment opportunities and as well as significant price differentials between house prices in the City and those further afield. With many dwellings beyond the reach of many whose workplace is in the City, most are forced to live elsewhere which places strain on the network in terms of people seeking to travel to their destination. The stance of the Councils is to restrict development in the Green Belt in the current emerging development plans which means that the pattern of commuting is likely to continue whilst the pace of new investment and new employment clusters continues apace e.g. Addenbrookes and the Bio Medical Campus.

3.0 **The Issues**

3.1 It is vitally important that the Transport Strategy identifies logical, viable and deliverable transport schemes which will include measures to mitigate the impacts of strategic development proposals on the A428/Madingley Road corridor. 3.2 Work to date acknowledges that congestion along the route places costs on the economy and the environment. Particular locations along this route present major issues and this particularly includes the Madingley Mulch roundabout and that stretch of Madingley Road to a point just after the Madingley Road Park & Ride traffic lights. In our view, this is where the problem is most acute since beyond this point, up to the junction of Northampton Street/Queens Road, the traffic is flowing moderately well. It is therefore questionable why options seek to suggest improvements to this stretch of Madingley Road where the problems are not as acute as the stretch to the west or indeed many other locations in Cambridge. In circumstances where severe congestion occurs then it is entirely appropriate for the relevant authorities to consider options which seek to address such issues.

3.3 The proposal are split into two areas. Area 1 is that area between Madingley Mulch and Cambridge. Area 2 is that area from Cambourne to Madingley Mulch roundabout.

3.4 [redacted] as an educational institution, a landowner and as a major employer, has interests in the options being presented within this consultation and accordingly considers that its comments should be appropriately assessed. We confirm that for the purposes of this consultation, [redacted] representations are directed to those options within Area 1 from Madingley Mulch roundabout into the City. [redacted] is not commenting on those options within Area 2 from Caxton Gibbet to Madingley Mulch roundabout.

3.5 The representations on behalf of [redacted] to the consultation document comprise the comments within this paper and include the points made in the attached Technical Note prepared by [redacted]

3.6 The authors (Atkins) of the Draft Interim Report dated 1st June 2015 'Madingley Road/A428 Cambourne to Cambridge Corridor Study' state at paragraph 1.6:

"The evidence is clear that without intervention, the A1303 cannot physically accommodate any more vehicular traffic during the morning peak and there is a danger that the current queue could extend onto the dualled A428 having an adverse impact on the fast journey times associated with this section."

3.7 In the event that Atkins are correct, then [redacted] can see no option than to suggest

alternative measures are needed to secure improved improvements along this corridor.

4.0 **The options within Area 1**

4.1 The City Deal funding mechanism indicates that the A428 corridor scheme would be likely to be considered in two distinct tranches. Tranches 1 to 2020, is that part of the corridor that runs from the A428/A1303 junction at Madingley Mulch running east to the City Centre. Tranche 2/3 up to 2030 is that stretch from Madingley Mulch to Caxton Gibbet to the west.

4.2 Since [redacted] is currently concentrating on the Tranche 1 section, its comments are limited to the following 3 options put forward within the consultation process:

Area 1 Central – online eastbound bus lanes from the A1303/A428 junction along Madingley Rise and Madingley Road to Lady Margaret Road.

Area 1 North – a new offline dedicated bus route running north – east from the A1303/A428 junction connecting to Madingley Road just west of the M11. A further eastbound bus lane on Madingley Road would be provided to Lady Margaret Road; and

Area 1 South – a new offline dedicated bus route running north of Coton and parallel to Madingley Road and Madingley Rise to Grange Road, with a connection to the West Cambridge University site.

4.3 Common to each of the above options, is the assumption that Madingley Park & Ride will remain. It is understood that the existing Park & Ride site is leased until 2035 after which its future is yet to be determined.

4.4 When looking at each of the options, it is important to refer to relevant journey analysis in terms of firstly, considering travel time if no option is taken forward and then secondly, the travel time in the event that an option is chosen. Whilst journey time is not a sole determining factor with regard to each option, it is relevant to indentify the time of the journey given that one assumes that the strategy is to achieve a safe, efficient, effective and presumably quicker journey time than currently experienced.

4.5 To that end, below we have replicated Table 2 – 1 of Draft Interim Report dated the 1st June 2015 referred to above. This table suggests that it takes 17 minutes by public transport from Madingley Mulch to Queens Road at present and 12 minutes by private motor car on the same route. Each of the options present quicker journey times in relation to public transport and comparable times using the private motor car.

Forecast 2031 AM Peak Hour Eastbound Journey Time Comparison – Madingley Mulch to Queen's Road

Option 1 (Tranche 1)	Public Transport (minutes)	Highway (minutes)
Do Minimum	17	12
Area 1 Central	Between 9 and 10	Between 12 and 13
Area 1 North	8	11
Area 1 Central	5	11

Comments on each of the options are set out below.

Area 1 Central

4.6 This route is effectively making the best use of Madingley Road from Madingley Mulch roundabout up to the roundabout at Northampton Street/Queens Road. As stated earlier, a key hot spot is the amount of traffic using that stretch of Madingley Road from Madingley Mulch to a point just past the M11 turn off. This particular junction of the M11 causes real problems in peak times including the back up of vehicles on the M11. Once passed this point, the traffic eases and from the Park and Ride traffic lights to the junction with Grange Road

there are few traffic issues given the general free-flow of traffic at this point. It is therefore misguided in our view to target major improvements along this stretch of Madingley Road east of the M11 given that this is not an area that exhibits the most acute problems. In such a context we have not had sight of the technical analysis/data that we assume has been carried out by Atkins to identify the specific areas of the corridor and their particular traffic characteristics. We consider this to be important information behind the options being tabled and accordingly request that such data

is made available.
4.7 In addition to identifying the 'wrong' area for major improvements, one of the main concerns that [redacted] has about the Area 1 Central route is the physical implication of creating a new bus lane on the inbound side of Madingley Road. The SWOT analysis undertaken by Atkins within the Draft Interim Report already identifies this issue and given the number of potential individual parties along Madingley Road that could be significantly affected by the loss of part or all of their frontage as a result of an unknown highway work programme will mean that this Option faces serious questions about deliverability over third party land. We
consider that the securing of third party land is not justified in the circumstances especially when, in our view, it fails to tackle the real problem west of the M11.
4.8 The effect of reducing grass verge, potentially removing trees and the general introduction of highways paraphernalia continues to have real visual impact in such sensitive locations. The loss of the trees and the significant impact on the local environment on such an important, attractive route into the City cannot be justified. The stretch of Madingley Road close to the City beyond the West Cambridge site exhibits a strong verdant mixed residential and collegiate character which in our view would be significantly harmed by highway works to deliver a new bus lane in this location. It is simply unacceptable to include such measures as
perceived, sensible, deliverable options and in such a context, we know that a number of local residents have submitted comments to express their strongly held views on this matter.
4.9 Even in the circumstances where a bus lane is to be introduced, (notwithstanding the issues raised above), it remains the case that westward traffic along this route would continue to be congested at peak times.
4.10 Whilst we acknowledge that there is some merit in principle of an online route, [redacted] considers the implications of the creation of a new bus lane in terms of the environment and the questions raised over deliverability, plus the relevance and existing problems at the junction as being significant. Cumulatively, all of these factors suggest that the Area 1 Central route is not a favoured option.
Area 1 North
4.11 With regard to the Area 1 North route, this remains the same as Area 1 Central from the Madingley Road Park & Ride to the City. For that stretch of the corridor from Madingley Mulch roundabout to the Park & Ride site, the bus lane would loop to the north of the American Cemetery and then re-join Madingley Road past west of the M11. It is this stretch that exhibits the real problematic traffic issues west of Cambridge.
4.12 Aside from landscape issues, we question whether the benefits of a longer loop around the cemetery to come back in to connect with Madingley Road would be seen as an attractive alternative to motorists who may prefer to follow the most direct desire-line along Madingley Road.
4.13 With Area 1 North still including the online improvements to Madingley Road, east of the M11, we consider the issues plus the landscape constraints including listed buildings and nature conservation interests suggest that this should not be a favoured option. Area 1 South
4.14 The Area 1 South route put forward within the consultation exercise starts at the Madingley Mulch roundabout and runs off-road to the south and uses a new crossing over the M11, travels eastwards on south of Madingley Road to connect to Grange Road. This route therefore bypasses Madingley Road east of the M11, including the junction of Northampton Street/Queen's Road.
4.15 It is clearly a much more different option from Area 1 Central and North routes since it suggests a fully segregated route which leads to a destination at Grange Road and which buses would then link to West Road and Silver Street to get to the City Centre. On the basis that the journeys along this route are those seeking a City centre destination, this provides the most direct route on a dedicated road. It is considered to be quicker than Area 1 Central and North shown in Table 2–1 above, but is substantially more expensive, currently estimated at £67m.
4.16 The route provides two way movements into and out of the City and has the ability to connect into the West Cambridge site and the existing Park & Ride site at Madingley Road. In addition, the route importantly has the potential to connect into emerging options for the Western Orbital route

which we understand will be the subject for public consultation in the New Year. The Area 1 South route and variations thereof, do not jeopardise the principle of a new Orbital route and clearly this must be an important factor in taking a holistic view on the long-term traffic and accessibility issues in and around this City.

4.17 As stated, this option is considerably more expensive than other options. If a significant proportion of this figure is made up of the new segregated route west of the M11 and which would require a new costly M11 crossing, then it would be appropriate to consider another alternative which would combine appropriate elements of each option to produce a new one.

4.18 To this end, we suggest an online route with inbound bus lanes from Madingley Mulch to Madingley Road Park & Ride. This is the western section of the Area 1 South west of the M11.

4.19 If this is combined with a new route from Madingley Park & Ride site, linking into the West Cambridge site on a route to be developed with the University and then connecting in with the Grange Road destination (i.e. the eastern section of the Area 1 South route, east of the M11), then we consider this would constitute a cheaper option but would still retain an element of the fully segregated route east of the M11 . It retains the use of the existing Park & Ride facility, easy access to West Cambridge and ultimately a fast route into Grange Road and onward travel. We have shown such an option within enclosed Plan A which accompanies these representations. This alternative is also referred to in the accompanying Technical Note prepared by [redacted] (the exact alignment does not match up with Plan A since the route can only be conceptual at this stage.)

4.20 [redacted] fully accepts that such a new route will have an impact on the landscape on the west side of Cambridge but in the context of the need for new infrastructure and the presence of a tightly drawn Green Belt boundary around the whole of the City, then significant consideration needs to be made of identifying a route in the landscape which does not compromise the setting of a City within its landscape, but at the same time, provides for a 21st Century approach to the important movement of people between home and the work place. The work undertaken by the College's Project Team to date suggests there are no critical nor technical matters that cannot be mitigated for in the circumstances that a new bus priority route is established in this part of West Cambridge.

Summary

4.21 [redacted] acknowledges the importance of ensuring infrastructure is in place to serve existing, planned and proposed developments in and around Cambridge. Short term or even medium term fixes provide no certainty of addressing the issues and it is the case that investment and more expensive options given the long term objectives is in [redacted] view a more robust, professional and responsible approach that needs to be taken. To this end, [redacted] wishes to work with relevant stakeholders to ensure that the option that is eventually decided upon is deliverable and importantly addresses the various issues which are needing to be targeted.

4.22 [redacted], whilst supportive of the Area 1 South route, also suggests a new alternative route option in Plan A which provides a new online bus lane from Madingley Mulch to existing Park & Ride site and then a new segregated route leading from the West Cambridge site through to Grange Road.

4.23 [redacted] wishes to be kept informed of this project and would be willing to meet with relevant parties at the appropriate time to move the project forward.

Plan A

Madingley Road / A428 Cambourne to Cambridge Corridor Study
Interim Report

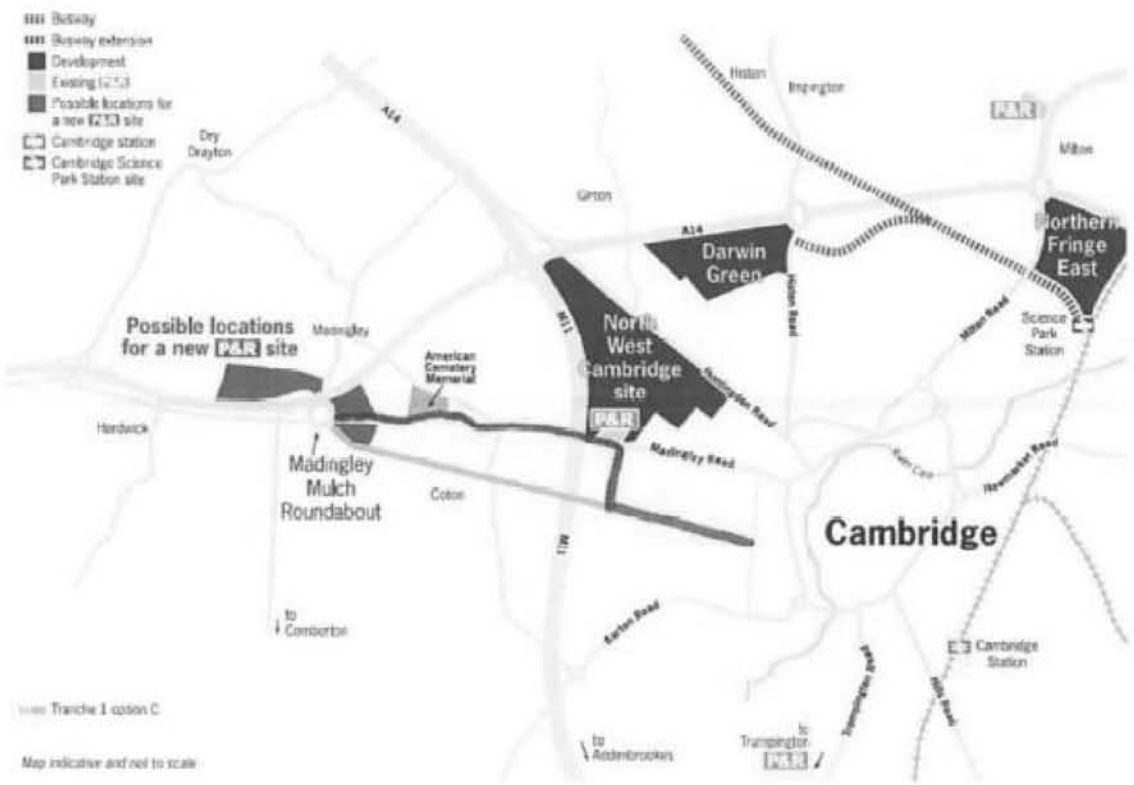


Figure A-3 Option 1C

This line shows an alternative option where on-line improvements are made from Madingley Mulch roundabout to West Cambridge and then a new route through the West Cambridge site and then a fully segregated link leading to Grange Road.

TECHNICAL NOTE

Job Name: Land North of Barton Road (RP)

Job No: 32285-5501

Note No: TN/01

Date: 17th November 2015

Prepared By: [redacted]

Subject: **Greater Cambridge City Deal, Cambourne to Cambridge: Better Bus Journeys Consultation**

1. Introduction

[redacted] have been commissioned by the [redacted] and [redacted] Cambridge to examine the options proposed by the Greater Cambridge City Deal for bus improvements between Cambourne and Cambridge with special reference to the potential for development of the Land between Madingley Road and Barton Road.

[redacted] comprises four landowners, as follows: [redacted], [redacted] [redacted], and [redacted]. To the north of these ownerships is land in the ownership of [redacted]. A land ownership plan is included at Appendix B.

[redacted] owns land to the North of Barton Road which is on the south western built-up edge of Cambridge. The site is currently located within the Green Belt. It crosses the administrative boundary between Cambridge City and South Cambridgeshire. In September and October 2013 representations were submitted on behalf of [redacted] to both draft Cambridge Local Plan (Draft CLP2014) and draft South Cambridgeshire Local Plan, highlighting that the site was capable of being developed in a sustainable way.

The [redacted] land also lies within the Green Belt and falls entirely within the administrative area of Cambridge City Council. Representations have also been made by the College to the City Local Plan confirming their view that the land is suitable, available and deliverable for new residential-led sustainable development.

Taking both the [redacted] and [redacted] land together a co-ordinated development could be delivered with appropriate transport connections and an orbital transport route, including for walking, cycling and public transport trips, providing links between housing and employment.

The delivery of the City Deal proposals along both the A428 corridor and the Western Orbital Route show that this land west of Cambridge is ideally located to benefit from these connections and will lead to a highly sustainable, residential led development that would be well connected to the key employment sites.

At peak periods the transport network in the city already operates at or near capacity and additional vehicular trips would be difficult to accommodate, increase congestion and delay, damage the environment and worsen the quality of life of those who live and work in the city.. The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) and the Cambridge and South Cambridgeshire Submitted Local Plans identify a series of transport proposals to provide for increased travel demand over the period to 2031 including that arising from future development. The TSCSC therefore focuses on achieving reliable, safe and convenient access to and around the city for non-car modes of transport. For shorter trips walking and cycling are the focus, while for medium and longer distance trips public transport is the primary focus.

The A428 corridor is one of the key radial routes into Cambridge with high levels of current and planned housing growth. Parts of the route currently suffer from heavy congestion, queuing traffic, poor journey times and journey time reliability during peak hours.

The proposals for the corridor form part of the TSCSC and have key objectives to provide for the following:

1. Congestion free public transport serving the corridor (including new developments) in order to avoid an increase in current congestion levels and PT journey times.
2. Public transport serving key current/future trip generators in the A428 corridor (west of the M11), including Cambourne and Bourn Airfield.
3. Public transport serving key current/future trip attractors in Cambridge – City centre and other employment sites (i.e. Science Park, Addenbrooke's Hospital)

There is a lack of information about where the proposals finish at the eastern end of the route and how access to the City Centre, the Science Park and Addenbrooke's will be achieved. Options for the Area 1 north and central appear to terminate at the Northampton Street/Queens Road junction, whilst Option Area 1 South appears to terminate at Grange Road with no indication of further connections.

It is critical that these radial route options are considered together with the recent proposals for the Western Orbital route otherwise the radial route only appears to provide limited benefit in terms of meeting the objectives above.

This analysis looks only at the options to the east of the M11, as options to the west of the M11 do not have significant effects on our client's landholdings east of the M11.

Figures 1 and 2 below summarise the routes and the key characteristics as presented in the consultation documentation.

Figure 1: Consultation Routes

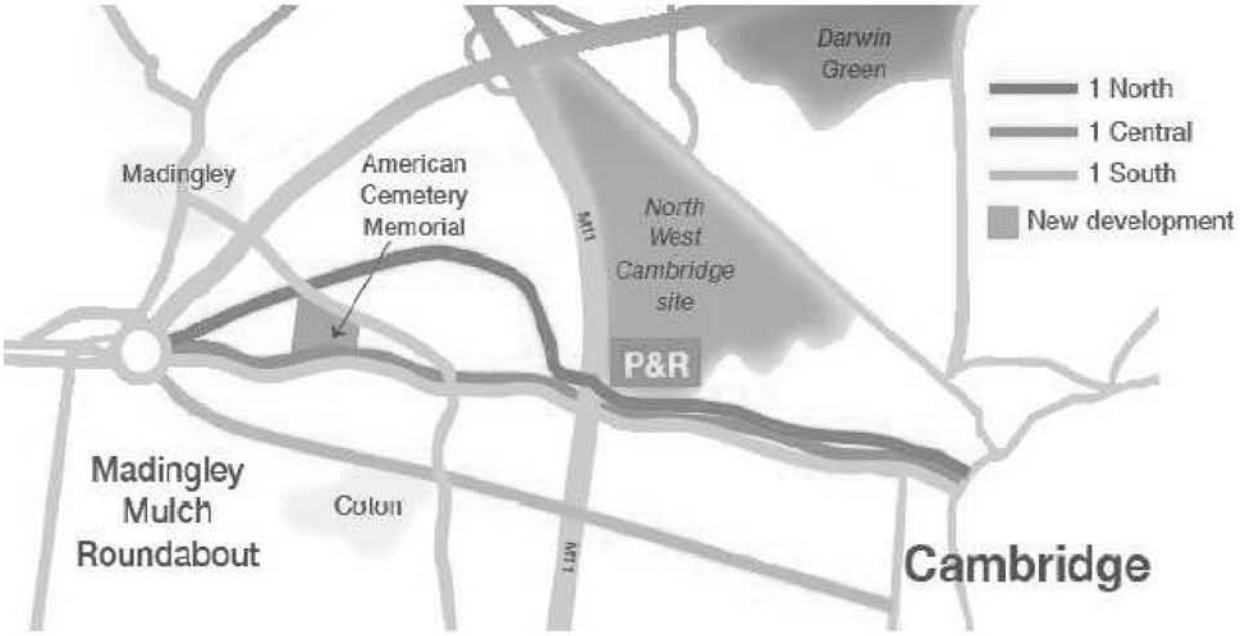
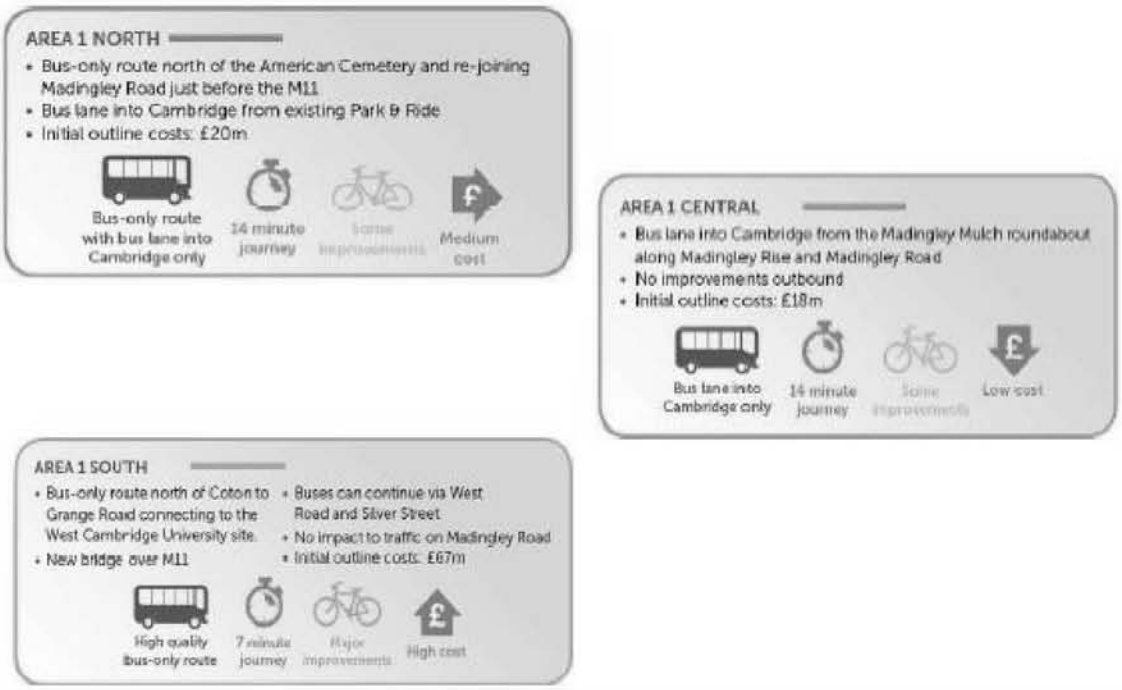


Figure 2 Consultation Route Summaries



2. Option Assessment

The options put forward in the consultation and the [redacted] alternative option have been assessed against a number of criteria. The table in Appendix A shows the results of that assessment

The criteria used were:

- Are the Stated Objectives of the Scheme met?
- Land issues
- Engineering challenges
- Environmental Impact
- Costs/funding
- Access
- Bus journey times
- Access to city centre
- Highway journey times
- Walking/Cycling

As part of this assessment the Landowners have also considered a further option (Area 1 Alternative – that considers access through West Cambridge and into the City further to the south potentially using Rifle Range Road and land in the ownership of both [redacted] and [redacted]

Key Issues

Area 1 North and Central
This route does not meet the objective to provide congestion free public transport serving the corridor, as it only provides east bound bus improvements and terminates at the congested Northampton Street Queens Road junction. Additionally the does it meet the objective to provide public transport to serve the city centre and other employment sites as an interchange at the existing park and ride would limit the connectivity with the West Cambridge and North West Cambridge development sites.

The proposed scheme will be constrained by the existing corridor and the constrained junction at Northampton Street/ Queens Road. This may require the acquisition of land by CPO and require the relocation of utilities and services.

Madingley Road between the existing Park and Ride site and Northampton Street does not currently experience intensive congestion and the provision of a dedicated bus lane and improved cycle facilities is likely to fundamentally change the character of the street, with the loss of verges, trees and potentially hedgerows with little local benefit,

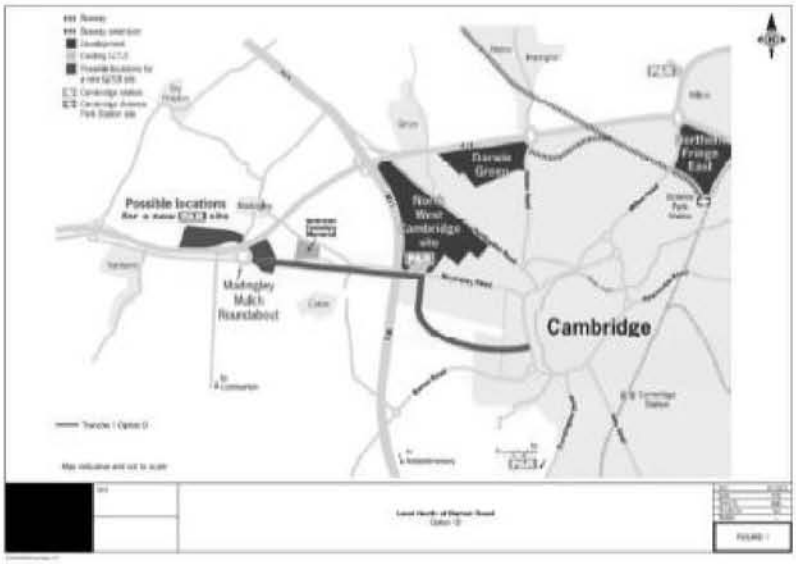
Area 1 South
Area 1 South meets the objectives defined for the scheme to provide congestion free public transport along the corridor with public transport links to the west of the M11 and links to the city centre and the employment sites. As a suggested route it provides a quicker service into the city centre than the other options, plus it provides an improvement for west bound journeys not addressed by other options.

The route has the ability to connect into the West Cambridge and North West Cambridge development sites as well as the established Park and Ride site at Madingley Road and significantly it has the potential to integrate with the emerging options for the Western Orbital Route.

Area 1 Alternative

Figure 3 below presents an alternative proposed option.

Figure 3:Area 1 Alternative



The Area 1 Alternative route would utilise existing infrastructure to the west of the M11 including the M11 junction itself. It is likely that some improvement to the junction would be required but more detailed investigation is needed to determine what would be required

This option is likely to deliver the benefits highlighted above for the Area 1 South option at a reduced cost as a new bridge over the M11 and an extensive new road link would not be required.

3. Other Matters

We understand that the Western Orbital Route options will come forward for consultation some time in the first half of 2016. However, the success of both Madingley Road/ A428 Cambourne to Cambridge corridor scheme and the western orbital routes will be highly dependent on each other. It is therefore essential that schemes are considered as an entire strategy to meet the objectives and aspirations of the Greater Cambridge City Deal.

To this end further investigation work is required for both initiatives and we would suggest joint consultations are undertaken.

4. Conclusion

From the above assessment our recommended preferred options are Area 1 South and Area 1 Alternative. This is because:

- only these options meet the stated objectives of the proposals
- They provide benefits to both east and west bound travellers
- Interchange with the proposed orbital routes is more accessible for W and NW Cambridge development sites
- There are significant journey time savings compared to Area 1A ad Area 1B as well as the do minimum.
- Only these routes avoid the current congestion hot spot at Northampton Street and give easier access to the city centre
- They provide public transport benefits which enable a more sustainable development to come forward as part of the LNBR proposals and Local plan Representations.

There are a number of additional benefits of the Area1 Alternative option:

- It utilises existing infrastructure through west Cambridge
- It provides similar benefits to Area1 C but does not need a new bridge over the M11 and is therefore likely to have lower costs.
- It can link with the Park and Ride, a new interchange within West Cambridge and the new orbital route

Further detailed feasibility assessment will be required particularly at the eastern end of the route.

These proposals should be considered in a coordinated approach alongside the proposed Western Orbital and City Centre Public Transport Strategy.

Our clientsare happy to enter into discussions with the authorities in relation to the Area 1 South and Area 1 Alternative routes.

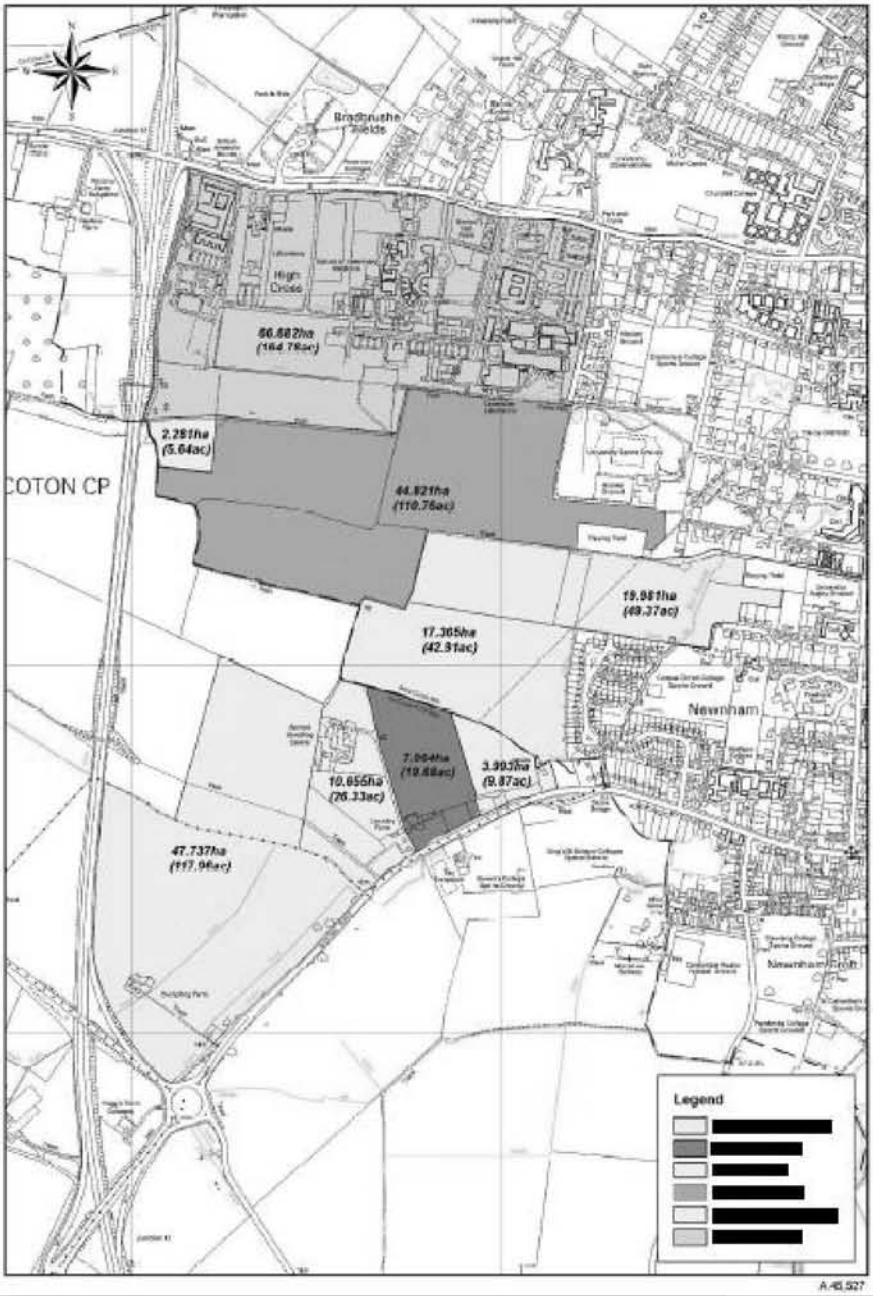
Appendix A

Area 1 North	Area 1 Central	Area 1 South	Area 1 Alternative
Are the Stated Objectives of the Scheme met?			
1. Does not meet objective as may be increase in congestion only addresses eastbound. 2. Meets this Objective. 3. Does not meet this objective as may increase congestion at Northampton Street junction which is a barrier to access to the city centre and provides poor interchange with potential Orbital routes to Science Park and Addenbrooke's.	1. Does not meet objective as may be increase in congestion only addresses eastbound. 2. Meets this Objective. 3. Does not meet this objective as may increase congestion at Northampton Street junction which is a barrier to access to the city centre and provides poor interchange with potential Orbital routes to Science Park and Addenbrooke's.	1. Meets this Objective. 2. Meets this Objective. 3. Meets this Objective.	1. Meets this Objective. 2. Meets this Objective. 3. Meets this Objective.
Land Issues			

Area 1 North	Area 1 Central	Area 1 South	Area 1 Alternative
• Uses existing road space from M11 to park and ride and into the city centre • Lack of clarity with scheme results in difficulty determining land requirements • Additional land may need to be acquired by CPO • Very constrained site at Northampton Street/Queens Road/mini roundabout	• Uses existing road space from M11 to park and ride and into the city centre • Lack of clarity with scheme results in difficulty determining land requirements • Additional land may need to be acquired by CPO • Very constrained site at Northampton Street/Queens Road/mini roundabout • Land not available for outbound bus lanes	• Through third party land (potentially multiple landowners) • Potential for slow delivery of route and slowing delivery of the site if agreements are protracted; • Land required for two way bus route + pedestrian + cycle infrastructure -potentially 6.75m+2m (footway)+3.5m (footway/cycleway) = 12.25m • Potential constraints on West Cambridge master plan (Cambridge University making separate representations)	• Through third party land (potentially multiple landowners) • Potential for slow delivery of route and slowing delivery of the site if agreements are protracted; • Land required for two way bus route + pedestrian + cycle infrastructure - potentially 6.75m+2m (footway)+3.5m (footway/cycleway) = 12.25m • Potential constraints on West Cambridge master plan (Cambridge University making separate representations)
Engineering challenges			
• Utilities/Services • Constrained Corridor	• Utilities/Services • Constrained Corridor	• Entirely new route - through third party land; • New bridge over motorway	• Entirely new route - through third party land; • Upgrade existing M11 junction
Environmental Impact			
• Increased severance • Landscape constraint to north of Madingley Road – protected fields (Ridge and Furrow) adjacent to Park & Ride and west of Madingley Rise • Impacts on hedge rows on Madingley Road	• Increased severance • Landscape constraint to north of Madingley Road – protected fields adjacent to Park & Ride(Ridge and Furrow) and west of Madingley Rise • Impacts on hedge rows on Madingley Road	• New route may have protected species (may need to find receptor sites); • Other environmental designations • Visual impact of elevated bridge	• New route may have protected species (may need to find receptor sites); • Other environmental designations
Cost / Funding			
• Medium cost however, this could have increased costs due to utilities in the verges/footways on Madingley Road. • Lack of information provided for schemes, therefore difficult to comment on price	• Low cost - however, this could have increased costs due to utilities in the verges/footways • Lack of information provided for schemes, therefore difficult to comment on price	• High cost - largely due to new bridge construction over the M11	• Medium to High Cost – However, the cost would be significantly less than Option C due to junction improvements rather than a new bridge • The scheme also makes use of some existing highway, therefore less new

Area 1 North	Area 1 Central	Area 1 South	Area 1 Alternative
			road will be built compared to Tranche 1 Option C
Access			
• Only provides eastbound bus lanes	• Only provides eastbound bus lanes	Would create a more direct route into the City Centre and other destinations	Would create a more direct route into the City Centre and other destinations
Bus Journey Times			
• Eastbound direction journey time is improved to 14 minutes • It does not appear that there is any beneficial change in the westbound direction journey time	• Eastbound direction journey time is improved to 14 minutes • It does not appear that there is any beneficial change in the westbound direction journey time	• Eastbound and Westbound directions journey times are both 7 minutes. • However, it is not clear where the route ends	• Eastbound and Westbound directions journey times are both 7 minutes. • However, it is not clear where the route ends
Access to City Centre			
• Terminates at Northampton Street junction – a current congestion hotspot that has limited scope for improvement.	• Terminates at Northampton Street junction – a current congestion hotspot that has limited scope for improvement	• Potential to route via Rifle Range Road, Grange Road and Sedgewick Avenue to the city centre directly into Silver Street. Thus, avoiding Northampton Street and Queens Road	• Potential to route via Rifle Range Road, Grange Road and Sedgewick Avenue to the city centre directly into Silver Street. Thus, avoiding Northampton Street and Queens Road
Interchange with potential Orbital Routes			
•Interchange likely at P&R •Poor connectivity with West Cambridge and North West Cambridge development sites and beyond.	•Interchange likely at P&R •Poor connectivity with West Cambridge and North West Cambridge development sites and beyond.	• Interchange possible at the Park and ride, and: Interchange possible with orbital links to the south of the West	• Interchange possible at the Park and ride, and: Interchange possible with orbital links to the south of the West Cambridge development site
Highway Journey Times			
• Potential loss of vehicular capacity on Madingley Road	• Potential loss of vehicular capacity on Madingley Road	• No impact along Madingley Road	No impact along Madingley Road
Walking and Cycling			
• Additional cycling capacity is provided	• Additional cycling capacity is provided	• Additional cycling capacity is provided • Opportunity for new dedicated cycling route	• Additional cycling capacity is provided

Appendix B



004 [redacted] are responding to the above consultation on behalf of [redacted] who have an interest in Land to the north of Cambourne which they are promoting for development at the Local Plan examination.

The attached technical note has been prepared as the response to the consultation 'Cambourne to Cambridge - better bus journeys' . I trust its contents are self explanatory but if you need any clarification or wish to discuss the proposals contained therein please do not hesitate to contact us.

004a **Cambourne North**

TECHNICAL NOTE: RESPONSE TO CONSULTATION 'CAMBOURNE TO CAMBRIDGE - BETTER BUS JOURNEYS'

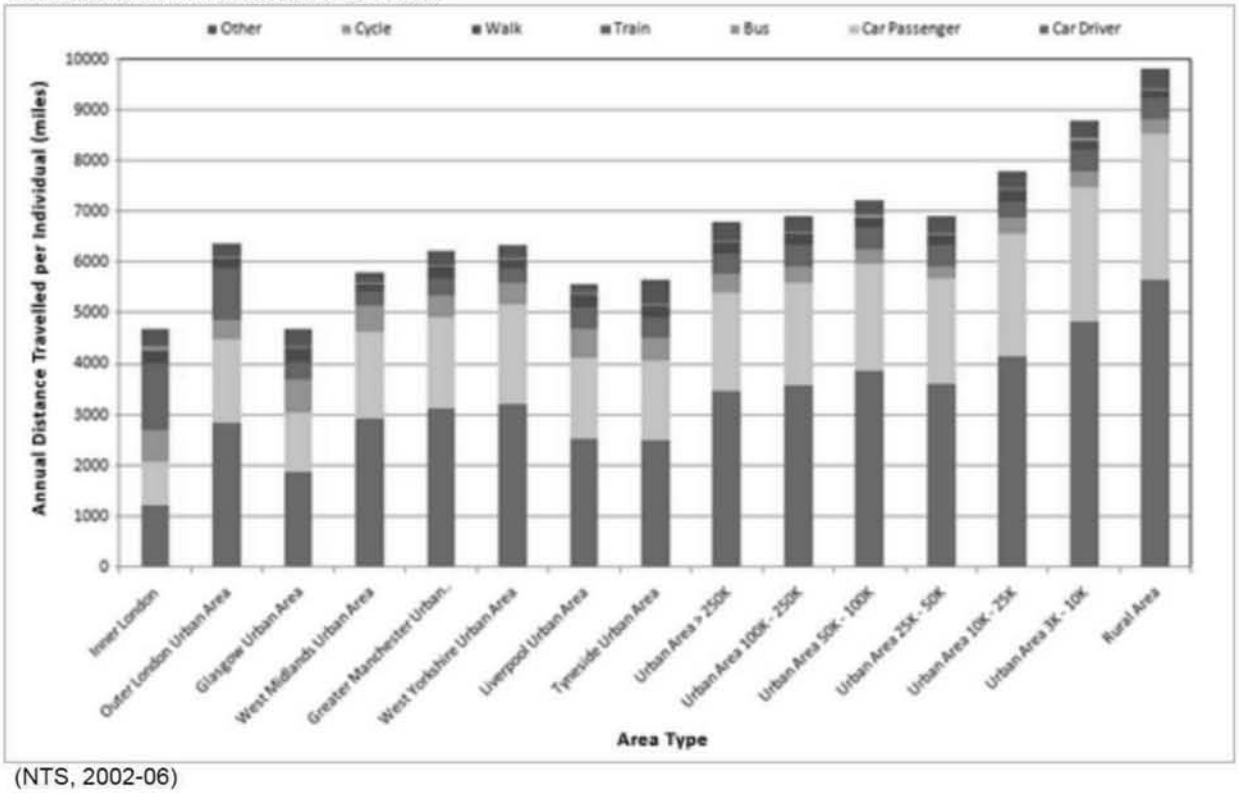
Page 1 of 6

OVERVIEW

The case for Cambourne North as the location for development in the A428 corridor is being made at the Local Plan examination as being the logical location to minimise travel by car compared to the Bourne Airfield location. The evidence is quite clear that travel demand is related to settlement size.

	By increasing the size of the existing Cambourne settlement rather than a new isolated settlement at Bourne Airfield it offers the opportunity to lock in lower travel demand and lower car travel by simply choosing the right location. The location of development in the A428 corridor should therefore be resolved first before detailed proposals to provide sustainable travel opportunities in the Cambourne to Cambridge corridor are made. This note therefore sets out the response to the Cambourne to Cambridge - Better Bus Journeys consultation in the context of the proposals for Cambourne North on behalf of [redacted] and [redacted]. The Cambourne North development is also referred to as Harbourne. INTRODUCTION This representation has been prepared in response to the consultation 'Cambourne to Cambridge – Better bus Journeys' on behalf of [redacted] who are promoting land north of Cambourne for new development. The transport proposals in the A428 must be closely interrelated with future development locations which are still emerging as part of the Local Plan Examination. The consultation is divided into two sections, referred to as Area 1 (Madingley Mulch roundabout to Cambridge) and Area 2 (Cambourne to Madingley Mulch roundabout). The consultation text states that the funding for Area 1 has been secured from the first stage of City Deal funding and hence will be implemented first. Area 2 will be funded from stages 2 or 3 and hence will be implemented at some stage in the future. It is noted that the diagram related to Area 2 shows the Bourne Airfield location for development and route options that rely on the Bourne Airfield development going ahead. Whilst our clients are supportive of locating new major development within the A428 corridor in the vicinity of Cambourne, it is premature to identify detailed proposals ahead of specific locations being confirmed in the Local Plan. CAMBOURNE NORTH Although Bourn Airfield is identified in the Proposed Submission Local Plan, this is the subject of an ongoing examination by an Inspector. [redacted] have made representations to the Proposed Submission Local Plan to the effect that Bourn Airfield is not the best location for delivering sustainable development and that the more sustainable option for major new development within the A428 corridor is land north of Cambourne, referred to as Harbourne> It is a well established principle that larger settlements have greater potential for sustaining a wide variety of land uses which have a greater potential to reduce journey distances by internalising travel and for that travel to be undertaken by means other than the car. The evidence is set out in the graph below and clearly shows that a settlement of around 10,000 homes (circa 25k population as highlighted by the blue arrow) is required to reach a critical mass to minimise travel demand and also minimise journeys undertaken by car.

Settlement size and distance travelled



(NTS, 2002-06)

The representations made by [redacted] to the proposed Submission Local Plan identify that the best way of delivering sustainable development is by expanding the existing settlement of Cambourne in a northerly direction to provide an integrated settlement of around 10,000 homes. The representations made also identify that as Bourn Airfield is separate and distant from Cambourne it will not be able to contribute towards establishing a single large sustainable settlement and this fundamental rationale is part of the case that [redacted] will be putting before the Local Plan Inspector.

MADINGLEY MULCH ROUNDABOUT PARK & RIDE

Although not shown on the consultation diagrams, the consultation text states that it is assumed that all options will have a park & ride at the Madingley Mulch roundabout, although the exact location is not identified.

The proposals for Harbourne also include a park and ride site. The report on prioritised infrastructure for the City Deal considered at the joint assemble on 2 Jan 2015 stated with regard to A428 park and rides (on page 51)

'A428 corridor Park & Ride

One or more Park & Ride or rural interchange sites accessed from the A428, to take advantage of the bus priority measures on the A1303 between the A428 and the M11 in order to intercept more Cambridge-bound general traffic on the A428. Additional Park & Ride capacity along the corridor would improve the corridor in a number of ways. Through the provision of segregated facilities along the corridor, Park & Ride buses would benefit from the same advantages in terms of journey time and reliability as other services on the corridor, making it an attractive option for people who would otherwise drive all the way to Madingley Road Park and Ride or further into the city centre.'

The capacity of the Madingley Mulch park & ride could be limited by land ownership. In addition, the

continued long term operation of the existing Madingley Road park and ride is uncertain as the lease runs out in 20 years and hence may be developed for an alternative use such as housing. In order to ensure sufficient park & ride capacity is available in the future it is considered imperative that the A428 corridor proposals should also identify a further park & ride site in the vicinity of Cambourne.

For a park and ride to be successful it needs to be close to the route from which it is diverting traffic, minimising the diversion required to reach it. The Harbourne site is ideally located immediately to

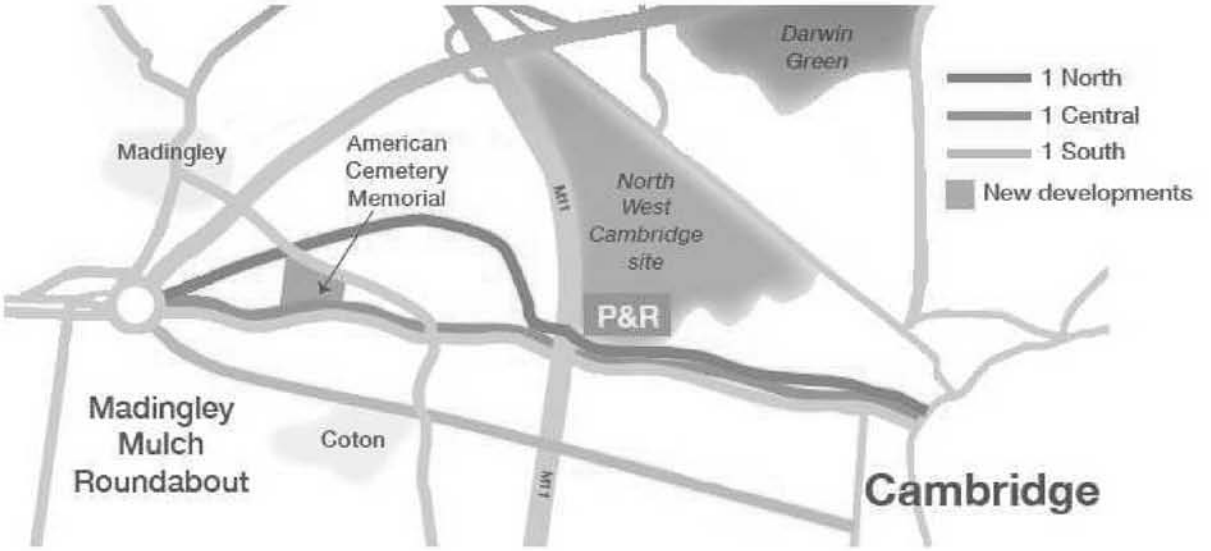
the north of Cambourne, with direct access from the existing interchange on the A428. The [redacted] proposals can therefore facilitate a park and ride in the most effective and efficient location. The proximity of the facility to Cambourne will also maximise use by existing local residents. In it's note on the [redacted] proposals of 2nd October 2013, the County advised that:

'Locating this (park & ride facility) with access directly off the old A428 will help intercept traffic from the strategic network before it reaches the existing Madingley Road Park and Ride site and, being located close to the exit junction on the A428, should further encourage use. This may also be used by existing residents of Cambourne who may choose to walk/cycle to the site and then catch the bus, although this is heavily dependent on attractive cycle links across the A428 being provided'. It is considered imperative that a further park & ride site is identified in the A428 corridor at a location close to and north of the A428 Cambourne junction.

AREA 1 MADINGLEY MULCH ROUNDABOUT TO CAMBRIDGE

There are three options being suggested as part of the Area 1 section of the A428 corridor as shown on the plan extract from the consultation document. The consultation describes the route options as follows:-

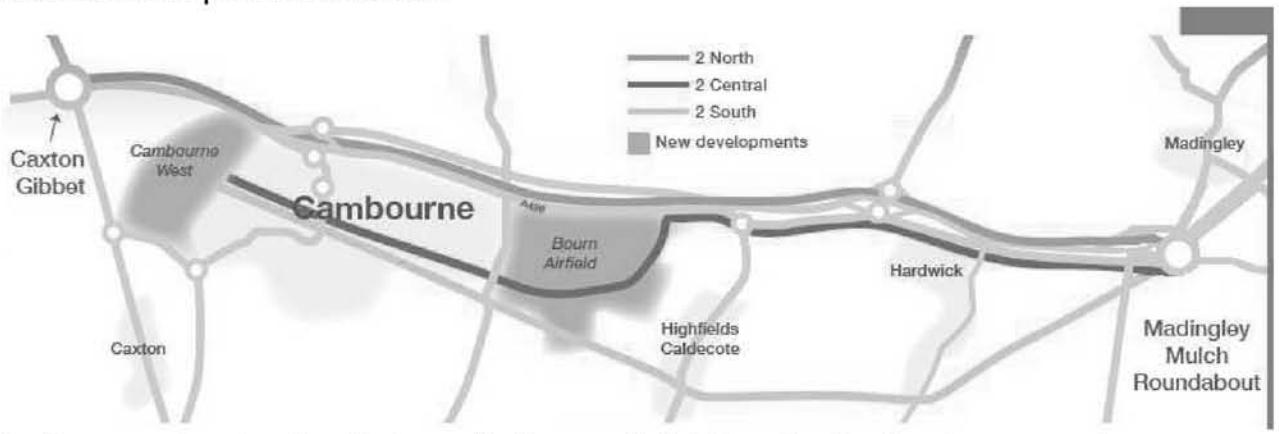
The options for this area include bus-only routes and bus lanes. The North and Central options have improvements inbound, towards Cambridge and provide some improvements for cyclists. The South option has both inbound and outbound bus improvements, and major improvements for cyclists.



It is considered that the central option is preferred given that it provides the best balance of minimising capital cost whilst reduced journey time by bus and providing improved cycling facilities.

AREA 2 CAMBOURNE TO MADINGLEY MULCH ROUNDABOUT

The consultation options for Area 2 Cambourne to the Madingley Mulch roundabout are shown on the consultation plan extract below.



The diagram related to Area 2 shows the Bourne Airfield location for development and route options that rely on the Bourne Airfield development going ahead. As identified above it is

	premature to identify detailed proposals ahead of specific locations being confirmed in the Local Plan. As set out above the diagram should identify a park and ride for the A428 located north of the A428 Cambourne junction as highlighted on the plan extract above. **Park & Ride** **Cambourne North** Neither of the 3 route options put forward would suit the location of the park & ride. The route option that would suit the location of the park & ride would be a modified central route but with the western section passing along the old St Neots Road parallel to the A428. CONCLUSIONS To summarise, the A428 corridor proposals should include the following. • For Area 1 the central option is preferred given that it provides the best balance of minimising capital cost whilst reduced journey time by bus and providing improved cycling facilities. • For Area 2 a further park & ride site should be identified in the A428 corridor at a location close to and north of the A428 Cambourne junction, and with a modified central route but with the western section passing along the old St Neots Road parallel to the A428.
005	We are [redacted] residents and wish to express our strong objection to the proposed routes other than Area 1 Central and Area 2 North. The other routes proposed will achieve little but to degrade our environment faster and more completely. We are not even sure that any of these plans have much rationale other than to spend available funds fast and they are certainly unlikely to improve the traffic flow in Cambridge. Consultations such as this should not be happening in isolation as it is clearly impossible to determine the optimal traffic route into Cambridge without also showing us what else is happening in transport developments including on the A14 and with rail links. Piecemeal development has proved to be a disaster in the recent past and will continue to be a mess. On the Cambourne route it is not clear why another park-and-ride is needed at Madingley Mulch rather than perhaps a link to the new A14 and the Milton park-and-ride. There is already a park-and-ride on Madingley Road and it is far from clear why another one is needed. What Cambourne needs is more facilities built out there and not a slightly better transport system into Cambridge.
006	I am a resident of [redacted] and write in connection with the proposed new routes for buses into Cambridge from Cambourne. I appreciate that something must be done to ease congestion along the Madingley Road but I would urge that serious consideration is given to to the protection of our lovely green spaces around the city on this side of Cambridge and that the route 1 Central becomes the preferred choice. This route is almost four times cheaper than the south route which should be a major consideration and I feel would cause much less environmental damage. Given the austerity measures currently in place and with more to come we should not be throwing such huge sums into one project but working to find the best value for money, which I believe the central route will achieve. The south route will cause a great loss of the green space which goes right into the heart of the city, will cause a severe impact to the village of Coton, and will necessitate the building of a new expensive bridge over the M11; it will also be a catalyst for building houses along both sides of the Barton Road. This route will also prevent the creation of a West Cambridge Countryside Park, currently under discussion, which would be of great benefit to both local and city residents. The central route alongside the Madingley Road seems a much more sensible route, much less expensive and much less damaging all round. I would ask you to ensure that Option Area1 South is firmly rejected, so that we can preserve this

	crucial aspect of the unique character of Cambridge for the future and a green corridor into the heart of the city. It seems that the consultation documents have been presented in a way that is potentially misleading which is not helpful and should be addressed. I would ask that you ensure that considerations of ecology and heritage form part of the consultation process and that more weight is given to the impact on those most affected, not least West Cambridge and Coton residents.
007	My wife and I have been resident in [redacted] for 41 years and we have always taken an active interest in the development of Cambridge. We are very disappointed to see that a major opportunity for investment in the City's infrastructure starts from the proposition that a new bus route is needed in to West Cambridge. The congestion in the City Centre and the roads leading in to it surely demands more than this. Dealing with what is on offer at the moment Option Area 1 South fails badly in that it will bring a regular stream of buses in to Grange Road, West Road and Queen's Road , which are already badly congested at peak hours.It is hardly cost effective and it entails a route across an environmentally precious site, the West Fields. We ask you to vote against this route and hope that you will prefer route Area 1 Central, which is much less damaging and significantly more cost effective.
008	I am a [redacted] resident and I write to object in the strongest terms to the proposed new bus road that is likely to pass very close to the north of Coton (Option Area 1 South). This scheme would cause irreparable environmental damage to the village of Coton. Although the map of Coton is unacceptably inaccurate, you appear to be proposing the construction of a 16 metre+ bus road that would pass either very close to the north of the village, or even through it. This would link to a large new bridge over the M11, directly east of the village, that will dominate the countryside west of Cambridge. It is impossible to envisage how this will not have a serious visual impact on our village. Furthermore, it would certainly cause an increase in traffic noise. We already suffer high levels of noise from the M11 right across the village. This would be exacerbated by the construction of the new bridge since a large number of trees that currently part-protect the village from this noise will be lost. The scheme would also cause irreparable damage to the land to the north of Coton, the Coton Countryside Reserve and the West Fields. The land to the north of the village is important green belt countryside protected by Natural Trust covenants. The West Fields form part of the special character of Cambridge, as was confirmed by The High Court in 2008 when development there was last proposed. I would like to see both these areas preserved as green belt and to enjoy continued protection from development. The Area 1 South scheme is a colossal waste of public money that does not deliver sufficiently significant savings in journey times that would justify the high cost. The thrust of the argument in support of the Area 1 South route, and thus spending an extra £50 million of public money, is guaranteed quicker and more reliable journey times. Yet the information provided is fanciful, misleading and based on unjustifiable comparisons. Promoting the South option as superior to the others on the basis of faster access to the city centre is open to serious challenge. This scheme appears to offer negligible benefit to the residents of Coton and other neighbouring villages. We are led to believe that these buses would be unlikely to stop in Coton, and a new crossing on Cambridge Road would actually slow down our own journey times into the city. Indeed it is unclear how residents in any of the villages closer to Cambridge than Cambourne will use these buses. Will it necessitate driving to a new Park and Ride? If so, how would this solve traffic congestion? I believe traffic congestion could be solved by using an on-road solution on Madingley Road, and this could be a tidal scheme. A tidal scheme would cause minimal environmental and property

	damage, no loss of green belt and could be done at a fraction of the cost. Local people on local buses would be able to use this route, and so it would benefit far more residents to the west of Cambridge than the expensive off-road solution. Furthermore, some of the saved £50 million could be used to improve the cycling facilities along The Coton Footpath; putting a tidal route down Barton Road aswell, and introducing electric buses to reduce pollution. I would therefore would ask you to choose the much less damaging Area 1 Central proposal and reject Option Area 1 South. This will make best use of public money and preserve the unique character of West Cambridge for future generations.
009	I am a resident of [redacted] and write to object in the strongest terms to the manner in which the 'Cambourne to Cambridge: Better Bus Journeys' is being conducted. The consultation documents are unclear, inaccurate and misleading written in a biased way designed to encourage people to support the Area 1 South option. **First, it is unclear what we are being consulted on.** Is this a busway, a bus road or a dedicated busway? What is the proposed route? How close does it come to our village? Does it dissect our village? Where will these buses stop and will people from Coton be able to use them? I believe failure to provide clarity on these fundamental aspects of the scheme calls into question the validity this consultation process and the public's ability to respond. **Second the consultation documents are highly misleading.** The argument in support of the Area 1 South route, and thus spending an extra £50 million of public money, is guaranteed quicker and more reliable journey times. Yet the information given on this is bound to mislead respondents. The consultation leaflet states that the journey time for the Area 1 South option is 7 minutes shorter than for the other options, but the comparisons are clearly unfair. The North and Central routes end at Northampton Street, while the South route ends at Grange Road, further from the city centre. For buses to negotiate West Road and Queens Road at rush hour could take most, if not all, of the 7 minute difference. In a consultation document which deliberately provides only the most approximate, 'fuzzy' information on route options, it is frankly absurd to provide journey times to the nearest minute. A fair document would have journey times in the range of 10-15 minutes for all three options. Promoting the South option as superior to the others on the basis of faster access to the city centre can only be taken as intentional bias. **Equally misleading is the map of Coton. Those parts of the village to the north and the east that are most affected by this scheme are completely missing.** The clear impression to a reader who does not know the village is that the route would by-pass it and consequently have no local impact. It is not good enough simply to say 'the map is indicative'. Unless the City Deal team can definitively rule out the the route passing through any part of Coton, the map needs to show that the route may dissect the village, so that respondents can appreciate the potential impact. **Third, key information vital to an informed response is missing.** No mention is made of the following important issues: • The enormous ecological or environmental damage the Area 1 South would cause - the route is simply drawn through a void • The potential visual, noise, and pollution impacts on the village of Coton • How people living in villages along the route, including Coton, Comberton, Madingley, Toft and Hardwick, might use these buses. Do they have to drive to the Park and Ride? **Finally I believe this document has been written in a biased manner in order to justify the enormous extra cost of the Area 1 South route.** Even the line drawn for this route is green! Therefore, for all the reasons above I believe this process to be flawed, biased and so any conclusions drawn as a result of this process will be open to serious challenge.

010	**Enquiry details:** 1. A428 Cambourne to Cambridge Ask a question/general enquiry Could you please confirm that the data is based on surveys in 2011. Point 2.54 M11 1303 there is no mention eastwards and information may be of out date. 1303 to M11 which is doing a rat run through to Comberton, evidence of that is found in the Camborne Forum general chat. 2.9 employment 15,000 is there any evidence of increasing employment in central Cambridge which is served by the bus. Please call for some clarification on the points raised
011	Additional reasons why the 1 South Busway is a weak option. The option of a dedicated local busway which starts at Madingley Mulch (MM) and finishes at Grange Road (GR) is a weak option for the following additional reasons. 1. The Madingley Mulch location for the Park and Ride is too close to Cambridge. Since the local traffic it mainly aims to pick up is from Cambourne and Bourn Airfield, it should be further out so that the passengers can either leave their cars earlier, or not need the car transfer but use bike, bus or walk. 2. Whichever side of Madingley Mulch the Park and Ride is, the buses (or the car traffic using the Park and Ride) will have to move across the A428 in a major engineering move to the dedicated busway. 3. The topology of the Madingley Mulch roundabout, located on a hill, requires the flattening out a large area for parking and linking it to the A428 and A1303. This involves a lot of unnecessary heavy civil engineering. 4. Noise, already considerable from the elevated stretch of the A1303, would be great because the proposed busway is high above Coton Village and much closer to it. Noise which is higher than residents is very much more intrusive. Addressing the noise over a stretch of a mile or more would be costly. 5. The higher route 1 South Busway would involve the destruction or disruption of Madingley Mulch, the group of houses close to it, the housing and businesses along Madingley Rise. It would cut the Sadlers' Farm off from its land, requiring another bridge over the busway for farm vehicles or compensation. Access to all the fields in the area would be difficult or broken. All of this involves destruction or loss of amenity to a large area, creating an environmental eyesore across open fields. 6. The lower route 1 South Busway would involve a detour of a mile of so slowing the journey time. It would have to travel down, up and down a hill involving more fuel use and noise. It would directly damage or spoil the Harcamlow Way footpath from Coton to Long Road. It would necessarily pass close to, but not be used by, residents in Whitwell Way, Coton School, the houses along the back of the High Street and along Coton's Cambridge Road, requiring mitigation. A bridge across the Cambridge Road would be expensive and an eyesore. A crossing would be disruptive to local traffic, of some danger in a frequently used road, and destroy the integrity of Coton Orchard. 7. A busway bridge across the M11 is, of course a major engineering project - a 20 metre wide bridge. It's weakness is shown by the fact that it would be a mere 500 metres from the A1303 Bridge, it would have no links to the motorway, and would therefore foreclose any other journey options and it would either be adjacent to or replace a perfectly good cyclepath. Its major weakness is that it is a major roadway leading to a passive residential and university site which has no obvious link with Cambourne or Bourn Airfield site. 8. The proposed busway would then carry on either obliterating the present cyclepath at the edge of the University site, or intend to travel across the new west Cambridge teaching and research blocs. There it would have to navigate a lake, Sports Centre and the present cycle/pedestrianised area of the academic site, which, of course, was recently planned entirely without a busway in mind. There is no evidence that the academic site has any synergy with Cambourne and the Bourn airfield site for residential accommodation. Indeed, especially since the new West Cambridge site has considerable residential accommodation, that possibility has already been substantially preplanned

	out of consideration. 9. The supposed terminus of Grange Road is odd, partly because it has no real passenger attraction for Cambourne and Bourn Airfield residents in terms of shopping, schooling, offices, Cambridge public sector buildings, churches, sports, and non-university leisure facilities. Nor are patterns of bus travel on from Grange Road particularly easy. Indeed, that whole area is likely to be increasingly bike dominated. 10. The greatest weakness of this plan is, however, the fact that it only conceives bus (i.e.) local movement in a very blinkered way. It ignores the fact that car journeys in this area are both local and more strategic. At the planning meetings associated with these developments there has been ignorance of the proportion of journeys which are not immediately local. So, for example, the City Deal Busway project manager was unable to say what proportion of cars travelling down the A1303 turned onto the M11. Possibly some 25-40% of car journeys are not local and immediate, and this Busway therefore gives a costly local attempted solution which ignores the strategic planning for longer journeys. In fact, the University and West Cambridge need a strategic coach service linked to London, Stansted, Oxford, St Neots, Ely, Bedford, Milton Keynes, Birmingham and Norwich centred round a coach hub. This must be part of the planning. The present Madingley Park and Ride is the probably the best location for this, and the bus developments needs to be planned around this, not in a cocooned local bus project. As a result, this proposed Busway meets limited journey needs at exorbitant cost. Perhaps it is merely an option to be rejected in pseudo democratic choice, but the other options have not considered the longer distance strategic journeys either. These and other points need debating in a public meeting and/or the press. The consultation held in Coton did not allow these points to be properly addressed though there was a widespread sense of the inadequacy of the proposal.
012	Exciting plans. I'm interested in Area 1. Will all three of North, Central and South options have dedicated cycles lanes integrated into the new bus lanes? Also, would the North option also be suitable for pedestrians and walkers (i.e. connecting people with the system of footpaths leading out via Madingley, Dry Drayton, Bar Hill etc. Is there any provision to connect the North option with the new NW cambrige site on the other side of the M11. Tnat community could be released on foot or bike westwards, and this North option could factor that in.
013	The Parish Council has agreed the following: • Councillors agreed to support the proposals of Cambridge BOLD, with these clarifications: • **They do not support the Area 1 South route through Coton**, but currently have no preference for either of the other two routes. • **They support the Scotland Road, Dry Drayton, P&R site** rather than one at Madingley Mulch.
014	I am a resident of [redacted] and write in connection with the above. I have examined the plans and know the area well and often walk along the West Fields. I strongly wish to object to the potential new bus road over the West Fields (Option Area 1 South). This green corridor of land between Coton and King's College Chapel has a huge value in terms of local landscape, amenity and biodiversity. In fact, it is one the last few pieces of land near Cambridge which is not an agricultural, faceless stretch of land. A new road dissecting the West Fields will devastate this part of the green belt, and we would lose forever an irreplaceable and unique aspect of the special character of Cambridge. The High Court in 2008 confirmed the importance of the West Fields when ruling that: 'the

	relationship between the historic centre and the countryside in this location is critical to the character of Cambridge.' I would ask you to please ensure that Option Area 1 South is firmly rejected, so that we can preserve this crucial aspect of the unique character of Cambridge for the future. Can you also ensure that considerations of ecology and heritage form part of the consultation process and that more weight is given to the impact on those most affected, not least West Cambridge and Coton residents.
015	I object in the strongest terms to the proposed new bus route Option Area 1 North Blue and the location of a Park and Ride site at the Madingley Mulch roundabout. I ask that you give the following plans careful consideration: 1. The proposed Park & Ride site at Madingley Mulch would be much better located north-east of the A428 Hardwick/Scotland Road junction for the following reasons: a. There is better connectivity at this junction (the double roundabout system and slip-roads will enable motorists to move four ways both on and off, east and west along the A428 which is not possible at the Madingley Mulch roundabout which is only a 2-way junction). b. This location would enable a much more versatile transport network with buses able to travel on two routes to serve Cambridge. c. This Park & Ride site could be served by a shuttle bus for the population of Hardwick and it has the benefit of the existing pedestrian/cycle bridge over the A428 to the village. d. Locating this facility further to the west (1.5 miles), traffic would be caught earlier – traffic is already queuing on the slip road off the A428 and this will be further exacerbated as a result of the additional homes being built at Bourn and Cambourne. e. The outcome will be reduced traffic flow on the A1303, an improved quality of life for residents living alongside Madingley Road, and reduced rat running through the narrow, winding roads of Madingley Village. 2. The best option is for the Area 1 Central Red Route to be implemented (rejecting Option Area 1 North Blue). A bus lane(s) developed along the existing A428 and A1303 from Cambourne to Cambridge is clearly more advantageous as it uses an existing road network which will be cheaper to construct and maintain. It will be quicker in use and respect the local environment – both key aims of your proposal – by not building on the 800 Wood or imposing on the tranquility of the American Military Cemetery: The Area 1North (blue) route would ruin the 800 Wood which was planted to celebrate the 800th anniversary of the University, is intended for the public to enjoy and makes a significant environmental and ecological contribution to one of the least wooded counties in the country. It will also impact on the adjacent SSSI 'Madingley Wood' which, together with the 800 Wood, is the focus of unique, long-term research within several departments of the University of Cambridge. a. The Area 1 North Blue route continues southwards through fields in full view of the American Military Cemetery which is the only permanent American World War II Cemetery in the UK with the site selected for its beauty and tranquility on a hill overlooking fields. A letter from Anthony Eden to the American Ambassador (dated 21st June 1954) sets out the terms of agreement, including a reference to the surrounding fields: 'the area coloured yellow will be restricted to agricultural

	use'. This agreement cannot and should not be ignored. 3. Other points critical to your aim of reducing traffic congestion and reducing travel times are: • The development of the cloverleaf at Girton to provide a six-way junction allowing traffic from the west to use the A428 and particularly to be able to turn south onto the M11. • The construction of Park and Ride sites at Barton and Bar Hill as part of a strategy of outer ring car parking management and, to protect our own village, the closure of The Avenue in Madingley to help prevent rat running.
016	I am writing to ask you to ensure, in every way that you can, that decisions about the City Deal Cambourne to Cambridge Bus Provision project are taken with an open mind and having fully researched all the options and ideas coming forward from Better City Deal, CambridgeBOLD, CambridgePPF, and others in response to the recent Call for Evidence, as well as the many responses that you will no doubt receive to your leaflet and online consultation exercise. I have been impressed by both the passion and expertise of many of those active in this debate about traffic congestion in Cambridge. It is essential that the decision-makers pause to consider the implications of forging ahead with this discrete project at the expense of more integrated and forward-thinking solutions. Surely the important thing about City Deal money is not just that it is spent, but that it is spent wisely and to the best effect. I believe that significant expenditure on a new motorway bridge and busway across important ecological landscape and the Green Belt with all the attendant cost and acrimony involved would represent poor value for money when technology is moving ahead so fast and others have proposed more effective and far-reaching solutions to Cambridge's congestion problems. Therefore, I am strongly against any rushed and wasteful proposals, and route Area 1 South in particular. It seems to me that, with the same resources, many small-scale improvements could be made to the existing provision on the Madingley Road (e.g. a tidal bus lane on Area 1 Central), maybe through the West Cambridge site, as suggested by CambridgePPF, and to cycle provision down Whitwell Way and the Coton Footpath. This would avoid extensive environmental damage and be more in accord with local opinion, whilst freeing up resources to investigate some of the more adventurous and far-sighted schemes coming forward, such as congestion charges and Smart management.
017	Since the website in inaccessible and since the consultation is framed in such a way that it does not cover employers or organisations situated along the route, I thought it might be sensible to send you comments on behalf of [redacted] by email. [redacted] and the authorised representative of [redacted], which is situated on the corner of Madingley Road and Storey's Way. We have over 750 residents living on site (of whom 390 are [redacted] and only here in termtime). Almost all our [redacted] accommodation is on site so there are very few [redacted] vehicle journeys to and from the site except at the beginning and end of term. Our [redacted] (150 and 50 [redacted]) largely have other employment elsewhere in the City and travel from all over the county and City and between university departments and college during the day. Some cycle but with an age range of 24 to 94, there are many who have to use motorised transport.

	A total of about 240 support staff work on site. Many work shifts including early mornings and late evenings and are low paid. A lot live out of Cambridge because of the cost of housing and probably 20% live West of Cambridge and come in along the Madingley Road. Few live in Cambourne itself. More live further West in Biggleswade, Sandy, St Neots, Huntingdon and Bedford. We have three staff who travel more than 40 miles a day each way, of whom one travels by train and the rest by car. Our weekend casual staff tend to live in Cambridge and most travel by bicycle or car. There are no Uni 4 buses on Saturday or Sunday. The Uni 4 is very unreliable in the late afternoon/evening and stops at 7.30 pm. Park and Ride buses do not stop near [redacted] on Madingley Road except at late hours. We believe that cycling and pedestrian facilities are adequate-to-good on Madingley Road. The difficulty remains at junctions and because of confusing signage and ambiguity about cycling on pavements. Plus lack of clear road markings or poor maintenance of them. There are not enough buses at peak times and they are too expensive (apart from Uni 4 which is heavily subsidised by the University). In response to the proposals under consultation: [redacted] would support moving the Park and Ride out to the A428 junction by Madingley Mulch. We would suggest retention of part of the existing park and ride location restricted for Park and Cycle only as only the fittest and youngest cyclists would want to cycle up Madingley hill in the evening. On specific proposals: Area 1 North: there is concern about possible damage to bird nesting environments such as Madingley Wood. We do not believe that the proposals for a bus lane on Madingley Road itself will work as it is too narrow for much of its length and we cannot understand how the inner ring road can cope with additional buses. If there was a tidal flow bus lane, we do not see how this would enable buses to stop on Madingley Road and we believe that the exits and entry points from side roads and driveways would be even more dangerous than now. Area 1 Central: we would support a bus lane from the new Park and Ride to the M11as the road is wide enough, but would then advocate a route close to Area 1 South proposal from the motorway (parallel to the Coton footpath), provided traffic is kept away from Coton village itself. This route could go through the West Cambridge site from the M11 junction. Area 1 South: we believe this could work from the M11 East to West Road (through the West Cambridge site initially) but do not believe that it should be necessary to blight Coton village with the indicative Western half of this route from the P & R, or the countryside near there.
018	As a resident of [redacted] I obviously take exception to the "options" proposed in the consultation document to drive a bus lane along my street. Clearly I do not wish to see my still perfectly pleasant road significantly altered by aggressive road-engineering works to create a bus-lane that seeks to address a congestion problem that exists for perhaps 30 minutes each morning during the working week. This congestion from around 08.15 to approximately 08.45 is significantly contributed to by the influx of private cars delivering children to the front gates of the two private schools on Grange Road: in the process they overwhelm the right-turn lane from Madingley Road into Grange Road. To construct a bus-lane in response to the symptoms of this situation without

	solving the problem is a sad waste of public monies at a time when we are told the country still needs to work its way through a period of public spending austerity. However, I do note that a particular problem exists for morning commuter traffic much further west on Madingley Hill on its approach to the M11 Jct 13 motorway bridge. The consultation document refers to this situation but only by reference to unattributed comments by commuters in their private cars, who, while they may suffer delays, are in fact themselves the cause of the traffic congestion at this point. In the total absence of data in the consultation document evidencing the behaviour of this commuter traffic or the destinations of its drivers and passengers, I recently cycled up Madingley Hill in the peak of the rush-hour to observe traffic flows for myself. While the following may be statistically unrepresentative, I suggest it may carry more weight than any evidence offered to the public in the consultation document. Observing driver behaviour at the M11 Jct 13 bridge I noted: -- approximately one car in three turns right to join the M11 southbound. This would strongly suggest that these drivers are not seeking to access the city centre from the west but may be seeking access to south Cambridge, the hospital, or the Bio-Medical Campus. Their commuter needs are best served by a completion of the Girton Interchange to permit direct access from the A428 to the southbound M11, thus relieving congestion leading to the motorway bridge. -- approximately one car in three thereafter enters the University West Site. Clearly these drivers have now reached the end-point of their commute and would not use a P&R bus which travels non-stop along Madingley Road into central Cambridge. It would seem to be obvious that the present consultation and proposed transport options should have actively sought co-operation with Cambridge University about using its West Site both as a destination point for improved commuter public transport and as a bus-only through-route to bypass both Madingley and Queens' Roads and thus enable a new "fast and reliable" service to access the city via Grange Road/West Road/Silver Street. In addition it is clear to local residents in West Cambridge that a significant proportion of traffic entering Cambridge uses local residential streets for free, day-long parking. These commuters are deterred from using the P&R system both by rising bus fares and particularly by the recent parking charge which users find a severe inconvenience which significantly delays their onward journey into the city. While free on-street parking continues to be available in West Cambridge several hundred cars daily congest and make hazardous local streets which should be pleasant parts of a pleasant city: currently this is no longer the case. Until these actual issues of commuter behaviour are recognised, the proposed options for improved bus services with their on-road bus-lanes will be found not to have a significant impact on traffic movements in and around Cambridge and will prove to be pointlessly destructive of the local residential environment and a culpable waste of precious public monies.
020	This Consultation response has been prepared by [redacted] on behalf of [redacted] In summary, we support the principle of improvements to public transport and the cycling network within and to the west of Cambridge. There is a significant amount of new development underway and planned in the western part of Cambridge e.g. at North West Cambridge and the densification of West Cambridge. Any transport improvements must be cost effective and ultimately be successful in tackling congestion and encouraging more travel by non-car modes of transport. We are most interested in the proposals for Area 1, Madingley Mulch roundabout to

	Cambridge. Our preferred option would be Option 1 South, however we understand that Options 1 North and 1 Central are more cost effective and are deliverable within the next 5 years. <u>Consultation Response</u> Qu 10. We support the principle of better bus journeys between Cambourne and Cambridge to address existing congestion on the Madingley Road corridor and to improve access by public transport and cycling to and within the western part of Cambridge. Qu 11. As outlined above, our preference would be for Option 1 South to be selected. However, should Option 1 North or Central come forward we would request that any new eastbound bus lane on Madingley Road would be provided without prejudicing any of the land within the ownership of Nos.34 and 36 Madingley Road. We are concerned about the access to both properties and any alterations to provide the bus lane must take into account access to the residential properties along this section of the road. Qu 12. It is essential that cycling and pedestrian facilities are improved as part of public transport improvements to the Madingley Road Corridor. Qu16. Please see above.
021	It would be greatly appreciated if the St Neots bus to Cambridge stopped at Eltisley on the way as well as on the way back. I don't see it as a massive diversion from the A428, but this would be greatly appreciated.
022	I have seen the 'save west fields' report that Madingley Road could comfortably take TWO more lanes. I am opposed to this proposal and to the 1C proposal. Lanes create traffic. What is the point of buses and cars rushing towards the city only to be stopped/jammed at Northampton St or Grange Rd, causing a back up of cars and buses into the news lanes. A better solution would be to incentivise car drivers to use the buses rather than their cars by making the buses more user friendly not charging so much as £3.70 a day and having to pay for the parking separately. Providing fewer free-parking spaces for cars in the city would help as would charging businesses with parking spaces a tax on those spaces.
023	We are residents in [redacted], Cambridge and write in connection with the above. We have examined the plans and know the site well and wish to strongly object to the potential new bus route over the West Fields (Option Area 1 South). The green corridor of land from Coton to King's College Chapel has immense value in terms of local landscape, amenity and biodiversity. A new road dissecting the West Fields will devastate this part of the Green Belt and lose forever an irreplaceable and unique aspect of the special character of Cambridge. The High Court in 2008 confirmed the importance of the West Fields when ruling that: 'the relationship between the historic centre and the countryside in this location is critical to the character of Cambridge'. The integrity of this rural environment where no major residential or commercial development has been allowed would subsequently be lost by urbanisation of the West Fields. This landscape should also be given the highest protection in the forthcoming reappraisal of greenbelt sites under the

	Local Plan review. The 'Area 1 South' bus route across this land would have disastrous consequences as follows: - A huge environmental impact on the West Fields and large-scale loss of flora and fauna. - A huge cost; an estimated £67 million (approximately 4x the cost of the other options. - A catalyst for housing development North and South of Barton Road. - A loss of green space which currently brings the countryside into the heart of the city. - A cause of congestion on Grange Road, historic Silver Street and Downing Street. - A loss of setting and damage to the special character of Cambridge. - A severe impact on Coton Village. - The new bridge over the M11 will be an expensive eyesore. - The bus route would prevent the creation of a West Cambridge Countryside Park, which is currently under discussion. The City Deal consultation documents also appear to be biased in favour of the West Fields route in several respects: - Claims about 7 minute journey times ignore the delays on Grange Road/West Road. - The journey times do not compare 'like for like' (the green route does not go as far into town as the Madingley Road route for example). This has not been clarified properly. - The plans are geographically misleading and inaccurate. - Major cycleway improvements are already due under the West Cambridge Site section 106. - There is no attempt to present the obvious shortcomings of the Silver Street/Pembroke Street/Downing Street leg. - The presentation of Option Area 1 South as the green route is potentially suggestive and misleading. We therefore would ask you to choose the much less damaging Area 1 Central proposal, which involves just one bus lane going down Madingley Road which could be potentially a tidal route. Madingley Road can accommodate a single bus lane and even dual bus lanes if required. The character of Madingley Road has changed significantly in recent years with the West Cambridge Site, North West Cambridge and the Park and Ride. A single bus lane can easily be accommodated whilst still allowing excellent dual cycle and pedestrian lanes. In various meetings of the West Cambridge Site there has been the implication that Madingley Road will be widened anyway therefore this is the reversible option, which can be implemented whilst other initiatives (such as road pricing etc) are considered. The Save the West Fields campaign and our local councillors objected to the potentially biased presentation of the options at the various City Deal meetings before the consultation, and yet the bias appears to remain. We would ask you to please ensure that Option Area 1 South is firmly rejected, so that we can preserve this crucial aspect of the unique character of Cambridge for the future. Can you also please investigate why the consultation documents have been presented in a way that is potentially misleading and see to it that appropriate amendments are made. Can you also ensure that considerations of ecology and heritage form part of the consultation process and that more weight is given to the impact on those most affected, not least the West Cambridge and Coton residents.
024	We are responding to the recent consultation on this topic but realise that the online survey is closed. Hopefully we are still able to provide input at this stage. In summary, we are strongly in favour of the central route both in area 1 and 2 and strongly against the other alternatives. In addition, we feel that a necessary part of this infrastructure improvement along the central route

	(and even if the central route is not chosen, still an important issue for safe transportation) is long-needed safety improvements to cycle access through Hardwick. Our more detailed comments are below. [1] The Area 1 North route passes by the Cambridge American Cemetery, a site of cultural and heritage importance as reflected in its Grade 1 listing. Of particular importance is the view from the cemetery across agricultural fields, specifically promised to be preserved as agricultural by the UK government when the cemetery was built. This view would be compromised by having a bus route through it and this would conflict with the Councils' statutary obligation to preserve the character of these sites for future generations. [2] This route also significantly compromises the Madingley Wood SSSI. The prospect of damage to one of the few areas of untouched woodland near Cambridge causes us great concern. [3] Both South and North routes in Area 2 are poorly accessible to a lot of people along the route - this is a major disincentive to those who are choosing between the bus and a car journey. [4] The South route in Areas 1 and 2 would go through many areas of natural beauty as well as nature reserves and SSSIs [5] The central route causes least damage to the environment and allows bus access for more people in the long term. [6] The method used to calculate the journey times seems to be flawed as it does not reflect our experience as commuters at rush hour. In the morning it frequently takes 40 minutes to get from Madingley Mulch to the West Cambridge site, whether by bus or car. The journey on to Queens Road is then usually subject to further traffic delays. The projected figures of 17 and 12 minutes for Madingley Mulch to Queens' Road in the "do nothing" scenario do not engender confidence in the methods used to predict the times for the other scenarios. [7] As a regular cyclist from Hardwick to Cambridge, by far the worst section of my journey is the on-road route through Hardwick. There is no separation from the traffic, and cars and buses very frequently encroach on the lanes. Indeed, the width of the road is such that when two buses going in opposite directions meet, they must of necessity encroach on the cycle lanes. This is very unsafe and hostile to cyclists. This in turn must decrease the number of cyclists who use this route and increase the number of cars on the road. Urgent action is needed to provide a safe environment for cyclists on this route, and the urgency of this is increased if more buses are projected to use it.
025	I am a resident of [redacted] and am writing about **my objection** to the new bus road over WEST fields (Option Area 1 South). I really value living in Cambridge and the proximity to green spaces. This is what makes Cambridge great. Building on the green belt is making the city overcrowded, congested and turning it into a suburb sprawl. We are losing something very special. That we cannot go back to. The area south bus route will have a huge impact forever and be a catalyst for more building Please ensure Option Area 1 South is rejected!!!!!!
026	I would like to voice my opposition to the current proposed changes to entering Cambridge from the northwest approach. In particular options 1 a b & c which will destroy an attractive green access corridor and space. Building new roads generates more traffic. We need to encourage a shift to walking and cycling.

	If there has to be a dedicated bus lane into Cambridge from the Madingley Mulch roundabout the proposal 1 d would be the best and by far the cheapest and also avoid several years of roadworks similar to those we have suffered recently. Perhaps you have noticed that since the roadworks have ceased there is usually no problem. There have been a number of other better suggestions put forward to help improve access for everyone and I hope these will be implemented.
027	I do feel there is too much emphasis on the 'Cambourne and Cambridge' element, to the point where it can be a little confusing as to whether the survey applies to the other villages along the route. I live in [redacted] so my comments about the proposals are weighted accordingly: Route 2-North, as drawn, doesn't seem to serve any of the villages very well! Even if the route started by going through Cambourne it only skirts Bourn Airfield and largely bypasses Caldecote and Hardwick. Route 2-South, as detailed, serves Cambourne and Caldecote but is of only limited benefit to Bourn Airfield and Hardwick. Route 2-Central is the only proposal that fully serves Cambourne and Bourne Airfield, by running centrally through the body of those villages, and leaves Caldecote and Hardwick no worse off than they are today. I do not see the benefit of a dedicated bus-only route between Cambourne and Madingley Mulch roundabout. The old road (St Neot's Road) rarely gets busy so journey times are reliable. Route 1-Central could be improved by making the dedicated bus lane reversible for the evening. As a Hardwick resident I am concerned both Routes 2-North and 2-South effectively bypass the village. This would therefore significantly reduce the number of residents using the bus, which surely defeats the purpose of the improvements. Route 2- North reduces the number of bus-stops in Hardwick from four down to just one. The single bus-stop will be over the other side of the blue pedestrian bridge. It will be more difficult to get to and will feel very unsafe in the dark. The CambridgeBold proposal also fails for this reason. Route 2-South will only serve the southern tip of Hardwick where there are relatively few houses. By far the most populated part of the village is at the north end. To get from the main residential development in the north of the village down to the southern tip would be at least a 20 minute walk. Most residents simply won't do that. Route 2-South would work better if it joined the 'old road' (St Neot's Road) to the WEST of Hardwick. As they are presented, Routes 2-North and 2-South do not serve the majority of Hardwick residents. CambridgeBold, which favours something similar to Route 2- North, suggested to me that there could still be a local bus service at the north of the village running along St Neot's Road. This local bus would only serve

	Hardwick, and perhaps Highfields Caldecote. Unfortunately this would still leave Hardwick much worse off than it is now. The number of passengers would be limited by the short route so the bus service would inevitably be less frequent than the service that serves the village now.
028	I'm a resident at [redacted] and our property adjoins Madingley Road so I am able, on a daily basis, to observe the traffic movements along Madingley Road. Something has changes! Maybe 6-9 months ago. I used to see queuing traffic every morning in rush hour into the City except during school holidays of course and this extended back to the Madingley Rd P&R site. Now there is none! Of course traffic is severely congested going werst back from the P&R and up Madingley Rise and a solution needs to be found. So before looking at bus lanes etc for Madingley Road into the city from the P&R site please do re-look at the actual congestion. What's changed? MAybe the new traffic control system fairly recently put in place along Northampton St and the junction with Magdelene Street has improved the flow of traffic and this extends "around the corner" into Madingley Road. Yes there are short queues at the bottom of Madingley Road but dramatically improved from 1-2 years ago. Go and check it please!
029	I am very unhappy about the process behind the 'Cambourne to Cambridge: Better Bus Journeys' consultation. We in [redacted] received the papers more than 2 weeks after others, and the materials themselves are unclear about the possible routes, and misleading and inaccurate in their estimate of the impacts. The language is biased in favour of supporting the Area 1 South option. It is not clear whether the proposal is a busway, a bus road or a dedicated busway. Indeed, when the City Deal representatives came to present to us, they said this has not been decided. It is not clear to others from elsewhere who might find the green line used to denote Area 1 South appealing that it has been drawn through our village, and that in fact Coton is much bigger than shown. The social and environmental impacts are not described. We know from BOLD of the possible routes through the village that have been discussed with the City Deal consultants but at the public exhibition, it was denied there had been more detailed consideration of the route. The use of superfluous adjectives such as 'high quality' is designed to encourage people to choose an off-road option. It is disingenuous to say, as the City Deal representatives did when they visited, that the routes are indicative only when they are presented alongside (spuriously) precise estimates of journey times, and it is not a fair comparison when two area 1 routes go to a different (further and more useful)

	destination than Area 1 South. There are leading and inane questions such as 'do you agree or disagree, in principle, to better bus journeys between Cambourne and Cambridge'. This appears to be designed to secure a statistic to justify a broad remit for any future decisions to the transport system. The consultation paperwork appears to have been written in a biased manner in order to justify the enormous extra cost of the Area 1 South route. I consider this consultation is flawed and biased and any conclusions drawn as a result of this process will be open to serious challenge.
030	As a resident of [redacted] I wish to register my objection to the Area 1 South bus route: it would permanently ruin the West Fields of Cambridge and be a catalyst for housing development on either side of Barton Road. The Greater Cambridge City Deal survey leaflet writes of "Respecting the local environment" and claims that "this work will look into environmental impacts and remove or reduce effects such as landscape and noise impacts". If the removal of landscape impacts were being taken seriously, the Area 1 South bus route would not have been suggested. The Area 1 South bus route would be likely to cause / increase congestion on Grange Road, West Road / Sidgwick Avenue, Queens Road, and Silver Street. It would be an extraordinarily expensive option (£67 million): *we are constantly told how stretched civic finances are, but Area 1 South is almost £50 million more expensive than Area 1 Central*. The times quoted on the GC City Deal printed leaflet / questionnaire are misleading, as (it appears) they do not compare like with like. The Area 1 South route is said to provide a 7-minute journey, but it appears that the stated time is only as far as the West Cambridge University site. The leaflet, by using the title "Better Bus Journeys", has lost any claim to impartiality, by highlighting one issue and relegating other issues. The Area 1 Central proposal will be easier to implement, will be much cheaper, and will do much less damage. I urge you to use your influence to advocate the Area 1 Central bus route.
031	As a resident of Cambridge, I wish to object strongly to the potential new bus road over the West Fields (Option Area 1 South). The green corridor of land from Coton to King's College Chapel has huge value in terms of local landscape, amenity and biodiversity. A new road dissecting the West Fields will devastate this part of the green belt and lose forever an irreplaceable and unique aspect of the special character of Cambridge. The High Court in 2008 confirmed the importance of the West Fields when ruling that 'the relation between the historic centre and the countryside in this location is critical to the character of Cambridge'. The integrity of this rural environment would subsequently be lost by urbanisation of the West Fields. This landscape should also be given the highest protection in the forthcoming reappraisal of green belt sites under the Local Plan review. The Area 1 South bus route would have the following disastrous consequences: . A huge environmental impact on the West Fields and large-scale loss of flora and fauna. . A huge cost of estimated £67 million, i.e. four times the cost of other options. . It will be a catalyst for housing development north and south of Barton Road. Since the West Fields are a flood plain this will inevitably lead to frequent flooding of properties in Barton Road and the Gough Way area.

	. The green space which currently brings countryside into the heart of the city will be lost. . It will cause congestion in Grange Road, Silver St and Downing St. . The hew bridge over the M11 will be an expensive eyesore. . The impact on Coton will be severe. . The bus route would prevent the creation of a West Cambridge Countryside Park, which is currently under discussion. The City Deal consultation documents seem to be biased in favour of the West Fields route in several respects: . Claims about 7 min journey times ignore the delays in Grange Rd/ West Rd. . The journey times do not compare like with like (the green route does not go as far into town as the Madingley Road route). . Major cycle way improvements are already due under the West Cambridge Site section 106. . There is no attempt to present the obvious shortcomings of the Silver St/Pembroke St/Downing St leg. . The presentation of Option Area 1 South as the green route is potentially suggestive and misleading. On the other hand, Option Area 1 Central is much less damaging. Madingley Road can accommodate a single bus lane while still allowing dual cycle and pedestrian lane. Could you please ensure that Option Area 1 South is firmly rejected. Could you also ensure that considerations of ecology and heritage form part of the consultation process and that more weight is given to the impact on those most affected, not least West Cambridge and Coton residents.
032	As a resident of Cambridge, I wish to object strongly to the potential new bus road over the West Fields (Option Area 1 South). The green corridor of land from Coton to King's College Chapel has huge value in terms of local landscape, amenity and biodiversity. A new road dissecting the West Fields will devastate this part of the green belt and lose forever an irreplaceable and unique aspect of the special character of Cambridge. The High Court in 2008 confirmed the importance of the West Fields when ruling that 'the relation between the historic centre and the countryside in this location is critical to the character of Cambridge'. The integrity of this rural environment would subsequently be lost by urbanisation of the West Fields. This landscape should also be given the highest protection in the forthcoming reappraisal of green belt sites under the Local Plan review. The Area 1 South bus route would have the following disastrous consequences: . A huge environmental impact on the West Fields and large-scale loss of flora and fauna. . A huge cost of estimated £67 million, i.e. four times the cost of other options. . It will be a catalyst for housing development north and south of Barton Road. Since the West Fields are a flood plain this will inevitably lead to frequent flooding of properties in Barton Road and the Gough Way area. . The green space which currently brings countryside into the heart of the city will be lost. . It will cause congestion in Grange Road, Silver St and Downing St. . The hew bridge over the M11 will be an expensive eyesore. . The impact on Coton will be severe. . The bus route would prevent the creation of a West Cambridge Countryside Park, which is currently under discussion.

	The City Deal consultation documents seem to be biased in favour of the West Fields route in several respects: . Claims about 7 min journey times ignore the delays in Grange Rd/ West Rd. . The journey times do not compare like with like (the green route does not go as far into town as the Madingley Road route). . Major cycle way improvements are already due under the West Cambridge Site section 106. . There is no attempt to present the obvious shortcomings of the Silver St/Pembroke St/Downing St leg. . The presentation of Option Area 1 South as the green route is potentially suggestive and misleading. On the other hand, Option Area 1 Central is much less damaging. Madingley Road can accommodate a single bus lane while still allowing dual cycle and pedestrian lane. Could you please ensure that Option Area 1 South is firmly rejected. Could you also ensure that considerations of ecology and heritage form part of the consultation process and that more weight is given to the impact on those most affected, not least West Cambridge and Coton residents.
033	I have attempted to access your online consultation on new bus routes between Cambourne and Cambridge but my Norton tells that it is a dangerous site, so I am e-mailing instead. I can well understand the need to improve the bus links into and out of Cambridge, but I am concerned that two of the suggested routes would damage valuable sites for wildlife. Option Area 2 South appears to go through Caldecote Meadows SSSI and the Wildlife Trust's Hardwick Wood, which is also an SSSI. Option Area 1 North and the potential relocation of the Madingley Park&Ride threaten Madingley Wood SSSI. I urge you not to damage sites which are of environmental importance and to take full account of the natural environment when deciding on the new routes
034	I write regarding the proposals for improved bus travel between Cambourne and Cambridge. I oppose a bus lane being created on Madingley Road for the reasons given below. The proposals from Cambridgeshire County Council foresee a new Park&Ride site adjacent to the A428 with, in Routes 1a & 1b, a bus lane for P&R buses along Madingley Road to provide a "fast and reliable" commuter route for buses into Cambridge. Route 1c imagines an off-road, dedicated bus route leading cross-country into West Cambridge. **ROUTE Ic** • As a segregated busway this route represents the only means by which a "fast and reliable" Park&Ride service can access the west of the city with minimal interference by other traffic. • While it represents an expensive option, its speed and efficiency might be argued to mean that this route in practice represents good economic value. • The Council should use its hard-won experiences from the now well patronised St Ives-Cambridge busway to create a modern transport system suitable for future commuter traffic. • Route Ic as a guided busway could be seen as a forward-looking solution to future transport problems. Routes 1a and 1b might be felt by comparison to be a backward looking and solely a quick fix to respond to time pressures from central government. • The impact of this route on currently virgin land could be reduced by being engineered as a space-saving busway and by landscaping and planting around the route. This might lessen the concerns felt for the protection of green-belt land.

TRAFFIC FLOW

- There is minimal evidence that any real analysis has been undertaken to understand the daily traffic flow along Madingley Road and any need for an on-road bus lane.
- Residents know from their own observations that generally the only period when traffic is very slow is around 08.15-08.45, when parents' cars travelling to the two local schools has a disproportionate impact on neighbourhood traffic flow.
- This results specifically from congestion at the Grange Road right-turn: attention to the phasing of these lights and the removal of the first flow-restriction in Grange Road would do much to improve this junction and reduce traffic congestion in this brief period.
- At other times and particularly outside the morning rush-hour Madingley Road traffic is surprisingly light and flows very well. Thus an on-road bus lane, which is required for only a short period of morning congestion, represents a poor return on tax payers' money.
- Routes 1a and 1b offer no information about the flow of buses after the Northampton Street//Queens' Road junction. In the former the traffic now backs up most of the day following recent changes to the traffic light phasing and in the latter traffic flow is impeded by three well used light-controlled cycle/pedestrian crossings. The plans show no intention of establishing bus lanes along these roads. Thus routes continuing onto Northampton Street or Queens' Road cannot in fact promise a "fast and reliable" service.
- The question of traffic flows into the city centre may also be influenced by the outcomes of the City Access Study, which is considering changes to and restrictions on traffic entering the central areas. Not to take this study into account demonstrates the Council's failure to cross-reference their traffic strategies.

PINCH POINTS

- Three potentially busy roads feed into the lower part of Madingley Road: Storey's Way, Grange Road, and Lady Margaret Road. At each of these points little land is currently available to engineer a third lane through the junction. These problems need to be addressed in outlining Routes 1a and 1b. The cost of compulsory land purchase or compensation to residents cannot yet have been factored into these proposals.
- Adjacent to Storey's Way the north-side cycle path feeds back into Madingley Road and a designated cycle route crosses, which is well used by students, school children, and others entering the area. Similarly at Lady Margaret Road the north-side cycle way ends by feeding all users into the main carriageway. These vulnerable road users must be considered in the proposals for a bus lane through this point.
- At the Churchill College meeting a County Council representative appeared to suggest that, where the availability of road space at pinch-points is problematical, the bus lane might cease and resume beyond the pinch point. This effectively renders a "fast and reliable" bus lane impossible.

SAFETY OF CYCLISTS AND PEDESTRIANS

- In addition to the north-side dual use cycle-way, the south-side pavement is also officially designated for joint use. At several points and particularly at the pinch-points (see above) little or no space is available for a widened carriageway without, particularly on the south-side, further reducing the pavement width to the detriment of both pedestrians and cyclists.
- At many points along Madingley Road cyclists and pedestrians have some protection by distance from fast-moving traffic thanks to remaining grass verges. Were these to be lost, pavement users would be immediately close to passing traffic: this is highly undesirable both environmentally and for the safety of pavement users.
- The County Council is currently spending significant money on protecting cyclists on Huntingdon Road by constructing a segregated cycle-lane. The Madingley Road bus lane proposals 1a and 1b appear to take no account of cyclist/pedestrian safety and concentrate solely on increased road use. This represents a confused policy position.

	• Use by cyclists and pedestrians of the current space along Madingley Road can only increase with the expansion of the West Site, North-West Cambridge and student numbers at local colleges opening onto Storey's Way. This is not acknowledged in the proposals. **ROUTE 1d** • At the Churchill College meeting some residents presented an outline for an alternative route ("1d") which would leave Madingley Road at High Cross, use existing roads across the West Site and enter Grange Road at the Rugby Ground, thus avoiding traffic on Madingley Road and Queens' Road. (Outline details in the meeting's minutes.) • A route south of the Coton Footpath is envisaged but not specified in detail. This route would depend on the involvement of local college landowners but would also take account of concerns by local groups concerned about the West Cambridge environment. • This counter-proposal is not intended to devolve Madingley Road's problems onto others who have their own environmental concerns. It envisages maximum and high quality environmental protection and enhancement as a sine qua non of its construction. • This proposed route foresees the creation of a bus-only roadway (with no general access) and the inclusion of segregated pedestrian and cycle use for commuter and leisure use. • This route would also provide for commuting workers being delivered to their places of work in college, university and private employment to the west of the city centre rather than passengers being taken solely into the city centre. • This proposed route would permit a two-way route that would indeed offer a "fast and reliable" service for both morning and evening commuters. I shall be grateful if you will take these views into account.
035	I am a resident of [redacted] and write in connection with the above. I know the site and have seen the plans and I wish to object strongly to the proposed new bus road over the West Fields (Option Area 1 South). The High Court in 2008 confirmed the importance of the West Fields when ruling that: 'the relationship between the historic centre and the countryside in this location is critical to the character of Cambridge'. It therefore seems obvious that a new road dissecting the West Fields would totally ruin this part of the green belt and lose forever a unique aspect of the special character of Cambridge. Let's not become just another over-developed, deprived-of-green-spaces suburb of London. The Save the West Fields campaign and our local councillors objected to the potentially biased presentation of this option at the various City Deal meetings before the consultation, and yet the bias appears to remain, viz: • claims about 7 minute journey times ignore the delays likely on Grange Road/West road; there is not attempt to present the obvious shortcomings of the Silver Street/Pembroke Street/Downing Street leg • the journey times do not compare 'like with like', eg the 'green route' does not go as far into town as the Madingley Road route • the plans are geographically misleading and inaccurate • major cycleway improvements are already due under the West Cambridge Site section 106 • the presentation of Option Area 1 South as the green route is potentially suggestive and misleading I would ask you to ensure that considerations of ecology and heritage form part of the consultation

	process and that more weight is given to the impact on those most affected, not least West Cambridge and Coton residents. I hope you will ensure that this option is rejected so that this crucial aspect of the unique character of Cambridge can be preserved for future generations.
036	As a [redacted], I write to complain in the very strongest terms that we in Coton have not yet received our consultation leaflets whereas those living in villages further west received theirs ten days ago. Please rectify this immediately, as Coton is the community that is potentially most affected by these plans. We believe this to be further evidence that this consultation process is being conducted in a manner that is not impartial. Not allowing Coton residents as much time to respond as other communities would appear to support this belief. The consultation documents are inaccurate, misleading and seemingly written in order to justify the enormous extra cost of the Area 1 South route. Most seriously, the journey time on which the Area 1 South route is being justified is purely fanciful, and is based on unjustifiable comparisons. Key information vital to an informed response, but that runs counter to the argument that Area 1 South is the best option, is noticeably absent. Moreover your map of Coton remains totally inaccurate, despite several representations by Coton Parish Council on this point. Those areas potentially most affected by this scheme are completely missing. Therefore those responding in other villages have no idea about the potential impact on our community. Although previous letters sent to you by [redacted] on several of these points have not received the courtesy of acknowledgement, we trust you will respond to this one by delivering our leaflets immediately. Fundamentally though, we believe this consultation to be now so flawed as to warrant its suspension.
037	I am writing to express my objection to the proposed Option Area I South bus route. I live [redacted] and make frequent trips into Cambridge on foot and by bicycle. West road, Silver Street and Downing Street are highly congested at the best of times with a mix of students, tourists and residents on foot, bikes and in cars. During busy times I often have to wheel my bike along Silver Street because of the density of pedestrians, to make this route even busier with more vehicle traffic is inappropriate and would undoubtedly result in increased accidents to all users. These roads are narrow and cannot accommodate the big increase in traffic that this proposal would bring. The cost of this option is also very high and would fundamentally alter the unique Cambridge environment we all wish to preserve. I hope therefore that you will not vote for this route option.
038	I heard there was a call for other ideas and just wanted to check people had seen this one: http://www.g400.co.uk/cantabits/?p=1409 Which could possibly be started on a small scale like in Newcastle and then extended as time and money see fit? Apparently our geology is clay like in London so the proposal is possible. As some point, if not already, overground is not going to be enough. People already travel everywhere - Melbourn, St Neots, Huntingdon - to avoid Cambridge station. Many local journeys could maybe be avoided by a decent link to the station (undercover) for those unable to cycle in. Being undercover being something that seems to make it more attractive to users than buses with changes.
039	I am writing as a concerned Cambridge resident to object to the proposed Area 1 South proposed bus route through the West Fields. If this option were to be chosen it would have a seriously adverse effect on the environment, not only losing green belt but leading to urban development along the corridor. The cost, in these straightened times is unacceptably high, especially when compared with other options.

	I am, therefore, urging you to support the much less environmentally damaging and less costly Area 1 Central proposal involving a tidal bus lane on the Madingley Road.
040	I am [redacted] and write to object in the strongest terms to the manner in which the 'Cambourne to Cambridge: Better Bus Journeys' is being conducted. The consultation documents are unclear, inaccurate and misleading written in a biased way designed to encourage people to support the Area 1 South option. **First, it is unclear what we are being consulted on.** Is this a busway, a bus road or a dedicated busway? What is the proposed route? How close does it come to our village? Does it dissect our village? Where will these buses stop and will people from Coton be able to use them? I believe failure to provide clarity on these fundamental aspects of the scheme calls into question the validity this consultation process and the public's ability to respond. **Second, the consultation documents are highly misleading.** The argument in support of the Area 1 South route, and thus spending an extra £50 million of public money, is guaranteed quicker and more reliable journey times. Yet the information given on this is bound to mislead respondents. The consultation leaflet states that the journey time for the Area 1 South option is 7 minutes shorter than for the other options, but the comparisons are clearly unfair. The North and Central routes end at Northampton Street, while the South route ends at Grange Road, further from the city centre. For buses to negotiate West Road and Queens Road at rush hour could take most, if not all, of the 7 minute difference. In a consultation document which deliberately provides only the most approximate, 'fuzzy' information on route options, it is frankly absurd to provide journey times to the nearest minute. A fair document would have journey times in the range of 10-15 minutes for all three options. Promoting the South option as superior to the others on the basis of faster access to the city centre can only be taken as intentional bias. **Equally misleading is the map of Coton. Those parts of the village to the north and the east that are most affected by this scheme are completely missing.** The clear impression to a reader who does not know the village is that the route would by-pass it and consequently have no local impact. It is not good enough simply to say 'the map is indicative'. Unless the City Deal team can definitively rule out the the route passing through any part of Coton, the map needs to show that the route may dissect the village, so that respondents can appreciate the potential impact. **Third, key information vital to an informed response is missing.** No mention is made of the following important issues: • The enormous ecological or environmental damage the Area 1 South would cause - the route is simply drawn through a void • The potential visual, noise, and pollution impacts on the village of Coton • How people living in villages along the route, including Coton, Comberton, Madingley, Toft and Hardwick, might use these buses. Do they have to drive to the Park and Ride? **Finally I believe this document has been written in a biased manner in order to justify the enormous extra cost of the Area 1 South route.** Therefore, for all the reasons above I believe this process to be flawed, biased and so any conclusions drawn as a result of this process will be open to serious challenge.
041	I am a long term resident of [redacted] and am writing to express my opposition to the idea that has been put forward of a new bus route across the Green Belt from the Madingley Mulch roundabout to Cambridge via Coton. This is shown as "Area 1 South" in the consultation documents. I frequently cycle and walk in this area, which provides a vital green space, accessible countryside, and an essential relief from the increasingly high development intensity of the City. The alternative of routing buses along Madingley Road ("Area 1 Central") seems to be a much more balanced and

	sensible proposition, which would be environmentally much less damaging, less destructive of the recreational value of local countryside, and a lot better value for money considering that the estimated journey time is only 7 minutes longer than the "Area 1 South" route. I urge you, therefore, please to reject the "Area 1 South" route, and to work towards other solutions, including, I would hope, the idea of a congestion charge in Cambridge City.
042	**Cambourne to Cambridge Better Bus Provision consultation** I am writing to supplement my response to the official survey documentation, which I found not to give enough scope for detailed comment. My views are given as an individual and what I say should not be attributed to any organisation with which I have any association. Firstly, I do understand the constraints that the City Deal Board is under by the terms of reference provided to it, particularly with regard to timescale and the dependence of future tranches of funding on progress with earlier projects. I also applaud what I see as a more "listening" stance, adopted more recently by the Board. Whether or not development is proposed in their back yard or not, the people of Greater Cambridge are sensible and intelligent and have a lot of knowledge and expertise that we should take advantage of. I urge the Board to consider fairly all options and ideas arising out of this process. My own views on the current consultation are as follows: It is very important that plans to tackle traffic issues in and around Cambridge be considered as a whole and that information on all plans and options be made available to the public to enable them to form valid opinions. This has begun to happen slowly over the last few weeks and will no doubt continue, but this current consultation was simplistic and divorced from too much other relevant information to be valid. The questions were leading and the over-simplified statements as to routes and journey times and cycle provision were mis-leading In particular, it has been difficult to picture how this bus route will link with other plans for orbital routes on the edge or within Cambridge that the officers obviously have in their heads, but the public knew nothing of. Adequate provision for buses can be made on the Madingley Road by creating a single tidal busway as suggested by many others – this would avoid the waste of money that creating a new busway and motorway bridge would entail. Construction costs and the environmental cost of building a busway across Madingley Hill and through CambridgePPF land and the West Fields (i.e. Area 1 South) would be prohibitive – and this should have been made clear in the consultation. Much of the land involved is protected by legal covenants – some in the ownership of the National Trust, and some negotiated (ironically) by the predecessors to the City and South Cambs Councils with the then Cambridge Preservation Society (CambridgePPF) to protect the setting of Cambridge. The impact of such construction on ecology, and the visual, noise and lighting impact in the landscape of a P and R site on the top of Madingley Hill and a new motorway bridge would be unacceptable, even to those whose back yard is far away – especially to the residents of the villages and hills to the south and even to people in Cambridge looking out from the tops of the new high buildings, the style and density of which already compromises the character and beauty of the city. This environmental impact should have been made apparent on the face of the consultation. My observation is that most traffic on the A1303 turns south on to the M11 and that beyond the motorway bridge traffic moves freely – the Barton Road is much worse all the way in. This connectivity between the A428 and the M11 must be tackled at the Girton junction. The many people who work in University buildings on the Madingley Road are concerned that their bus provision through the existing P and R will be badly affected. This area should be the hub around which all routes operate eg connections with North West Cambridge, West Cambridge, orbital routes and buses into town. This would tie in with improvements on Area 1 Central, which I strongly support. course we are all in favour of better bus provision and enhanced facilities for cyclists and pedestrians - but in well-researched ways, at a measured pace, and not at any cost.
043	I have completed the on line survey re the above but I have further comments to make.

	(1) There should be free parking at all P&R sites. (2) There should be a congestion charge for all vehicles travelling into Cambridge. The monies raised should be used to subsidise bus fares within the city and help fund other traffic projects. (3) There should be an expansion of P&R sites so that every route into Cambridge has such a site. (4) All buses running into Cambridge should be restricted to low emission hybrid or electric vehicles. Diesel Double Decker buses in Cambridge are not now appropriate. (5) All sixth form colleges and private schools should run bus services to and from P&R sites to prevent private vehicles driving to these establishments. (6) Any bus lane constructed on the Madingley road should be in the middle of the road with the flow coming into Cambridge in the morning and being reversed in the afternoon. This could be controlled by special lights as happens on some bridges in London when crossing the River Thames.This concept could also be used on every route into Cambridge where there are dedicated bus lanes. (7) The use of cycles should be encouraged and the provision of cycle paths should be extended. It is important that cyclists and motorists should also co exist. At present certain cyclists do not observe the highway code and too often the lack of lights in the hours of darkness is dangerous. (8) There should be an orbital busway linking all P&R sites, main areas of employment, the train station and Addenbroke's Hospital. The connection to the station is really important. At present the complete foul up of the situation at the rail station is a real embarrassment to everyone in the city. It is important that the station is treated as a hub as far as buses are concerned.
044	I have been examining the documents distributed about the Cambourne to Cambridge bus routes. I moved to Cambridge in 1955, was at school here, and a frequent visitor until 2011 when I became resident on [redacted] so I know the area well. Although the plans provided are so sketchy as to be difficult to evaluate, it is clear that the option across the fields to Coton and on to Grange Road (Area 1 South) would be a terrible choice on all grounds except the claimed journey time. And since the latter presumably only considers the time to Grange Road, it is quite false, since the buses would then have to wind their way down West Road, Queens Road, Silver Street and on to an unspecified destination, probably via Downing Street. One can imagine the traffic jams at the junctions and the narrow parts of Silver Street. I fully agree that people need to be encouraged to use buses, so a frequent, rapid service is essential. We already have a wide main road coming into town – the Madingley Road – which has been a work site for the last couple of years, hence the dreadful delays drivers and buses have experienced. It should be widened by using some of the verges for bus lanes and cycle lanes and if necessary compulsory purchase of a few metres on either side. This corridor is already wrecked, environmentally, and is therefore the obvious place for any further transport development rather than using rural land from the Green Belt. Hills Road and Trumpington Road provide good examples of how all these lanes can be accommodated. I am sure that enhancing the Area 1 Central option to allow it to cope fully with the needs would still cost less than Area 1 South. Others will have commented better than I can on the adverse effects of a new bus route on Coton village. It would be helpful for the public consultation to be able to see the detailed maps and traffic estimates that have indubitably been prepared for the planning of these options. Even in their absence, however, I feel sure that you will agree that Area 1 South should now be dropped from consideration.
045	Might I suggest that a 'combined' option avoiding the Madingley Mulch roundabout altogether be considered? If the 'south' routes for both areas 1 and 2 were joined up south of the roundabout, it would avoid one potential bottleneck altogether and provide a faster total journey for those travelling into Cambridge by bus.
046	I wish to draw your attention to, and ask for your intervention on what I believe is the fundamentally flawed consultation process which has been initiated by the Cambridgeshire County Council.

	To be clear, I am not supporting or objecting to any proposed solution, whether included or not in the consultation. I am objecting to what I believe is superficial and unrigorous documentation. For example, ? The routes are far from properly described ? The maps offered are illustrative (the document says "indicative") and not based on proper, or even up-to-date, cartography (e.g. Ordinance Survey maps) so the impact of the various routes is impossible to assess ? The nature of the proposed carriage ways is unclear (guided busway, a bus road or a dedicated bus lane ? The cycle routes are not explained in detail ? The interlinkage of these routes with other transport routes is not explained at all – surely key ? The times posted do not all relate to the same start and finish of journeys so are misleading as evidence to use to assess benefits ? It is unclear whether the costings of each route are based on buses on road or guided busways sow e are unclear whether this compares apples with apples This consultation process must be seen as flawed because the information in it is either vague or flawed. Incidentally no mention is made of the ecological or environmental impact of any route As of today's date, I understand that many village consultees have received their consultation document some two or more weeks ago; I and many others in Coton still await to receive ours even though the consultation meetings are this week. Finally I reflect on following the implementation of the St Ives guided busway with all the contractual issue which were reported. If this current consultation is indicative of the way in which the County Council manages such major schemes then I am no longer surprised at the mess and cost which arose from that scheme. Our transport advisers need to up their game. For all the reasons above I believe this process to be flawed; any conclusions drawn as a result of this process will be open to serious challenge.
047	These are my objections to the bus route proposal: Improved Bus Services on the Madingley Road Corridor Objections to Area 1 South bus route I am a resident of Cambridge and know the area affected by this proposal intimately. Area 1 Bus Route South cannot ease traffic on the West side of Cambridge by creating a route through to Grange Road. Grange Road already suffers long tailbacks in rush hours as do all the other central roads in Cambridge because all junctions closer to the town centre form a series of bottle necks and each road can only hold a few hundred cars. The obvious side effects of creating a road through the West Fields is to: 1) destroy a green lung around a polluted city with the loss of an area which could be used for a park or recreational facilities (Countryside Park Proposal) for the growing population of Cambridge.

	2) make a carte blanche for housing developments which will in turn increase traffic congestion, increase pollution and strain existing infrastructure to breaking point. 3) This would cost £67m and four times the cost of the other options – Qui Bono/ who benefits? I think most people would say the alliance of Bidwells/Cambridge University and the colleges. 4) It will inevitably INCREASE not lessen congestion from Grange Road into the city centre. 5) Coton Village will be severely impacted. 6) The claim that this route would create a 7 minute journey time is fatuous – it merely allows a faster arrival to the congestion in Grange Road, Barton Road, Silver Street, Fen Causeway, Pembroke Street, Downing Street and Madingley Road, where there is at least a 7 minute wait in each of these roads in rush hours. 7) The capacity of these streets is very limited and nothing can be done to change this. Only by reducing the number of cars coming into these roads to match their physical capacity could do this. 8) Safety. Cambridge West has a concentration of educational establishments with many students, pedestrians and cyclists. Grange Road's 20mph limit was imposed to improve safety with the defined cycle lanes. However it is a rat run for coaches which routinely break this unenforced limit as speed bumps don't affect their wider wheel base. Accidents will increase.
048	I am writing to object to the proposal for the Cambourne to Cambridge bus lane with particular reference to the section between the existing Park and Ride site and Northampton Street. One of my concerns is that the scale of the proposal is disproportionate to the problem. There is certainly some congestion for about an hour in the weekday morning peak time coming into Cambridge, and again in the evening for a shorter time for traffic leaving the city. At other times of the day the traffic runs perfectly well with no hold ups. It therefore seems to me that the expense and disruption of building a bus lane the length of Madingley Road is using a sledgehammer to crack a nut. The proposed bus lanes Area 1 North and Central would both only get buses as far as the Northampton Street / Queens Rad junction where they would have to join the normal carriageway and experience the delays caused by the Northampton Street traffic lights. It would not be possible to build a bus lane in Northampton Street, so unless something is done to regulate the traffic in the city centre the bus lane is not going to solve the problem. Alternative routes that avoid Madingley Road and therefore the Northampton Street junction are possible and should be explored further. A new Park and Ride acting as a bus hub would allow the bus traffic to be more evenly dispersed to the north through the North West site and to the south through the West site rather than sending all the buses along Madingley Road, thus diminishing the need for a bus lane even more. I have little faith in the consultation process having attended an evening at Lucy Cavendish college last week at which nobody I spoke to was able to answer any questions. Having been told to write my question in a book and that somebody would get back to me, I have so far heard nothing.
049	I believe you have received an email from [redacted] and I would like to endorse his comments and hope you will consider its contents seriously. As you will see from the attached I am a resident of [redacted] and am very concerned at the way the

	consultation and its contents are being set out. Would you please do all you can to rectify this seriously biased situation.
050	In response to information circulating, I want to make suggestions. 1. In order to protect and conserve the countryside, future "park and rides" should be two storey structures. Where they are not in a flood plain, like the proposed Madingley Mulch site, the lower floor should be underground in order to conserve the skyline views. 2. It seems ridiculous that parking of commuter cars is permitted on Barton Road in Cambridge. The parking spaces bring traffic to single file as buses coaches and lorries have to overlap the centre of the road. The residential homes on Barton Road have driveways for their own parking needs. The two lanes that would thereby be freed could allow for the provision of one generous bus lane to be used by incoming buses East, from 4 am to 3pm and outgoing, West, form 3pm -12 pm. 3. The Barton Road could thereby become an upgraded bus route from Cambourne SECONDARY to the existing Madingley Road route and render unecessary the elaborate new bus route plans currently being considered. A "Park and Ride" at Bourne Airport could then use a bus route development from Cambourne, along the A428, turn South onto and along Long Road to East Comberton and, with new traffic lights, join Barton Road. 5.Private school students should use buses, either public or private. 6.At the public meeting held at the City Rugby Ground on Thursday this week, a speaker from CPP, promoted a Congestion Charge for the city. I feel strongly resentful of this proposal as such a reduction of traffic would be effected simply through class discrimination. It would not deter drivers for whom a charge would be of no consequence. Any restrictions should be experienced by all "social classes" equally. With the extensive population increase and residential developments in the area, circulation in the city of Cambridge has to be restricted, and can only be maintained through cycles, pedestrians and public transport. There is no alternative option and this has to be accepted before any other failing and expensive ideas are pretended.
051	*<u>To whom it may concern</u>* *I append that the it is thought that quicker bus times will reduce the number of cars driving into Cambridge. For this to be encouraged drivers need to be either dissuaded from using their cars by forbidding cars with fewer than three passengers during peak times or having free public transport or both. Heavy fines for the former will help to support the latter.* *I object to the proposed new bus route Option Area 1 North Blue and the location of a Park and Ride site at the Madingley Mulch roundabout.* *I ask that you give the following plans careful consideration:* *1. The proposed Park & Ride site at Madingley Mulch would be much better located north-east of the A428 Hardwick/Scotland Road junction for the following reasons:* *a. There is better connectivity at this junction (the double roundabout system and slip-roads will enable motorists to move four ways both on and off, east and west along the A428 which is not possible at the Madingley Mulch roundabout which is only a 2-way junction).* *b. This location would enable a much more versatile transport network with buses able to travel on two routes to serve Cambridge.*