

vehicles pay more.

**Alternative Options Proposed by [REDACTED]:**

1. If the pinch-points along the A1303 render the construction of a new bus-lane impossible (Area 1 Central), then our secondary option is for a modification of Area 1 North. However, we stress that the selection criteria for ease of access of the A428 and the impact to the landscape needs to be assessed prior to a final location being determined. In addition, it needs to easily connect to the cycleway down to Whitwell Way and Coton.

2. Congestion within the urban area is already bad, so three alternative routes are also proposed to spread the additional bus traffic from J13 into the city centre. However, these are caveated against the impact and damage to the tree-lined appearance of the street. These alternative routes could be run on a rota system:

- Cross J13, direct down Madingley Road and then into the city via Northampton Street and Magdalene Bridge. This would be the quickest route for a direct service;
- Cross J13, then turn left into the North-West Cambridge site with a stop at the interconnecting bus hub where passengers can change for other destinations around the City, and then proceed down Huntingdon Road and across Magdalene Bridge;
- Cross J13, then turn right into the West Cambridge site, along the spine road, and then exit from the South-East corner of the site along a short length of new bus-lane running along the Coton cycle path between the tennis club and the University sports ground before emerging at the corner of Wilberforce Road and Adams Road. Access to the centre would then be along Adams Road, West Road and Silver Street Bridge. It is appreciated that Adams Road is already well used by cyclists so one possibility would be to restrict car parking to just one side

3. The [REDACTED] preferred route, together with these alternative routes if the preferred route is not feasible, are indicated on the map below along with the proposed cycleway.

**Provision of a new Cycleway:**

1. Provision of a high quality cycle alternative would remove a significant amount of the traffic congestion. An inter-connecting network of cycle tracks, both radial out from the city and lateral connecting villages, is required on the West side of Cambridge. This is a serious omission from the City Deal plans.

2. The existing Coton cycle path with its bridge over the M11 is the obvious route into the city. Whichever bus route is chosen, it is proposed that a new cycleway is created that runs from the MMR P&R southwards down the hill to join the Whitwell Way bridleway. Turning eastwards, this cycleway would run along Whitwell Way and Coton High Street, past the Plough and over the M11 Bridge into West Cambridge. Turning westwards, it would run along the bridleway to Bourn Airfield and Cambourne with spur links to Highfields Caldecote and Hardwick. Links should also be created to Madingley, Dry Drayton and Bar Hill to the North as well as Bourn and Comberton to the South.

3. This new cycle network would provide an attractive cross-country route that would encourage people out of their cars for commuting rather than just week-end recreation. It should form a fundamental element of any traffic reduction programme for West side of Cambridge.

**Experience Elsewhere of Tidal-Flow Systems:**

1. The consultation seems to exclude the opportunity for a tidal-flow system on a single-lane bus-lane alongside the A1303 by stating that Area 1 Central would provide 'no improvements outbound'. Perhaps the City Deal are unaware that reversible tidal-flow systems are a recognised means of increasing commuting capacity elsewhere – for example, they have been used effectively in The Netherlands as part of its Intelligent Transport System, details of which can be read at <https://www.utwente.nl/ctw/aida/education/Final%20report%20ITS2%20Fafieanie%20and%20Sambell.pdf>

2. Reversible flows have been used in the UK to improve commuting flows – for example, across the Tamar Bridge or the A15 in Lincoln. A tidal bus-lane forms the centrepiece of new proposals to combat rush-hour congestion on the A40 approaching Oxford from the West.

[http://www.oxfordmail.co.uk/news/top\\_news/12925652.is\\_a\\_tidal\\_flow\\_the\\_way\\_to\\_solve\\_A40\\_traffic\\_jams\\_/?ref=mac](http://www.oxfordmail.co.uk/news/top_news/12925652.is_a_tidal_flow_the_way_to_solve_A40_traffic_jams_/?ref=mac)

3. Cambridgeshire County Council even has its own form of tidal-flow with the road bollards that permit access into the city centre at certain times and allow traffic out of the city at others. With this wealth of experience elsewhere, we see no reason why it shouldn't work for Cambridge and why it is excluded from the consultation.

**Principles Guiding the [REDACTED] Package of Measures:**

The position taken by [REDACTED] is based on a number of Guiding Principles, many of which were set out in our Transport Strategy published in July 2015.

- i. that fiscal demand management must play a role in reducing driver demand
- ii. that the volume of bus traffic using the new route will be light – probably no more than 10 -15 per hour even at peak hours - so the additional traffic will be minimal
- iii. that the new residential settlements proposed to the West of Cambridge must be linked to the major new employment areas in North-West Cambridge and West Cambridge
- iv. that the enhanced bus access coming from the West of the City must link up with other bus routes, including the proposed Orbital Route, so people do not need to come into the city centre to change buses for the Science Park, Addenbrookes, the railway stations, or other main destinations
- v. that the A14 will shortly be upgraded, including the Girton interchange, which provides the opportunity for both northwards and southwards access from the A428 onto the M11, thus enabling drivers to avoid using the A1303 and reducing congestion on Madingley Rise
- vi. that the greatest use should be made of the existing infrastructure where it has spare capacity rather than expensive schemes to replace it. This includes the under-used old St Neots Road and the existing bus-lane on the A1303
- vii. that options involving the construction of a new bridge over the M11 should be rejected as not providing adequate value for money
- viii. that the exact positioning of the P&R at the MMR must be decided primarily by landscape and ease of access considerations which are not presented in the consultation. The proposed South location on the shoulder of Madingley Rise would have a serious landscape impact, and the North-West location could be difficult for drivers to access, especially if travelling west down the A428. The North-East site in the triangle between the A428 and the A1303 is concealed and has easier access and is our preferred option
- ix. that the investment of City Deal funding must be able to demonstrate clearly both to the Government and the general public that it is generating best value for money in terms of promoting economic growth with minimal social and environmental downside. The deployment of the first tranche money must not compromise the Government's commitment to the second and third tranches

**Comments on the City Deal Approach to Congestion Relief:**

1. [REDACTED] recognises the need to improve access to the city centre and the main employment areas for those people living to the West of Cambridge. With substantial new housing planned for St Neots, Cambourne, and possibly Bourn Airfield, the current congestion problems can only get worse. An efficient and reliable public transport option must be provided that is sufficiently attractive to persuade car users to give up their cars. We therefore welcome the focus by the City Deal on this specific problem as a priority for first tranche funding.
2. The City Deal approach to Cambridge's traffic problems focuses largely on infrastructure engineering both to relieve congestion bottlenecks and to provide improved public transport. We urge the City Deal to accept the basic principle that fiscal incentives must play a role both in persuading car users to give up their vehicles and in providing a sustainable source of income sufficient to subsidise alternative public transport.
3. The City Deal thinking appears to be driven by the need to deliver a solution that is seen to be 'bold and radical'. This seems to be confused with being expensive. Relying on infrastructure engineering is neither bold nor radical – in fact, it is a very out-dated approach. Bold and radical would be an innovative means of reducing driver demand which would relieve congestion across the whole City and render much of the proposed City Deal expenditure unnecessary. The City Deal

	<p>has the opportunity to do something truly creative and innovative if only it had the courage to address it.</p> <p>4. The cost estimates for the whole route (Areas 1 and 2 combined) range from about £18m to a maximum of £93m depending on the extent of the engineering work. For a time saving of less than 10 minutes and for just 8 – 10 buses an hour, the financial justification is dependent on ascribing a disproportionate significance to the marginal benefits in terms of time savings. Is a cost of some £10 million for each minute of saved time justified? [REDACTED] expects that such marginal benefits will be subject to rigorous cost/benefit analysis, and that such analysis is placed in the public domain.</p> <p>5. For the government to release the second and third tranches of City Deal funding, it will be necessary to show that its investment in Cambridge is contributing directly to promoting economic growth. A compelling case must therefore be presented, especially if one of the more expensive options involving a new bridge over the M11 is selected, if the release of subsequent tranches is not to be jeopardised. It is also important to safeguard the credibility of the City Deal in the eyes of the local community on whose behalf it is acting.</p> <p>6. It is unclear how the journey times were determined but [REDACTED] has been advised that they are based on uninterrupted travel with no on-route stops. Is this realistic? At a minimum, surely the buses must stop at some of the villages otherwise where is the benefit to these communities? The development of Bourn Airfield makes strategic sense only if it is linked by the bus-way into Cambridge, so how can the sustainability of this development be justified if there is no access to the new bus-way?</p> <p><b>Deficiencies in the Consultation Exercise</b></p> <p>[REDACTED] believes the public consultation exercise is flawed for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The consultation document lacks sufficient detail to enable a reasonable decision to be drawn on route preferences. Describing the possible alternatives simply as North, Central, or South is too simplistic in that it does not provide adequate insight on the likely impacts of each alternative</li> <li>2. The type of bus route being proposed is unclear. Is it a Guided Busway similar to the Huntingdon and St Ives service, or a tarmac road confined just to buses, or just an additional bus-lane along an existing highway? This lack of clarity confuses the consultation.</li> <li>3. No information is given on the likely social and environmental impacts of the alternative routes. Such information is crucial to any meaningful analysis of options. What will be the effect on local communities like Coton, on the countryside, or on the Green Belt? Cost estimates and journey times are presented, but these must be weighed against the social and environmental impacts to derive a balanced judgement.</li> <li>4. The options are presented as stand-alone proposals isolated from the context of other improvements planned for our transport system, like the up-grade of the A14, changes to the Girton A428/A14 junction, an orbital bus route, possible demand management measures – these will all affect traffic flows on the A428/A1303 corridor.</li> <li>5. No opportunity is provided for the public to propose alternative routes to those prescribed by the City Deal, nor to look at a more balanced package of measures that would greatly reduce the overall financial, social and environmental costs.</li> </ol>
<p>104 a</p>	<p><b>RE: Public Consultation Response on Cambourne to Cambridge - Better Bus Journey</b></p> <p>Please find enclosed the formal response of [REDACTED] to the public consultation on the Cambourne to Cambridge Bus options. This response comes in two parts - this letter which sets out our concerns about the way the City Deal has undertaken this consultation, and attached to it our proposals for relieving the congestion on the A428/A1303 Corridor, including our preferred options. In making this submission, we would like to draw the attention of the City Deal Executive Board to the following matters:</p> <ol style="list-style-type: none"> <li>1. We appreciate the urgency to address the traffic congestion along the A428/A1303 and the need to improve public transport along this Western approach. We therefore support the City deal in prioritising this matter for first tranche funding. The sustainability of the new settlements to the West of Cambridge must be demonstrated if the spatial strategy for development in the Greater</li> </ol>

Cambridge area proposed in the submitted Local Plans is to be deemed sound by the Planning Inspectorate. The City Deal needs to show that its infrastructure funding injects the necessary credibility into the Local Plans.

2. However, we feel that this consultation is premature in that it is out of order with the synchronisation with the Call for Evidence for measures to relieve congestion at the City-wide level. Why has this consultation been opened before consideration of the bigger City-wide problem? This lack of synchronisation smacks of inadequate forward planning, driven by a rush to demonstrate to Government that the City Deal can deliver with minimum delay. It does not instil confidence that the City Deal funding will be allocated appropriately. The funding provides a once-in-a-lifetime opportunity to do something really innovative to resolve Cambridge's chronic traffic and this must not be dissipated. We therefore ask that the City Deal produces a forward timetable of future public consultations to show that these are being brought forward in a logical order and are sequential rather than simultaneous so as to allow the public adequate time for thorough consideration.

3. Obviously the improvements to the A428/A1303 Corridor can be addressed effectively only in the context of alleviation of traffic congestion at the city-wide level, yet such context is not presented. A piecemeal approach, which this consultation implies, may help alleviate a specific problem only for it to exacerbate the same problem elsewhere. We appreciate that for consultation purposes it may be necessary to address specific components on their own, but this does not negate the need for the consultation briefing material to present a context about what other transport improvements are being planned. In this Cambourne to Cambridge case, the upgrading of the A14, proposed changes to the Girton interchange, a possible Orbital Bus-way, or an expansion of the Core Traffic Scheme will all have a direct influence on the selection of the preferred option yet no information is provided. It is impossible to make an informed judgement in an information vacuum.

4. The presentation of the options provides some simplistic information on journey times and construction costs. It gives no information, even at a basic level, of the social and environmental implications. Sustainable development, as confirmed by the NPPF, necessitates a balancing of economic growth with social justice and environmental protection, yet these latter two elements are excluded. So how can the general public make an informed choice when the information it is presented with is so partial and incomplete?

4. Whatever route is preferred by the City Deal will generate more bus traffic coming into Cambridge and will thus exacerbate the city's congestion problems. Whilst buses are clearly the best means of public transport, increasing their number must be balanced at the minimum by a proportionate reduction in private vehicle use. How is this to be achieved? Again the consultation gives no recognition to this problem.

5. The City Deal's plans for infrastructure investment over the next decade rely largely on civil engineering projects – new busways, dual carriageways, upgrades to interchanges and the like. This is a backward-looking, 1980s-style approach that fails to recognise the need to re-address the balance between the capacity of the road network and the demand of drivers to use that network. The City Deal approach focuses too much on increasing capacity and too little on reducing demand. In the long-term it will therefore fail.

6. Car drivers in Cambridge have shown themselves to be extraordinarily resilient to passive measures to reduce demand, especially when the public transport alternative remains unattractive – bus-lanes, bollards, restricting parking spaces, high parking charges etc. It is [REDACTED] opinion that drivers will give up their cars only through a stick-and-carrot approach – the stick in the form of a payment for those determined to continue using their vehicles, and the carrot in the form of an high quality, reliable, public transport alternative subsidised by those who continue to pay.

7. We appreciate that the notion of some form of congestion charge is contentious on the grounds that it is socially inequitable and discriminates unfairly against those drivers living in South Cambridgeshire, who commute into the city. However, we believe it is possible to design a scheme that is fair, where everybody pays both city residents and incoming commuters, where the income generated can be spread across the whole Greater Cambridge area, and where the Cambridge air quality problem can be tackled by including an emissions rider in the charge. These ideas are

presented in more detail at [www.Cambridgeppf.org/planning](http://www.Cambridgeppf.org/planning)

8. The main attraction of a new busway is the time saving compared with the journey by car. However, the indicated time savings are small even for a substantial capital outlay, so this can be justified only if a disproportionate value is ascribed to a marginal benefit. For example, the time saving between Area 1 Central and South works out at nearly £10 million per minute – can this be justified at a time of financial constraint? How will this be viewed by Government in terms of cost/benefit for the release of the second and third tranches?

9. The recently published Cambridge Access Audit prepared by Mott-MacDonald shows that as much as a quarter of the traffic using the A1303 in the morning rush-hour is actually seeking to join the southbound lane of the M11. With the changes planned for the Girton interchange as part of the A14 upgrade, why can't the interchange be re-designed as a four-leaf clover to allow vehicles to access the M11 southwards off the A428? At a stroke, this would relief much of the congestion.

10. The consultation information states that Area 1 Central would provide "no improvements outbound". [REDACTED] do not understand the rationale for this statement. Why can't a single-lane bus-lane along the A1303 be tidal-flow? This is a recognised as an effective means of relieving peak-hour congestion in Europe and indeed in the UK – the Tamar Bridge, the A15 in Lincoln. Even Cambridge has tidal-flow through the bollards. Oxford is planning a tidal-flow bus-lane to relieve congestion along the A40 Western approach, so why not Cambridge as well?

11. Finally, we are disappointed that the City Deal has continued to propose Area 1 South as a serious option in the consultation. We oppose the routing of a busway through such an important area of the inner Green Belt that protects the green setting of the historic core of the city, especially where it crosses land in our ownership.

It is [REDACTED] opinion that the potential benefits of a fair and equitable congestion charge require the City Deal to give serious and impartial consideration to this proposal as part of a balanced package of transport measures. Indeed, it is likely that a congestion charge would render all the options presented in the consultation redundant.

As [REDACTED] my wife and I write to object in the strongest terms to the proposed new bus road that we believe is likely to pass very close to the north of Coton (Option Area 1 South). The reasons are as follows.

**This scheme would cause irreparable environmental damage to the village of Coton**

Although the map of Coton presented is unacceptably inaccurate, what appears to be proposed is the construction of a 16m or larger 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 flyover across the M11, directly east of the village. This would dominate the countryside west of Cambridge, and it is quite 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. Already we are subject to considerable levels of noise from the M11 right across the village, despite the presence of a substantial belt of trees. This would be exacerbated by the construction of a new bridge since a large number of those trees that currently screen the village to some extent would be lost.

**The scheme would cause irreparable damage to the land to the north of Coton, to Coton Countryside Reserve and to the West Fields**

Land to the north of the village is important green belt countryside protected by Natural Trust covenants. The West Fields are an intrinsic part of the special character of Cambridge, as was confirmed by The High Court in 2008 when development there was last proposed. We strongly wish to see both these areas preserved as green belt, and for residents to enjoy continued protection from development.

**The Area 1 South scheme is a huge waste of public money and does not deliver sufficient savings in journey times to justify the high cost**

The basis of the argument put forward in support of the Area 1 South route, at an additional cost relative to other options of £50 million of public money, is guaranteed quicker and more reliable journey times. Yet the information provided so far is wildly speculative, misleading, and based on unrealistic 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.

**The scheme appears to offer negligible benefit to residents of Coton or neighbouring villages.**

We are given to understand that the buses would serve Cambourne, but would be unlikely to stop in Coton. A new crossing on Cambridge Road would actually slow down journey times for villagers into the city. Indeed it is not clear how residents in any of those villages closer to Cambridge than Cambourne would use these buses. Would it necessitate driving to a new Park and Ride? If so, how could this be seen to be solving the problem of traffic congestion?

**We believe traffic congestion could be solved by using an on-road solution on Madingley Road**

We believe this should be a tidal scheme. Such a 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 the route, and it would benefit far more residents to the west of Cambridge than the expensive off-road solution proposed. Some of the saved £50 million could be used to improve the cycling provision along the Coton Footpath, putting a tidal route down Barton Road, and possibly introducing electric buses to reduce pollution.

We therefore request that you to choose the much less disruptive and less damaging Area 1 Central proposal, and reject Option Area 1 South. This will make best use of public money and help preserve the unique character of West Cambridge for future generations.

Yours sincerely

106	<p>As residents of [REDACTED] my wife and I wish to object in the strongest terms to the way in which the 'Cambourne to Cambridge: Better Bus Journeys' consultation process is being conducted. Not only are the consultation documents unclear, they are inaccurate and misleading, and appear to have been written in a biased way, with the intention of encouraging readers to support the Area 1 South option.</p> <p><b>First, it is not made clear on what we are being consulted</b> Is this a dedicated busway, or a bus road? What precisely is the proposed route? How close would it come to the village of Coton? Does it cut through Coton village? Where would buses stop, and would residents of Coton be able to use them? I strongly feel that a failure to provide clarity on these fundamental aspects of the scheme calls into question the validity of this consultation process and the public's ability to respond.</p> <p><b>Secondly, the consultation documents are highly misleading</b> The argument given in support of the route Area 1 South, which entails expenditure of an extra £50 million of public money, is stated to be: guaranteed quicker and more reliable journey times. Yet the information given on this appears calculated to mislead readers. 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 manifestly unfair. The North and Central routes end at Northampton Street, while the South route ends at Grange Road, considerably further from the city centre. For buses to negotiate West Road and Queens Road at rush hour would be likely to take much, if not all, of the 7 minute difference. In a consultation document which deliberately provides only the most vague and imprecise information on route options, it is quite absurd to provide journey times to the nearest minute. A fairer document would state 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 deliberate bias.</p> <p><b>Thirdly, the map of Coton is totally misleading</b> The parts of the village to the north and east that are most affected by this scheme are completely omitted. The clear impression given to a reader who does not know the village is that the route would by-pass it, and would consequently have no local impact. It is totally unacceptable simply to say 'the map is indicative'. Unless the City Deal team can definitively rule out the possibility of the route passing through any part of Coton, the map needs to show that the route may cut through the village, so that any respondents can assess the potential impact.</p> <p><b>Fourthly, vital information that is essential to an informed response is missing</b> No mention is made of the following important issues:</p> <ul style="list-style-type: none"> <li>• The enormous environmental and ecological damage that the Area 1 South route would cause - the route is simply drawn through a void;</li> <li>• The potential impacts in terms of visual effect, noise, and pollution on the village of Coton</li> <li>• How residents of villages along the route, including Coton, Comberton, Madingley, Hardwick, and Toft, might access the proposed new buses. Do they have to drive out to a new Park and Ride?</li> </ul> <p><b>Finally, it appears to us that this document has been written in a biased manner</b> We can only suppose this is in order to justify the enormous extra cost of the Area 1 South route. Even the line drawn for this route is green!</p> <p>For all the reasons above, we believe this process to be flawed and biased, and that any conclusions drawn as a result of this process will be open to serious challenge.</p>
107	<p>I write with respect to the City Deal's plans for bus routes between Cambourne and Cambridge. As a resident of Cambridge for many years, and at various locations in the city, I have serious reservations about the Area 1 options being offered since none tackles fundamentally the city's traffic problem of too many private vehicles entering and leaving the central area during peak hours. A consensus seems to be developing among all those interested in the city's traffic problems that no expanded Park and Ride scheme, such as is now planned to operate from a yet unbuilt site on the Madingley Road, can hope to succeed unless some form of Congestion Charge, applied equally to traffic entering and within Cambridge, is introduced.</p> <p>For the current bus route consultation process, however, residents are required to select one of 3 options for Area 1. I can only support Area 1 Central which is the least environmentally damaging and which would allow the possibility of a peak time reversible flow bus lane along the existing Madingley Road. Area 1 North would spoil open countryside to the north-west of Cambridge. Worse still, Area 1 South would destroy a vital amenity within the Green Belt – the West Fields. The West Fields are an important area of ecological and landscape heritage and should, under no circumstances, be ruined by building a road across them. To do so would be an act of environmental vandalism, the West Fields being integral to the setting of Cambridge as an historic city. Crucially, they allow the Green Belt to reach as far into the city centre as Grange Road.</p> <p>I hope that the above will provide a necessary perspective when any decisions about bus routes between Cambourne and Cambridge are taken.</p>
108	<p>I am hereby filing a formal complaint about the conduct of the Greater Cambridge City Deal consultation on "Cambourne to Cambridge – better bus journeys". In the view of the Better City Deal campaign team and numerous councillors and residents whom we have spoken with, the consultation is so deeply flawed that the results cannot be taken as a true</p>

or meaningful representation of informed public opinion, and should therefore be disregarded as evidence for making a decision about what scheme to put forward as the preferred transport option for the Cambourne to Cambridge corridor.

The most fundamental flaw is that, contrary to assurances from City Deal Assembly and Board members that there would be an *explicit* invitation for the public to submit or refer to alternatives to the options proposed by the City Deal, this does not feature in the printed questionnaire, and was only added to the online version as an afterthought in some small explanatory text (easily overlooked) before the question, 'Do you have any other comments?' This has led to people believing that they must choose one of the outlined options, *even if they prefer an alternative*. Hearsay suggests that people have voted 'tactically' in support of an option that they do not in fact support, fearing that their objection(s) will be neutralised if they do not support one of the proposed alternatives.

If the results of the consultation are published (whether or not the Board chooses to draw any conclusions from them), we ask that results for the online and printed questionnaires be published separately and not combined, as differences in content and presentation render the two incompatible. We also ask that the number of anonymous submissions be declared.

#### Errors and omissions

1. The "Do nothing" option was initially omitted in the online versions. Since this is not an option that the City Deal Board is willing or able to entertain, it is misleading to offer it at all.
2. There should have been an explicit call for alternative options, as discussed at the Joint Assembly and Executive Board meetings, along the lines of: "Do you support another option not listed here? If so, please provide a reference or details." At some point after publication, the online version of question 16 was prefaced with (in very small type), "If you have any other comments or alternative suggestions, please complete this section. Alternatively you can email your comments to ... or send them to..." No such hint is included in the printed version.
3. Since there is no opportunity to indicate support for another scheme, people have felt that they must vote tactically *in support* of the City Deal option that they oppose least. Tactical voting of this kind distorts the results, which therefore do not provide a true reflection of people's opinions.
4. The City Deal team has made no effort to make people aware that other options have been proposed, despite the Joint Assembly and Executive Board rebuffing all requests to include additional options in the consultation, on the basis that there would be ample opportunity for alternative ideas to be submitted.
5. Is it not explained what are the start and end points that journey times refer to, and how times compare with using the most nearly equivalent route available today. Underlying assumptions, and explanations for them, are not made explicit and do not bear close scrutiny.
6. No figures are provided for current bus ridership and, for each option, projected ridership once Cambourne West and Bourn Airfield have been developed.
7. No trip data is provided to allow people to see the distribution of journeys through the Cambourne-Cambridge corridor: where they begin and, most importantly, end.
8. The consultation states that "journeys from Cambourne to Cambridge can currently take anything between 50 and 20 minutes." This refers to car journeys as the fastest bus journey time from Morrison's in Cambourne to Emmanuel St is 27 minutes. Buses frequently take more than 50 minutes at peak time (on a scheduled run of 47 minutes), though this is currently mainly due to road works around the North-West Cambridge site access.
9. It is not explained that the lines indicating off-road routes are indicative, and that the actual route chosen (following further consultation and surveys) could be significantly different.
10. It is not explained how "some improvements for cyclists" will be achieved in options *Area 1 Central* and *North*, as this is not contained in the Draft Interim Report.
11. It is not explained what "major improvements for cyclists" will be in option *Area 1 South*, and no acknowledgement is made of the well-used cycle route from Grange Road to Coton, due to be

further improved with Section 106 funding from the University of Cambridge.

12. There is no indication in the publicity material whether the new park-and-ride site would be included in the first or second phase of development; it is included in the total scheme costs and in the Atkins report, but most members of the public will not have consulted that.

13. The timescale implied by, "The remainder of the route (Area 2) will seek funding from the second or third stage," is unexplained: few members of the public know what time frame the second or third stage means.

Consultation on "Cambourne to Cambridge – better bus journeys"

14. For proposed new developments at Cambourne West, Bourn Airfield and St Neots, no figures are provided in the publicity material for the expected number of dwellings, the rate at which they will be built, nor the expected number of additional commuter trips to various employment centres in and around Cambridge. This data is highly relevant to determining what transport solution might be appropriate.

15. It is not stated what will happen to the 'spare' money if one of the cheaper *Area 1* options is selected.

16. There is no explanation of the process that will follow the consultation: how and when feedback will be reported; when it will be considered by the Joint Assembly and Executive Board; and what the outcome of the consultation will be.

17. The Draft Interim Report refers to the options using different terminology, viz. 1A = *Area 1 Central*, 1B = *Area 1 North*, etc. This will have caused needless confusion for anyone consulting the report to gain a fuller understanding of the proposed options.

#### Inadequate publicity

At the launch of the consultation, it was not publicised on the Cambridgeshire County, Cambridge City or South Cambridgeshire District Council websites; nor on the Consultations page or Latest News section of the Greater Cambridge City Deal website.

Some households that will be affected (positively or negatively) by the proposals did not receive copies of the printed questionnaire even as late as 6 November, almost four weeks after the consultation started.

Although the printed questionnaire includes a web address for completing the survey online, it does not indicate that additional information may be found on the website.

An FAQ and more detailed journey time projections were added to the website a week or so after the consultation started. Even though paper questionnaires were still being distributed in November, no attempt was made to notify people that additional information had been added to the website.

On a number of occasions the gccitydeal.co.uk website has been down. On 3 November it was down most of the day, and on 20 November direct links to the Cambourne-Cambridge consultation were redirecting to a blank page (404.aspx). The second occasion coincided with staff at Papworth hospital being invited to respond to the consultation. Consultation on "Cambourne to Cambridge – better bus journeys"

Failure to adhere to codes of best practice

#### **City Council Code of Best Practice**

The consultation does not comply with items ii and xvi of Cambridge City Council's Code of Best Practice on Consultation and Community Engagement (significant points of departure emphasised in bold):

ii. be clear at the outset about how and when residents and community groups can get involved and make their views known; **how their views and involvement will be used**; and (wherever possible) **how the decision will be made, when and by whom**

xvi. ensure that information provided to support community engagement in decision-making is clear, accessible and **sufficient** to tell people what they need to know, promoting consultations through press notices, the Council's website and other media as appropriate.

### **Professional standards**

The consultation does not appear to adhere to professional standards of market research, such as those promoted by The Consultation Institute or Involve. In particular:

- ☐ There are significant differences, in content and presentation, between the printed and online versions.
- ☐ Name and date of birth (in standardised format) should be mandatory fields on both the online and printed questionnaires in order for analysts to identify duplicate submissions.
- ☐ The sentence used in the questionnaire, “If you would like to be kept updated with the progress of the scheme, please provide your contact details,” should have been an opt-in checkbox about receiving future communications.

Departure from City Deal Board guidance

### **Executive Board meeting 18 June**

We draw your attention to the minutes of the meeting of the Executive Board on 18 June:

Cllr Tim Bick, reporting to the Executive Board, “explained that the Assembly noted requests for greater clarity about the detail of the options. However, it was understood from officers that the proposed initial consultation was to enable the selection of a concept and that further investment of resources in detailed design work would not be undertaken until a concept had been selected, at which stage a further waive of consultation would be undertaken. Accordingly, the options currently proposed for consultation were regarded as representative of the means by which better priority for bus transport could be secured, **in order to stimulate public input which could include suggested hybrids or further alternatives of the options presented.** The Assembly Consultation on “Cambourne to Cambridge – better bus journeys” sought the Board’s endorsement of this understanding and felt that emphasis should be made in the consultation exercise to **ensure that this context was fully explained to the public.**

**“Councillor Herbert confirmed that this approach would be followed.”**

Furthermore the board agreed:

- ☐ “that the public consultation should contain a discussion or analysis of the benefits/disadvantages of retaining/closing the existing Madingley Road Park and Ride site”
- ☐ “that cycling and pedestrian provision would be made in the case of each option and its scope in each case would be included as part of the consultation process.”
- ☐ “to ask officers to investigate the possibility of uploading responses to the consultation onto the County Council’s website, in order that they could be viewed online during the consultation process.”

### **Joint Assembly meeting 3 June**

We also draw your attention to the minutes of the meeting of the Joint Assembly on 3 June, which discussed:

- ☐ “the consultation process would provide anyone with an opportunity to put forward other suggestions or proposals if they felt they were better than the options presented”
- ☐ “it was useful to have radical and bold options at this early stage of the process as all options should be taken into account and considered”
- ☐ “more would also be done to make it clear that options put forward for consideration were only concepts and any lines or perceived routes included on maps did not necessary reflect a proposal to introduce a road or route in that specific location”
- ☐ “the public consultation should briefly mention that, if the finally chosen scheme was for less than the £68m potential total available budget for the tranche one sections, the difference would be available for other City Deal projects“
- ☐ “In answer to a question about whether relocation of the Park and Ride site could be brought forward to the first tranche, or very early in the second tranche of the City Deal, Mr Hughes

	<p>reported that that this would cost in excess of £10 million and confirmed that there was also approximately £10 million of investment currently within the existing site. He felt that the relocation of the Park and Ride site in the first tranche would delay the delivery of other schemes that had already been agreed as priorities."</p>
109	<p><i>I object vehemently to the proposed bus route across West Fields - for all the so obvious reasons you know yourself so well.</i></p> <p><i>The Madingley Rd route seems to me the only reasonable choice. Please convince all!</i></p> <p><i>Thank you.</i></p>
110	<p>At their most recent meeting the [REDACTED] considered the implications of a busway running through the village. The governors are opposed to a busway running through its catchment for three main reasons.</p> <p>Any proposed busway should not have any effect on safe routes to school for pupils. The governors consider that if the busway uses Whitwell Way the only safe option is to have a Toucan Crossing to allow cyclists and pedestrians safe access to the school site. While every encouragement is given to pupils and parents to make their way to school without using a car whenever possible, some areas of the catchment are further than two miles on a safe walking route to the school. If on-road parking is not available for these pupils a school bus service will be required.</p> <p>The school backs onto open fields in the green belt and safeguarding facilities to the rear of the school are appropriate for this location. A busway north of the school would require additional fencing. The school wishes to use its minimal funding for the educational good of pupils and not for enhanced fencing to keep pupils separate from additional bus, cycle and pedestrian traffic to the rear. With the sloped nature of the site to the North of the school we are also concerned that the swimming pool at the rear of the school should not be visible to busway users and that additional screening may be required.</p> <p>For the school to continue to function effectively on-road parking is required. Staff numbers already greatly exceed parking spaces but many are able to use safe cycling and pedestrian routes to the school. Any disruption to these facilities, in particular pavements in the village and the 'Coton Footpath' footbridge would be greatly opposed. Visitors to the school such as specialist teachers and education specialists require parking. The school car park does not have sufficient parking for such visitors and they currently use on-road parking. During recent building works governors negotiated off-site parking for builders so that these spaces could be maintained. Any changes to on-road parking on Whitwell Way/High Street would have a detrimental effect on effective functioning of the school.</p> <p>[REDACTED] have every sympathy with commuters from Cambourne who wish to use the bus for a portion of their journeys however for the reasons outlined above we do not believe a route through Coton is a sensible option. We are pleased there are three proposals being considered and would strongly encourage investment in improving bus routes on the Madingley Road.</p>

111	<p>Over the last month I have been contacted by a large number of constituents and Parish Councils concerned with the Cambourne to Cambridge Bus Consultation; in particular, the Area 1 South Corridor.</p> <p>Whilst their concerns surrounding potential routes may be temporarily put to rest after assurances that any lines on maps are indicative, a fear I continue to share with constituents is one of cost.</p> <p>While I am certainly not an engineer, I cannot reconcile the costs associated with the planned "High Quality Bus-Only Route" that is Area 1 South. With the potential to cut through green belt land and impact on the surrounding area of Coton village, for modest gains in journey time, I will not support such a route. There is simply not three times the value to be gained from such a huge spend.</p> <p>I would therefore urge the Assembly to recommend the Board looks towards Area 1 Central as a solution to the longstanding problem of congestion into the city centre. I feel very strongly that some kind of tidal system should be investigated.</p> <p>I have written to the Board to share these views as well as my constituents and have enclosed a copy of the letter I will be sending out shortly.</p> <p>Thank you for considering my views on this matter.</p>
112	<p>I am a resident of Cambridge and write in connection with the proposed Area 1 South bus route.</p> <p>I have studied the plans and know the site well and wish to object strongly to the potential new bus route over the West Fields (Option Area 1 South).</p> <p>My reasons:</p> <ol style="list-style-type: none"> <li>1. A bus route dissecting the West Fields would devastate this part of green belt. I understand the High Court has already ruled in 2008 that the West Fields importance in "the relationship between the historic centre and the countryside in this location is critical to the character of Cambridge". I strongly believe this land must be given the highest protection in the forthcoming reappraisal of greenbelt sites under the Local Plan review. Please do not allow the destruction of this important and last part of green belt which links the centre of Cambridge to the countryside.</li> <li>2. A bus route through West Field will inevitably be a reason and catalyst for housing developments over the fields.</li> <li>3. Grange Road is already heavily congested and there seems to be no planning as to deal with this; I assume because there is no obvious answer. A bus route arriving there will cause even more congestion. Of the other options available, this route will cause more not less chaos.</li> <li>4. The cost is prohibitive; particularly at this time when hard cuts are being made. It is difficult to understand any decision to spend £67 (and inevitably more than estimated); some four times the cost of the alternatives.</li> <li>5. It will prevent the West Cambridge Countryside Park currently under discussion. It is so important for the residents of Cambridge and local villages to have access to the countryside.</li> </ol> <p>I believe Area 1 Central proposal would be the best option because it involves only one bus lane (or even two if required). With the development of West Cambridge site and North West Cambridge and the Park and Ride, a route here would be far more useful and practical.</p> <p>I very much hope you are able to take into account the environmental and heritage considerations and protect the unique character of the city. I have been living in Cambridge for nearly 50 years; of course new homes need to be built and the traffic issue must be addressed but I would ask to you reject Area 1 South; protect this greenbelt and ensure money is spent sensibly.</p>

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I have commented on the 'Cambourne to Cambridge Better Bus Journeys' but this does not cover the Barton Road situation. I wish therefore to make some suggestions.

- A Park and Ride on the A603 close to the roundabout that serves the Cotton and Granchebor roads. It should be free or very inexpensive.
- A congestion charge for using the A603 from the Park and Ride into Cambridge between 0730 and 0930 hrs, but not for traffic coming out of the City, or on Sundays.
- There should be no parking on the left (inwards) side of the Barton Road between 0700 and 1900 hrs.
- A coach park adjacent to the Park and Ride on the A603. No parking on the Barton Road within the City boundary, but the lay-by may still be used.
- The Barton Road should not be widened at the expense of the cycle and footpaths and the grass buffer that separates the road from these paths. This is very important.
- No parking of cars and other vehicles on side roads off Barton Road - Barton Close, Granchebor Road, Hardwick Street, Derby Street, Fullbrooke Road and Granchebor Street between 1000 and 1100 hrs except those with residents' permits, to prevent all-day parking by commuters.
- Dedicated buses/coaches for school children from Park and Ride into Cambridge, exempt from congestion charges; so should parents needing to accompany their under 8 year children to school (mainly St John's, Kings and Heritage) using a car.
- Access for vehicles into the City via Newham Road and Fen Causeway
- Traffic lights to be considered at junction of Grange Road with Barton Road

114

I object in the strongest possible terms to constructing a new bus route through Madingley (Option Area 1 North Blue) and siting a Park and Ride at the Madingley Mulch roundabout.

Please give the following points 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. Critical to your aim of reducing traffic congestion and reducing travel times is 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. This would reduce traffic along the A1303 by about 1/3.

In addition please refer to the following information on the Madingley Woods and the American Cemetery:

114

a

**Two Historical Sites Overlooking Tranquil Green Fields incompatible with the construction of a bus route (Area 1 North)** —

#### The Woods

**Madingley Wood** is a Site of Special Scientific Interest (SSSI) notified under section 28 of the Wildlife and Countryside Act 1981. The reasons for notification are given: "The western sector of the wood is of ancient origin whilst the eastern half is of relatively recent origin thus generally." After a description of the Wood's special characteristics, it concludes "The site is of particular educational and research value in view of its long association with the University of Cambridge."

Where a proposal requires planning permission, [REDACTED] must be consulted as part of the planning process. This would have to happen even if surrounding development could affect an SSSI, not only when the SSSI itself could be taken for development.

<https://www.gov.uk/government/organisations/natural-england>

1. **Madingley Wood** has been monitored for hundreds of years, and was a focus of research by the world-renowned botanist and scholar of historic trees and ancient woodlands, the late Professor Oliver Rackham (1939-2015). Unique, long-term research continues within several departments of the University of Cambridge, particularly the Department of Zoology (see \* below).
2. The adjacent **800 Wood** — a planting of native trees covering 10 hectares — was opened in 2009 by the then Chancellor of the University, HRH the Duke of Edinburgh, who planted an English Oak.

3. The University's undertaking to create, plant, and maintain this new wood as well as the ancient wood makes a significant environmental and ecological contribution to one of the least-wooded counties in the country. One research goal is to record how species from the ancient wood will seed and regenerate in the new area. This resonates strongly with the SSSI aim of studying colonization processes and historical ecology. Thus, the two woods should be regarded as a whole, the one complementing the other. Furthermore, the wood benefits from a buffer of established trees between it and the A428.
4. Finally, the **800 Wood** marks the 800<sup>th</sup> anniversary of the University, with rides in the wood in the shape of a figure **8**. These are intended for the public to enjoy, including the uninterrupted view from the top of the Wood down the hill and across the fields — and on a clear day, to Ely Cathedral. The Figure 8 design will retain views across to Ely as the trees mature.

#### The Madingley American Cemetery

5. The cemetery was established as a temporary military cemetery in 1943 on land donated by the University of Cambridge. It is the only permanent American World War II Cemetery in the British Isles, and was dedicated on July 16, 1956. There are nearly 4,000 internments and over 5,000 names of those posted as missing on the Memorial Wall. The cemetery receives many visitors, including grieving relatives from America. The grounds are beautifully kept, and a large, informative visitors' center was recently added.
6. The site was selected for its beauty and tranquility on a hill overlooking fields with Ely Cathedral in the distance. Along one side is the Madingley Wood, and fields are on the other side. A letter from Anthony Eden to the American Ambassador (dated June 21, 1954) sets out the terms of agreement, including a reference to the surrounding fields: "the area coloured yellow will be restricted to agricultural use".  
How could an honourable Government go back on this undertaking? Should we even ask it to?

**In summary**, any proposal to infringe on the beauty and tranquility of the space either side of the Cambridge Road cannot be countenanced.

115 I would like to take this opportunity to comment on the options put forward for improving transport links from Cambourne to Cambridge. I will restrict my comments mainly to the Area 1 options.

It goes without saying that all of the options will meet intense opposition and all of them have some drawbacks. Therefore, it is paramount that the scale and intensity of opposition should not dictate which option is chosen. The preferred scheme must be the one that delivers the best outcomes for those who need to travel into and within Cambridge.

The massive growth of settlement and jobs that have already taken place in Cambridge and its region in the last couple of decades without adequate improvements in transport infrastructure and the further massive expansions that have been planned in Cambourne and Bourn Airfield, and are already under way along Madingley Road in the North West Cambridge development and the continued growth of the West Cambridge site, demand bold and innovative solutions that provide additional routes and improved facilities for both buses and cyclists.

The chosen option must provide for both a free-flowing bus route that operates with speed and predictability and greatly expanded and improved safe cycling routes into and out of the centre of Cambridge. These goals cannot be achieved unless new facilities are created.

*This is why Option Area 1 South is by far the best option:*

1. It will provide the speediest bus service, with the most predictable journey-times right into the heart of Cambridge rather than ending up snarled in traffic in the Queens Road, Northampton Street, Magdalene Street bottleneck.

- 2.** This new bus-only route will also have the capacity to take more buses as the demand for services continues to grow in future years.
- 3.** This new route will also enable spacious segregated cycle and pedestrian facilities to be supplied.
- 4.** Surely it will be possible to re-align the new bus-only route at Coton to ameliorate the impact on the village and provide the residents with a much improved bus service that will encourage them to leave their cars at home

*The Area 1 North and Area 1 Central Options have a number of fatal flaws:*

- 1.** The options provide only a bus lane only for the journey from the existing Park & Ride
- 2.** Because of the space taken up by a dedicated one-way bus lane it will be impossible to provide significant improvements to cycling facilities along Madingley Road at a time when the development of the North West and Cambridge West developments are certain to add thousands of more cyclists to the road. In fact, it is difficult to see how the bus lane option for this route can avoid making it far more dangerous for cyclists than it is now.
- 3.** Surely Madingley Road deserves, at the very least, dedicated safe cycling routes of a quality comparable to that recently provided along Huntingdon Road?
- 4.** A further consequence of the squeezing of a bus-lane onto Madingley Road is that the currently inadequate provision for pedestrians along large parts of the road will be unable to be improved, and are very likely to be worsened. It is essential that pedestrians should be safely segregated from the increased flow of cyclists, many of whom will move at a considerable speed, that we will see in the near future.
- 5.** The bus lane into Cambridge only is unacceptable and will be self-defeating. It is not only the journey into Cambridge that faces delays. In the near future the journey out of Cambridge along Madingley Road is certain to take much more time than at present (disregarding the current road works) and to be subject to jams owing to the new sets of traffic lights that need to be installed to cope with the substantial traffic entering and exiting from the West Cambridge and the North West Cambridge sites, as well as the impact of the existing traffic lights at the Park & Ride
- 6.** Whatever the improvements that might be achieved in bus journey times by the one-way dedicated bus lane along part of the route they are certain to be pared back or totally eliminated as the buses will be forced to wait in lines of traffic somewhere before Lady Margaret Road as the road narrows and the bus lane ends. Furthermore, unlike the route to be taken by the Area 1 South option via Silver Street into the heart of the city, a Madingley Road bus route would be far from optimal as the majority of potential users will wish to go elsewhere and will face additional lengthy traffic delays before they reach their destination.
- 7.** The report sponsored by the 'Save the West Fields' pressure group designed to show the ease with which Madingley Road could be widened to accommodate a bus lane is vitiated by bias. Not only does it not deal with the seriously adverse consequences of a bus lane for cyclists and pedestrians, it glosses over the difficulties of widening the road sufficiently as well as the deleterious effect any road widening would have on the environment. It also totally ignores the insoluble frictions that will persist because of the various notorious pinch-points that exist along the road as it approaches Lady Margaret Road that can only be eliminated by the destruction of a number of historic buildings.
- 8.** In addition to the financial costs of the compulsory purchase of land from very many different owners, and the litigation that is likely to accompany it, the widening of Madingley Road will involve the destruction of innumerable mature trees, screening shrubs and hedges as well as grass verges. In fact, it will involve turning Madingley Road from a graceful green and leafy road leading into the heart of a historic city into a tarmac urban freeway. Why should an extremely modest infringement on the West Fields, that can be landscaped to be almost invisible to the naked eye, be allowed to triumph over the destruction of an urban environment enjoyed not only by its residents but all those who use it, including the tens of thousands of tourists for whom it is their first sight of Cambridge?

	<p>As I understand it the City Deal finance initiative has been earmarked for cities that face severe transport problems that will restrict their growth and prosperity as well as adversely affect the living conditions of their residents unless solved. Consequently it is seeking to inspire substantial permanent improvements in transport not half-hearted tinkering and bodging that will prove to be inadequate within a few years, if not immediately. Area 1 South provides such a solution and unlike the other options will encourage the granting of the further £200m tranches of funding rather than placing them in jeopardy.</p>
116	<p>I am writing to you with regard to the City Deal Cambourne to Cambridge Better Bus Journeys proposals.</p> <p>I have completed the survey but wish to express the opinion that the issue is not actually about better bus journeys between Cambourne and Cambridge but is more to do with congestion in and around the whole of the Cambridge area. Cambourne was built on the premise of attracting businesses to its location rather than as a suburb for Cambridge so what has happened in this regard and why give special consideration to getting inhabitants from this one village into Cambridge more quickly? In any case Cambourne already has a good bus service. It could be improved by adopting both central solutions (1 and 2) of the City Deal proposals to take in the proposed new build at Bourne and make use of the existing bus lane along Madingley Road. Congestion is mostly a morning peak time problem so extension of the bus lane further out of the city should suffice, but if evening peak time also needs a solution the bus lane could be made 'tidal'. This appears to be the most cost effective solution and should be the least disruptive.</p> <p>I understand that, in order to qualify for £1billion of further central government funding over the next 10 years, Cambridge needs to demonstrate an impressive working busway and, to this end, may be tempted to go for the most expensive option as it is also required to spend as much of the current grant as possible. I hope the decision makers do not succumb. It would be much more sensible to adopt the most cost effective solution (Central options) and spend the other £50,000,000 to ease congestion elsewhere, for example by improving the Girton interchange which should lead to less traffic coming into Cambridge from the west and better flow of traffic around that area.</p> <p>I wish to declare my strong opposition to the 1 South proposal on the basis of cost – why waste government funds at a time when they are continually being slashed – for very little, if any, benefit. I object to use of the Green Belt, especially the Coton Countryside Reserve, and the unnecessary building of another M11 flyover to bring in a busway to a part of Cambridge which is not a hub and does not have easy access for onward journeys. Presumably further development would then be needed and it has been mooted that the busway may later become a major road. No thank you. Rumour has it that Cambridge University is keen to develop the West Fields site and the 1 South proposal could form the basis for this. If true, I would ask who is responsible for Cambridge – the University or the Council? It's time the University was prevented from continuing to destroy Cambridge in its own greedy interests. Please.</p> <p>I also wish to point out that the consultation process is significantly flawed. This is primarily because of lack of information eg about what kind of busway, route details, which villages would be able to use it, and impact on the environment, ecology and pollution. Some of the information that is provided is misleading, eg about journey times and the map of Coton, and it appears to be biased in favour of 1 South proposal. This is likely to result in ill-informed responses and calls into question the whole consultation process.</p> <p>In conclusion, designing a busway in isolation for a small number of people for little advantage at what could be a very high cost if an inappropriate option were chosen, doesn't make sense. It's a waste of time and tax payers' money. Joined up, long term planning is required, for the whole area and Cambridge BOLD puts forward many interesting ideas. I suggest they be taken into consideration.</p> <p>Thank you for taking the time to read about and respond to my concerns.</p>
117	<p>I am writing to you to express my grave concern at how the 'Cambourne to Cambridge: Better Bus Journeys' consultation is being conducted.</p> <p><b>The proposed simplistic routes</b> have not been defined well enough for residents to form opinions within the current consultation questionnaire. The lack of detailed assessment to potentially commit £67million of public money is staggering. Until a little bit more money has been spent on fleshing out the detail, it would be ludicrous to reject any proposed route. The argument that the process does not warrant any more funded research at this point is invalid compared to the potential overall expenditure and impacts. No sensible procedure should decide on just one proposal after this consultation given the lack of detail, omissions and errors contained in the 'draft interim' report that appears to be the sole basis for the three loose proposals.</p> <p><b>A fourth route proposed</b> by CambridgeBOLD has been so far ignored by the consultation, despite the considerable efforts which went into its creation and relative popularity with a large number of</p>

residents. That the Executive Board has not taken the opportunity to engage this proposal into their consultation shows one of two things: either a lack of responsibility or the inability to consider this locally grown proposal at this stage. I would remind you that the Executive Board's current three proposals were generated by giving public money to Atkins consultancy firm where, most probably, just one or two individuals wrote what is entitled a 'draft interim' report. That the report was incompetent or, at best, lacking in local knowledge is suggested by the lack of clarity of the Area 1 South proposal map. In contrast, CambridgeBOLD is a proposal that has been generated by a number of local residents with major contribution from our majority elected local South Cambridgeshire District Councillor. At the very least it should be aired for public consultation on a par with the other proposals.

**The Area 1 South route** is described as a 'bus-only route north of Coton to Grange Road connecting to the West Cambridge University site'. If the development is to be a bus-only route, how can there be 'Major improvements' to the cycling routes, as indicated? What does 'connecting to the West Cambridge University site' mean? As Grange Road is East of this site, does this mean that the bus-route will go via the site before getting to Grange Road?

**The route through Coton** into Cambridge is sold as being the quickest 'option', yet it has a different destination to the other two routes, ending up on a notoriously busy road. The detail of the interface of each proposed route into Cambridge is paramount to assessing journey times and usefulness to the public. Where are the bus stops going to be?

**Coton is misrepresented** on the proposed route maps and the full outline of the village is not shown. The route via Coton is described as being to the North of the village whereas the route drawn runs through the village as it intersects with Cambridge Road, coming south off Madingley Road, at the point it zig-zags. This can only correspond to Coton High Street. The error that the original consultation document makes with this is a major mistake. Houses on Cambridge Rd, High Street (odd numbers), Brook Lane, The Footpath and St. Catherine's Hall, many of which are listed and within a conservation area, have been ignored. Also, the outline of the village should be expanded to include key facilities such as the garden centre, recreation ground and pub. Note that the garden centre contains the village post office, village shop, a restaurant, and GP pharmacy pick-up point. Coton has a large elderly demographic and access to the local facilities for the less mobile and the local community in general is vitally important.

**There is insufficient information** about the route via Coton. For example the public responding to the consultation may believe that the bus will stop in Coton, but my understanding is that this is not the case (impossible given the stated journey times). This one factor alone could be the difference between a resident being opposed to or in support of any of the proposals coming close to them. Furthermore, the impact on the local cycling and walking infrastructure is also not clear. Important existing walking and cycling routes such as the Wimpole Way are not shown on the proposed route maps.

**I am deeply unhappy** with this consultation given the risk that just one proposal may be selected for further assessment. The public documents are oversimplified, unclear, inaccurate and are written in such a way as to bias respondents to believe an extra £50 million for option Area 1 South (via Coton) is a good use of public money. The proposals are far too vague for question 11 of the consultation questionnaire to have any useful purpose. Other than individuals with enough wit and time to write personal comments, the only response you can expect is a general one of, 'not in my back yard', which is of little help.

**Given the expenditure**, potential impact, and lack of detail it would be utterly negligent for just one proposal to be selected as the preferred option for full business case development after this first

round consultation without further detailed development and assessment of all sensible proposals, with further consultation. I cannot believe that any member of the public could give a considered opinion to question 11 given the lack of detail currently provided.

118 I want to express my very strong concerns about the Area 1 South route for the proposed new busway between Cambourne and Cambridge. It is the most expensive route proposed, does huge environmental damage and does not bring a significant reduction in journey times from Cambourne to Cambridge to justify that 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 a guaranteed quicker and more reliable journey times. Yet the information provided in the consultation is misleading and based on unjustifiable comparisons.

It appears that Area 1 South will have a huge effect on Coton, as it will skirt the village or even go down the high street. It is not clear from the map provided during the consultation exactly how close to the village the 16 metre+ busway would be under this option because, despite repeated representations by Coton Parish Council, the map of the village has not been accurately drawn. This means that those who do not know Coton will not see, as they do in relation to other options affecting other villages, exactly what the consequences could be. The busway links to a large new bridge over the M11, directly east of the village, that will dominate the countryside west of Cambridge. Furthermore it will cause an increase in traffic noise. Coton already suffers high levels of noise from the M11 and 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.

This scheme also appears to offer negligible benefit to the residents of Coton and other neighbouring villages, as we are led to believe that these buses would be unlikely to stop in Coton. Added to this 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? As you will know public transport in South Cambridgeshire is patchy to say the least and for this level of investment one would have hoped that residents in villages affected by the scheme would benefit.

Area 1 South would also damage 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. Both these areas need to be preserved as green belt and to enjoy continued protection from development.

I think the Area 1 Central option could be a better solution to traffic congestion to the west of Cambridge because it uses a dedicated bus lane on the Madingley Road. It would cause minimal environmental and property damage, no loss of green belt and could be done at a fraction of the cost. If the bus lane was made a tidal one (used to go in to Cambridge in the morning and out to Cambourne in the evening), it could improve still further journey times. Local people on local buses would benefit from this route much more 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 as well (which as you will know is equally congested at peak times), and introducing electric buses to reduce pollution.

I have to confess that I have a vested interest as I live in [REDACTED] but I think the strength of feeling against this scheme (over 130 people attended the village consultation meeting and over 100 people attended a follow up meeting held by the Parish Council the next night) is that it is costly, does huge damage for minimal benefit and does not seem to have been well thought out. We

	<p>would all like to improve public transport, but not at any cost.</p> <p>I would therefore ask you to ensure that the strong feelings of the residents of Coton against the Area 1 South scheme are conveyed to the Greater Cambridge City Deal Executive.</p>
119	<p>As a [REDACTED] I would like 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, for the following reasons:</p> <ol style="list-style-type: none"> <li>1. 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 Coton? 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.</li> <li>2. 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 seven minutes shorter than for the other options. But the comparisons are clearly unfair, because 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 seven minute difference. In a consultation document, which deliberately provides only the most approximate, information on route options, it seems bizarre 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. Representing the Area 1 South option as superior to the others on the basis of faster access to the city centre in these documents is very misleading.</li> </ol> <p>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 someone 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 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.</p> <ol style="list-style-type: none"> <li>3. Key information vital to an informed response is missing. No mention is made of the following important issues: <ul style="list-style-type: none"> <li>• The enormous ecological or environmental damage the Area 1 South would cause – as the the route is simply drawn through a void</li> <li>• The potential visual, noise, and pollution impacts on the village of Coton</li> <li>• How people living in villages along the route, including Coton, Comberton, Madingley, Toft and Hardwick, might use these buses.</li> </ul> </li> <li>4. Finally, the consultation documents did not arrive in Coton until 25 October 2015 which is, I understand, two weeks later than some of the other villages. This effectively gives Coton less time to consult and comment on the proposals than was given to other villages and again undermines the whole process. <ul style="list-style-type: none"> <li>•</li> </ul> </li> </ol> <p>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.</p>

Thank you for the opportunity in allowing me to make comments about the forth coming proposal of the bus and cycle route from Cambourne to Cambridge. I appreciate the opportunity to add my comments to the Public Consultation.

The [REDACTED] family have lived and farmed much of Madingley Road for nearly a century. We have observed the patterns of traffic and development on the Madingley Road and witnessed the incredible growth in traffic and development.

Most would agree the current situation is at times intolerable for drivers and residents of Madingley Road. It is not uncommon for the road to be at a stand still over rush hour periods and residents struggle to get out of their drive way. The irony is that when there is no traffic, vehicles speed in excess of 80mph. We rarely see any traffic police. Commonly, there are two speeds to Madingley Road, both of which are unacceptable.

Over the years traffic flow has increased to excessive levels, but the pattern of traffic is not consistent. School holidays see a marked improvement to the flow and quantity of traffic. I suggest that a large number of cars using the road are one car, one child vehicles and my observations tell me they are predominantly independent school parents and children. Since the start of construction for additional houses, at the bottom of Madingley Road just along from the Park and Ride, traffic congestion has increased to another level and now we see traffic backing up to the Madingely Mulch round-about and beyond. Prior to this new construction, Cambourne traffic increased the quantity, but did not stop the flow. The temporary lights in addition to the M11 lights have added extra strain on the road. Madingley Road can cope with the volume of traffic, but when you block a main route with temporary traffic lights the results are easy to see.

The cycle route has proved a huge success and is well used by commuters. There are probably more than 40 cyclists using the route to commute to Crome-Lea Business Park for example. That is just one example of forty fewer cars on the road.

Unquestionably, the finest and most dramatic view of Cambridgeshire, the Colleges and the rural surroundings is that on top of Madingley Road. It's an unspoilt landscape. The reason why it is Green Belt land is because of the substantial scenic value it has. It's an untarnished view that walkers using the Coton footpath, residents of Whitwell Way, Coton and the general public have enjoyed for many years.

Obviously the [REDACTED] family have an invested interest in seeing the new bus lane on an alternative site, as one of the current proposals running straight through the centre of the farm would almost certainly render the farm unworkable. It's a common misconception that farmers gain considerable financial rewards for such inconvenience, when in fact we receive little more than the value of the land for agricultural use.

Much of my farm land I own, with the exception of one field which I rent from St John's College. If the bus lane was to go through the farm it will most likely also go through the land I rent and my own land. Last month, St John's College served me notice on a strip of land at the bottom of my farm, opposite Whitwell Way, the same field the bus lane will potentially go through. We are deeply disappointed about losing this land. St John's are planting a line of trees across the field and have suggested their future plans are to develop on the 18 acres opposite Whitwell Way. With the proposal of a bus lane and the possibility of further housing in front of Whitwell Way, the suburban sprawl of Cambridge will shatter the scenic value of Madingley Road. Surely the Madingley Road option can not be financially cost effective and will most certainly be damaging to protected Green Belt land? Will this proposal really be the fastest route in to Cambridge?

The proposal to send the bus lane down Madingley Road is also worrying for us, not least because the road will need to be widened and will impact on my front lawn. My objection is purely personal; why would I support such a venture that would encroach on to my my land, so close to my house? Will the American War Cemetery, a place of history, remembrance and reflection allow a bus lane to carve a path just a few feet away from something so important?

There is never an easy solution to essential developments, no one wants it on their door step. If either of these proposals are passed, then the consequences will impact on the stunning countryside, the value of our property and our livelihood.

Last week we went to two village meetings in Coton and Option 1 South not only looks like it is going through our farm, it looks very close to our House and Business park

Our personal opinion is that ,look into when those road works are going to end, Trumpington P&R have buses going to the schools in Cambridge There should be the same system this side of town

Worrying times.

121

I write as a resident of Cambridgeshire to raise some issues and express the strongest possible objections to the way in which the 'Cambourne to Cambridge: Better Bus Journeys' consultation is being conducted. I am a resident of Coton but this letter comes from me as a taxpayer and citizen; I am writing separately with my views on the plans as they directly affect residents of Coton. In my view the consultation documents are wholly inadequate to their apparent purpose, being unclear, inaccurate, and in places fatuous. As a "consultation" it is something of which the Project Board should be ashamed.

Obviously at this stage some points will be vague. However, we can obtain no information on the points which might allow us to make a rational choice (for instance, what type of road or busway is envisaged for each route, and whether the buses, on any of the routes, will serve intermediate villages, though the journey times ludicrously quoted to the nearest minute certainly suggest not). These and other points are fundamental to the choice of route, and omitting them makes a travesty of any sort of consultation.

Even more importantly, the consultation documents are **inaccurate and highly misleading**:

1. The only serious argument presented in support of the Area 1 South route, and thus spending an extra £50 million of public money, is improved journey times; but given arrival in Grange Road rather than Northampton Street this "advantage" appears to be entirely fictitious.

2. The map of Coton has been drawn to make it look as though the impact on the village would be minimal. This is very simply achieved, by omitting a significant area of the village from the map. In fact, any variant of the Area 1 South route will inevitably split the village in two; this point is being concealed from respondents.

3. In the pros and cons, barely any attempt is made to compare ecological and environmental damage for each option, and none at all to compare damage to communities along the route.

The points above lead me to believe (and I am far from being a conspiracy theorist) that this document has been written with intentional bias in order to justify the enormous extra cost of the Area 1 South route. For all the reasons above I contend that any conclusions drawn as a result of this process will be open to serious challenge.

I have never before written to any of my elected representatives on any matter, and I hope these concerns can be treated seriously,

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### Cambourne to Cambridge Busway Consultation

I am a [REDACTED] resident and I write to object in the strongest terms to the proposed new bus road passing close to the north of Coton (Option Area 1 South). I have written separately about the unacceptable and disgracefully misleading way in which the "consultation" has been carried out.

**This scheme would cause irreparable environmental damage to the village of Coton, as well as to the land to the north of Coton, the Coton Countryside Reserve and the West Fields.** 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, and would, it appears, inevitably cut off most of the village from the remainder including its only shop and post office. This road would link to a large new bridge over the M11, directly east of the village, that will dominate the countryside west of Cambridge. The impact on Coton and also on residents at the western periphery of Cambridge, in terms of visual intrusion, environmental damage, noise and pollution appears not to count for anything compared with a small (and unlikely) saving of a few minutes on a bus journey.

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.

A bus road arriving in Cambridge in the middle of Grange Road is, as those of us who use Grange Road every day could tell you, very much less useful than one arriving at Northampton Street, for getting to any place of employment other than the private schools, which cancels out any time advantage; and to send significantly more buses cornering to go down West Road and Silver Street would add greatly to danger for cyclists and pedestrians.

**The Area 1 South scheme is a colossal waste of public money for very little if any benefit.**

I believe that very much more beneficial alternatives for solving congestion problems, including those put forward by Better City Deal and Cambridge Bold, have not been given proper consideration, and that there needs to be more joined-up thinking in relation to other projects such as the western orbital route.

However, if the Project Board is determined to pursue this one scheme I would strongly urge you to reject the Area 1 South scheme and choose the much less damaging Area 1 Central proposal. This would free up some of the City Deal money to provide other improvements to infrastructure that would benefit a far larger group of residents and businesses in Cambridge and Cambridgeshire.

123	<p>Thank you for speaking at the recent Madingley Road residents meeting at Churchill College on 15<sup>th</sup> September.</p> <p>I write at this stage to express my objection to all three proposals. (1A, 1B &amp; 1C)</p> <p>From the proposals suggested at the meeting, my preferred solution would be to adopt the <a href="#">Better City Deal</a> suggestions, presented by Edward Leigh at the above meeting, with supporting contributions given by Jim Chisholm. <a href="http://www.bettercitydeal.com">www.bettercitydeal.com</a></p> <p>The broad concept of <u>reducing all motorised traffic</u> that enters the city, and providing a more coherent transport infrastructure is a very sensible and forward looking proposal. The use of modern, proven technology is appropriate for a city such as Cambridge, and would indicate a progressive, future proof attitude of which I would be proud.</p> <p>If forced to select an alternate, then the new proposal 'Route 1D' suggested by fellow resident [REDACTED] would seem a cost effective option.</p>
124	<p><b>RE: Cambourne to Cambridge - better bus journeys</b></p> <p>This submission constitutes formal advice from the [REDACTED].</p> <p>Cambridgeshire County Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions</p> <ul style="list-style-type: none"> <li>• The north and south new routes appear to offer poor value for money given the ratio between costs and time savings for commuter journeys.</li> <li>• The central on-line route between Cambourne and Madingley appears to offer poor value for money given that the route already has six lanes for motorised users (old A428 2 lanes, new A428 dual carriageway 4 lanes).</li> <li>• The central on-line route between Madingley and the Madingley P&amp;R appears to offer the best value for money for commuter journeys albeit that results also in attempting to squeeze some form of cycleway/NMU route alongside the widened road which is not an attractive prospect for commuter cycle journeys and recreational cycle journeys out of Cambridge.</li> <li>• Upgrading of the bridleway routes south of the A428 running from Cambourne to Cotton-M11 crossing would be a complementary improvement to any proposed central on line route with, as identified above, unsatisfactory cycleway/NMU route. The bridleway upgrade would be through increasing the width and surface improvements to part of the width to make it better suited to commuter cycling while retaining a soft surface over part of the width for horseriders, walkers and mountain bikers and also making road crossing improvements to make it safer to cross what is sometimes high speed car traffic. There would also need to be a better Cambourne-Highfields Caldecote link but the Bourn Airfield development could easily provide that. It is recognised though that this upgraded route would provide limited benefit to NMU users from north of the A428.</li> <li>• Any NMU routes that are not directly alongside the carriageway should not be created with the status of 'cycleway'. This is because of the known uncertain and unsatisfactory legal status of cycleways, with the resultant lack of maintenance once the capital fund has been spent. Instead any NMU route that is distanced from the carriageway should be a bridleway, albeit with wider than 'standard' width and with soft and hardened surfaces to give multi-user use as above.</li> </ul>

Further to our letter of 14 June 2015, to which we did not receive the courtesy of any response, I now write on behalf of [REDACTED] to object in the strongest terms to the manner in which the 'Cambourne to Cambridge: Better Bus Journeys' consultation is being conducted. The consultation documents are unclear and misleading and omit information fundamental to an informed response. We believe the arguments are presented in a biased manner designed to encourage respondents to support the Area 1 South option.

Firstly, the documents are highly misleading. 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 given on this is inaccurate and 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 west that are most affected by this scheme are completely missing and 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 passage of the route through any part of Coton, the map needs to show clearly that the route may dissect the village, so that respondents can appreciate the potential impact.

These are such serious flaws that they fatally undermine the validity of any responses that support the Area 1 South option.

Secondly, a raft of key information vital to an informed response is missing. No mention is made of the following important issues:

- The enormous ecological and environmental damage the Area 1 South option would cause - the route is simply drawn through a void.
- The potential visual, noise, and pollution impacts on the village of Coton.
- How, or even whether, 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?
- Options for using the £50 million which would be saved by adopting the Area 1 North or Central option. This could be spent on other transport improvements in the area.

Again we seriously question the validity of this consultation process given this information is not provided.

We are very concerned that this document has been written in a biased manner in order to justify the enormous extra cost required to deliver the Area 1 South route. We therefore urge the City Deal executive to withdraw the consultation documents and amend them to present the required information clearly and impartially, to enable a meaningful consultation to take place. We would further urge the executive to engage with [REDACTED] at the earliest opportunity to ensure that local concerns are fully addressed before proceeding with wider consultation.

126

I write on behalf of [REDACTED] to object in the strongest terms to the proposal for a new bus road passing through or very close to the village of Coton (Option Area 1 South).

**This scheme would irreparably damage the village of Coton.**

As far as we can understand from the 'indicative' line on the map and the inaccurate depiction of Coton, we can expect a 16-plus metre bus road, passing very close to the north of the village or even through it. In addition a large new bridge over the M11 would be constructed, directly to the east of the village, which would dominate the countryside west of Cambridge. It is impossible to envisage how this will not have a serious visual impact on our village. Furthermore, this would undoubtedly cause an increase in traffic noise and a reduction in air quality. We already endure high levels of noise from the M11 due to its proximity, and this will be further 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 environmental and ecological damage to important green belt locations on its route, such as the Coton Countryside Reserve and the West fields**

The land to the north of the village is important green belt countryside, most of which is protected by National Trust covenants that would require an act of Parliament to reverse. 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.' We would like to see both these areas preserved as green belt and to enjoy continued protection from any development.

**The scheme would not deliver significant savings in journey times and would be a complete waste of public money.**

The main argument put forward in favour of the Area 1 South route, which costs £50 million more than the other options, is that journey times would be reduced by some 7 minutes. This claim cannot be supported. Firstly, the comparison with the North and Central options is not valid since these end at Northampton Street, whilst 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 proposed 7 minute difference. Secondly, the journey times touted in consultation documents are fanciful, especially given that the route options are "only initial thoughts and not detailed proposals or exact routes", in the words of a City Deal spokesperson. The existing Citi 4 service takes only 15 minutes to get from Madingley Rise to Emmanuel Street at off-peak times, despite no fewer than 9 stops. How could a commuter bus on a dedicated, express bus lane on the existing A1303 possibly take as long as the 14 minutes claimed in consultation documents to get from the Madingley Mulch roundabout to Northampton Street? Based on data from both Google Maps and Apple Maps, a journey time of 7 minutes would be feasible on such a bus lane, unencumbered by traffic. It is therefore simply not credible to suggest that the South option would be materially superior to the others on the basis of faster access to the city centre. Furthermore, the £50 million which would be saved by selecting another option would be available for use on other transport

**We believe traffic congestion could be solved by a tidal bus lane on Madingley Road.**

Traffic data recently published in the Access Audit Report by Mott MacDonald show that options that make use of Madingley Road would improve bus journeys just as effectively as a new busway, at a fraction of the cost. A tidal bus lane, allowing in-bound bus traffic in the morning and outbound in the afternoon, would cause minimal environmental and property damage and no loss of green belt. Other local buses, in addition to Cambourne services, 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, the £50 million saved could be used to improve cycling facilities west of Cambridge; to install other tidal bus lanes, such as along Barton Road; and to introduce electric buses to reduce pollution.

I would therefore ask you to reject Option Area 1 South and choose the much less damaging Area 1 Central option. This will make best use of public money and provide a greatly improved bus service between Cambourne and Cambridge whilst preserving the unique character of Cambridge for future generations.

127

I am writing to you, as a [REDACTED] resident, in your capacity as a member of the Executive of the Greater Cambridge City Deal to express my very strong concerns about the Area 1 South route for the proposed new busway between Cambourne and Cambridge.

It is the most expensive route proposed, does huge environmental damage and does not bring a significant reduction in journey times from Cambourne to Cambridge to justify that 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 a guaranteed quicker and more reliable journey times. Yet the information provided in the consultation is misleading and based on unjustifiable comparisons.

It appears that Area 1 South will have a huge effect on Coton, as it will skirt the village or even go down the high street. It is not clear from the map provided during the consultation exactly how close to the village the 16 metre+ busway would be under this option because, despite repeated representations by Coton Parish Council, the map of the village has not been accurately drawn. This means that those who do not know Coton will not see, as they do in relation to other options affecting other villages, exactly what the consequences could be. The busway links to a large new bridge over the M11, directly east of the village, that will dominate the countryside west of Cambridge. Furthermore it will cause an increase in traffic noise. Coton already suffers high levels of noise from the M11 and 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.

This scheme also appears to offer negligible benefit to the residents of Coton and other neighbouring villages, as we are led to believe that these buses would be unlikely to stop in Coton. Added to this 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? As you will know public transport in South Cambridgeshire is patchy to say the least and for this level of investment one would have hoped that residents in villages affected by the scheme would benefit.

Area 1 South would also damage 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. Both these areas need to be preserved as green belt and to enjoy continued protection from development.

I think the Area 1 Central option could be a better solution to traffic congestion to the west of Cambridge because it uses a dedicated bus lane on the Madingley Road. It would cause minimal environmental and property damage, no loss of green belt and could be done at a fraction of the cost. If the bus lane was made a tidal one (used to go in to Cambridge in the morning and out to Cambourne in the evening), it could improve still further journey times. Local people on local buses would benefit from this route much more 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 as well (which as you will know is equally congested at peak times), and introducing electric buses to reduce pollution.

I would therefore ask as a member of the Executive of the Greater Cambridge City Deal representing the University that you reject Area 1 South and support the much less damaging Area 1 Central proposal. This will make best use of public money and preserve the unique character of West Cambridge for future generations.

128 [REDACTED] is retained as transport consultant to [REDACTED] in conjunction with proposals for the development of land at West Cambourne for development comprising:

*Outline planning permission for: "up to 2350 residential units including affordable housing; retail, use classes A1–A5 (up to 1.04 0.29 ha); offices/light industry, use class B1 (up to 5.66 6.25ha); community and leisure facilities, use class D1 and D2 (up to 0.92 1.3ha); two primary schools and one secondary school (up to 11.28ha), use class D1; three vehicular access points including the extension and modification of Sheepfold Lane, a four arm roundabout provided on the A1198/*

*Caxton Bypass and an access point off the A1198, south of the Caxton Gibbet to serve the proposed employment uses; a network of segregated pedestrian and cycle routes; sustainable drainage system and other associated infrastructure; together with associated earthworks, parking, open space, including equipped play, playing fields and landscaping”.*

The proposals to delivery better bus journeys into Cambridge are split into two sections. Area 1 comprises the section between the Madingley Mulch Roundabout and Cambridge, whilst Area 2 comprise the section between Cambourne and the Madingley Mulch Roundabout. The consultation documentation suggests that funding for proposals within Area 1 has been secured from the first stage, whilst Area 2 will be funded from the second or third stage, believed to be up to 2030. These representations consider the proposals for both Area 1 and Area 2.

#### **Area 1 – Madingley Mulch Roundabout to Cambridge**

These proposals comprises three route choices for public transport improvements and the provision of a park and ride site in the vicinity of the Madingley mulch Roundabout. The public transport options include a northerly route that passes through undeveloped land north of the American Cemetery before joining Madingley Road near the M11 junction, a central route that forms an in-bound only on carriageway bus lane and a southern option comprising a bus-only route north of Coton to Grange Road. The southern option requires land not in local highway authority control and hence legal agreements are to be sought that avoid the use of compulsory purpose powers. Further land ownership and development constraints exist to the west of Grange Road which affect the deliverability of this route, and including the need to construct a bridge over the M11 are identified as being ‘high-cost’. The timing to deliver a route through the southern alignment is unlikely to be deliverable in a time frame that allows monitoring to demonstrate benefit. This is not considered to be a viable option. The northern and central routes provide for Cambridge bound only journeys and this was suggested at public exhibitions to be a weakness of the options. The in-bound (towards Cambridge) journey is the only basis on which Atkins has measured the benefits of the respective route options in terms of journey times and hence it is considered that this is the primary measure. The analysis by Atkins suggests that the northern option has a shorter journey time by approximately 30 seconds, which is not of sufficient benefit to justify a greater cost.

The central, carriageway bus lane option provides for improved journey times between Madingley Mulch Roundabout and the M11, with traffic generally under free flow conditions thereafter. It is unclear whether the journey time forecast includes buses stopping at Madingley Road park and ride site.

Options for the location of a park and ride site at Madingley Mulch roundabout are being considered and of these, the land to the north of Madingley Road is the most suitable location. The park and ride site north of Madingley Road is accessible from a number of approaches, catering for the most flexible journeys. Park and Ride located adjacent the A428 off-slip only serves traffic on that corridor, whereas the northern option will be suitable for those approaching from St. Neots Road and locations to the southwest.

The northern eastern option for park and ride should be adopted for further consideration in conjunction with an on-carriageway bus lane.

#### **Area 2 - Cambourne to Madingley Mulch Roundabout**

There are three options for Area 2, comprising of a northern route that involves buses simply using the A428. This option does not increase access to public transport, which is understood to be one of the principle objectives of the City Deal project. Indeed in its report to the City Deal Board 91 June 2015), Atkins report that an ‘Express’ option based upon 2A, does not facilitate existing communities thereby limiting additional patronage. The Central option suggests that public transport will pass through Cambourne, through the prospective development at Bourn Airfield before following a bus-priority improved route along St. Neots Road with a journey time of 11 minutes. A southern option, similar to the central option provides a bus-only route to Madingley Mulch at more than double the cost of the Central option, yet does not deliver an improved journey time.

The southern option delivers no improvement in journey time compared with the lower cost,

central route option and hence the southern option would encourage increased use of public transport as envisaged by the City Deal and should be taken forward for further consideration. The funding for future stages of City Deal projects is contingent upon demonstrable benefits being achieved, and hence at this time, cost effective solutions that have the potential to deliver benefits to public transport patronage should be taken forward for further business case development.

129 **Introduction**

This consultation response has been prepared by [REDACTED] on behalf of the [REDACTED] [REDACTED] to the Cambourne to Cambridge: Better Bus Journeys consultation. [REDACTED] comprises four landowners, as follows: [REDACTED] [REDACTED] owns land to the north of Barton Road which is on the south western built-up edge of Cambridge. The [REDACTED] site has been promoted through the Cambridge and South Cambridgeshire Local Plans for development, comprising the following uses: approximately 1,500 dwellings, local centre, primary school, and substantial new green infrastructure. The [REDACTED] site is within close proximity of Madingley Road.

There is agreement between most of the landowners of land to the west of Cambridge ([REDACTED] [REDACTED]) that a co-ordinated approach to transport and development could be delivered to provide improved accessibility between housing and employment.

In summary, [REDACTED] supports 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 request that an alternative to Option 1 South is selected i.e. a new online bus and cycle lane from Madingley Mulch to the existing Madingley Road Park & Ride site and then a new segregated route leading from the West Cambridge site through to Grange Road via undeveloped land owned by [REDACTED]. Our client considers that additional public transport and cycling benefits could be delivered if a transport interchange were provided within the West Cambridge site to enable connections with the planned and future Western Orbital Route. The completion of the Western Orbital Route is crucial to the success of any improvements to the Madingley Road Corridor; not everyone travelling into and from the edge of Cambridge needs to go to the City Centre. The Western Orbital Route would link developments at West Cambridge, North West Cambridge, NIAB (Darwin Green), Cambridge Northern Fringe East, and Cambridge North station, and could in the future provide links to the south towards Addenbrookes. Therefore, [REDACTED] requests that at the next stage of consultation, public transport and cycle network improvements to the Western Orbital Route and the Madingley Road Corridor are considered together; the link between these two routes is already acknowledged by the City Deal Assembly and Executive Board and we understand that these routes will be considered together at preferred options stage. The Western Orbital Route through land to the west of Cambridge could utilise land owned by [REDACTED] and indeed it is considered this would be a highly logical alignment, allowing buses to be given the needed priority over other modes.

our client intends to comment in more detail on the proposed transport improvements to the Western Orbital Route when consultation takes place in early 2016 (it is noted this is currently planned for February and March 2016).

**Background**

As stated elsewhere, [REDACTED] does not support the proposed development strategy promoted in Draft Cambridge Local Plan 2014 and Draft South Cambridgeshire Local Plan that seeks to direct a significant proportion of development to new settlements, and in particular the planned new settlement at Bourn Airfield. In summary, our client considers that the over-reliance on new settlements is significantly less sustainable than development on the edge of Cambridge because it will fail to promote travel by sustainable modes of transport, and the likely delays to delivery at the

new settlements will undermine the supply of housing and contributions towards transport improvements. In contrast it is much more likely that development on the edge of Cambridge would encourage residents to travel by cycling and public transport because the distances to be travelled to services, facilities and employment are significantly less. Notwithstanding our objection to the proposed Bourn Airfield new settlement, if public transport improvements are to be made to the Cambourne to Cambridge route then we support an alternative to Option 1 South, in conjunction with the completion of the Western Orbital Route because it would deliver the most public transport benefits. A Technical Note has been prepared on behalf of our client and others by [REDACTED], and this is submitted with these representations, to assess the different transport route options and to highlight the potential additional transport benefits if an alternative to Option 1 South was selected.

### **General Comments**

Before our client responds to the questions in the Cambourne to Cambridge Corridor consultation, on their behalf we have some general comments on the content of the Madingley Road/A428 Cambourne to Cambridge Corridor Study Interim Report (May 2015 prepared by Atkins). Paragraphs 2.5 to 2.8 identify the strategic housing developments that have been included within the transport model. An application has been submitted for the proposed Cambourne West development (Ref. S/2903/14/OL) for 2,350 dwellings; the number of dwellings is higher than is assumed in the transport model. We understand that the application is due to be considered by the Planning Committee at South Cambridgeshire in February 2016, and we anticipate that a decision could be issued approximately 3 months later. A delay to the proposed development would delay the trigger for planning contributions towards the necessary highway improvements associated with it, including improvements to the A428. The impact of more dwellings, delays to the delivery of development and associated highway improvements, and the timing of funding to deliver those highway improvements will need to be factored into the transport model. We have similar concerns about the delivery of development at Bourn Airfield new settlement and what financial contribution it could make to highway improvements without affecting the provision of affordable housing, particularly in the early years of any development occurring. It is unlikely that the Bourn Airfield new settlement can be made as sustainable in transport terms as reasonable alternatives such as that promoted by our client, and the public transport improvements proposed for the Cambourne to Cambridge Corridor are unlikely to significantly alter travel behaviour from this location and the car will remain the main mode of transport.

Paragraphs 2.74 to 2.76 identify the potential environmental constraints associated with the three Tranche 1 Options. The Green Belt is frequently identified as an environmental consideration for all options and routes. Firstly, the Green Belt is not an environmental designation, and protecting the environment is not one of the five purposes for including land within the Green Belt. Secondly, as set out in Paragraph 90 of the NPPF, local transport infrastructure can be appropriate development in the Green Belt provided that openness is retained, and therefore the impact on openness will need to be assessed for whichever option is selected.

Section 3 contains a summary of the findings of the SWOT analysis (Strength, Weaknesses, Opportunities and Threats). We note that two of the identified 'opportunities' for Option 1 South refer to potential connectivity to the Western Orbital Route and for potential to upgrade cycle facilities. We agree with these 'opportunities' but consider that additional public transport and cycling benefits could be delivered in conjunction with development at the North BRLOG site, and a section of the Western Orbital Route could, and ideally, should pass through this site. If required, land within the North BRLOG site could be provided for an offline dedicated bus and cycle route, which it is considered offers many benefits compared to an online route e.g. on the M11.

### **Consultation Response**

*Qu 10. Do you agree or disagree in principle to better bus journeys between Cambourne and Cambridge?*

Subject to earlier caveats regarding the overall development strategy being pursued, [REDACTED] supports 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. There is a clear rationale for better bus journeys because of planned developments on the western edge of Cambridge including at North West Cambridge and the densification at the West Cambridge site. We consider that additional public transport and cycling improvements could be delivered on the Madingley Road Corridor if these were considered alongside the completion of the Western Orbital Route.

*Qu 11. How much do you support or oppose the proposed options?*

A Technical Note has been prepared by [REDACTED] to assess each of the options. We do not support Option 1 North or Option 1 Central for the reasons set out in Appendix A of the Technical Note. We request that an alternative to Option 1 South is selected i.e. a new online bus and cycle lane from Madingley Mulch to the existing Madingley Road Park & Ride site and then a new segregated route leading from the West Cambridge site through to Grange Road. The suggested alternative to Option 1 South would deliver the objectives for the improvements to the Madingley Road Corridor. This alternative option would cost less than existing Option 1 South because it would avoid the construction of a new bridge over the M11, it would avoid existing congestion hotspots at Northampton Street, and there would be significant journey time savings compared with other options. In addition, the alternative to Option 1 South could connect with a transport interchange within the West Cambridge site and the Western Orbital Route in both a north and south direction.

*Qu 12. How important is it for you that cycling and pedestrian facilities are improved?*

It is essential that cycling and pedestrian facilities are improved as part of public transport improvements to the Madingley Road Corridor and future improvements to the Western Orbital Route. We consider that additional public transport and cycling benefits could be delivered in the western edge of Cambridge in conjunction with development at the North BRLOG site.

*Qu 16. Do you have any other comments?*

See above.

[REDACTED], as the Local Nature Partnership for Cambridgeshire & Peterborough, has a remit to **protect and enhance** the natural environment for the economic and social benefits it provides. We are currently working with a number of Developers on a toolkit for housing and commercial developers and local authorities, designed to help them add value to their investments by integrating nature into their plans from the outset. We are therefore keen to be involved in developing a positive working relationship with Cambridge City Deal Partnership, to ensure that we all deliver a high quality natural environment as part of the growth agenda.

Having now reviewed the, "Cambourne to Cambridge – better bus journeys" consultation proposal, we would like the following comments taking into account when making a decision about the preferred route option.

Whilst we are supportive of improving public transport, cycling and walking options along the A428 corridor, we have some concerns over the potential for a number of the Proposed Routes to cause unacceptable loss of a number of nationally protected sites. In particular Madingley Wood SSSI appears to lie along the line of Route Option 1B (Area 1 North in the consultation document) and may be impacted by all Route Options as a result of the proposed construction of the Madingley park and ride site. Hardwick Wood SSSI and Caldecote Meadows SSSI appear to lie along Route Option 2C (Area 2 South).

There also a number of non-statutory wildlife sites that would potentially be affected by all the Route Options.

[REDACTED] are willing to work with the City Deal Project Team to consider the potential for alternative options.

[REDACTED] was established as a result of the key recommendation of the Coalition Government's 2011 Natural Environment White Paper and are hosted by Cambridgeshire County Council. With the remit for Local Nature Partnerships to:

*"work strategically to help their local area manage the natural environment. They aim to make sure that its value, and the value of the services it provides to the economy and the people who live there, is taken into account in local decisions, for example about planning and development".*

The Government have also published a set of guidelines for City Deal's work to "take account of the work of Local Nature Partnerships and Nature Improvement Areas in growth planning"

We look forward to working with the Cambridge City Deal Partnership on this and future developments, ensuring that we all work towards delivering a high quality natural environment.

Dear Sir/Madam

**Cambourne to Cambridge Better Bus Journeys consultation**

Thank you for informing [REDACTED] on the above through a letter, and accompanying leaflet, dated 12<sup>th</sup> October. We would be grateful if all future consultations could be sent to [REDACTED]

[REDACTED] is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We understand that the current consultation relates to a number of shortlisted options for improving public transport along the A428 corridor between Cambourne and Cambridge. Whilst we understand the need to improve current transport issues in light of current and future planned growth we have concerns that the shortlisting of route options has not given appropriate consideration to sustainability and environmental issues. The process of shortlisting options, through a series of workshops, seems to have focused on economic and engineering criteria without proper regard to key environmental constraints. Consequently, instead of being screened out, options which pose potentially significant environmental risk are being taken forward. We have no details but presumably less harmful alternative options existed and have been dismissed.

All/most of the shortlisted options could have significant environmental implications including impacts on Sites of Special Scientific Interest (SSSIs), locally designated sites, open space, Priority Biodiversity Action Plan habitat and Best and Most Versatile (BMV) land. The level of detail provided at this stage is too limited to understand the exact nature of potential impacts hence we are unable to comment in any detail. However, as an example, Madingley Wood SSSI appears to lie along the line of Route Option 1B (Area 1 North in the consultation document) and may be impacted by all Route Options as a result of the proposed construction of the Madingley park and ride site. As a further example, Hardwick Wood SSSI and Caldecote Meadows SSSI appear to lie along Route Option 2C (Area 2 South).

[REDACTED] fully supports measures to improve public transport and increase cycling where this does not have an adverse effect on the natural environment. However, we would not support route options which pose a risk to designated sites, including nationally important SSSIs. [REDACTED] would also have serious concerns with any options which could have an adverse effect on the wider natural environment including locally designated sites, Priority Biodiversity Action Plan habitat and Best and Most Versatile Land.

A Draft Interim Report by Atkins (1<sup>st</sup> June 2015) does at least recognise environmental assets as potential constraints; however, no detailed assessment or consideration of mitigation and enhancement options has been provided. Para 4.7 of the report suggests that, through consultation, *'support or otherwise for the options can inform the design and appraisal process by challenging which options are appropriate, and potentially generating alternative solutions to better outcomes.* [REDACTED] agrees with this and advises that the initial stage of options selection should include an environmental constraints check to determine the most appropriate options to take forward through this scheme. Further information on this is provided below.

#### Way forward

[REDACTED] advises the Cambridge City Deal Partnership to consult this [link](#) which provides guidance to Local Planning Authorities and developers when taking forward planning proposals. This includes details of Natural England's Impact Risk Zones (IRZs), developed to provide an initial assessment of risk posed by different types of development. The IRZs provide defined zones around each SSSI according to the particular sensitivities of the features for which it is notified and identify the types of development that have the potential to have adverse impacts.

Further information on SSSIs and their special interest features can be found through the following link: <http://www.magic.gov.uk/>

You are advised to seek advice from [REDACTED] and other relevant bodies early in the planning process.

[REDACTED] will be pleased to engage with the Cambridge City Deal Partnership on the initial screening of options. We can then provide detailed advice on the development of suitable options. [REDACTED] has introduced the Discretionary Advisory Service (DAS) to provide non-statutory advice related to development proposals, supported by the introduction of charges. In doing so, our aim is to offer improved customer service, support sustainable development and achieve better environmental outcomes through the planning system. A request for advice through our DAS service can be made by completing the form available through this [link](#).

I hope these comments are helpful. For any queries relating to the specific advice in this letter only please contact [REDACTED]. For any new consultations, or to provide further information on this consultation please send your correspondence to [REDACTED]

Yours sincerely



Dear City Deal Board

Thank you for opportunity to comment.

In the course of last few weeks- I've moved from 'furious' at the City Deal philistine approach to Cambridge, to accepting it's a challenge to sort out growth and transport problems.  
 Changing Behaviour?

Whatever the outcome this survey **should be invalidated**. It has done its function at raising awareness and engagement. It cannot possibly 'provide robust basis for identification of preferred option'. There is too much 'interpretation required' on dodgy data.

#### *Criticism on Survey*

- The West Cambridge site is not marked on plans. Why not?
- Does not set out broader context of City Deal growth agenda and Local plan.
- Misleading. It gives us options- when it actually means concepts.
- Biased in favour of buses without enough room to express alternatives.
- Coerces readers to choose- 'best of the worst'.
- Process flawed. Can put in multiple applications. No robust identification of submitter.
- Survey has divided communities.

#### *Major Concerns*

- 'Value for money' overrides 'quality'. 'Delivery and Risk' does not include impacts on conservation areas'. (Transport Strategy for Cambridge & South Cams.)
- Approach roads are inherent assets to the 'City of Considerable Magic'. The magic starts at the top of Madingley Hill. The City Deal are determined to blow it out with bus lanes!
- Evidence of negative and distorting impact of bus lanes visit- East Road, Milton Road, Trumpington Road. Functionally- limited one way benefits. Redundant most of the day. Bad use of space. Don't work with scale of urban environment.  
 Bus lanes scrapped. <http://www.bbc.co.uk/news/uk-england-cornwall-34883680>
- Bus lanes -totally inappropriate to Madingley Road- with its distinctive character of elegant suburban approach road linking historic City with soft green edge.
- Putting new bus lanes into Madingley Road (or other) would be high risk to urban setting of trees, verges and foot paths with cycle lanes. Municipal vandalism. What are the engineers thinking of?
- Double spend. New cycle paths put in 2010? Why dig up a successful recent capital project?  
 Better to improve existing scheme of safer cycling provision to new Western sites.

*Arguments above apply to Adams Road, Histon Road and Milton Road.*

#### *City Policy -Local Plan*

Check understanding of the environmental significance- applies to ALL of Cambridge..

**Protecting and enhancing character of Cambridge.**

*7.23. The conservation of a designated Heritage asset is a material planning consideration.*

*Scheduled monuments, archaeological areas, listed buildings, conservation areas and registered parks and gardens are all designated heritage assets. Listed building descriptions, conservation areas appraisals and management plans and suburbs and approaches studies should be referred to as material consideration in making and determining applications.*

### *Broader Concerns*

- The selective 'Drivers for Growth' and can Cambridge cope?  
"The Greater Cambridge City Deal is a major opportunity to bring real benefits to the area.  
Are there any adverse effects to the quality of life with all this growth?  
Country Market Town to a thriving small City to Basingstoke look alike.  
What are the triggers to say stop- no more room?

### *Exploitation & the real motives of the City Deal*

Using Cambridge as a golden goose for "Greater Tax revenue for the Treasurer". Cambridge plc.  
Branding Cambridge and surrounding villages as 'Greater Cambridge'.  
(Horrid term mushing our village and City identities).

### *Low Trust on delivery of County Projects*

- Poor reputation & track record on Guided bus. Final cost/benefit? Embodied energy costs?
- Lighting replacement scheme 2015. Chaotic implementation. Cost benefit ratio in years?
- Implementation of Park & Ride entrance charges 2015. Council have taken defensive position after getting universal criticism.
- Bus services. No confidence a peak hour service that runs into the evening after 10pm can be economically viable. Project will fail.
- Bus Monopolies wrong. Stagecoach also runs the Tourist Bus service. Conflict of interest?
- Bourn airfield - a controversial identified site, too far away for sustainable housing.

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### *Ideas to Reduce Congestion. (On assumption of all other contributions nailed).*

- Main problem-for City Centre is the paucity of bridges and narrow road-space to cross river.
- The opportunity to build tunnels from West Cambridge Site is most visionary.
- Where is the University Traffic plan for West Cambridge site?
  
- *Increase budget to improve maintenance of paths.* (Paths from Madingley Hill to town centre in November are like a compost heap for cyclists.)
  
- *Changing Behaviour.* Carrots not stick. Incentive- not harassment.
- Car drivers are ultimately pedestrians or cyclists who want to get rid of their cars. Don't deny them. Make it pleasant. Buses are last choice for good reason.
- The best cyclists are drivers. The best drivers are cyclists. Work with both. Don't polarise.
- Make the message palatable. 'Reduce car usage by 15% is bearable and 'possible'
  
- *Bus Design.* Smaller buses. Revamp bus exteriors & interiors. Make as pleasant and convenient as a car. Wide comfy seats, clean windows. Is that too obvious?
  
- *Sharing the medicine equally.* Peak time congestion charging - must include work place parking on college properties & playing fields, and perhaps introduce the notion that Cyclists should contribute, or make them aware of the subsidies.
- Make people aware of what highways and byways costs to build and maintain.
- If buses unviable at night, flexibility in parking needed for the evening economy and culture.
- Increase single Yellow lines after 6.30pm. Keep it an interesting City and accessible for the villages, especially out of term time, in winter.

Quick fixes to reduce congestion.	Results
Incentivise drivers to use park & ride. Make it Free! Remove token stretch of bus lane on Madingley Road (A1303) before J.13 and convert to share road lane for cars 'to park & ride and City Centre'.	Road feels more natural & coherent. Drivers will drive better, with increased incentive to P&R. Why not Trial it?
M11- J13. Reconfigure bridge East wards. Left hand lane to P&R/Cycle & City Centre; middle lane- longer right hand turn to M11.	Stop Bottle neck and lorry block. Get 25% of traffic turning south onto M11 quicker.
Park & Ride. Make 'Customer facing ' Pay machines inside, at eye level,. Etc.	Fill empty spaces at Park & Ride.
Stop outdoor queues to get on bus. Open all bus doors like an airport shuttle.	Treat people as trusted
Get university faculties after term end, to provide more small paying car parks- park and cycle on West Cambridge site spaces.	More people leave their cars before centre.
Remove Core scheme rising Bollards. Replace with no entry. (It works at Brookgate bus road at station)? Allow for a bit of slippage.	Improve bus speed. Improve public realm. End Control-freak policy. We are citizens not criminals.
Bus Service to station direct. Check demand. Run bus from Madingley P&R direct to Station with minimal stops. Premium rate.	Provide a useful service - to a transport node
Taxi Service. Provide more taxi ranks facing all quadrants of City Centre. (Not just the one East of Market). Those with heavy shopping can get back to a P&R without waiting on a slimy plastic bench or standing in a queue.	Increase options when stranded.  Civilise the queues. Special P&R premium service.
Stage coach tourist bus. Make Local fares - Free for xmas.	Good PR.
<b>Income generation</b>	
Delay bus subsidies age group.	
Tax Tourists- through City Bid.	
Enforce tourist coaches go to park & ride. Fine if don't. (Ensure excellent facilities and space at P&R).	
Charge Tourist buses to park on the Backs – the same rate- pro rata that residents have to pay. 60p for 10 minutes per person. Minimum charge of £30 per bus.	
Monitor Official Stagecoach tourist buses – for obstructing and polluting the City. If less than 6 people in their bus, charge £30.	
Fine all house builders for their little yellow signs blighting the lampposts. £5 a day for each sign.	



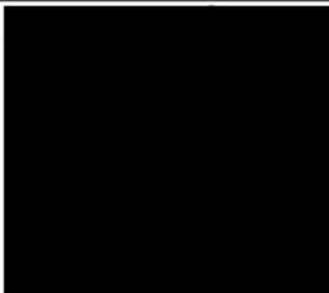
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Kind regards



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15.11.15



Dear Sir,

Re. Cambourne to Cambridge Bus Survey.  
I fully appreciate the transport problems facing the City of Cambridge - however I urge you to please stop considering area 1 South as a possible option to your problems. It would be an obscene waste of money, ruin the village of Coton forever and damage the environment of Westfields which also acts as a green lung for polluted Cambridge. The whole journey time would not improve over other options.  
Yours Sincerely

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Dear Sirs

**Cambourne to Cambridge: Better Bus Journeys Consultation**

We are instructed to write to you by local residents of Cambridge<sup>1</sup> regarding the "Cambourne to Cambridge: Better Bus Journeys" consultation. We have considered the consultation documents in light of the various concerns they have raised with us and conclude that it appears to be an unfair and unlawful exercise.

The fundamental principles as to what is required for fair and therefore lawful consultation were first set out in R v. Brent London Borough Council, ex parte Gunning (1985) 84 LGR 168 and recently affirmed by the Supreme Court in R (on the application of Moseley) v LB Haringey [2014] UKSC 56. They shall be referred to as necessary below.

**Failure to ensure strategic coherence**

Our clients' primary complaint is that the proposal to redevelop the bus route along the A428/1303 corridor, whatever the option in terms of route, is not properly supported by evidence demonstrating that it is an appropriate expenditure of funds and effort on transport infrastructure at this time. The City Deal is consulting on options before the case for dedicating funds to this project has been properly made out. Given that the choice of options in this proposal could lead to an expenditure of up to £67 million on 'initial outline costs', out of the first batch of City Deal investment which we understand to be in the order of £100 million, this is not a small matter.

In the minutes of a meeting on 18 June 2015 of the Greater Cambridge City Deal Executive Board, Graham Hughes, the Executive Director of Economy, Transport

and Environment, Cambridge County Council, advised the Board on the A428/A1303 corridor scheme and the proposed consultation. Mr Hughes dismissed the suggestion that a study should be done into the most appropriate public transport infrastructure developments for Cambridge before any substantial investment was considered. According to the minutes, Mr Hughes said that:

"...all of the key radial routes of the city suffered congestion during peak periods and therefore frustrated the ability for buses to access the City Centre quickly and efficiently. This in turn reduced the incentive for people to use buses. He therefore felt that there was no need for a study suggested, as the problem was very clear. The key task would be to start delivering improvements as soon as possible."

However, the report Mr Hughes presented to that meeting itself demonstrates how important it is to see the broader picture before focussing on a partial, and potentially ill conceived solution. For example, the report states at paragraph 4.11 that it may be necessary to align the A428/1303 scheme in order to link up traffic to the Addenbrooke's site. The obvious question is should not the scheme be designed to link up with the Western Orbital in the first place? Similarly the report states at 6.2 that since some detailed issues may be contingent on other schemes such as the City Centre Access and Capacity Study, it is better to go ahead without considering them because it would add to the "delay" as a whole. Without investigating how the scheme will integrate (or not) with the wider transport network, it is difficult to see how any worthwhile improvements will be delivered by simply taking a few minutes off a single journey on one route of many into Cambridge.

The Transport Strategy for Cambridge and South Cambridgeshire ("TSCS") lists improvements to bus transport on this route as one of the planned 'interventions' into the transport infrastructure of Cambridge to be undertaken in the 'medium to long term' (ie between 2017-2021 and beyond). However, there are numerous other projects listed at a similar level of priority and it is not clear why this project has been selected for promotion above others.

This lack of investigation is all the more surprising given that the Cambridge City and South Cambridge District Council draft local plan process were both suspended earlier this year principally because of observations by the Inspectors that there was a lack of a detailed and thorough evidence base to justify in terms of sustainability the Councils' plans to prioritise development in new satellite communities. The Inspectors referred to this project in particular (or a version thereof) as an example of where there was insufficient consideration of how the proposal would work in practice. In correspondence they commented that there was a need to work up all reasonable alternatives to the same level as the preferred option. This runs directly counter to the views of the City Deal Executive Board, which appear to be that it is a waste of time and money to figure out the details of the options in the A428/1303 project before choosing the preferred route (see for example the response of Mr Hughes to a question by Stacey Weiser on behalf of Cambridge PPF at the meeting on 18 June 2015 of the Greater Cambridge City Deal Executive Board).

The City Deal has announced a "Call for Evidence" on 29 October, which required registrations of interest by 9 November, with hearings in public on 16, 18, and 30 November. We are aware that other parties have queried the sense of having a separate general consultation on transport solutions for Cambridge whilst undermining the value of that consultation by at the same time carrying out the

specific consultation on the Cambourne to Cambridge proposals. This supports our point above, that there has been inadequate current investigation into how best to solve Cambridge's traffic problems.

In Secretary of State for Education and Science v. Tameside MBC [1977] AC 1014, it was established that for a decision by a public authority to be lawful, the decision-maker must have asked itself the right questions and taken reasonable steps to acquaint itself with the relevant information to answer the questions correctly as part of the decision-making process. This requirement does not appear to have been sufficiently fulfilled in this consultation.

#### **Failure to ensure meaningful consultation**

There is a lack of clarity as to the actual improvements that are to be realised via the proposed A428/A1303 works. Although the aim of the project appears to be to cut the journey time by public transport from Cambourne to Cambridge, there is no indication in the consultation or background documents that we are aware of that bus services will be increased in frequency. The Atkins study that underpinned the consultation states in the 'do minimum' option that it is assumed the bus scheduling will remain the same but there is no indication that will be intensified or extended with any of the options on display. Presumably this is because the bus scheduling is in the hands of the commercial operators – yet if it turns out that the journeys are faster but less frequent, how will that accomplish the aim of encouraging drivers to take the bus? This is the sort of detail that should be set out clearly in any consultation. For a consultation to be lawful it must be sufficiently detailed and accurate in order for the public to make meaningful representations on it.

We are aware from our clients that it appears far more effort has been put into ensuring residents of Cambourne participate in the consultation than residents of Cambridge. Although we can see the argument being made that residents of Cambourne are the ones who most stand to benefit from the shorter journey time, Cambridge residents who will be affected by the proposals must be allowed equal opportunity to air their views, which should be taken equally seriously and accorded proper weight.

#### **Environmental Impact**

Our clients have a particular concern about the environmental impact of the proposal, which will encourage bus journeys into central Cambridge. The UK public authorities have a duty to seek to achieve compliance with the air quality limit values in their decision making, see Client Earth v SSEFRA [2015] UKSC 28. The city centre is an Air Quality Management Area due to high levels of nitrogen dioxide and particulates, which is a breach of the Air Quality Directive 2008/50/EC. The Cambridge Air Quality Action Plan from 2009 states that buses are the largest single source of air pollution in the AQMA. The Plan refers to a "Quality Bus Partnership" as bringing in improvements such as requiring bus engines to be updated to Euro III standards but also that this requirement was dropped during negotiations. It is not clear that any further progress has been made to ensure buses are less polluting.

The Sustainability Appraisal for the Local Plan envisages that transport proposals will improve air quality by reducing pollution. How will the A428/1303 proposal comply with that requirement if it brings more buses into the city centre? We appreciate that the answer may be that the pollution caused by increased buses will be mitigated by

fewer cars coming into the city centre but that will only be the case if there is a significant decrease in the number of cars coming in and a significant increase in bus frequency. It is not clear to us that this has been properly put forward in evidence.

You will also be aware that the national air quality objective (which are derived from Directive 2008/50/EC) for nitrogen dioxide (not exceeding 40 microgrammes/cubic metre) is still not being met or just barely met as of 2014 at, for example Madingley Road, Silver Street and Northampton Street. It is unclear how bringing more buses to these locations will assist in reducing air pollution and therefore comply with the SA or the AQAP. There is a brief reference in the Atkins study to air quality but only in relation to the impact on residents along the Madingley Road, not in regards to the city centre.

Clearly if there is a breach of either the national or EU rules relating to air pollution or strategic environmental assessment, the consultation exercise and any subsequent decisions may well be unlawful.

Our clients consider that the issues arising in this letter and the representations made by other groups which similarly query the underlying premise of this consultation will be sufficient to convince the City Deal Executive Board not to rely on it for future decision making.

However, if having considered the points arising above the Board remains of the view that the consultation is fair and proper and intends to rely on it in future, our clients wish to put you on notice that a claim in judicial review may be brought against the Board accordingly.

Yours faithfully

**Is there a need for new bus lanes?**

What predicative modelling has been done?

What happens to the buses when they reach central Cambridge? Northampton Street and Queens Road are already overloaded so this should provide a bigger and better traffic jam.

Apart from the current temporary disruption caused by road changes for the NW and West University developments, the only period when traffic is very slow is around 08.15-08.45, when parents' cars travelling to the local schools has a disproportionate impact on neighbourhood traffic flow especially at the Grange Road/Madingley Road intersection. There may be other ways of dealing with this local problem which do not require such major upheaval and cost. On the other hand a lot of rush hour delays are caused by problems on the major roads around Cambridge: A14, M11, A428 etc. Bus lanes on these could be a benefit.

What will be the effect of other possible changes to central traffic (e.g. City Access Study)?

Since cars are the primary problem, why is the city not considering a congestion charge? How about introducing Park & Ride on Huntingdon and/or Barton Roads? Do we have any data on air quality in and around Cambridge? This should be a major factor in any planning relating to traffic density, removal of trees and green spaces etc.

Madingley Road is one of the finest remaining approaches to Cambridge. How does the proposed disruption to Madingley Road fit with the objects of conservation of the area? And how does it tally with making better and safer provision for cyclists and pedestrians?

If traffic in the centre of the city is to be reduced, cycle and pedestrian access must be safeguarded and enhanced. It should be borne in mind that the numbers of both are likely to increase with the development of the NW and West sites. It is essential that the current access for pedestrians and cyclists is safeguarded. It is highly desirable that their paths are separated from the road by verges for added safety because the road traffic often exceeds the speed limit.

The very dubious reasoning behind the proposals for bus lanes appears to us to be driven by the desire to spend the money promised by central government rather than to consider carefully what is needed even if this results in not using the money.

Introducing any of the proposed alternative schemes is likely to be a huge waste of taxpayer money, apart from the major loss to the environment.

It seems likely that the most substantial increase in employment would be around the perimeter of the city (Addenbrookes, Marshalls, Science Parks, West and NW developments of Cambridge University etc.). If so, dedicated bus routes linking the Park-and-Rides might be beneficial.

Dear [REDACTED]

**Re: Cambourne to Cambridge – Better Bus Journeys**

Thank you for the efforts that are being put in to improve travel logistics and journey times within Cambridge. This is appreciated. Thank you also for the opportunity to participate in the current round of consultations, and our opportunity to comment and hopefully jointly influence the direction of future transport developments within the local area.

Whilst we appreciate the good intentions of the scheme, and the opportunity offered to be involved, we have two areas of concern which we would like to have on record please:

- 1) We believe the consultation process and documentation to contain some mis-information and believe it has been biased towards one particular option (we are not saying this is deliberate), which will distort the answers from those responding in favour of that option.
- 2) We believe the route 1 South is extremely detrimental to the village of Coton and the green belt surrounding the village.

**COMMENTS REGARDING THE CONSULTATION PROCESS:**

- 1) **The illustrated route of 1 South makes it appear that the village of Coton is being bypassed but it is not.**
- 2) **The journey times used to compare options are not for the same journey and therefore not comparable.** The consultation claims that the Area 1 South route is 7 minutes quicker, however the 7 minute Area 1 South journey time calculated by Atkins is the absolute best case from Madingley Mulch to Grange Road, and relies on a dedicated bus route for the entire journey, with an average bus speed of 38mph. It can not use the route shown

on the consultation documents which appear to use existing road infrastructure in Coton. Nor can the quoted times possibly allow for a stop in Coton, so it would be grossly unfair to use the village, cause disruption and damage, and not allow the residents to obtain the one benefit that might arise.

- From Grange Road the bus will then have a slow journey into the town centre, on busy student roads.
- In comparison, the times advertised for the Central and North routes are to Northampton Road, from where a quick journey can be made into the town centre. When the three routes are compared side by side, all terminating in the town centre, the journey times are essentially the same.
- In any event, even a 7 minute difference in journey time is not significant to commuters, who care far more about the period of time they have to wait for the bus in the first place.

3) **The benefit of 'improved cycle ways through Coton is unlikely to be significant as the cycleway is already good.** Whereas investment into the Area 1 Central option will improve cycling routes, Coton already has a good off road cycling route (the nationally recognised Wimpole Way), and the Area 1 South route can not possibly hope to improve on this.

#### **NEGATIVE IMPLICATIONS OF THE SOUTH ROUTE:**

- **Damage to Coton** – which is a fragile community with only one remaining pub and where the post office, village shop and pharmacy drop off point are all located in the garden centre to the north of the village
  - The route shown in the consultation documentation appears to enter the village on Cambridge Road, run down Main Street and then onto The Footpath past the recreational ground.
  - In order to minimise damage to the village the route would have to be run to the north of the village outline shown in Appendix A: i.e. adjacent to Madingley Road (which is effectively the Central route)
- **Unnecessary damage to the green belt**
- **Potential issues with Bin Brook**, a major tributary to the river Cam.
  - Houses along the Bin Brook already suffer flooding from time to time and there is the risk of the Area 1 South route making this worse
  - There is also the risk of the bus route itself becoming flooded
- **The Area 1 South route** does not integrate well with either the proposed orbital bus service or the existing Madingley P&R:
  - Commuters wanting to get to destinations such as the Science Park will have to travel into the town centre and change at Drummer Street – which is not good for congestion and not attractive to commuters
  - Two separate bus services will have to be run to the west of Cambridge, one to Cambourne and one to the Madingley Road P&R.

We hope you find these comments useful. We have attended the roadshow in the village hall, and tried to keep informed by receiving communication from Parish Councillors and local area meetings.

We now ask that you formally record our objection to the consultation process and against option 1 South.

Thank you for your assistance in this matter.

Dear [REDACTED]

I am a resident of [REDACTED] of over 30 years, 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.

1. 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.
2. 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 has 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 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.

3. 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.

Yours sincerely

Dear [REDACTED]

I am a [REDACTED] resident of over 30 years, 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).

1. **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, which 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, which is already considerable along Cambridge Road. 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.
2. **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 and indeed is where I live and have done for over 30 years! 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.
3. **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. The need for the money being thrown at this scheme to be spent speedily is disgusting and will cause considerably more congestion than less. Why not use one of the cheaper options and improve the cycle routes and the access to the Girton Interchange which will impact more positively on so many people instead?
4. **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?
5. **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 as well, introducing electric buses to reduce pollution and even linking to the Girton Interchange so that cars can skirt round Cambridge rather than adding to the town's congestion.

I would therefore 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.

Yours sincerely

### Re: Cambourne to Cambridge Better Bus Journeys consultation

#### Flawed premises and information

It seems to me that the foundation of the consultation is deeply flawed. I do not see a significant demand for a special bus service between Cambourne/Bourn Airfield and Cambridge, which delivers passengers to Queens Road or Silver Street. Very few people will be employed in that area, and if the travel times stated on the document accompanying the survey are to be believed, there is no allowance for stopping time elsewhere to leave travellers at connecting points en route.

What is more, the journey times in themselves seem highly subjective. At what time of day? Anyone living in this area knows that the journey time from Cambourne or other locations on the way to Cambridge varies considerably depending on the time of day and direction of travel. The information presented is, at best, far too simplistic, and at worst, deliberately misleading.

The information suggests that journey times "could be reduced to 16 minutes between Cambourne and Queens Road, Cambridge", which seems to suggest a preference for the Area 2 Central and Area 1 South, a distinct bias in the presentation of information. It also appears that the journey times proposed fail to take into account the journey time from Queens Road to Silver Street on Area

1 South, which could add significant time to the journey.

### **No measure of environmental impact**

There is no mention of environmental concerns in any part of the document, despite the fact that several of the options would involve the busway passing across green field sites, and some of those are in the Cambridge Green Belt.

### **Busways and cycleways**

There is no evidence given that there is or will be significant demand for this route, particularly if buses are not to serve the needs of the communities they pass through. To suggest that the busway is a route to better cycleways is also naïve. The current footpath between Coton and Cambridge is well used and enjoyed, despite the lack of maintenance it receives. I strongly suspect that a survey of current and prospective usage would not find that cyclists would find a more urbanised route an attractive option. At a fraction of the costs proposed, new cycle paths could be put in between villages, creating better connections by bicycle and these could be maintained to a much higher standard than at present.

In the “Walking and Cycling” section of the leaflet, reference is made to the “successful Busway route used by thousands”. Perhaps public memory is supposed to have forgotten the considerable overspend on the St Neot’s busway and the huge difficulties with getting the buses working effectively? It is not clear if we are to anticipate another guided busway, since the document does not indicate whether or not this is what is being considered. In any case, wide concrete busways in a semi-rural environment are an extremely unattractive option, however “high-quality” the accompanying foot and cycleways.

### **The congestion problem – A428/M11/A1303**

The transport congestion on Madingley Road, which is particularly noticeable during rush hours, could be significantly reduced if a direct route between the A428 and the M11 were introduced at the Girton interchange. I cycle across the M11 every morning, and witness the half a mile of traffic queuing on the hard shoulder to leave the motorway at Junction 13. A considerable number of vehicles also leave the A428 at Madingley Mulch to access the M11 south via the A1303. These are the main traffic movements which slow traffic on the A1303 during rush hours.

Siting the new Park & Ride at Madingley Mulch seems to me to be a guarantee of tailbacks on the A428, similar to those on the M11. Surely it would be better to situate a new Park & Ride further out, somewhere off the A428?

Without doubt, Cambridge already has severe congestion problems and the new developments on the North West Cambridge Site, at Cambourne and Bourn Airfield, will only add to the challenges.

### **Travel destinations and cycling/public transport**

What is clear is that this Cambourne to Cambridge busway proposal offers very little benefit for very few people. What is needed is a joined-up system that takes people to the places they need to go. For many commuters the destination will be the Cambridge railway station, Science Parks at Milton, on the A10 and beyond, and Addenbrookes’ hospital and the adjacent biomedical campus. For those who need to access central Cambridge, we need to make cycling the optimal mode of transport, and for those for whom that is not an option, a good local network of frequent buses needs to transport people from the Park & Ride sites near the centre to their destination. Building grand schemes that serve only one or two location needs (such as Cambourne & Bourn airfield) is a misuse of public money and will only add to the feeling that public transport policy in the Cambridge area is not joined up.

### **Public transport costs are too high**

Finally, I would add that the current cost of Park & Ride around Cambridge is largely a disincentive to people using it. I recently visited Bath, where a return trip to the city centre from the university campus, some 3 miles from the city centre, cost just £2. The buses were running full. What is more, charging people per head for using the Park & Ride prevents families with teenagers from using the service, since the cost becomes exorbitant. The charging system in Cambridge is clearly designed to encourage people to travel singly in their cars.

### **Unclear proposals and poor presentation**

In summary, I believe that there is far more work to be done before any proposal of a bus route between Cambourne and Cambridge should be put out for consultation. The leaflet itself is very sketchy on detail, poorly presented, and leaves all those consulted to guess at where exactly the planners propose to put these routes. Even the presentation of the different options is abysmal. The options for Area 1 and 2 overlap in the middle of the map, which is very confusing. It would have been much clearer to present the two areas separately. Some of the tick-box questions are clearly designed to solicit answers which support the City Deal's intentions and there is little space left for alternative views to be expressed. Sadly, one is left with the impression that the main aim of the exercise was to obfuscate.

I trust that you will consider carefully all the submissions from members of the public before proceeding with any of these development proposals.

140 To the Greater Cambridge City Deal team,  
The current Cambourne to Cambridge Bus Journey consultation is an emotive but important discussion. In addition to the official questionnaire I wish to submit this formal response into the process.

Summary statement:

- ☐ The Area 1 Central route should be taken forwards for a more detailed investigation. Not only is it the cheapest option, it also has significant advantages, including much needed cycling improvement along this route, as well as the option for passengers to get onto the proposed orbital route at the existing Madingley P&R (which itself should be developed into a passenger hub).
- ☐ The next phase of work should include consideration of a tidal system along this route (dedicated bus lane into Cambridge in the morning, and out of Cambridge in the afternoon).
- ☐ The CambridgeBOLD proposal shares many of the positives of the Area 1 Central route and should also be included into the next phase of detailed investigation.
- ☐ Upgrading the Madingley Road route gives the opportunity to improve the junction between Madingley Road and the M11, which currently acts as a bottleneck for traffic flowing into Cambridge both from the A428 and J13 of the M11.
- ☐ The proposed new P&R is too close to Cambridge, and should be placed closer to Cambourne. As suggested by the CambridgeBOLD submission, a better location is the Scotland Road junction of the A428, which offers good connectivity for vehicles as well as being accessible to residents of Hardwick, Highfields and Dry Drayton. Madingley and Coton residents can access the new service using the existing Madingley P&R.
- ☐ The Area 1 South route should be rejected. Not only is it the most expensive option (both financially and environmentally) it has no benefits to justify this. The journey time to the centre of Cambridge is comparable to the other routes (the advertised 7 minute journey time is just from Madingley Mulch to Grange Road). This route will not improve the cycling infrastructure, because Coton and the West fields are already well served by the nationally recognised Wimpole Way. Furthermore, Route 1 South does not integrate well with the proposed orbital service and has to negotiate Bin Brook and its flood plain.
- ☐ Although outside the scope of the consultation, improving connectivity between the A428 and the M11 south / A14 North is an important part of the jigsaw. In particular, allowing traffic to flow from the A428 directly onto the M11 southbound will take considerable traffic off Madingley road, and help ease congestion whilst the bus route is being built.
- ☐ Going forwards, the consultation should also consider day time traffic from Cambridge and surrounding villages into Cambourne given that a number of important facilities have moved into Cambourne, for example Sure Start centres, Health visitor clinics and physiotherapy.

The Area 1 Central and South routes indicated in the consultation documentation are shown against a satellite image in Appendix A: Key route features and complications are also shown.

The problem – Congestion on Madingley Road

I have lived in [REDACTED] for just over 10 years and can attest to the congestion on Madingley Road during term time rush hour traffic. In order to illustrate the issue, Appendix B: contains traffic information from

Google maps on the Tuesday 10th Nov 2015, from 7:42am to 8:50am at approximately 10 minute intervals.

There is nothing special about this day other than the fact I didn't have to be in work for 9:00am sharp. The images are however representative of a typical (school) term time commute using this route, and show the following:

- ☒ Heavy congestion coming down the A1303 from the A428 until the M11 junction.
- ☒ This eases up slightly after the M11 traffic lights, with a slight blip for traffic turning right onto the M11 southbound and also at the traffic lights into the existing P&R.
- ☒ Between the P&R and the town centre the traffic flow is generally good.
- ☒ Significant traffic builds up on the M11 northbound trying to exit at J13 and turn into Cambridge.

The conclusions that can be drawn are that

- ☒ It is the section of Madingley Road between the A428 and the existing P&R which would most benefit from a dedicated bus route. Fortunately this is already a broad section of road (effectively 3 lanes wide for most of its length) so the creation of a bus route here, as per the Area 1 Central option, should be eminently feasible. Alternatively the CambridgeBOLD proposal should be used.
- ☒ The traffic lights for the M11 and P&R are a bottle neck which the bus route will have to avoid.
- ☒ Improvements to this junction would help the flow of all traffic using this route. It may be worth considering the addition of a parallel bridge over the M11 to form a circular junction between Madingley Road and the M11.
- ☒ A significant volume of traffic from Madingley Mulch flows onto the M11 heading south and could be removed by allowing traffic on the A428 to directly access the M11 heading south. It would be sensible to put this into operation before building the bus route on Madingley Road.

**Solutions – Getting a better bus journey**

In order to reduce congestion, commuters need an attractive alternative to their cars. Having a dedicated bus route will help with this, but it is only part of the jigsaw. Other critical factors include:

- ☒ Having a departure point which is close to home:
  - By placing the proposed new P&R at the Scotland Road roundabout of the A428, each village between Cambourne and Cambridge has a convenient local access point for the bus service. Hardwick, Highfields and Dry Drayton can access the service at the new P&R site. Madingley and Coton can use the existing Madingley Road P&R.
- ☒ Having an arrival point which is close to work:
  - In addition to providing a service into town, it is vital that the Cambourne to Cambridge route is integrated with the proposed Cambridge west orbital service, so that other destinations are easily reached. By using the existing Madingley Road P&R site as a high quality passenger hub, passengers can change from the radial route to the orbital route. Even better if every other bus from Cambourne gets onto the orbital route at the Madingley P&R, so that commuters don't need to change bus in order to access (for example) the Science Park and North Cambridge station, they just need to catch the right bus and stay on it. This would be a significant improvement over the current citi-4 service.
  - The bus route can also help those who want to get to Cambourne to access any of the community services which are now based there such as Sure Start centres, Health visitor clinics and physiotherapy.
- ☒ Frequent service with reliable seating:
  - This requires a bus every 2-3 minutes during peak hours.
- ☒ Enough space and privacy to work using a laptop and/or written notes:
  - Both on the buses and at the transport hubs.
- ☒ High quality passenger hubs:
  - Think airport or major train station rather than Cambridge, Drummer Street.
  - Have facilities such as coffee shops and bicycle repair.
  - No queuing outside to change from one route to another.
- ☒ Low ticket price:
  - It's unlikely that commuters will get rid of their cars completely, and are stuck with the fixed costs

of depreciation, tax, servicing etc regardless. The new bus route therefore is competing against just the cost of fuel. For a return journey from Cambourne to Cambridge then this is a cost of approximately £2-3.

– Could some of the City Deal money be used to invest in solar or wind generation to give 'free' fuel for electric buses?

– It is perhaps worth note that the fare for a one-off tourist ticket could be very different to the cost of a medium-frequent traveller.

Note that journey time does not feature in this list, despite being one of the critical factors used to assess the different routes in the consultation. As evidenced by commuters' stubborn use of cars over other options (despite increasing congestion) journey time is less important to commuters than locality, immediacy, flexibility and comfort.

Solutions – Make cycling a more attractive option

The consultation is right to consider increased cycling as part of the answer. The City Deal can help improve cycling in a number of ways:

☑ Provide a good cycle route along Madingley Road:

– At present cyclists on this route have a choice between cycling on road, which is busy with vehicles travelling at 40mph (often greater), or cycling on a meandering pavement route which is shared with pedestrians and interrupted by side roads.

– This cycle route upgrade can be implemented as part of the Area 1 Central bus route.

☑ Extend the existing off-road cycling route between Cambridge and Coton (the Wimpole Way) through to Cambourne, as suggested by both CambridgeBOLD and the Better City Deal:

– Having an off road route such as this far more pleasant for all cyclists, and essential for children, less confident cyclists, and tourists.

☑ Encourage employers to support cycling employees:

– Say for example through reduced business rates.

– Things that employers can do include providing breakfast for cyclists, fresh towels, high quality showers, secure bicycle parking, having a kit of emergency bike tools and batteries and being a member of the cycle to work scheme.

Next steps - The Area 1 Central route should be taken forwards for detailed investigation

The area 1 route has many positive features as described elsewhere in this document. Just to recap:

☑ By using the existing Madingley P&R as a high quality hub, passengers, or preferably the buses themselves can swap from the radial (Cambourne to Cambridge) route to the orbital route and travel to destinations such as the Science Park, North Cambridge Station and Addenbrooke's.

– This is a paradigm shift from the current status quo with people having to travel to the centre of Cambridge and then wait on the street for the connecting service.

☑ Buses from Cambourne can stop at the existing Madingley P&R to pick up new passengers heading into town:

– This removes the need to have separate fleets of buses for the Madingley P&R service and the Cambourne service.

– Allows residents of Coton and Madingley to access the bus service.

☑ The cycle routes in the area can be greatly improved by providing a high quality cycle route along Madingley Road.

– This complements the existing cycle route along the Wimpole Way between Cambridge and Coton (which can be retained and extended as a traffic free cycling route).

☑ It provides an opportunity to improve the junction over the M11 so that all traffic (not just the buses) can flow more easily, both into Cambridge and onto the M11 southbound

In addition:

☑ The Area 1 Central route is the cheapest route proposed, allowing the City Deal money to be spread across a wider set of investments.

☑ It keeps traffic together, rather than spreading it to new areas and losing precious green belt in the process.

Further investigation is required by the consultation to investigate the best way to implement the

Area 1 Central route. If there is not space for separate bus lanes into and out of Cambridge, then the study should consider a tidal bus lane, which can be used by the incoming bus in the morning rush hour, and outgoing bus in the evening rush hour.

Next steps - The route proposed by CambridgeBOLD should also be taken forward

The route proposed by CambridgeBOLD is a variation of the Area 1 North route, however most of the route is the same as Area 1 Central and many of the benefits are in common. Therefore the CambridgeBOLD proposal also warrants formal investigation and consideration in the next phase of work.

Next steps - The Area 1 South route should be rejected

To put this route into context, the draft Area 1 South route presented by the consultation documentation is shown in Appendix A: along with the Area 1 Central route and key route features and complications.

At a provisional \$67M, the Area 1 South route is outrageously expensive given that it has no obvious merits to counter the £49M cost increase over Area 1 Central.

☒ Whereas investment into the Area 1 Central option will improve cycling routes, Coton already has a good off road cycling route (the nationally recognised Wimpole Way), and the Area 1 South route can not possibly hope to improve on this.

☒ The consultation claims that the Area 1 South route is 7 minutes quicker, however

– The 7 minute Area 1 South journey time calculated by Atkins is the absolute best case from Madingley Mulch to Grange Road, and relies on a dedicated bus route for the entire journey, with an average bus speed of 38mph. It can not use the route shown on the consultation documents which appear to use existing road infrastructure in Coton.

– From Grange Road the bus will then have a slow journey into the town centre, on busy student roads.

– In comparison, the times advertised for the Area 1 Central and North routes are to Northampton Road, from where a quick journey can be made into the town centre. When the three routes are compared side by side, all terminating in the town centre, the journey times are essentially the same.

– In any event, even a 7 minute difference in journey time is not significant to commuters, who care far more about the period of time they have to wait for the bus in the first place.

There are however many negative implications of the South route:

☒ Damage to Coton – which is a fragile community with only one remaining pub and where the post office, village shop and pharmacy drop off point are all located in the garden centre to the north of the village.

– The route shown in the consultation documentation appears to enter the village on Cambridge Road, run down Main Street and then onto The Footpath past the recreational ground.

– In order to minimise damage to the village the route would have to be run to the north of the village outline shown in Appendix A: i.e. to the north of the garden centre and alongside Madingley Road (which is effectively the Central route).

☒ Unnecessary loss of finite green belt, against the aims of the widely supported QTSQ vision.

☒ Potential issues with Bin Brook, a major tributary into the river Cam.

– Houses along the Bin Brook (in particular those in Cambridge) already suffer periodic flooding and there is a considerable risk of the Area 1 South route making this worse.

– There is also the risk of the bus route itself becoming flooded.

☒ The Area 1 South route does not integrate well with either the proposed orbital bus service or the existing Madingley P&R:

– Commuters wanting to get to destinations such as the Science Park will have to travel into the town centre and change at Drummer Street – which is not good for congestion and not attractive to commuters.

– Two separate bus services will have to be run to the west of Cambridge, one to Cambourne and one to the Madingley Road P&R.

In conclusion

This is a great opportunity for the Cambridge area, but also a very difficult problem to solve, with long lasting impacts from the actions that are taken. I hope this response is useful and will help shape the next steps in the process.

#### Appendix A: Area 1 Central and south route map



#### Appendix B: Congestion data



10-Nov-15 7:42am



10-Nov-15 7:50am



10-Nov-15 8:02am



10-Nov-15 8:10am



10-Nov-15 8:20am



10-Nov-15 8:31am



10-Nov-15 8:41am



10-Nov-15 8:50am

141 Dear Sirs

██████████ welcomes the opportunity to comment on the Cambourne to Cambridge (A428) Public Transport Proposals as part of the City Deal. As a long term institutional partner for the City and major employer in the region, ██████████ feels it is vital that sustainable transportation options are available, reliable, and affordable for our staff and students. In particular, as many of our staff live outside of the City Centre, public transport routes that link to surrounding villages and housing growth areas are critical to employment growth and will support the University, and the City, in maintaining its position as a research leader for the Country.

The City Deal in particular is critical as it sets out to provide important infrastructure to link areas of housing growth with major employment generators throughout the City.

*As a general principle, ██████████ supports public transport improvements on the A428 corridor.*

In that context ██████████ welcomes proposals to improve public transport frequency and reliability on the A428 corridor, but feels it is imperative that these proposals are considered in a coordinated approach alongside the proposed Western Orbital and City Centre Access Strategy. The level of detail provided in the current consultation, as well as the standalone consultation on the A428 in the absence of context on other public transport strategies, has meant that ██████████ can only evaluate the high level principles of the three A428 options proposed, and will require further detailed discussions before being able to support a specific option.

██████████ has considered two specific aspects in its evaluation of the proposed options:

1. Relationships and/or conflicts with ██████████ land holdings
2. Direct impact on ██████████ sites, particularly the strategic employment and mixed-use development sites at West Cambridge and North West Cambridge (both of which are now being implemented)

Due to the diagrammatic nature of the options a number of assumptions on route alignment have been made in interpreting the options.

**Proposed Park & Ride at Maddingley Mulch**

██████████ Farm

The attached plan shows the potential loss of land to ██████████ Farm to the new Park & Ride site to the north of the Maddingley Mulch roundabout.

The main area of concern relates to the western block of land that adjoins the Dairy Unit at Park Farm. This is the main point of access to the Farm via a concrete road that runs immediately to the south of the block of woodland. This access route will need to be retained and be capable of use by large farm vehicles and milk tankers with a minimum width of 5m.

The loss of the western block of land will have a major operational impact on the Farm. This land is

used principally for the production of forage crops to feed the dairy herd that are housed at Park Farm. We operate a robotic milking system which means that the 200+ herd are housed permanently indoors and are therefore dependent on forage production to supplement their feed. The loss of this area would mean that an equivalent area of land would need to be taken out of more profitable arable use with a consequential impact on the Farm's profitability.

This land is also used for the regular spreading of slurry via an umbilical hose system connected to the slurry tanks at Park Farm. If the slurry needs to be spread on more distant land it would require significant capital investment in a new spreading system. The only alternative is to tanker the slurry off-site which would be prohibitively expensive.

Disturbance caused by the construction and operation of a Park & Ride facility in close proximity to the Dairy Unit may also have a detrimental effect on the productivity of the cows in terms of a reduced milk yield and hence income to the Farm.

There would also be concerns about maintaining adequate security between the P&R site and the Farm given the proximity of public access. The location of the P&R facility alongside the Dairy Unit could have implications for the Council in the event of say a Foot & Mouth outbreak on the Farm. For bio-security reasons this could result in the temporary closure of the P&R site.

The eastern block of land concerned is currently in arable production so any land take would impact the arable business.

*Due to the potential impact of a new Park & Ride on [REDACTED] Estate at Madingley Mulch, further detailed discussions are needed between the County Council and [REDACTED] to understand the impact of the Park & Ride as well as mitigation that must be put in place.*

*[REDACTED] would consider discussions of a Park & Ride on its land at Madingley Mulch if related to simultaneous closing of the Madingley Road Park & Ride.*

#### **West of the M11**

##### *Madingley Estate*

Area 1 North Route cuts through the 800 Wood and close to Madingley Wood, which is a SSSI. This SSSI and ancient woodland is a nationally important site for biodiversity conservation. It has the longest research history of any woodland in Great Britain. "Only at Madingley are there 46 [now 65] years of research history preceded by 300 years of earlier records" (Oliver Rackham, Nature in Cambridgeshire, 1996). The western side of the wood (next to the proposed bus route) has unique earthworks dating back to the 15th century, and unique flora, which were part of the justification for

the woodland being categorised as an SSSI.

The wood is now a research study site for long-term projects run by [REDACTED] Department of Zoology, which has been researching the breeding and wintering behaviour of great tits and blue tits for over fifteen years. Using tracking techniques [REDACTED] researchers study the behaviour of individual birds (over 2000 to date) and their relationships to others in the population. This makes leading contributions to our understanding of how animal populations behave and change. Any significant disturbance to the wood and its surrounds will compromise this long-term study. More generally, the wood provides opportunities for a wide range of studies that cannot be undertaken elsewhere near Cambridge.

The 800 Wood was established with significant grant funding from the Forestry Commission. Apart from the PR implications of having this wood, that was formally opened by the Duke of Edinburgh, bisected by a bus route, there could also be the potential of the University having to refund some of this funding.

I attach a Constraints Map of the 800 Wood from which you will note that there are a number of other features that might be impacted.

*As a result of the above consequential impacts of Area 1 North Route on the Madingley Wood & 800 Wood, [REDACTED] opposes the Area 1 North option.*

#### **East of the M11**

East of the M11, the proposed A428 routes will link to [REDACTED] North West Cambridge Development (north of Madingley Road) and West Cambridge site (south of Madingley Road).

Both of these sites have planning permissions that have been implemented, and both are important components of the City and South Cambridgeshire plans for housing and employment growth.

The North West Cambridge Development is the largest single capital project that the [REDACTED] has undertaken in its 800-year history. Outline planning permission was granted in February 2013 for the scheme, on the 150-hectare site of [REDACTED] farmland situated in between Huntingdon Road, Madingley Road and the M11.

The masterplan includes 3,000 homes (50% key worker housing, available for qualifying [REDACTED] and Colleges employees), 2,000 post-graduate student spaces, 100,000 sqm of research space, a local centre and community facilities including a primary school, nursery, doctors' surgery, supermarket and retail units, as well as all of the site-infrastructure and landscaping for the scheme. The development has been designed as an extension to the city, with an urban rather than suburban grain and will be of the highest design quality as well as being an exemplar of sustainable living.

The North West Cambridge Development will provide 3,000 homes and 100,000 sq.m. of employment space (estimated 4,350 employees). Provision for a bus link from the site to Cambridge Science Park has been allowed for in the site planning and the link itself will be operational from early 2017. This is a central component of the Western Orbital proposal. [REDACTED]

[REDACTED] supports the opportunity for interchange between the Western Orbital and the A428 proposal.

[REDACTED] is making plans to ensure that its long-term growth will be supported by its estate. The West Cambridge site is an important part of both the University's estate and its growth. Development at West Cambridge has been on-going since the 1960s and planning permission was granted in 1999 for the current framework for the site. A review of the site through a masterplanning process is currently underway which aims to create a high quality, well connected research environment that will support the University's and City's globally competitive position, whilst also creating opportunities to support the Cambridge Cluster with the commercialisation of knowledge through entrepreneurship and collaboration with industry.

The site is subject to a remasterplanning exercise which will result in a new planning application (early 2016) and subsequent outline planning permission. The intensification of development on the West Cambridge site is supported by the Draft Cambridge Local Plan and has also been the subject of a Statement of Common Ground between the City Council and [REDACTED]. The planning application will make an allowance for approximately 450,000sq.m. employment floorspace (existing and proposed), for a total employment population of up to 15,000 employees. The West Cambridge Site has been planned as a strategic employment site for many years, including for example through the Cambridgeshire and Peterborough Structure Plan (2003), and is a major trip destination in its own right. The proposals for intensification of the site were developed before the City Deal schemes were identified, and the outline planning application will demonstrate that, with mitigation as required, the proposals can be developed with or without the City Deal improvements.

*Land ownership:*

[REDACTED] land ownership to the north of Madingley Road includes the Madingley Road Park & Ride (currently leased to the County Council until October 2035), the Ridge & Furrow Field (within the North West Cambridge Development), and then the Madingley Rise academic site (east of Madingley Rise).

[REDACTED] land ownership to the south of Madingley Road includes the West Cambridge site. Options Area 1 North and Area 1 Central allow for an inbound segregated bus lane on the Madingley Road alignment. Given the width constraints of Madingley Road, it is not clear how the County will achieve a segregated bus lane along the length of the corridor without requiring additional land from the north or south of the road. [REDACTED] opposes options that widen the Madingley Road corridor to accommodate a single running inbound bus lane as this would remove operational land from [REDACTED] estate and have a significant negative impact on the

landscape and visual character of Madingley Road (particularly on the south side near the West Cambridge site, which has an extensive tree buffer and green character).

██████████ therefore opposes Area 1 North and Area 1 Central.

#### *Public Transport Accessibility of the West Cambridge Site*

██████████ supports improved public transport accessibility to the West Cambridge site, which is critical to meeting City Deal objective of linking the major employment and residential sites. Options on Madingley Road do not directly link with the major employment site at West Cambridge. ██████████ therefore proposes that there is an alternative option that makes better use of existing West Cambridge infrastructure and links with either an online or offline solution west of the M11.

An option that runs through the West Cambridge site is more aligned to overall City Deal objectives and will connect nearby villages and housing growth sites with a major employment area.

As the level of detail provided in the consultation material is too abstract to interpret in detail, it is difficult to determine whether the Area 1 South option is intended to run through, around or anywhere near the West Cambridge site. ██████████ proposes that an alternative option could be developed with the County Council and relevant stakeholders and landowners following the consultation period.

██████████ is willing to engage with the County Council on the development of an alternative route that uses West Cambridge infrastructure, and would seek to:

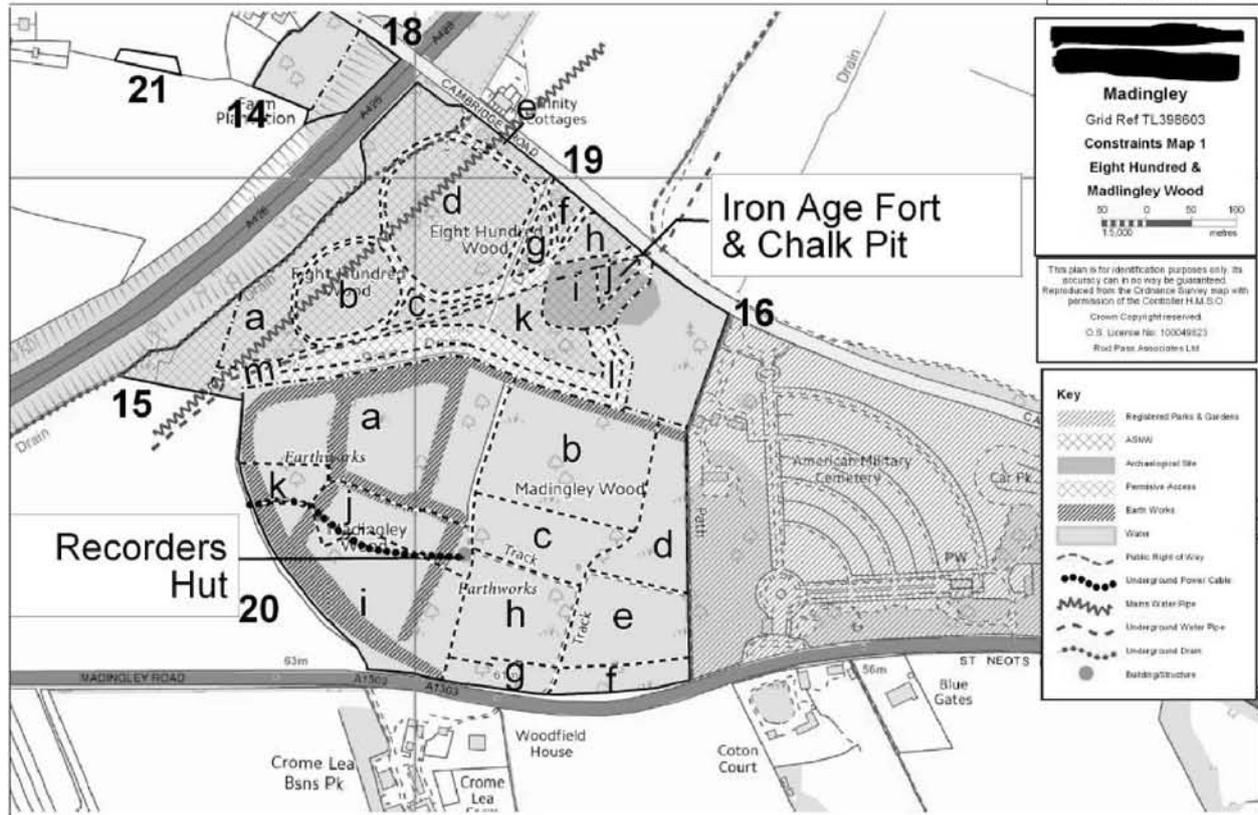
- o Promote opportunities for interchange with the Western Orbital at West Forum within the West Cambridge site;
- o Promote accessibility to East Forum and West Forum, which are the two main areas of activity proposed in the revised masterplan (at the junction of Charles Babbage Road and J J Thomson Avenue and Charles Babbage Road and High Cross, respectively);
- o Establish an urban environment at West Cambridge, catering for pedestrians, cyclists and bus users (and vehicles), and any bus routes would need to be consistent with this vision and make use of existing infrastructure provision.
- o Maintain highways within the West Cambridge site in ██████████;
- o Design the route with consideration for site-wide strategies and site-specific issues that have informed the outline planning application.

#### **Conclusions**

In summary, ██████████ opposes Area 1 North and Area 1 Central because of the potential impact on Madingley Wood and 800 Wood, as well as aborigicultural and land ownership impacts on Madingley Road.

Insufficient detail has been provided to evaluate Area 1 South, but ██████████ would support an option that included a public transport route through the West Cambridge site, subject to a process of engagement and coordination with the County Council.

It is imperative that these proposals are considered in a coordinated approach alongside the proposed Western Orbital and City Centre Access Strategy.



142 To whom it may concern

**A428/A1303 Madingley Road Corridor Scheme: Bus Route Option 1C**

We are residents of [redacted] and write in connection with the above. Although we have received no formal consultation document from the local authorities, we have examined the plans and know the site well. We wish to register our strongest opposition to the potential new bus route over the West Fields (Option 1C) proposed as part of the Greater Cambridge City Deal.