

The green corridor of land from Coton to King's College Chapel has huge value in terms of local landscape, amenity and biodiversity. A new road dissecting the West Fields will devastate this part of the green belt and lose forever a unique aspect of the special character of Cambridge. Indeed in 2008, the High Court confirmed the importance of the West Fields when ruling that "the relationship between the historic centre and the countryside in this location is critical to the character of Cambridge".

The integrity of this rural environment where no major residential or commercial development has been allowed would subsequently be lost by urbanisation of the West Fields. This landscape should also be given the highest protection in the forthcoming reappraisal of greenbelt sites under the Local Plan review.

We believe the Option 1C Bus Route would have the following disastrous consequences:

- A huge environmental impact on the West Fields and large-scale loss of flora and fauna
- A huge cost (the estimated £67m is almost 4 x more than the other options)
- A catalyst for housing development north and south of Barton Road
- A loss of green space which currently brings the countryside into the heart of the city
- A cause of congestion on Grange Road, historic Silver Street and Downing Street
- A loss of setting and damage to the special character of Cambridge
- A severe impact on Coton village
- An expensive eyesore in the form of the new bridge over the M11
- A stop to the creation of a West Cambridge Countryside Park which is currently under discussion.

The City Deal consultation documents also appear to be biased in favour of the West Fields route (Option 1C) in several respects:

- Claims of a 7 minute journey time ignore the delays on Grange and West Roads
- The journey times do not compare like with like (the Option 1C route does not go as far into town as the other two routes) and this has not been properly clarified
- The plans are geographically misleading and inaccurate
- Major cycleway improvements are already due under the West Cambridge Site section 106
- There is no attempt to present the obvious shortcomings of the Silver Street/Pembroke Street, Downing Street leg
- The presentation of the Option 1C route as the green route is potentially suggestive and misleading.

In addition, we would like to draw your attention to the fact that, even as a residents of Grange Road who stand to be much affected by these plans, we have to date received NO consultation document from the local authority.

We would therefore ask you to choose the much less damaging Option 1A which involves just one bus lane doing down Madingley Road. The character of Madingley Road has changed significantly in recent years with the West Cambridge site, North West Cambridge and the Park and Ride. A single bus lane can easily be accommodated while still allowing excellent dual cycle and pedestrian lanes. In various meetings of the West Cambridge Site, there has always been the implication that Madingley Road will be widened anyway.

The Save the West Fields campaign and our local councillors objected to the potentially biased presentation of the options at the various City Deal meetings before the consultation and yet the

bias appears to remain.

We would ask you please to ensure that Option 1C (the southern bus route across the West Fields) is **firmly rejected** so that we can preserve this crucial aspect of Cambridge's unique character for future generations. In addition:

- Can you also please investigate why the consultation documents have been presented in such a misleading way and see that they are amended accordingly?
- Can you also ensure that considerations of ecology and heritage form part of the consultation process?

Can you please ensure that more weight is given to the view of those most affected, not least West Cambridge and Coton residents, and that they are all properly consulted?

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Dear Sir / Madam

A428 Busway Options Consultation

The [REDACTED] has the following comments on the Cambourne to Cambridge A428 corridor bus routes consultation:

Atkins Technical Report and City Deal Executive Board Papers

1. While the [REDACTED] is supportive of measures to increase use of public transport and cycling, this must not be at the expense of the natural environment;
2. All options are likely to have impacts on wildlife and important wildlife sites, but some appear to pose a much greater threat even threatening nationally important sites including ancient woodlands. Potential impacts on the natural environment include:

Route Option	Sites under threat / potentially affected
Area 1 Central (pink route / 1A)	Madingley Wood SSSI; Bird Sanctuary Conduit Head CityWS; Scrub East of M11 Verge CityWS
Area 1 North (blue route / 1B)	Madingley Wood SSSI; Bird Sanctuary Conduit Head CityWS; Scrub East of M11 Verge CityWS
Area 1 South (green route / 1C)	Coton Path Hedgerow CWS; Hedgerows East of M11 CWS; Adams Road Sanctuary CityWS; Bin Brook CityWS; Scrub East of M11 Verge CityWS; Coton countryside reserve
Area 2 North (orange route / 2A)	Madingley Slip Road CWS; Knapwell roadside verge CWS; Cambourne nature reserve
Area 2 Central (red route / 2B)	Bucket Hill Plantation Grassland CWS; Cambourne nature reserve;
Area 2 South (yellow route / 2C)	Hardwick Wood SSSI; Caldecote Meadows SSSI; Jason Farm Grassland CWS; Bucket Hill Plantation Grassland CWS; Cambourne nature reserve
All routes	Protected species such as water vole or great crested newt and other priority species or species of conservation concern including a range of bird species and nationally scarce plants

3. The current options consultation has failed to properly consider the impacts of the potential route options on the natural environment. Such an approach is unacceptable in the 21st century and is likely to result in unsustainable choices being taken. Publication of and consultation about route options without having undertaken even the most basic of environmental appraisals represents a fundamental failure of process and a failure by the public bodies in the City Deal partnership to meet their statutory duties regarding the natural environment. It is also wasting the time of consultees by consulting on options that are fundamentally unacceptable and unsustainable and should have been ruled out at the initial stage of the process.
4. The Atkins Initial Engineering Assessment & Technical Study consideration of the natural environment was insufficient and even confusing. While the report did at paragraph 2.74 state there were considerable constraints including SSSIs and then at paragraph 2.76 list some of those constraints, it did not list all the important natural environment features missing out one SSSI, ancient woodland and County and City Wildlife Sites (see [redacted] table above). Further, the SWOT analysis lists SSSIs as a threat and includes the following opaque wording "*Due to various constraints such as listed buildings and SSSIs, there is limited capability to change the route without impacting on areas that may restrict the route*". What exactly does this mean – does it mean the route can only be built by damaging SSSIs and listed buildings?
5. The City Deal Executive Board consideration of the natural environment was even more woeful, with the only bit of the Atkins report copied into the papers the SWOT analysis which as discussed above was far from clear. There was no formal consideration of impacts on the natural environment (it is not included as an additional consideration in the report structure) and no discussion during the meeting about impacts on the natural environment.
6. Further, there seems to have been insufficient consideration of all the options within the technical paper. For example, there does not appear to have been any consideration of whether an increased population, should all of Cambourne, Cambourne West and Bourn Airfield be developed, actually provide for economically viable bus routes. The City Deal partners and local authorities have also failed to address the question of demand management through for example congestion or road user charging for commuting into Cambridge. They have also not considered a range of other potentially less environmentally damaging options now being promoted by other groups.
7. In section 4 of the committee report to the City Deal Executive Board, the economic benefits of the schemes are discussed, but even these do not appear to stand up to scrutiny. The report states that at a reference scheme cost of £44 million there would be a cost benefit ratio of 2.5:1, which is better than the Department for Transport ratio of 2:1 which is considered as being good value for money. This suggests an economic benefit of £110 million, but this does not include environmental costs. Further, the vast majority of transport infrastructure projects end up costing more than the original budget. It would only take an increase in costs to £56 million to make the scheme not good value for money. Given the failure to properly consider the natural environmental constraints (and possibly other areas of the environment), it is highly likely that the scheme costs will rise significantly. The City Deal partners seem to have acknowledged this in making £59 million available for the first phase of the project from Madingley Mulch to the City Centre with a further £9 million for public transport improvements along Madingley Road. Either way, assuming that the full £59m or £68m is spent will mean that the scheme would not have represented good value for public money (and this seems to exclude the costs of tranche 2).

Due Process

8. The current options consultation is premature and is circumventing the democratic local plan process. Implementation is likely to have unintended consequences including facilitating an increased likelihood of developments that have yet to be committed through local plans and which may have unacceptable impacts on the natural environment.
9. There is a reasonable argument that the City Deal funding package should be considered a "Plan or Programme", which could give rise to significant environmental impacts, and as such should require a statutory Strategic Environmental Assessment. Should such an assessment have been undertaken it may have gone some way towards sifting out some of the options with unacceptable impacts on the natural environment.

Way Forward

10. The [redacted] demands that the City Deal Executive Board remove from further consideration any route options that could damage nationally important SSSIs or ancient woodland;
11. The [redacted] requests that the City Deal Executive Board formally consider potential impacts on the natural environment before selecting route options for further investigation;
12. The [redacted] requests that the City Deal Executive Board re-consults on a revised set of options having fully considered and explained the likely impacts on the natural environment; and
13. The [redacted] requests that the City Deal Executive Board and Cambridgeshire County Council include a section formally considering impacts on the natural environment in all future reports to their committees on new infrastructure proposals

Pre-application Advice**CAMBRIDGE TO CAMBOURNE (BUS ROUTE)**

Thank you for your e-mail of 12 October 2015 seeking our pre-application advice on proposals for the above route.

We confirm that this request meets our statutory criteria for engagement and we would be pleased to provide advice. We offer up to 15 hours of free Pre-application advice in the first instance; following that, if further advice is required, we can offer our Extended Pre-application service, which is charged on a cost-recovery basis. Charging will only commence after the first 15 hours and if you formally commission the service from us. Further information on our Extended Pre-application service can be found on our website [REDACTED]

Summary

The proposals offer three alternatives across two areas for a dedicated route for buses between Cambridge and Cambourne using new and existing road infrastructure. [REDACTED] is primarily concerned with the historic environment and our comments are focussed on those aspects of the proposal. We have particular concerns with the suggested Area 1 North route.

Advice

The consultation divides the route in to Area 1 - Madingley Mulch roundabout to Cambridge and Area 2 - Cambourne to Madingley Mulch roundabout.

Paragraph 132 of the NPPF states that significance can be harmed or lost through development within the setting of a heritage asset. Any harm requires a clear and

convincing justification and substantial harm to assets of the highest significance, such as Grade I Parks and Grade II* buildings should be wholly exceptional. Where substantial harm is proposed, consent should be refused unless substantial public benefits will outweigh the harm, paragraph 133. Where harm is judged to be less than substantial to the significance of the heritage asset, paragraph 134 says that this harm should be weighed against the public benefits of the proposal.

Area 1: Madingley Mulch roundabout to Cambridge

The options are two alternatives for a new bus only route or the creation of a bus lane along the existing A1303. We are primarily concerned with the North route as indicated between the M11 and the roundabout as it would affect highly graded heritage assets. However, we would note that all three routes run through the Green Belt. The Green Belt around Cambridge helps to meet the requirement of paragraph 80 of the NPPF, 'to preserve the setting and special character of historic towns.' Any local transport infrastructure proposals in the Green Belt need to take into account the importance of preserving the openness of the Green Belt, paragraph 90.

The American Cemetery and Memorial is a Grade I Registered Park and Garden with a Grade II* memorial. The American Cemetery is one of twenty four permanent American Second World War cemeteries erected on foreign soil by the American Battle Monuments Commission and is the only permanent American Second World War military cemetery in the British Isles. The buildings were designed by the architects Perry, Shaw, Hepburn and Dean of Boston, Massachusetts, and were within a landscape laid out by Olmsted Brothers, landscape architects of Brookline, Massachusetts. The graves are laid out in arcs forming a fan shape with the flagpole on a raised platform at the point of the fan. To the south a series of reflective pool gardens links the flag to the Memorial chapel.

The topography of the area means that the Cemetery is on a high point. In fact, the Cambridge Road, which forms its northern border is mainly hidden from view through banking and a viewing platform looking out over the fields to the north of the site. It is through these fields that one of the options for a bus-only route is suggested, rejoining the Cambridge Road at the corner of the site. At the moment, the A428 and M11 which enclose these fields are hidden from view. The construction of a road, albeit only for buses, through the middle of these fields would be a jarring introduction what is, essentially, a vista allowing quiet contemplation out from the cemetery.

The option to construct a bus lane past the Cemetery along the existing A1303 for incoming traffic also has the potential for harm, depending on how the road was altered to incorporate the bus lane. It has the potential to affect the aforementioned American Cemetery and the adjacent Grade II* Madingley Mill. At this stage it is

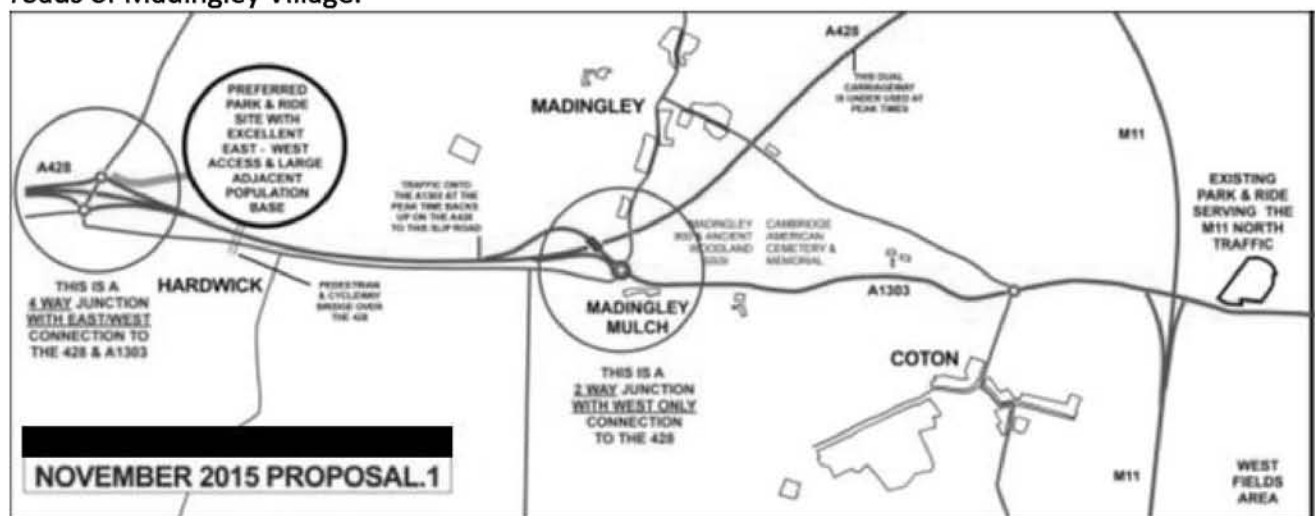
	<p>difficult to comment as the harm could vary greatly depending on the detail of the proposal.</p> <p>The south route also has the potential for harm as it runs travels from the West Cambridge conservation area, and near to two Grade II listed buildings, along the edge of Cambridge through past the Coton conservation area. At this stage it is difficult to comment as to how harmful such a route could be as the harm could vary greatly depending on the detail of the proposal.</p> <p>Area 2: Cambourne to Madingley Mulch roundabout</p> <p>The three options for this section of the route culminate in a new Park and Ride site. Depending on the location of that Park and Ride site, the proposals may affect the setting of the Grade I Madingley Hall, its associated buildings and Grade II Park and Garden which are situated to the north west of Madingley Mulch roundabout and the A428. Additionally, the impact of the indicative routes should be assessed on the setting of the conservation areas and listed buildings in the neighbouring settlements and the Green Belt which extends to Toft and Hardwick.</p> <p>Recommendation</p> <p>At this stage it is difficult to assess from the indicative lines provided the level of harm proposed by each option. However, it is clear from the topography and location of the American Cemetery and Memorial that the Area 1 North route would be harmful to the significance of the setting of the Cemetery. We recommend that this option is not pursued.</p> <p>As plans develop we would be happy to discuss further the impact of specific proposals on the highly designated heritage assets which form part of the potential routes.</p>
145	<p>Dear [REDACTED]</p> <p>Consultation on Cambourne to Cambridge better bus journeys</p> <p>[REDACTED] writes to express its disappointments that the residents of the village had not received leaflets delivered to their homes about the above consultation. The proposed West Cambourne development is actually in the parish of Caxton and therefore would be affected much more by the proposals than, for example, Great Gransden residents, who apparently did receive leaflets. Caxton residents rely on transport links as much as anyone.</p>
146	<p>Dear Sir or Madam</p> <p>Consultation on Cambourne to Cambridge better bus journeys</p> <p>[REDACTED] considered the above consultation at its recent meeting, and wishes to respond that it supports the Cambridge BOLD solution, which is different from the consultation document.</p>
147	<p>The City Deal organisation has invited local communities to comment on the proposals made in its 'Better Bus Journeys' leaflet. [REDACTED] has held three Village Meetings to review the proposals and agree a response.</p> <p>Villagers object in the strongest terms to the proposed new bus route Option Area 1 North Blue and the location of a Park and Ride site at the Madingley Mulch roundabout. We ask that the following proposals are given careful consideration:</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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). Without further development at Girton Interchange, the A428 allows connectivity with Cambridge North; with development the Girton Interchange would also include Huntingdon Road, NW Cambridge and the M11 going South.

b. This location would enable a much more versatile transport network with buses able to travel on two routes to serve Cambridge (via the A1303 or A428).

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 (1.25 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 include 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 busway 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 alter 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 tranquillity of the American Military Cemetery.

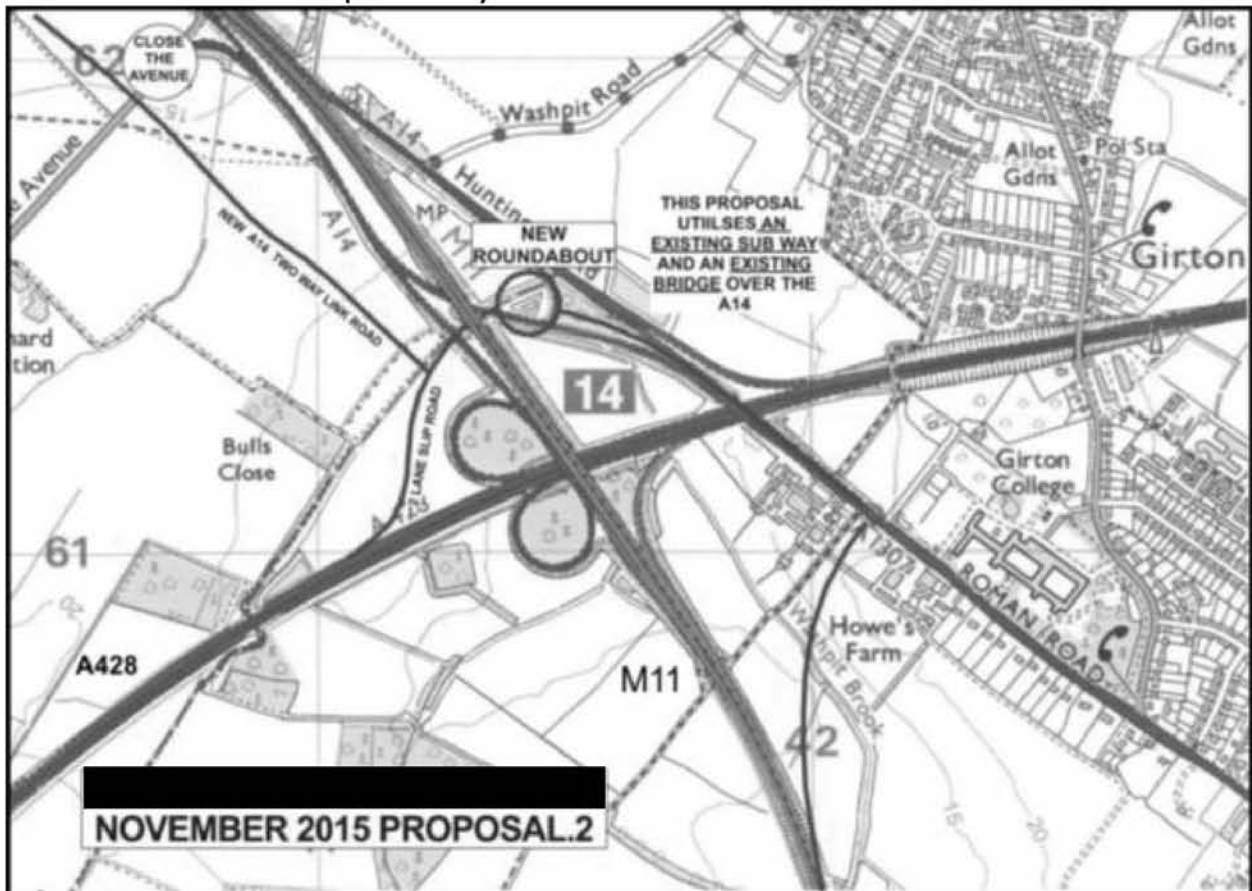
The Area 1 North (blue) route would ruin the 800 Wood which was planted to celebrate the 800th anniversary of the University, is intended for the public to enjoy and makes a significant environmental and ecological contribution to one of the least wooded counties in the country. It will also impact on 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.

3. 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 tranquillity 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. A petition launched on-line via the change.org website only last week is attracting support from around the world: https://www.change.org/p/the-greater-cambridge-city-deal-protect-madingley-wood-and-the-cambridge-american-cemetery-from-the-greater-cambridge-city-deal?recruiter=42243763&utm_source=share_petition&utm_medium=copylink

4. Other points critical to the City Deal's aim of reducing traffic congestion and reducing travel times

are:

- The development of the cloverleaf at Girton to provide a six-way junction allowing traffic from the west to use the A428 and particularly to be able to turn south onto the M11.



- The construction of Park and Ride sites at Barton and Bar Hill as part of a strategy of outer ring car parking management and, to protect our own village, the closure of The Avenue in Madingley to help prevent rat running.

The Parish Council has misgivings about the concept of the proposed bus way relieving traffic congestion on the West side of Cambridge, particularly when more houses are being built and many more people employed around the outskirts of Cambridge (including 27,500 possible jobs at NW Cambridge and West Cambridge). Even with buses travelling this route at one per minute, only 3,000 people can be carried in one hour.

Public opinion does not seem to have been satisfied by the recent proposals and this will remain the case until a viable, practical, cost-effective and holistic transport plan can be demonstrated. This is a fast-moving situation with new transport proposals being publicised almost daily – this complicates the task of assessing the City Deal Cambourne-Cambridge Bus Proposal which cannot be judged in isolation.

The City Deal proposal document states that public consultation and suggestions are invited and encouraged, as we would expect in a democratic process. The [REDACTED] trusts that our concerns and proposals will be taken into account when considering the results of the consultation.

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Please ask yourself a simple question before you agree to vandalise Madingley Road with an ineffective multi-break bus lane. Why will working commuters pay £20+ per week to use it if they can continue to park for nothing in a local side street or place-of-employment?
(Answer below*)

By all means invest in Park&Ride sites but in place of bus lanes make a good investment in more parking restrictions of various kinds on-street including 'Pay&Display' ... and put a £2000 annual levy per space on central employers which doubles every year for 5 years.

If commuters have nowhere else to park affordably for the day P&R would boom, fares reduce, peak-time Congestion would evaporate and you would escape the avalanche of litigation and embarrassments a multi-million (failed) bus lane would bring your Assembly.

It's a no-brainer.

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Dear Sir,

The West Fields of Cambridge

I support the Central Route as indicated on your map. I have marked it with a X.

It is important to protect our countryside & the wildlife who have had so much of their habitat taken from them.

Yours faithfully

Dear City Deal Team,

I felt compelled to write a letter to accompany my response to the Cambourne to Cambridge Better Bus Journeys consultation, as there simply is not space on the survey form to sufficiently express my response.

It seems to me that the foundation of the survey 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.

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.

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 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.

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.

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.

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. Sadly, one is left with the impression that the main aim 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.

Re: CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS

This whole survey is misleading as the journey times estimates are inappropriate and there is no definite information as to the destination of the various bus routes.

I have selected Area 1 Central and Area 2 Central. Area 1 North passing North of the American Cemetery is unacceptable as shortly after the inception of the Cemetery the British Government promised the American people that this land would remain undeveloped.

Area 1 South would unacceptably intrude on the West Fields and Coton, and encourage house building on the West Fields in future.

My suggestions would be:

- More Park and Ride sites, at various distances from Cambridge
- Good local bus services from villages to Park and Ride sites
- Free parking in Park and Ride sites
- Congestion charges should be introduced at peak times for the city
- Oyster type ticketing to eliminate delays in using Park and Ride buses
- Modern, electric or hybrid buses to avoid pollution
- Attractive, safe bike routes from Park and Ride sites
- Train station at Addenbrooke's

Our ten point plan for realising the aims listed above is:

1. **Implement Smart Traffic Management in the city.**
Use proven technology to regulate traffic flow into the city, so that congestion is experienced (if at all) only at the edges of the city. It will result in predictable journey times for all road users (electronic signs will indicate expected queuing times), and faster journeys by bus. There will be no need for bus lanes within the city.
2. **Build more park-and-ride sites.**
Every major route into Cambridge will pass within easy reach of a park-and-ride site.
3. **Create transport hubs in and around Cambridge.**
These hubs will typically be sited within easy walking and cycling distance of a large number of homes or a significant destination (such as a business park or school). Some, like park-and-ride sites, will serve primarily as transport interchanges. All hubs will provide shelter, secure cycle parking, and live transport information. Larger hubs will also provide car parking, a waiting room, toilets and lockers. Some may also have a coffee shop or a small convenience store, also serving as a parcel/shopping collection point.
4. **Reorganise bus services.**
Reorganise city, rural, park-and-ride, works and school bus services into express and local services. Express services will run frequently between transport hubs, following direct routes with widely-spaced stops. These will connect at transport hubs (see 3) with local services, providing connections to homes, schools, businesses and amenities in the surrounding area.
5. **Simplify ticketing.**
Implement smart ticketing for all public transport, car parking and cycle hire within the region to facilitate multi-modal* journeys.
6. **Create a transport planner.**
Create a website and app for people to plan journeys, see real-time travel updates, purchase tickets and reserve car parking spaces.
7. **Make strategic modifications to the road network.**
Redesign junctions (such as the Girton interchange), build new link roads (such as a southern orbital), and close more city roads to through traffic to facilitate efficient movement of traffic along major routes, and reduce the volume of traffic through residential areas and villages.
8. **Enhance access to rail services.**
Build new train stations: Cambridge South, serving Addenbrooke's Hospital and the new Biomedical Campus; Fulbourn, also serving Cherry Hinton and Teversham; Harston, also serving Hauxton, Haslingfield and Newton; Soham, also serving Fordham; and Waterbeach North, serving the Waterbeach Barracks development. Create an eastern entrance to Cambridge Central and North stations.
9. **Promote city-wide goods delivery services.**
Promote integrated delivery services to and from local shops and businesses via depots/collection points at transport hubs (see 3). Specify operating conditions, including low environmental impact, for couriers to be granted privileged access into the city and through road closure points.
10. **Rationalise car parking in the city.**
Gradually phase out free parking options for commuters. Shift some residential parking to off-street sites. Repurpose multi-storey car park space. Phase out on-street parking where it is especially hazardous to cyclists. Charge employers a workplace parking levy to encourage employees to use alternatives to driving.

I have grave concern regarding the 'Cambourne to Cambridge: Better Bus Journeys' consultation and the route selection process.

I believe the recommendation to the City Deal Executive Board was, 'The recommended next step is for a public consultation to be carried out on the options as set out in this report with the aim of identifying a preferred option for more detailed development and further public consultation. Identifying a preferred option at this stage reduces the risk of abortive work. Although significant detail on the scheme proposals remains to be developed, the consultation will be clearly directed at principles and concepts.'

The pertinent point here is a consultation clearly directed at principles and concepts, as was stated during the public questions meeting of 3rd November.

- Declaring bus times to the precision of a minute is not conceptual; it assumes a specific route and specific pickup and set down locations.
- Journey times have been declared in a manner encouraging comparison but they are not comparable because the Cambridge destination varies. (Also, they are highly inaccurate.)
- Drawing a route in a solid definitive line on a map is not conceptual; this defines a specific route.

The consultation questionnaire contains very few questions regarding concepts and principles. Question 11 forces the consultee to over commit an uninformed opinion given the haphazard and inaccurate detail provided. An 'in principle' preference is not being requested from the consultee as no principles have been defined for each proposal. A principle is a basic idea. What has been stated for each proposal is a specifically drawn route with a bus journey duration (arguably incorrect) with one minute precision, but with very little other detail. **If the purpose of the consultation is to seek stakeholders' opinions of the principles and concepts, then I propose that the consultation document is unfit for purpose, and the results from question 11 will be highly biased.**

Area 1 South should not have been drawn as a line; it should have been shown as a hashed area within which the route would go. It is clear from the Atkins report text that this route should go north of Coton, but the map shows the route through Coton High Street. The proposal specification is grossly contradictory. Also, the outline of Coton village should be expanded to include key facilities such as the village shop, post office, garden centre, restaurant, GP pharmacy pick-up point, recreation ground and pub. Given this clear lack of research from Atkins, and ignorance of Coton village, would they still be proposing the route shown?

Some consultees WILL be swayed by the incorrect details given and this will change how they answer question 11. Therefore, the data collation of consultees' views will be biased.

It is my belief that the Coton Parish Council notified City Deal of the contradiction between the text and map back in June-July but nothing was clarified on the map now out for consultation and, disgracefully, the confusion persists. Why was the clarification not made?

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'. There are to be 'Major improvements' to cycling. Will this

route be alongside the bus route? If so, the proposal is surely not a 'bus-only' route, as stated on the consultation questionnaire, it is a bus and cycle route. 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? I assume 'No impact to traffic on Madingley Road' actually should read, 'No physical changes to Madingley Road'? As you can see, a consultee has to make a lot of assumptions and is not at all clear about what principles or concepts are being proposed.

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? Where will people be dropped off and picked up? The journey times have been stated but the details of the routes have not. This makes no sense. Of course people will want the shortest journey times, but not to get somewhere they do not want to go or to then be delayed getting where they want to be.

I have read recently in a news article that there will be a three stage consultation process. Did you not feel it was important enough to include the intended procedure on the first consultation document?

Given the expenditure and potential impact, please do not choose just one proposal to be selected as the preferred option for full business case development without some further detailed development and assessment of all sensible proposals, and further consultation, regardless of the results from question 11. Yes, it may cost time and money, but democracy is not cheap. I cannot believe many consultees could give a confident opinion to question 11 given the complete lack of specification of the principles and concepts, and many views may be biased by misinformation.

Continuation of Question 16 Do you have any other comments ?

- the question is, is there any evidence to suggest that people will use the new bus services over their car - they don't seem to at the moment and they won't if they have to pay for the bus when there are streets in central Cambridge with free parking. Follow Oxfords example - make all streets in Cambridge residents parking only, they everyone will be forced to use the bus. Their park and ride schemes are full. There will then be fewer cars on the road and no need for a new bus lane. All it would take is a few cans of yellow paint !

- the public consultation seems to be flawed - the paper copy of the questionnaire is different to the online version and there is little space for other solutions or comments. Not all the people even in the affected roads ie) in Madingley Road have received the paper questionnaire. There was nothing new at the exhibition I attended - just larger scale plans - no welcome or introductory talk, no new information.

- there are smarter cheaper solutions which the council seem to have overlooked or chosen to overlook - the money from the government seems to be burning a hole in their pocket and the avenues / local villages around and into Cambridge will suffer

- what about reducing the traffic into Cambridge first and then seeing if we need additional bus lanes - only if proven necessary do we need to introduce these measures. Adding a bus lane is an old method of trying to reduce traffic - we can be smarter than that ! Madingley Road is not congested - there is a 20 min period in the morning and evening when traffic crawls along but the rest of the day it is free flowing - I know because I live on it

- there seem to have been very little audits undertaken by the council as to where people are travelling when they come into Cambridge - the bottle neck appears to be as one approaches the M11 J13 junction with many people turning off onto the M11 south. If a large number of people actually want to travel southwards, maybe to Addenbrookes, why not provide a separate road that just does that - perhaps junction 13 of the M11 needs access in all directions and the the cars will disperse more quickly going towards the places people need to travel to, namely Addenbrookes and the Science Park - people will then avoid travelling into the centre of Cambridge and causing congestion. More journey and destination data is needed before a proper scheme can be designed

- I think a separate bus lane along Madingley will not work - you may bring people faster along Madingley Road but by the Grange Road exit and certainly by Northampton Street there is nowhere to widen the road and the bus will still crawl along in the traffic jam - you will have spent millions on the bus lane with very little net impact. The bus lane will impact on the cycle

lanes making it more dangerous for cyclists - cyclists should also be encouraged - this does not appear to be happening. We need a safe bicycle track but this will be constricted by the buses

- Madingley Road is a conservation area - there is a reason for that because it keeps its unique character - a tree lined avenue as an approach into the beautiful city of Cambridge. We don't want Madingley Road turned into another Newmarket Road - the planners / council got it wrong here – a dual carriageway with no character, just a bleak approach to the city

- there are loads of other traffic reducing measures - have they even been considered - congestion charging, traffic bollards, gating, smart traffic, workplace parking bays, residents parking schemes

- there are plenty of other traffic problem areas that need investment and are probably easier to achieve and less controversial than new bus lanes down Madingley Road and across green field sites. Graeme Hughes said 'at this stage everything is conceptual' - if so then we must look at alternatives abroad - European cities like Zurich that have solved their traffic problems with smart solutions

- we need ideas and routes that disperse the traffic not concentrate it. We also need buses to go where people want to go - that is why destination data is so important - routes to the Science Park and Addenbrookes would be the smart way to think

- City Deal needs agreements with Highways England and National Rail so that a new Addenbrookes railway station can be implemented and the Girton Interchange can be improved
- this is where the money should be spent

- there are numerous public consultations that are up and coming along Milton Road and Histon Road etc. There appears to be no one in the Council with an overview of each of these. The public must be allowed to comment on all of these at the same time – they all interact and the traffic issues in Cambridge must be thought of in a holistic way – this is the only way that we can be proud of the insertions we have made in Cambridge for future generations.

I would like to comment on the consultation process which doesn't seem to have happened. The meeting I attended was a free for all, with two men who I think were project managers unable to answer questions asked. It was very disappointing as we didn't learn anything from this meeting.

The road which ends in Grange Rd will not benefit anybody as most people want to go to the city centre & the science park east of Cambridge

Dear Sirs,

CAMBOURNE TO CAMBRIDGE - BUS JOURNEYS

I live in [REDACTED] my house being [REDACTED]
[REDACTED]

When my wife and I bought our house some forty five years ago [REDACTED] was a pleasant road with light traffic and attractive trees, bushes and grass verges, etc and this was largely the reason why we moved here.

Like many areas, the traffic has gradually increased, especially in more recent years, and I now I find it very difficult to get out of my drive at peak times. This is bound to get worse in the future, especially when the recently approved North West development is completed and I fail to understand why traffic problems were not dealt with prior to approval being given for this very large development. I only trust that the infra structure received more attention!

However, we are now faced with the problem and my concern relates to traffic travelling from Madingley Mulch to the City. I am not directly concerned with traffic from Cambourne to Madingley Mulch, and I feel that this is a matter best dealt with by the residents of Cambourne. The route from Madingley Mulch to the M11 junction should not cause too many problems in constructing a bus lane but the length along Madingley Road is the route which gives me great concern. If this route is adopted it would completely change the character of the road and:

- i) Many properties will be affected by loss of gardens and increased noise level by being nearer to the traffic.
- ii) Trees, verges and bushes etc would have to be removed.
- iii) There will be major disruption whilst the work is carried out and, if the current road works around the Park and Ride site is anything to go by, it will go on for a very long time.

In spite of this, and at vast expense, absolutely nothing would be gained as the bus lane would terminate at the junction with Northampton Street and Queens Road and the buses and dedicated traffic would come to a standstill. The problem is, as we all know, caused by the priority traffic coming from Queens Road and the

serious hold up at the traffic lights at the Northampton Street/Magdalene Street junction. At peak times traffic travelling along Madingley Road in the opposite direction is also very heavy and this would add to the problem by delaying buses returning to P&R and not being available for the return journey.

In my opinion the only scheme that could work is to adopt 1D, put forward by a fellow resident. The details are known to you and so I will not repeat them here. Yes, it would affect the green belt to a relatively small extent especially when compared with the large area taken up by the North West Development. Also animal life could be affected initially but wild life soon adapts to existing conditions. This proposal does not adversely affect Coton nor does it involve the construction of a new bridge over the M11 and it would get buses into the 'commercial' area of the City with the minimum of delay.

To summarise I am 100% against a new bus lane along Madingley Road, it would achieve nothing, directly affect many properties and completely alter the character of the road, all at a vast cost. I am strongly in favour of 1D.

- 157 After a hugely successful meeting last night in Cambridge, Better City Deal are following up with a meeting in Cambourne on Monday 16th at 7.30pm in The Hub, High St, Cambourne: <http://www.bettercitydeal.com/.../cambourne-meeting-2015-11-.../>
Speakers will include Councillor Francis Burkitt (City Deal Joint Assembly member and author of CambridgeBOLD proposal) and Edward Leigh (leader of Better City Deal campaign).
See videos of last night's presentations here: <https://www.youtube.com/playlist...>

Come and hear alternatives to City Deal options for the Cambourne-Cambridge corridor:
Cambridge meeting on 12 November @ 6.30pm at the Cambridge Rugby Union Football Club on Grantchester Road.

Speakers: Councillor Lewis Herbert, Councillor Francis Burkitt (CambridgeBOLD), Robin Pellew (Cambridge Past, Present & Future) and Edward Leigh (Better City Deal).

More details: <http://www.bettercitydeal.com/.../cambridge-meeting-2015-11-.../>

Cambourne meeting on 16 November @ 7.30pm at The Hub on the High Street. More details:
<http://www.bettercitydeal.com/.../cambourne-meeting-2015-11-.../>