

Greater Cambridge Partnership Cambourne to Cambridge Stakeholder Consultation Responses 2017/18

Date (of submission)	Name	Form of Delivery	Text
			<p>Introduction: The following principles and concerns have been agreed by the NNRA Committee and form the basis of NNRA input into the Better Bus Journeys consultation process. The Committee recognises that there are varied views among residents around the options presented and not all of these are reflected here. Such views will be relayed separately to GCP by residents and groups of residents.</p> <p>Principles: 1. NNRA support the Local Plan to grow the City of Cambridge via satellite communities with fast transport links to the City, and recognise that this approach is preferable to growing the City via extending City boundaries into the green belt through major residential developments. 2. NNRA want a range of tactics, both incentives and penalties, to be introduced as soon as possible to reduce current congestion problems (eg. end free all day parking on NNRA streets for commuters travelling in by car; seek cooperation from local private schools to help reduce congestion). 3. NNRA want the impact of any transport developments on NNRA residents and the character of the city to be kept to a minimum until a longer-term strategy has been agreed, and until the impact of other developments become clearer (e.g. expansion of West Cambridge site; Cambridge Light Rail/ Underground; Oxford to Cambridge superhighway). 4. NNRA want the streetscape of historic Cambridge and the streets of North Newnham, all of which are within West Cambridge conservation area, to be protected. As such NNRA object strongly to quiet, historic bus-free residential streets, such as Adams Road being used as part of a new busway route. Similarly, NNRA object to new bus priority lanes being added to existing historic residential approach roads such as Madingley Road. 5. NNRA want any transport developments to protect the interests of and improve safety for pedestrians and cyclists.</p>
01/12/2017	North Newnham Residents Association	Email	<p>Concerns: A428 Local Liaison Forum met on 5th December 2017 and agreed the basis for a formal response to the consultation. LLF members present: Helen Bradbury (Chair), Bridget Smith (Vice Chair, SDC Cambridge), Tim Scott (SDC Camberton), Mark Howell (SDC Cambourne), Tom Hurwiler (SDC Caldecote), Des O'Brien (SDC Bourn), Ruth Betson (SDC Cambray), Lina Joseph (CCC Hardwick), Gabriel Fox (Coton PC), Stuart Hawkins (Madingley PC), Markus Gehring (City Ctr, Newnham), Rod Cantrell (City Ctr, Newnham), Chris O'Flynn (North Newnham RA), Rita Langan (Cramer Road RA), Ellen Rhemthuis (Gough Way RA), Wendy Blythe (South Newnham RA), Robin Fellow (CPFP), Stephen Coates (Sive West Fields), Apologies: Steve Jones (Cowaney of 23 Parish Councils), Bev Edwards (Barton PC), Grenville Chamberlain (SDC Hardwick), Harriet Gilbert (Storey's Way RA). Structure of this document: This document begins with a summary of the LLF's position on the proposals and the consultation, and the additional information/work it now asks GCP to provide. It then highlights the following six areas of concern: Deficiencies in the consultation material, The treatment of Route B, The comparison of the Park and Ride sites, The environmental impacts of Route C, Connectivity and journey times to key employment sites, The potential impact of an onward route via the Backs and Silver Street. It concludes with the LLF's vision of an alternative approach, as highlighted in this document, and includes in its meeting on 11th September 2017. Summary of the LLF's position on the proposals and the consultation: Any reasoned assessment of the Cambourne to Cambridge proposals is difficult until GCP clearly articulates its long-term strategic goals and, more specifically, how this scheme fits within a wider strategic vision. The LLF has consistently opposed Route C on the basis that its benefits do not justify its financial and environment cost. It is unclear how it connects to key employment sites; how it connects to the City Centre (and the impacts of so doing), and how it fits with wider strategic transport goals. The LLF believes that its own Route B could offer almost identical journey time and reliability benefits as Route C, at least for the next 10 years, but at a fraction of the financial and environmental cost. This scheme is not correctly described in the consultation document. The LLF has consistently opposed the siting of a Park and Ride on Madingley Hill, and prefers it to be located at Scotland Farm. This is a less environmentally sensitive location, is situated before congestion begins; is better connected and is more accessible. The LLF believes the consultation document contains misleading information on Route B, on the cost of Route C and in the comparison of the Park and Ride sites. It also omits vital information on the environmental impact of Route C and connectivity both to key employment sites and to the city centre. These deficiencies require immediate rectification (see request below). The LLF requests the following from GCP: That GCP clearly articulates its long-term strategic goals and, more specifically, how the Cambourne to Cambridge scheme fits within a wider strategic vision. That the consultation be paused until the deficiencies in the consultation material, as highlighted in this document, are rectified. That members of its Technical Group meet with GCP and their consultants to set up an optional version of Route B (formerly Option 6).</p>
05-Dec-17	A428 Local Liaison Forum Part 1	Email	<p>The LLF considers that the environmental impacts of the off the A428 busway are being significantly underplayed in the documentation. We ask that these assessments are re-analysed, with possible future impacts of future proofing considered. 4.1. Independent GCP appointed consultants LDA Design concluded in their report 15th December 2017 that the proposed Cambourne to Cambridge Segregated Bus Route Consideration of Green Belt Issues, dated August 2017 that they considered Route C north of Coton and through the West Fields to fail the NPPF paragraph 90 test and constitute inappropriate development within the Green Belt, and that "very special circumstances" would be required to permit it. The LLF considers this independent advice on the Green Belt to be important information that should have been made available to the public in the consultation leaflet. 4.2. The conclusions reached in the LDA report do not consider the potential impacts of a Rapid Mass Transit system along the Route C alignment, although this is being openly discussed and currently investigated by GCP and the Combined Authority, and would potentially have a greater impact on the Green Belt. Resolution carried (19th July 2017; 57-34-246). The LLF does not consider Option 3a a suitable alignment for Rapid Mass Transit given its proximity to rural communities; the amount of infrastructure required to keep our communities safe, and its impact on sensitive green belt areas. We ask that consideration is given instead to developing a more suitable alignment. The LLF has consistently opposed Route C on the basis that it does not offer sufficient benefits to justify the environmental impact, and does not consider it to be a suitable route for an RMT system. The LLF requests that the consultation material be amended to include (i) expert advice on the Green Belt impact of Route C; (ii) expert advice on the Green Belt impact of the RMT solutions being openly discussed for this alignment; and (iii) information on the associated infrastructure requirements for a RMT system to safely and promptly serve our rural communities. 5. Connectivity and journey times to key employment sites: Resolution carried (Western Orbital) LLF 30th October 2017; 19F 0A) The WD LLF believes that connectivity of a Western Orbital service to Cambourne to Cambridge bus services is of key importance. End-to-end journey times and journey quality from West of Cambridge settlements to key employment sites such as the Cambridge Biomedical Campus are a critical factor in judging the benefit of these schemes, to allow proper evaluation of benefit/cost ratio. Therefore, the LLF requests that robust end-to-end journey metrics are included in all documentation (reports, consultation literature, etc) on this and related schemes moving forward. The LLF has consistently requested information on journey times and connectivity to the key employment sites, the BioMed Campus, the Science Park and the City Centre. This has not been forthcoming. We consider this to be a huge omission that should be rectified immediately. 6. The potential impact of onward route via The Backs and Silver Street: Resolution carried (5th December 2017; 15F 0A). Despite repeated efforts by the LLF to seek clarification, the consultation fails to set out what will happen to buses as they travel from Grange Rd to Silver St. Given the high sensitivity of the Backs, residents are entitled to full disclosure of all likely bus lanes and engineering schemes that might be necessary and might impact the Backs (as a Grade I registered park and garden) and associated roads, and a full quantification of travel time impacts of taking a Silver St route. The LLF considers this refusal to comment on the travel impacts post Grange Road to be a gross failure of transport design. The LLF considers this a crucial omission. If further investigation shows that the Backs and the Silver Street bridge are not suitable for buses, or if negative public opinion results in such a proposal being dropped, and buses have to revert to Madingley Road, then the marginal improvement in Cambourne-Cambridge journey time currently claimed in the consultation brochure would disappear and could not then be used to try to justify the high cost and environmental damage of Route C.</p>
05-Dec-17	A428 Local Liaison Forum Part 2	Email	<p>Dear Sirs CAMBOURNE TO CAMBRIDGE CONSULTATION We write to you as a Parish Council, having consulted with our residents, to reflect to you their and our views with respect to the Cambourne to Cambridge consultation. We and our residents strongly favour an on-road route, either A or B. Your consultation asks people to choose between on-road A, on-road B or off road C (any variation). We would like to be clear that we would vote for an on-road option (any variation). We do not think you should split A and B without splitting C in to its various options as well, as this gives a misleading impression of more votes for an off road solution than for an on road solution. We trust that when you present the results of the consultation, you will sum those votes in favour of an off road solution (any variation) and an on road solution (any variation). Our reasons for being strongly against an off road solution are that all of the C variations are damaging to the landscape, very much more expensive than the on road options and do not offer significantly better journey times, or indeed solve the problem of end point bottlenecks. With regard to the site for the Park & Ride, we express a general preference for Scotland Farm. Yours faithfully (REDACTED) Chair, Grantham Parish Council</p>
20-Dec-17	Grantham Parish Council	Letter	
08-Jan-18	Hardwick Parish Council	Letter	<p>Dear Sir or Madam Hardwick Parish Council considered the above consultation at its recent meeting and wishes to respond as follows: Park and Ride proposals: Hardwick Parish Council supports Scotland Farm for the Park and Ride site. Route options: The Parish Council supports Route C. The Council would also like to comment that it is the best position to receive traffic, it has environmental concerns around light pollution, considerations need to be made around reducing damage to the green belt and also with regards to speed of journey, having a dedicated bus route would alleviate this. Yours faithfully (REDACTED) Clerk</p>
08-Jan-18	Newnham Croft Conservation Group	Letter	<p>Dear Sir or Madam, Cambray/Cambourne Bus Routes: Following the public consultation on the bus routes we are writing in support of the proposed option B. We are strongly opposed to option C for the following reasons: A. The damage to the physical and natural environment of Coton and the West Cambridge Area. B. The adverse impact on the environment of the proposed route via Grange Road to the City Centre. D. Disturbance to the Universities and West Cambridge residential activities. E. The high cost involved for option C which is not good value for money. F. The exaggerated claims of economic benefits shown in the Most McDonald report. G. New residential development will cause extra congestion on roads in Newnham and West Cambridge. Option B is a wiser and more compatible effective route which provides greater value for money. Yours Faithfully Newnham Croft Conservation Group.</p>
11-Jan-18	Gough Way Residents Association	Letter	<p>Dear GCP: CAMBOURNE TO CAMBRIDGE: Better Bus Journeys: Phase One This response to the above consultation is on behalf of the Gough Way Residents' Association (GWRA). The constitution of the GWRA requires it to "seek to protect the environment of the Gough Way area by monitoring local planning issues and other matters of local interest, when necessary making representations on behalf of residents." Our comments will therefore be confined to this aspect whereas residents may respond individually on any aspect. In March 2017, (REDACTED) (as then Chair of the GWRA), on seeing the preliminary proposals for this bus route surveyed the residents of the 141 properties in the Gough Way estate for their views and received 61 replies from informed, engaged and thoughtful residents. The overwhelming view was opposite any bus way crossing the green belt east of the M11 (the West Fields) which are considered to be sacrosanct and a unique feature of West Cambridge. Several Gough Way residents have attended the A428 LLF meetings and we have received the minutes of those meetings. We would support the views expressed by that body, in particular regarding the Route B with the analysis of LDA Design in their report commissioned by the GCP which stated: "11.4.4. ... stretches... located south of West Cambridge and therefore within the Green Belt would result in a varying degrees of harm to Green Belt as a result of the conflict with National Green Belt purpose 4 and Cambridge Green Belt purposes 1 and 2 resulting from changes to the character and setting of Cambridge. The degree of harm would become greater the further from the existing edge of West Cambridge the route was located, ranging from a moderate-low degree of harm for the northernmost option along a leading from West Cambridge and along Adams Road, to a high degree of harm for those further south with the connection linking to Cranmer Road being the highest." and "Very special circumstances" will therefore need to be demonstrated for these stretches of the route options and any harm weighed against them." The report "Cambridge to Cambourne Busway (A428) Planning Appraisal" prepared by Strutt & Parker LLF and Atkins for GCP, August 2017, comments that: "1.8 Even accounting for the worst case and conservative approach taken by LDA, it is considered in planning terms that a strong case can be made for very special circumstances for the busway project." We would dispute this assertion and consider permanent damage to the green belt for a modest reduction in journey time (compared to an optimized on-road scheme), and a considerable expense not to be in the best interests of the community. We also support the view that the consultation document appeared to be written as a promotion of Option C rather than a more balanced discussion. Finally Option C has a relatively short, 5-10 year, time horizon, delivering only modest travel benefits (compared to an optimized on-road scheme), and apparently little longer term vision for the future of transport in West Cambridge. Sincerely, (REDACTED) Cc: Councilors: Rod Cantrell, Lucy Nethsingha, Markus Gehring</p>
16-Jan-18	Camberton Parish Council	Letter	<p>Dear Sir or Madam Cambourne to Cambridge Better Bus Journeys Phase One Camberton Parish Council considered the above consultation at its recent meeting and wishes to respond as follows: Park and Ride proposals: Camberton Parish Council supports Scotland Farm for the Park and Ride Site. Route options: The Parish Council supports Route B. The Council would also like to comment that it is the best position to receive traffic, it has environmental concerns around light pollution, considerations need to be made around reducing damage to the green belt and also with regards to speed of journey, having a dedicated bus route would alleviate this. Yours faithfully (REDACTED) Clerk</p>
17-Jan-18	Dry Drayton Parish Council	Email	<p>Considered response of Dry Drayton Parish Council to the Greater Cambridge Partnership's consultation document. There are three major roads which bring a significant volume of traffic to the west side of Cambridge. These are the M11, the A14 and the A428. The M11 brings traffic from London and the south east via Stansted; the A14 brings traffic from the North, the North West and the Midlands via Huntingdon; and the A428 brings traffic from Bedford and Milton Keynes. A significant proportion of this traffic consists of HGV's, particularly the A14, though much of this is through traffic bound for and from the East Coast ports. All three roads also generate a significant amount of local commuter traffic. All three roads meet at the Girtton Interchange, though they are not all fully connected. The missing links are between the A428 and the M11 and between the A428 and the A14 to and from Huntingdon. For traffic to get from the A428 to the M11 southbound, it must leave the A428 at the Madingley which roundabout and join the A1303 eastbound, passing the Cambridge American Cemetery and proceeding down Madingley Hill before turning right on to the M11 at Junction 13. Whereas the A428 and the M11 are both built as dual-carriageway roads suitable for HGV's, the A1303 is a narrow single-carriageway road with a number of private properties accessing the road directly and with a number of bends. For traffic to get from the A428 to the A14 westbound to Huntingdon, it must leave the A428 at the Scotland Road roundabout and travel along the C Cross road that runs through the middle of the village of Dry Drayton. This is a very narrow road with a number of speed-reducing elements, such as mini-roundabouts and chicanes, as well as having a number of blind bends. Even though there is a 30 mph speed restriction through the centre of the village, this is frequently ignored. There is a Primary School adjacent to the road, and several schoolchildren who attend the school live on the other side of the road. There is a narrow footpath adjacent to the road on one side only, which means that the children have to cross the road at some point, yet there is no proper pedestrian crossing point. There are also many older people who like to go for a circular walk around the village, as well as many dog walkers, and they also have to cross the road twice to complete their walk. There are also many properties with direct access to the road on both sides of the road. The road is constantly used by HGV's, and some of these have been identified as contractors getting to and from the Northstow construction site, and huge grain trailers originating from Scotland Farm here in Dry Drayton and going to grain stores near Peterborough and the Fens. As with the link between the A428 and the M11, although the A428 and the A14 were designed as dual-carriageway roads able to take HGV's, the road through Dry Drayton clearly cannot take such traffic. It is also known to be used by local residents from Galington, Bar Hill and Lolworth and other nearby villages wanting to get to the existing Park and Ride Site in Madingley Road. It has been obvious for some time now that the missing link between the A428 and the A14 west and from Huntingdon is long overdue. The Parish Council raised this as an issue with the Highways Agency (now Highways England) some years ago, and the great increase in traffic through the village now renders this as both vital and urgent. It is noticed that Highways England have installed a "barrier road" from the A428 to the A14 construction site to suit themselves, so why can't they now permanently link this up to the A14 and include this as part of the "new road"?</p>
18-Jan-18	National Trust	Letter	<p>Dear Sir/Madam Cambourne to Cambridge Consultation 2017/18 I am writing in response to the above consultation. I have submitted comments through the electronic consultation but wanted to follow this up with a letter. As you are aware, the National Trust is party to a 1958 Deed of Covenant which covers several parcels of land to the south of the A1303, around Coton. Having viewed the proposed route options for the proposed Park & Ride bus route it is clear that Route A, Pink Route C and Blue Route C all incorporate land which covered by this covenant. The Covenant states that "No act or thing shall be done or permitted to remain upon the said land which in the opinion of the Trust shall materially alter the natural appearance or condition of the said land or which in the opinion of the Trust shall be prejudicial to the amenities of the said land or of the neighbourhood or to the Trust." And "No new building or other erection shall without the previous written consent of the Trust at any time be erected or allowed to remain upon any part of the said land". The National Trust acknowledges that the aim of the proposal is to deliver a new high quality public transport infrastructure that improves connectivity, reduces congestion and enhances the environment and that this approach is supported by national and local planning policy which promotes sustainable transport and a strong competitive economy in an area where a lack of infrastructure would hinder economic growth. However, having regard to the purpose and intent of the covenants, the Trust wishes to raise an objection to Route A, Pink Route C and Blue Route C. The Trust is concerned about the impact of the proposals on covenanted land and the visual impact of the proposed infrastructure and will be seeking further advice on this matter. We would welcome the opportunity to discuss these concerns and the implications regarding the covenanted land and would appreciate being kept up to date as the project progresses. Yours faithfully (REDACTED) Planning Advisor</p>

18-Jan-18	CBP Campaign to protect rural England	Email	<p>DEF SF</p> <p>Cambourne to Cambridge Better Bus Journeys Consultation</p> <p>CPRE (Campaign to Protect Rural England) Cambridge8 8 Peterborough Branch submits the following comments.</p> <p>Park & Ride</p> <p>Scotland Farm site. CPRE strongly PREFERENCES this site. It is less visually prominent in the landscape than the Waterworks site and has good connections to the surrounding road network. Whilst the site is in the Green Belt, it is on the absolute periphery and thus we do not object to it as we do for land nearer to the City (see further information below). The fact that it is 1.7 miles further from the City is not a significant disadvantage for cyclists, and arguably is actually advantageous. If travellers into Cambridge do park at Scotland Farm and wish to continue their journey by cycle, they can do so. Other cyclists have the option of getting the bus into the City and then using a folding bike. We see an advantage for cyclists in the Park & Ride site being further from the City because more time and mileage will be on a bus and less in a car, with consequent reductions in vehicles on the A1303 road into the City.</p> <p>Waterworks site. CPRE OBJECTS to the Waterworks site because of the lighting and buildings, which would have an adverse impact on the setting of Cotton and Madingley. Given the availability and advantages of an alternative site (Scotland Farm), we see no special circumstances justifying such a location squarely within the Green Belt and it would therefore constitute inappropriate development.</p> <p>Route</p> <p>Route B. CPRE strongly PREFERENCES Route B. It essentially limits the use of Green Belt land to any unavoidable widening of the existing route of Madingley Road. The tidal busway will enable faster journeys on services into and out of Cambridge at peak times. While the Consultation leaflet states that Route B would require the widening of the existing M11 bridge (for the erection of an adjacent cycle/footbridge), we understand that it may be possible to avoid this by careful management of the carriageways and cycle/footpaths. This could then be cheaper than the estimated cost of £7.7m and thus bring the total cost nearer to the estimated cost of £3.2m for Route A.</p> <p>It is felt that the benefits of Route B outweigh the additional cost and note that Route B is significantly cheaper than Route C.</p> <p>2</p> <p>Route C. CPRE most strongly OBJECTS to Route C (in any of its sub-options) which lies extensively within the Green Belt. The Green Belt serves to protect the historic setting of Cambridge. In its eastern section, West Fields (alongside the University West Cambridge site) represents one of the closest areas to the historic centre and is thus of particular importance. The irremediably negative impact on the tranquillity and beauty of Cotton, and its environs and this approach to the city, would be a permanent loss to the region. Whittling away of the Green Belt absolutely must be resisted. The estimate high cost of Route C is a further objection.</p> <p>Based on the evidence present, there are insufficient transport advantages to Route C in comparison to what would be achievable through a fully optimised version of Route B. There are no advantages to Route C which would outweigh the enormous negative environmental impacts on the Green Belt and to the historic heritage of the city and its environs.</p> <p>Yours faithfully (REDACTED) CPRE Cambridgeshire and Peterborough</p>
18-Jan-18	Cambridge University Hospitals	Email	<p>Dear -</p> <p>A423 Cambourne to Cambridge - Greater Cambridge Partnership Scheme</p> <p>It is known that a significant number of staff, patients and visitors access the Cambridge Biomedical Campus (CBC) from the west, via the A428, A1303 and surrounding areas. Congestion along this corridor is significant and it is acknowledged that people living along this corridor have limited sustainable transport options available. We recognise that changing the way people travel depends upon the provision of realistic opportunities to access active / sustainable travel and improvements to the use of technology. We agree that this corridor is in significant need of investment, which is why we wrote in response to the public consultation on behalf of the Cambridge Biomedical Campus Travel, Transport and Sustainability Group.</p> <p>We are supportive of the introduction of improvements to transport links that serve this campus, particularly where this reduces journey time to the CBC.</p> <p>Route Alignment</p> <p>Having analysed the options put forward, the CBC's preferred transport option for this corridor is Route C. This option is most appealing as it will offer fast and reliable public transport, walking and cycling connectivity between existing and planned homes along this corridor and the major employment sites of West Cambridge, the City Centre and on to the CBC. The segregation from other traffic will allow greater punctuality of services whilst also providing the greatest opportunity for additional sustainable transport and active travel capacity whilst supporting those existing users of which will continue to use the Madingley Road corridor.</p> <p>Where this route connects with West Cambridge and on to the City Centre, we do not support the Currys Sabbage Road alignment (as used with the need for close liaison with University of Cambridge). This route maximises the home-employment connection by offering the greatest interaction with West Cambridge and best value for money by using the infrastructure in West Cambridge provided by the University. This route also avoids major public to urban sensitive research undertaken by the University which would be impacted by the alternate Route C options.</p> <p>In order for Route C to realise its full potential and to link more closely with the CBC we believe that further development of the Route is required so that it connects with the proposed Western Orbital in order that users may traverse the city seamlessly.</p> <p>In addition, we believe that on-road demand management as well as improvements for walking, cycling and public transport on the A1303 are required to ensure that any capacity released as a result of this scheme is not simply filled by additional private vehicle movements.</p> <p>Park and Ride</p> <p>We recognise the need for additional support facilities, such as Park and Ride, to facilitate the implementation of mass transit solutions. We support the proposals for additional Park and Ride facilities and would like to register our concerns that the development of only one of the proposed sites may prove insufficient in the long term and would be keen to see both options developed.</p> <p>Yours sincerely (REDACTED) Chair of the Cambridge Biomedical Campus Travel Transport and Sustainability Group Head of Quality and Safety Governance, Estates and Facilities, Cambridge University Hospitals</p>
18-Jan-18	Barton PC	Email	<p>Barton Parish Council wishes to make the following response to the consultation:</p> <p>The Council supports more effective transport solutions in South Cambridgeshire -</p> <p>Therefore it prefers the Scotland Farm Park & Ride site because it is the most logical location to intercept traffic from the West, well away from sensitive countryside in the Green Belt around Cambridge.</p> <p>It also prefers On-road Route B because this has a lesser cost, requires little infrastructure and does not impinge on valuable landscape features nor blight the village of Cotton.</p> <p>Anything done to facilitate improvements for pedestrians, cyclists and equestrians is welcome.</p> <p>The Council wishes to make further comments. Two projects are critical to future ease of movement around Cambridge and are more important than the Cambourne to Cambridge busway.</p> <p>1. None of the options has a clear destination or interchange towards the centre of Cambridge. Priority must be given to the idea of a fast transit system through tunnels, an imaginative proposal for a world-leading university city.</p> <p>2. An all ways A14/ M11 junction at Girton would alleviate much of the pressure along the Madingley Road and surrounding rat-runs.</p> <p>Kind regards (redacted) Parish Clerk</p>
18-Jan-18	St Johns College	Email	<p>1. Savills Planning Team in Cambridge are instructed to submit representations on behalf of St John's College with respect to the current Cambourne to Cambridge better bus journeys consultation document. This document is published by the Greater Cambridge Partnership (GCP) and states that the aim of the scheme is to:</p> <p>"deliver fast and reliable bus services with high quality cycling and walking facilities, as well as a new Park and Ride site for those people travelling into Cambridge from towns and villages to the west of the City"</p> <p>2.0 General Overview</p> <p>2.1 The scheme is being put forward in the context of the increasing traffic on the A423 which is listed as a key growth route - typified by the 8,800 new homes and 15,000 new jobs planned between Cambridge and St Neots by 2031. It is anticipated that such a new route will help to provide faster and more reliable bus journeys between Cambourne and Cambridge but importantly, it will also have the important function of linking key destinations in between, including areas in the West of Cambridge.</p> <p>2.2 It remains important to ensure that there is a holistic solution being put forward that simply does not move congestion from one location to another. To that end, we are aware that work on the Western Orbital Project is continuing and this is another strategic project which needs to be part of a comprehensive assessment of accessibility issues around the edge of a Growing City.</p> <p>3.0 Previous Consultation Submission by the College</p> <p>3.1 St John's College has made the necessary representations during the relevant consultation stages with regard to the Cambourne to Cambridge priority bus route.</p> <p>3.2 In November 2015, the College submitted representations to the consultation exercise at that time to suggest a route that would involve online improvements to the Madingley Road from Madingley Mulch to the Madingley Park and Ride site and then a link into the West Cambridge site and then a route continuing to run south into the Grange Farm site followed by a link onto Grange Road.</p> <p>3.3 The current consultation shows no such option since three broad options A,B,C seek online improvements to Madingley Road to Northampton Street (and via West Cambridge as an option), or a separate off line route across the M11 on a new bridge and then across Grange Farm towards Grange Road.</p>
19-Jan-18	Cambridge Ramblers	Smart Survey	<p>Q1. Which new Park & Ride site would you prefer? Answer: Waterworks Site</p> <p>Q2. In principle, how likely or unlikely are you to use the new proposed Park & Ride site at Scotland Farm? Answer: Unlikely</p> <p>Q3. In principle, how likely or unlikely are you to use the new proposed Park & Ride site at the Waterworks? Answer: Unlikely</p> <p>Q4. Referring to your response to Questions 1 to 3, what is your reason for this response? Answer: THIS SUBMISSION IS FROM THE CAMBRIDGE GROUP OF THE RAMBLERS. We prefer the Waterworks site rather than the Scotland Farm site as we consider the Scotland Farm too distant. The Ramblers are unlikely to use either Park & Ride site except very rarely as a starting point for walk</p> <p>Q5. Referring to the route plan, please indicate which overall route would be your preferred choice. See larger maps here. Answer: On-road Route A</p> <p>Q6. We have divided the route into zones. Referring to information on pages 12 to 17 in the brochure and using the map overlay, please let us know which route you prefer. Answer: Yes, Yes, Yes.</p> <p>Q7. Referring to your response to Question 5, why have you chosen this route? Answer: 1, 2, 3, 4</p> <p>These routes are less disruptive, have no need for major construction (tunnels, M11 bridge) and most importantly, are not irreversible.</p> <p>Cambourne to Cambridge Better Bus Journeys Phase One consultation</p> <p>Thank you for consulting Natural England on the above in our email dated 13 November 2017.</p> <p>You will be aware that Natural England provided comments at the earlier options stage of this scheme. In our letter dated 12 October 2016 (ref: 197467), please note that our comments below only apply to the proposed route between Madingley Mulch roundabout and Cambridge. We are not aware that route options from Cambourne to Madingley Mulch roundabout form part of the current consultation. Natural England will expect to be consulted on the rest of the proposed route in due course.</p> <p>It is also important to note at this stage that the level of detail provided for the proposed route options is too indicative for us to provide any detailed comments or advice. Based on the detail currently available Natural England is unable to make any judgement regarding likely impact of the proposed options. This is particularly the case with respect to on-line route options A and B which are located in very close proximity to Madingley Wood Site of Special Scientific Interest (SSSI). Further plans should clearly indicate the boundary of the SSSI in relation to detailed route options.</p> <p>Traffic modelling / air quality screening should be undertaken for the different route options, to inform the assessment process and preferred route selection. This will be particularly important in assessing potential impacts on the sensitive ancient woodland habitat of Madingley Wood SSSI. This is located within the 200m screening distance for air quality impacts associated with road schemes.</p> <p>As mentioned previously we are supportive of the aims of the scheme to achieve improved connectivity and reduced congestion between residential and employment areas while improving the quality of life in Greater Cambridge. Natural England is pleased that potential impacts on the natural environment have been given better consideration. Whilst we welcome preparation of an environmental constraints map we are aware that a number of locally designated wildlife sites have been omitted from the plan. These should be included and given appropriate consideration through this and future phases of scheme development.</p>
23-Jan-18	Natural England	Email	<p>Dear Sir/Madam,</p> <p>Thank you for consulting the Wildlife Trust regarding the Greater Cambridge Partnership's Cambourne to Cambridge Better Bus Journeys: Phase 1 proposals.</p> <p>As we stated in a previous comment, while the WT is supportive of measures to increase use of public transport and cycling, this must not be at the expense of the natural environment.</p> <p>The current options for consultation are an improvement on the previous options, in that there appears to have been some consideration given to potential impacts on the natural environment.</p> <p>However, the environmental constraints map provided with the current consultation is still missing information:</p> <ul style="list-style-type: none"> It does not show a number of City and County Wildlife Sites, notably Cotton Path Hedgecroft County Wildlife Site, Hedgecroft East of M11 County Wildlife Site, Bin Brook City Wildlife Site or Trinity Meadow City Wildlife Site, all of which could be impacted by the new routes. The boundaries and shapes of the environmental sites shown are very rough and inaccurate - accurate boundaries are important, particularly for options which would come very close to important nature conservation sites, e.g. where road widening for routes A and B may impact on Madingley Wood SSSI. The map also appears to still show additional options for the Park and Ride site which are no longer being considered. <p>Routes A and B. The route maps do not flag up the location of Madingley Wood SSSI. The text descriptions do not acknowledge potential impacts on the SSSI, which should include indirect impacts, e.g. air quality / pollution.</p> <p>Route C. This route has the potential for direct loss of habitat within the following sites, depending on which variation is chosen:</p> <ul style="list-style-type: none"> Arbush East of M11 Vege City Wildlife Site Cotton Path Hedgecroft County Wildlife Site Bin Brook City Wildlife Site Trinity Meadow City Wildlife Site <p>None of these are flagged up in the map or text description.</p> <p>Although the route options comparison table now includes a section on ecology, the information presented here has again failed to acknowledge the above impacts.</p> <p>The Wildlife Trust requests that the inaccurate information is corrected at the earliest opportunity and the consultation extended as necessary to allow consultees to respond in a way that is informed by accurate information. Failure to do so would undermine the validity of the current consultation (and potentially any future decisions made by the Greater Cambridge Partnership) through a failure to present an accurate analysis of environmental constraints and impacts.</p> <p>In the absence of any amended constraints map, the Wildlife Trust objects to the Route C as this would result in the destruction of Cotton Path Hedgecroft County Wildlife Site, as well as cause significant damage to the other Wildlife Site in the vicinity. For options A or B, the Greater Cambridge Partnership needs to demonstrate that there will not be any adverse impacts (including from airborne pollution) on Madingley Wood SSSI. If this can be demonstrated then either Route A or Route B would be the most acceptable options from an ecological perspective.</p> <p>Yours sincerely, (REDACTED), MCREM Conservation Officer</p>
22-Jan-18	Wildlife Trust	Email	

			<p>Cambourne to Cambridge Consultation: response from the University of Cambridge</p> <p>The University remains committed to working with our partners on the Greater Cambridge Partnership. We fully support and remain committed to the overriding aim of the original Greater Cambridge City Deal, which was to enable a new wave of innovation-led growth by investing in much needed infrastructure, housing and skills across our area. This task is more important than ever if we are to sustain Cambridge's pace of growth and meet the challenges posed by Brexit on the one hand and productivity decline on the other. The University's commitment to supporting innovation-led growth can be clearly seen through its consistently high levels of investment in research and learning; we are currently delivering around £150M p.a. of capital investment across our estate, from the Cambridge Biomedical Campus to central and West Cambridge. This includes direct investment by the University, and significant funds levered in from government, research councils and philanthropy. This comes in addition to the £1bn investment we are delivering for housing and community infrastructure at Edgington, whose first homes were filled in the last quarter of 2017.</p> <p>As a major employer within the Cambridge region we are aware that around 50% of our 11,500 staff commute to the city from outlying areas, of which approximately 20% travel along the A428/Madingley Road corridor. Congestion along this corridor therefore has a major impact on our productivity, the health and well-being of our staff, and the environmental quality of our operational sites. Despite a number of local authority initiatives, staff living along this corridor have limited sustainable transport options available to them, and whilst the University has undertaken considerable investment to support staff on their journey to work, we recognise that changing the way people travel depends upon the provision of realistic opportunities for walking, cycling and public transport and improvements to the use of technology. From an institutional point of view, we therefore agree that this corridor is in significant need of investment, which is why we welcome this consultation.</p> <p>However, in addition to these existing factors, major new developments are being planned along the corridor at Cambourne West and at Bourn Affiliated, to help meet the ever-growing housing needs of Cambridge. Major new transport infrastructure - defined as 'critical' in the Infrastructure Delivery Study Update (2013) - is, in our view, urgently required to deliver these developments as soon as possible.</p> <p>Therefore, with an eye on staff wellbeing, the local economy, the local plan, and sustainability, the GCP's focus on this corridor is strongly supported by the University of Cambridge.</p> <p>Preferences</p> <p>The University's preferred transport option for this corridor is Route C and specifically a route that services Charles Babbage Road and onwards to Grange Road. The reasons for this are:</p> <ul style="list-style-type: none"> • Broadly speaking, it will offer fast, reliable public transport, walking and cycling connectivity between existing and planned homes along this corridor and the major employment sites at West Cambridge and onwards into the City Centre. • Specifically, the University itself employs around 11,500 staff, of which approximately 10% live along the A428 corridor and work in various locations across the City. Route C would minimise journey times for thousands of staff and maximise the interaction between new communities and international centres of academic and scientific excellence. • Route C offers greater Punctuality of services than any of the proposed on-road options. Punctuality is an area highlighted in the University's transport studies as a key priority for users of its own Universal bus service, in which it has invested heavily in over the last 15 years. • Route C would provide a greater reliability of service due to its segregation from other traffic. • Route C also delivers the greatest additional sustainable transport capacity. In addition to the creation of a new dedicated mass transport system, route C will enable greater opportunity for increased capacity for pedestrians, cyclists and bus services (including the existing Madingley Road Park and Ride) which continue to operate along the existing Madingley Road corridor. <p>The University considers that construction of Charles Babbage Road into the route is essential, for the following reasons:</p> <ul style="list-style-type: none"> • It maximises homes employment connectivity by offering the greatest interaction with West Cambridge.
23-Jan-18	University of Cambridge Estate Management	Letter	<p>JESUS COLLEGE, CAMBRIDGE</p> <p>Greater Cambridge Partnership - Cambourne to Cambridge Proposed Guided Busway</p> <p>Please find enclosed a copy of our client's representation in connection with the consultation on the proposed Cam bourne to Cambridge Guided Busway.</p> <p>A copy of this submission has also been forwarded to you by email but will you please confirm safe receipt of the enclosed.</p> <p>As the agents for Jesus College, we request that we remain informed in connection with this consultation process directly to the writer of this correspondence.</p> <p>Yours faithfully (REDACTED)</p> <p>Jesus College, Cambridge 18th January 2018</p> <p>Rifle Range, Grange Road, Cambridge</p> <p>Consultation on the proposed Cambourne to Cambridge Guided Busway</p> <p>1. Summary</p> <p>This submission is made on behalf of Jesus College, Cambridge in response to the proposals by the Greater Cambridge Partnership for three alternative routes for a guided busway between Cambourne and Cambridge. Jesus College is making this submission as a significant landowner who could be physically affected by one of the proposed options. The College is aware of a wider submission made on behalf of the collective Cambridge Colleges and the College supports the comments and observations made in that submission. This submission is specific to the College land which would be affected by the scheme proposed in the collective submission.</p> <p>2. Background 2.1 The Colleges Landholding (edged red - see attached plan ref C.1942a).</p> <p>The College owns the former rifle range land lying to the west of the University Rugby Ground and to the west of Cranmer Road. The College also owns the Rugby Club's practice ground directly adjacent to the main club ground, together with the access road lying to the north of both grounds.</p> <p>The access road directly links the College's land to Grange Road. There is no other vehicular or pedestrian access to this land.</p> <p>2.2 Landholding - Users</p> <p>The land is occupied by the University of Cambridge, being let to them under a traditional agricultural tenancy. It is therefore farmed by the University. Access rights are granted by the College for this purpose. In addition, the Rugby Practice Ground is let to the Rugby Club who also enjoy a right of access to the ground and for car parking on match and practice days. Access is also granted to The Kings (Prep) School on foot for pupils to get to the school's playing fields (which are on land owned by St. John's College). The University's computer system and backbone network cables run under the access road. These cables serve the West Cambridge site.</p> <p>3. Proposed Routes</p> <p>The College has reviewed the three routes proposed for this scheme. The College are aware of the limitations revealed by Routes A and B and in particular, delivery of these routes along Madingley Road (given the existing restrictions on this important arterial road west of Cambridge). The delivery of a safe and effective, central tidal bus-lane will be challenging, particularly where it is to accommodate the existing bridge over the M11.</p> <p>Whilst Route C may affect the College's landholding, it is considered by the College to be the safest solution to improve public transport links to Cambourne. In particular, the footpath and cycleway which would run alongside the busway, provides a safe and more enjoyable solution for this means of access to the city. This route also takes away the competition of the busway with all other types of vehicular traffic, which should help to improve congestion on Madingley Road and maintain the existing character of this road.</p>
23-Jan-18	Jesus College	Email	<p>Formal response of Colton Parish Council to the Cambourne to Cambridge Better Bus Journeys: Phase One consultation.</p> <p>This formal response was agreed by Colton Parish Council on 9 January 2018.</p> <p>The Council noted that there had been no response to the submission from Helen Bradbury made on 10th December 2017 on behalf of the Local Liaison Forum, following their meeting and resolutions on 5th December 2017, and their many criticisms of the consultation documentation and methodology. The Greater Cambridge Partnership had continued the consultation, despite the many errors, omissions and flaws drawn to their attention.</p> <p>Survey Q1, 2, 3, 4, Park and Ride site. The Parish Council endorses the Scotland Farm site, since it is the least environmentally damaging and least visually intrusive, and before congestion starts, serves traffic from the east as well as the west, has the greatest connectivity, with easy access from the west, and near the adjacent community of Hardwick. The Parish Council believes it will attract most usage.</p> <p>The large adverse environmental impact, poor accessibility and poor connectivity of the Waterworks site on Madingley Hill are not reflected in the Park and Ride comparison data. The descriptions and accompanying photos/montages of the two Park and Ride sites on page 10 & 11 of the consultation document are misleading, and underestimate the problems associated with the Waterworks site.</p> <p>Situated on high ground, the Waterworks site can be seen from a distance of 12 miles, from three counties, with significant visual impact on the closest villages of Hardwick, Colton and Madingley. The site is located on highly sensitive Green Belt land surrounded by National Trust coveenants.</p> <p>The Parish Council believe the Waterworks site fails the PAPP paragraph 10 test and constitutes inappropriate development within the Green Belt, and the test of 'very special circumstances' is failed, because there is a better alternative site with less impact at Scotland Farm.</p> <p>Should other congestion begin, the Waterworks Park and Ride site will worsen traffic around Madingley Malch Roundabout, not alleviate it, and will encourage more rat-running through nearby villages. It is less attractive to commuters and less sustainable, since commuters will</p>
23-Jan-18	Colton Parish Council	Email	<p>Q1. Which new Park & Ride site would you prefer? Answer: Scotland Farm site</p> <p>Q2. In principle, how likely or unlikely are you to use the new proposed Park & Ride site at Scotland Farm? Answer: Very Likely</p> <p>Q3. In principle, how likely or unlikely are you to use the new proposed Park & Ride site at the Waterworks? Answer: Unlikely</p> <p>Q4. Referring to your response to Questions 1 to 3, what is your reason for this response? Answer: Scotland Road has a more obvious access from both the west and east.</p> <p>Q5. Referring to the route plan, please indicate which overall route would be your preferred choice. See larger maps here. Answer: None of the above</p> <p>Q. Would you like to provide more detail on your response to Question 5? Answer: Yes</p> <p>Q6. We have divided the route into zones. Referring to information on pages 12 to 17 in the brochure and using the map overlay, please let us know which route you prefer. Answer: No, No, Yes, Yes.</p> <p>Q. Referring to your response to Question 5, why have you chosen this route? Answer: Zone 3 - has an on road route up to the West Cambridge site been considered and then onto the Light Green dashed route. We believe that the route should incorporate the West Cambridge site but not at the cost of impact on the land to the north of Colton.</p> <p>Q7. How important or unimportant are improvements for pedestrians, cyclists and equestrians as part of this project?</p>
24-Jan-18	CURFC	Smart Survey	<p>Submission to the Cambourne to Cambridge, Better Bus Journeys Consultation.</p> <p>I welcome the opportunity to submit to The Greater Cambridge Partnership Consultation and thank the many constituents who have shared their views with me in writing and in person over the past few months.</p> <p>Our region is at the very forefront of the nation and each sector. We are a major factor to UK's success and have the potential to grow yet further as global leaders in scientific research and development. But to support that continued success we need to address our transport and congestion issues. We need to deliver real improvements to the journeys people make every day and have a plan that addresses the short, medium and long term needs of the area. I welcome the development of innovative solutions, but as residents keep reminding me, we must never lose sight of the fact that it is their money we are spending, so innovative solutions must also offer good value for money.</p> <p>Turning to the two items at the heart of this consultation:</p> <p>Park and Ride</p> <p>The Scotland Farm Park and Ride site (P&R Option 1), when considered against the assessment criteria is in my opinion the preferred site. It offers a better solution to ease congestion on the Madingley Road stretch of the Cambourne to Cambridge journey and also offers a longer term solution for city commuters from the west of Cambridge. I therefore support P&R Option 1.</p> <p>Route options</p> <ul style="list-style-type: none"> • I reiterate my objection to Route C (previously Option 3/3a) which is in my opinion • fails to deliver an adequate cost/benefit ratio • inflicts the greatest environmental impact • and fails to respond to the short and medium term need to reduce congestion and journey times in the next 5 years - crucial to economic stability as we seek to sustain post-Brexit growth in our region. <p>Instead, I encourage the GCP and LFL to continue working together to develop a predominantly on-road route. I suspect this will be a hybrid, containing features of Options A and B and the LFL's original community driven proposal known as Option 6. My sense is that an additional 'ward only' extra lane may provide the compromise required to engage residents living along the route as it approaches the City.</p> <p>I believe this will provide the most cost-effective, desirable and realistic way of delivering the vision set out at the start of the consultation. Such a model would demonstrate prudent use of public money whilst being flexible and immediately responsive to the growing demands of our area.</p> <p>I urge the GCP to be adaptive and responsive now, instead of focusing so heavily on future proofing the project's infrastructure which in our fast paced landscape could become obsolete before it is complete. The Oxford to Cambridge Expressway, East West Rail, potential for a Gilton interchange upgrade and the Mayor's broader transport strategy will significantly change the local transport environment.</p> <p>As such, given the more than acceptable journey times of an on-road solution, its modest price tag and swifter statutory development requirements I would urge against over-engineering this journey section. We need to deliver something reasonable now.</p> <p>I am encouraged by the recent partnership working between the LFL and GCP officers and would encourage them to continue in this vein. If I can be a helpful conduit, please do not hesitate to contact me.</p> <p>Yours sincerely Heidi Allen MP for South Cambridgeshire</p>
25-Jan-18	Heidi Allen	Email	<p>1. Route Options</p> <p>CambridgePPP's opinion in order of preference is:</p> <ul style="list-style-type: none"> • first, Route B with a low frequency of the garties, or even no garties at all, achieved by separating the bus-lane from the general traffic carriageway by a low barrier • second, Route A provided the construction of a bus-lane along Madingley Road between High Cross and Lady Margaret Road is dropped • third, Route B as proposed including the garties as shown on the plan • fourth, Route A including the bus-lane down Madingley Road • fifth, Route C which should be abandoned • we would prefer the intrusion of the garties (Route B) to the damage to Madingley Road from the construction of a new bus-lane (Route A) <p>2. Park & Ride Options</p> <ul style="list-style-type: none"> • the Scotland Farm site is preferred because of its reduced environmental/landscape damage, its better access from both the West and East along the A428, and its potential to provide greater congestion relief being sited before the congestion starts • the Waterworks site should be abandoned because of its extreme environmental/landscape damage. <p>Summary of the CambridgePPP position:</p> <p>i. With the publication of the strategic options appraisal for rapid mass transit, the consultation has been overtaken by events and should be suspended. Once a decision has been made on the long-term mode of public transport for the A428 corridor, then the relevant criteria can be determined for deciding the optimal route for this mode.</p> <p>ii. It is erroneous to assume that the optimal route for a busway is necessarily optimal for other forms of mass transit. Consideration of the route for a bus-lane must therefore be made on the basis of a relatively short operational life until the long term system is operational. There is a significant risk that the GCP could spend large sums of public money on a transport system that rapidly becomes outdated, especially if serious consideration is given to building a new bridge across the M11 that could soon become redundant. The GCP is strongly advised to delay the Cambourne bus project until the long term transport system for the A428 corridor has been agreed, and then to plan for this future system rather than a system that will soon be replaced.</p> <p>iii. All three options have serious disadvantages, some of which could have been avoided if the recommendations of the LFL had been heeded. The two on-road options (Routes A and B) are preferred over the cross-country option (Route C) which should be dropped both because of its damaging environmental and landscape impact, and because of its poor value for money.</p> <p>The two on-road options have limitations as follows:</p> <ul style="list-style-type: none"> • Route A seems to require the construction of a new bus-lane between the M11 and Lady Margaret Road. We question the evidence base to support this. Construction of this bus-lane will be unacceptably damaging. • Route B seems to require overhead garties for the tidal flow but no evidence is presented to justify their proposed high frequency. The visual impact of these garties on the landscape detracts from this option. • Route C clearly generates the greatest benefit for both inward and outward commuters. This option is supported by CambridgePPP in preference to Route A. However, it is our belief that the frequency of the garties can be greatly reduced by physically separating the bus-lane from the general traffic with some form of low barrier or curb. This would seem a sensible safety precaution. • vi. The option for the P&R at the Waterworks is strongly opposed both because of its unacceptable damage to the landscape of Madingley Hill and because it will exacerbate traffic congestion at MMS. Scotland Farm is a better location as it enables access from both East <p>Dear Sir or Madam,</p> <p>Camcycle is a charity that works for more, better and safer cycling and walking in the Cambridge region.</p> <p>The Cambridge and Cambourne Better Bus Journeys scheme must include high quality provision for non-motorised active travel. This applies whichever route is selected and should be aimed at enabling people of all abilities to take advantage of active travel opportunities.</p> <p>More specifically, in portions with significant foot traffic or within the city of Cambridge, we expect that segregated walking and cycling facilities will be provided, both protected from motor traffic by a physical barrier such as a verge. Junction treatments should maintain the segregation and provide safe, easy to use and convenient crossings. Walking and cycling should have priority over driveways and minor side roads. In more rural areas (where peak foot traffic is not expected to exceed 25 walkers per hour per metre of path width) unsegregated provision would be acceptable. In those areas where motor traffic speeds are higher, a more substantial degree of protection from that traffic is necessary. We recommend the design of the cycle routes proceed according to the specifications of Highways England Interim Advice Note 195/16 and/or (within the city) the London Cycling Design Standards.</p> <p>Thank you</p> <p>Yours sincerely, On behalf of Camcycle REDACTED, Trustee</p>
29-Jan-18	Cam Cycle	Email	

			<p>To whom it may concern</p> <p>Governors, and the Headteacher of Cotson Primary met with Adrian Shepherd and his colleagues, Kathryn, on January 20th to discuss our concerns about a busway running behind the school.</p> <p>Our primary concerns are for the safety of pupils and staff travelling to and from school. The opportunity we are concerned about is during the construction phase and the effect of the busway on our beautiful outdoor.</p> <ol style="list-style-type: none"> 1. Safety of pupils in school. Our school is currently protected to the site and rear of the school by 1m high wood and chain fencing. There is open countryside on both sides and this fencing has been assessed as appropriate for the surroundings. We believe our surroundings will change and the fencing will no longer be appropriate. During construction many people will be working within 50m of our playground and after construction a bus lane (17m) will be passing nearby. As discussed with Mr Shepherd a full impact assessment would need to be done if construction is to go ahead. In this eventuality the LA would be asked to complete a report on the changes required. The school cannot fund these changes without negatively impacting classroom teaching and consequently we would ask that the cost of any such works be included in the busway budget. 2. Safety travelling to and from school. Our school catchment encompasses the village of Madingley. We understand that the crossing point on Cambridge Road would have a pedestrian cycle and that this would maintain safety of walkers on the public road. Children from Madingley do approach down the public footpath to the rear of the school. Despite the low impact barriers that will be installed on the approach we are concerned that this footpath will no longer be appropriate for the use of village children. Staff use the current Cotson Footpath daily in their cycle journeys to school from Cambridge. Any disruption to its functioning would also negatively impact the school. 3. Disruption during construction. Needless to say the school would be extremely unhappy to have a large contingent of non-DBS checked individuals working within a short distance of the school. We are also very sensitive to the interests of small children in hard hats and bulldozers and would like to ensure our pupils all remain on our site at all times. The best way to ensure this is to have nothing of interest behind the school. If busway construction does go ahead fencing would be in place before construction begins. 4. Our environment. The school is currently surrounded by open fields and it would like to remain so. <p>Governors believe that Route C is not a viable option for the school or the village. We would encourage The Greater Cambridge Partnership to invest more money in cycle provision, introduce a smart congestion charging scheme and to encourage affordable public transport alternatives.</p> <p>End regards (REDACTED) Chair of Governors</p>
29-Jan-18	Cotson Primary School	Email	<p>We are disappointed that our ideas, presented in response to the consultation held in 2015, have not received serious consideration.</p> <p>In essence we believe that, rather than building extensive new road capacity for buses, we need to:</p> <ul style="list-style-type: none"> • Make better use of existing road capacity, which is already sufficient for vehicles that need to drive into the city – especially if traffic moving between the A428 and M11 could go directly to the Girton Interchange. • Build travel hubs and re-route bus services to provide attractive, comfortable, reliable and flexible public transport options from closer to where people live. • Create safe (i.e. segregated wherever possible) and convenient cycle and pedestrian routes within the city and into rural travel hubs. <p>Medium term objective</p> <p>Fix the Girton Interchange and add a Park & Ride</p> <p>We are clear that additional capacity for Park & Ride at the Girton Interchange should be a headline objective for the Greater Cambridge Partners. That will resolve the main bottleneck between Cambridge and Cambridge, which is the section of the A1303 between Madingley Mulch roundabout and the M11 junction. It will achieve this by:</p> <ul style="list-style-type: none"> • giving A428-M11 through traffic a faster route that avoids the A1303. • providing a new location for a Park & Ride that serves traffic arriving from the A14, A428 and M11 (this site would support a high-frequency, long-hours bus service without subsidy); • enabling the closure of the existing Madingley Rd Park & Ride, further reducing traffic on the A1303. <p>It would also reduce 'on-ramping' through Tot, Comberton and Barton to reach the M11 at the Barton Interchange.</p> <p>Ideally the Girton Interchange should become an all-ways junction, but at a minimum, it should provide connections between the A428, M11 and A1307.</p> <p>Measures to implement now</p> <p>In the meantime, we recommend:</p> <ol style="list-style-type: none"> 1. A trial of inbound flow control on Madingley Hill. 2. New bus stations and upgraded stops to make express bus services more accessible and attractive. 3. A trial of a bus gate on Northampton St. 4. A detailed assessment of the benefits and disbenefits of re-routing large buses via the inner ring road along a continuous anticlockwise bus lane, with all other traffic circulating clockwise. 5. Signaging and extending segregated cycling infrastructure to connect up the villages to each other, to travel hubs and to Cambridge. <p>In more detail, our recommendations are:</p> <ol style="list-style-type: none"> 1. Inbound Flow Control 2. Model and trial the use of inbound flow control to regulate the flow of traffic on the A1303 east of Madingley Mulch roundabout and provide bus priority without building a bus lane all the way into the city; 3. Install traffic lights on the A1303 east of the Madingley Mulch roundabout just before Madingley Wood. Widen that 500m section of road to include two extra asphalt lanes, one to serve as a bus lane and one as a peak-time queuing lane. <p>This note has been prepared on behalf of Martin Grant Homes (MGH) and Harcourt Developments (HD) in response to the Greater Cambridge Partnership's consultation titled Cambridge Better Bus Journeys during late 2017 and early 2018. A submission was also prepared on behalf of MGH and HD at an earlier consultation with regard to the Cambourne to Cambridge scheme in November 2015, which proposed the land north of Cambourne as a park & ride site location to serve the A428 corridor as part of a settlement expansion proposed north of Cambourne.</p> <p>It is noted that the consultation is seeking views on two elements of the Cambourne to Cambridge scheme, firstly the choice of site for a park & ride to serve the corridor and secondly options for phase 1 of the bus route alignment from the Madingley Mulch roundabout to Cambridge.</p> <p>2. PARK & RIDE SITE LOCATION</p> <p>It is noted that the consultation is putting forward two alternative sites for the park and ride as follows:</p> <ul style="list-style-type: none"> • Water works site (south of the Madingley Mulch roundabout); and, • Scotland Farm (north east of the junction on the A428). <p>The consultation documents available for review, notably the Park & Ride Study (September 2017) set out how the above two sites were selected from an initial list of 7 park & ride sites. It is evident from a close review of the Park & Ride Study that the justification for selection of the above two sites was flawed which has resulted in a wrong site selection for this consultation.</p> <p>The Park & Ride Study identifies that the site section was a two stage process. Stage 1 compared the 7 alternative park & ride sites on a detailed multi-criteria assessment grouped together in headings of policy, benefits and deliverability. Following Stage 1 four sites proceeded to Stage 2 which resulted in the selection of the two sites being put forward as part of the consultation.</p> <p>Stage 1 (July 2017)</p> <p>The 7 alternative sites assessed in Stage 1 (July 2017) are shown on the location plan below. (Reference to Park & Ride Assessment Sites)</p> <p>The site previously proposed by MGH and HD is listed as site 7, North of Cambourne.</p> <p>The detailed multi-criteria assessment is set out in the Park & Ride Study with the results summarised in the following table.</p> <p>Figure 2.2 Stage 1 Site Ranking</p> <p>It is clear from the above table that site 7, North of Cambourne, is ranked in equal top position alongside site 6, Bourne Airfield. However, when looking at specific transport benefits, the North of Cambourne site is ranked highest and the Bourne Airfield site is ranked the lowest given that it is not located at an A428 junction.</p> <p>The report identifies that sites 6 and 7 perform best but are similar and so only one of the two will be put forward to Stage 2. Of the two sites site 6 is then selected based on the potential interaction with future adjacent development at</p>
30-Jan-18	Smarter Cambridge Transport	Email	<p>Model and trial the use of inbound flow control to regulate the flow of traffic on the A1303 east of Madingley Mulch roundabout and provide bus priority without building a bus lane all the way into the city;</p> <p>3. Install traffic lights on the A1303 east of the Madingley Mulch roundabout just before Madingley Wood. Widen that 500m section of road to include two extra asphalt lanes, one to serve as a bus lane and one as a peak-time queuing lane.</p> <p>This note has been prepared on behalf of Martin Grant Homes (MGH) and Harcourt Developments (HD) in response to the Greater Cambridge Partnership's consultation titled Cambridge Better Bus Journeys during late 2017 and early 2018. A submission was also prepared on behalf of MGH and HD at an earlier consultation with regard to the Cambourne to Cambridge scheme in November 2015, which proposed the land north of Cambourne as a park & ride site location to serve the A428 corridor as part of a settlement expansion proposed north of Cambourne.</p> <p>It is noted that the consultation is seeking views on two elements of the Cambourne to Cambridge scheme, firstly the choice of site for a park & ride to serve the corridor and secondly options for phase 1 of the bus route alignment from the Madingley Mulch roundabout to Cambridge.</p> <p>2. PARK & RIDE SITE LOCATION</p> <p>It is noted that the consultation is putting forward two alternative sites for the park and ride as follows:</p> <ul style="list-style-type: none"> • Water works site (south of the Madingley Mulch roundabout); and, • Scotland Farm (north east of the junction on the A428). <p>The consultation documents available for review, notably the Park & Ride Study (September 2017) set out how the above two sites were selected from an initial list of 7 park & ride sites. It is evident from a close review of the Park & Ride Study that the justification for selection of the above two sites was flawed which has resulted in a wrong site selection for this consultation.</p> <p>The Park & Ride Study identifies that the site section was a two stage process. Stage 1 compared the 7 alternative park & ride sites on a detailed multi-criteria assessment grouped together in headings of policy, benefits and deliverability. Following Stage 1 four sites proceeded to Stage 2 which resulted in the selection of the two sites being put forward as part of the consultation.</p> <p>Stage 1 (July 2017)</p> <p>The 7 alternative sites assessed in Stage 1 (July 2017) are shown on the location plan below. (Reference to Park & Ride Assessment Sites)</p> <p>The site previously proposed by MGH and HD is listed as site 7, North of Cambourne.</p> <p>The detailed multi-criteria assessment is set out in the Park & Ride Study with the results summarised in the following table.</p> <p>Figure 2.2 Stage 1 Site Ranking</p> <p>It is clear from the above table that site 7, North of Cambourne, is ranked in equal top position alongside site 6, Bourne Airfield. However, when looking at specific transport benefits, the North of Cambourne site is ranked highest and the Bourne Airfield site is ranked the lowest given that it is not located at an A428 junction.</p> <p>The report identifies that sites 6 and 7 perform best but are similar and so only one of the two will be put forward to Stage 2. Of the two sites site 6 is then selected based on the potential interaction with future adjacent development at</p>
30-Jan-18	Martin Grant Homes & Harcourt Developments	Email	<p>Bourne Airfield, ignoring that the Bourne Airfield site has the lowest ranking for transport benefits which should be a prime consideration given the function of a park & ride site.</p> <p>Furthermore, it has been publicly known since submission of the Local Plan further proposed modifications in November 2016 that the emergency policy for the Bourne Airfield site no longer includes an allocation for a park and ride. This decision arises for two reasons: firstly the site is not large enough to accommodate the range of land uses proposed even without a park and ride and secondly the site is not located near a junction with the A428 and so has poor access for the strategic road network. This decision arises for the two reasons: local plan was made some 6 months before the park and ride study commenced and so have been in the public domain for that period and was apparently ignored in Stage 1 of this study.</p> <p>Cambourne to Cambridge Better Bus Journeys: Phase One Consultation</p> <p>I am writing on behalf of the President and Fellows of Clare Hall in response to the above consultation. Clare Hall is a post graduate constituent college in the University of Cambridge and our mission is to be a place to think, a place to meet, a place to talk and a place to share. Our college buildings are bounded by Herschel Road, Grange Road, Rifle Range Road and the West Field, and therefore the potential impact of the proposed bus route options is very significant to our students, staff and fellows.</p> <p>The Governing Body of the College, at its meeting on 28 January 2018, determined that our preferred option is On-Road Route C.</p> <p>We are strongly opposed to any variation of Off-Road Route C.</p> <p>We have no preference between the options for the new Park & Ride site.</p> <p>We believe that improvements for pedestrians and cyclists as part of this project are very important.</p> <p>We are fully supportive of the Greater Cambridge Partnership's ambition to deliver a better public transport infrastructure which will be designed to support the future development of Cambridge and which will provide fast, reliable, and affordable public transport for the City's residents and commuters. We believe that this solution should be an imaginative, forward thinking, radical solution, consistent with Cambridge's status as a world leader in development and new technologies. We are also fully supportive of the requirement that any option be sustainable, providing maximum protection to the environment and with particular consideration of the impact of any proposals on air quality.</p> <p>The expansion of the commuter towns to the west of Cambridge, and the expansion of the University's estates in West Cambridge, North West Cambridge and Edlington, will require public transport routes that facilitate accessibility from these locations and from the city centre, the rail stations at Cambridge North, Cambridge and, in time, Addenbrookes, and to and from the major employment centres of the Science Park / Business Park, North West Cambridge, the City Centre, the Bio-Medical Campus, and the southern business parks.</p> <p>Whilst we appreciate that the current consultation is only an element of an overall integrated transport solution for the Greater Cambridge area, we do not believe that the options proposed for the Cambourne to Cambridge route will provide the necessary link in the long term integrated solution required.</p> <p>Our principal reasons for our strong objections to Option C are as follows.</p> <p>i. Fundamentally, any busway along Rifle Range Road and / or Herschel Road / Adams Road would cause considerable physical and environmental disruption to our College. Clare Hall has an international reputation for academic excellence that attracts high-calibre visiting students and fellows from across the world. Part of our distinctive appeal is as a 'place to think' and to engage in study and research in a supportive, collegiate, relatively peaceful environment. We believe that environment would be lost if a regular guided busway is sited immediately adjacent to our college premises.</p> <p>ii. The proposals contained in Option C would threaten properties which are of significant architectural interest. Any works required on Rifle Range Road, or on Herschel Road, would potentially impact on the Ralph Erskine designed College buildings, which are currently the subject of a listing application with Historic England. We are optimistic that a listing will be granted, which may then preclude development that impacts on the listed properties.</p> <p>iii. We do not believe that any significant consideration has been given, or any practical solution proposed, to how buses would continue from Grange Road to access the City Centre. Current plans indicate that on exiting Rifle Range Road, buses would then travel along Grange Road, either north to re-join Madingley Road, or south to West Road. From either of these options, no solution is proposed as to how buses would cross the river and then access the city centre.</p> <p>iv. The junction of Rifle Range Road and Madingley Road would require modification to allow sufficient turning space for busway vehicles. This would potentially impact on College land next to our historic 'timbered' property.</p> <p>v. We agree with the comments raised by other respondents that the costings of the Option C proposals do not appear to include the potential cost of compulsory land acquisition, or of ongoing maintenance of the busway and, therefore, are not comparable with the costings disclosed for Options A and B.</p> <p>We believe that the option of tunnelling from the West Cambridge site to the City Centre, as proposed by the Mayor of the Cambridgeshire and Peterborough Combined Authority as part of the appraisal of future mass transit solutions, whilst recognised as expensive,</p>
30-Jan-18	Clare Hall	Email	<p>We are strongly opposed to route C which will harm the West Fields and the Coton Green Corridor. We believe that the Coton Green Corridor provides an essential setting as part of a historic City. We consider features like the Bin Brook and the agricultural land in and around the Cambridge University Rugby Club to be valuable features of Cambridge. We consider the Grange Road conservation area and the Backs/Silver Street to be appropriate destinations for buses.</p> <p>Route B offers a similar transport outcome with far less environmental damage by going down Madingley Road. At the GCP workshop on Thursday, there was overwhelming support for option B. There is now a strong willingness for local people to get together and to refine an optimal on-road solution for the West Fields. We are optimistic that a listing will be granted, which may then preclude development that impacts on the listed properties.</p> <p>Site and the entrance to Edlington (it currently has visible car parks, security fencing and concrete islands in the middle of the road). After Clerk Maxwell Road, we have advocated buses rejoining the normal Madingley Road in order to safeguard the conservation zone and the amenity of people's houses. We believe that Madingley Road has major advantages over a southerly route C in terms of connectivity to the Orbital Route and also takes buses to Northampton Street which is a much better destination. Grange Road is the wrong destination for buses. We believe that if buses are routed through Silver Street, the sensitive area around the Backs could be negatively impacted by bus infrastructure which will harm the tourist industry and the quality of our city.</p> <p>We have also strongly pushed for a Cambridge metro and tunnels. We believe that this will be the solution adopted in the long run which is precisely why short term but very damaging solutions such as a new bus over the Coton Green Corridor should be avoided.</p> <p>We do not agree with the GCP's claim that a benefit of option C would be cycle lanes beside the bus lanes. We believe that most people would prefer a segregated, off road cycle lane separate from the buses, along the existing Rugby Club track. Also claims that inserting a bus lane on a section of Madingley Road would remove existing cycle provision are inaccurate - as confirmed by an engineer.</p> <p>We continue to have serious concerns about the governance arrangements at GCP (previously City Deal). We have repeatedly asked public questions about the LEP member of GCP and despite being promised it, have never received responses to our questions on this. In December, the LEP Chairman and Chief Executive were asked to resign and the LEP in its current form has been disbanded and put under the Combined Authority. The actions of the LEP have been seriously criticised in Parliament this January and by various MPs (who have used very strong language claiming a 'cover up'). We will continue to press for an open and transparent process where conflicts of interests are fully disclosed and properly managed. We continue to believe that GCP is failing to properly manage conflicts. We believe that there are many serious issues, including a consultation which is deeply flawed and has been proven to have numerous errors and misleading statements. We believe therefore that the inclusion of a greenbelt route (where an on road alternative exists) is open to legal challenge and that the process to date has not been handled correctly. We strongly object to the way the GCP has removed democratic safeguards such as making public questions more difficult at board meetings.</p> <p>We would ask you to issue the statement on the LEP you have promised at previous Board meetings and to respond to all our previous questions on governance which remain unanswered. Steve Barclay MP has said on twitter on the 28 September: "Senior Cambridgeshire figures who stayed silent over @BourneLEP failures even after these were pointed out, should explain why". He specifically flags how key people "ignored clear warning signs". We demand again an explanation because we met with them in early 2017 as a campaign and shared much of this information. We then raised these concerns in public. At every stage, all senior members has said was that he had complete confidence in Mark Reave, the LEP Chair, whilst refusing to address our concerns. The time has come to respond to all our questions - anything less represents a serious governance failure and makes a mockery of democratic accountability.</p> <p>We now hope you will abandon plans to take a bus road across the West Fields and instead find an on road solution down Madingley Road (as well as pursuing a broader strategy of tunnels). We would ask you to immediately respond to all our questions regarding the</p> <p>Dear Sir / Madam,</p> <p>Ref: Cambourne to Cambridge consultation</p> <p>Thank you for consulting Historic England on the proposed new bus route and park and ride site between Cambourne and Cambridge.</p> <p>Historic England have already provided advice to you through our pre-application service both at meetings and through our response to the previous public consultation in November 2015. Historic England offer an initial free pre-application service, after which we offer extended pre-application advice for ongoing cases. The current public consultation falls within our extended pre-application advice (https://historicengland.org.uk/services/skills/our-planning-services/enhanced-advisory-services/extended-pre-application-advice/). As you are aware, our extended pre-application advice is provided on a cost-recovery basis.</p> <p>Following our meeting in December and our discussions, we offered extended pre-application advice to cover this consultation. As you have not accepted this offer of advice, we are unable to respond to the current consultation. However, if you would like further pre-application advice from us regarding this scheme, we will be happy to provide that advice through our extended pre-application service.</p> <p>This service only relates to ongoing pre-application advice. Once a planning application is made, Historic England will respond as a statutory consultee on proposals affecting the historic environment.</p> <p>If you have any further questions, please do get in touch. Yours faithfully</p> <p>(REDACTED) Principal, Historic Places Team</p>
30-Jan-18	Historic England	Letter	<p>This consultation response is submitted on behalf of the North Barton Road Land Owners Group (North BRLOG). North BRLOG comprises four landowners: Corpus Christi College, Downing College, Jesus College, and University of Cambridge. North BRLOG owns land to the north of Barton Road, adjacent to the West Cambridge site and close to Madingley Road.</p> <p>North BRLOG supports the principle of improvements to public transport and the walking and cycling network within and to the west of Cambridge. There is a significant amount of new development underway and planned on the western edge of Cambridge (at North West Cambridge and the desilting of West Cambridge) and to the west of Cambridge (at Cambourne West and Bourne Airfield).</p> <p>Any transport improvements to the A428/A1303 Corridor must be cost effective, and ultimately be successful in tackling congestion, providing faster and more reliable journeys, and encouraging more travel by non-car modes of transport. North BRLOG supports the off road route Option C because it would deliver the aims of the Cambourne to Cambridge Bus Strategy scheme.</p> <p>In addition, North BRLOG considers that off-road route Option C would provide better connections to a transport interchange within the West Cambridge site and with the future Western Orbital Route. The completion of the Western Orbital Route is crucial to the success of any improvements to the A428/A1303 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, NAB (Gavin Green), Cambridge Northern Fringe East, and Cambridge North station, and could in the future provide links to the south towards Addenbrookes. The ability to provide a safe and convenient connection from the Cambourne to West Cambridge road option into West Cambridge and with the proposed Western Orbital Route should be an important factor in the decision on which route to select.</p>
30-Jan-18	North Barton Road Land Owners Group	Smart Survey	

			<p>"Cambourne to Cambridge Better Bus Journeys: Phase One" Consultation, November 2017 to January 2018</p> <p>Additional information relating to Questions 4 ('Park & ride'), 6 ('Route') and 11 ('Your thoughts'). In response to the above Consultation, Madingley Parish Council (MPC):</p> <ul style="list-style-type: none"> o Strongly opposes the locating of a new Park and Ride (P&R) site at the Waterworks site; o Favours an on-road route (Route A or Route B) and is strongly opposed to the off-road route (Route C) as currently presented; o Suggests that this Consultation is of limited value because it considers only one phase of one scheme in isolation. It is impossible to comment meaningfully on the benefits (or otherwise) of the proposed measures until they have been placed in the context of an overall, strategic traffic solution. <p>The reasons for this response are set out below.</p> <p>The Greater Cambridge Partnership (GCP) has publicly committed to openly considering and publishing all responses. MPC encourages the GCP to prominently publish its feedback contained herein.</p> <p>1. Park and Ride</p> <p>MPC strongly opposes the locating of a P&R at the Waterworks site for the following reasons:</p> <p>Accessibility</p> <p>1.1. A primary objective of the Cambourne to Cambridge Busway is to reduce traffic volumes on the A1303 Madingley Road/ Madingley Road. Traffic in the peak-time morning rush routinely backs up the A1303 as far as the Madingley Mulch roundabout and beyond. "Rat running" through Madingley village - in excess of 300 cars per hour in Church Lane - helps to relieve this congestion. Without this, congestion on the roundabout would be significantly worse.</p> <p>1.2. The projected increase in traffic volumes from new developments to the West of Cambridge (at Cambourne, Bourn Airfield and St Neots) and the dualing of the A428 between CaxtonGibbet and the Black Cat roundabout on the A1 will further increase congestion on the roundabout.</p>
06-Feb-18	Madingley Parish Council	Letter	<p>Pre-application Advice</p> <p>CAMBRIDGE TO CAMBOURNE (BUS ROUTE)</p> <p>Thank you for consulting Historic England about your proposals for the above bus route and the associated park and ride site options. As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process. Therefore we welcome this opportunity to review the proposed alternative routes for this important new transport link. We will not be providing a view on which option is preferred, but will instead consider what harm, if any, each option would cause to the significance of heritage assets. This letter should be read alongside our previous consultation response (Nov 2015).</p> <p>Summary</p> <p>The proposals offer three alternatives routes for a dedicated route for buses between Cambridge and Cambourne using a mixture of new and/or existing road infrastructure. These are presented as Routes A, B and C, of which C has a number of potential alternative routes. In addition there are two potential park and ride car park options being consulted upon: Scotland Farm, north of Hardwick on the northern side of the A428 junction with Scotland Road, and The Waterworks, located at the junction of the A1303 Madingley Road and St Neots Road. We consider that all three of the routes, and the car parking location options, are likely to cause a level of harm to the significance of heritage assets, and that considerable attention needs to be paid to the mitigation strategies of all options in order to meet the requirements of national planning policy. We also strongly recommend that, prior to the final selection of the route, a detailed heritage impact assessment is carried out that identifies the harm to heritage assets for each potential option, and which can be used to inform the route selection process.</p> <p>Advice</p> <p>This consultation focuses on Phase 1 of the bus route, which is the section of the route between the Madingley Mulch roundabout to Cambridge. It is stated that the second phase, between Cambridge and Madingley Mulch, will be consulted upon at a future stage. Our response therefore only considers the routes as presented between the two proposed park and ride sites and their termination in Cambridge.</p> <p>Route A and B</p> <p>Route A would operate along the existing line of Madingley Road out towards either of the two proposed park and ride car parking sites, and would require the widening of the existing road along this route to facilitate the construction of a dedicated bus lane along one side. The option would mostly use the existing alignment of the carriageway, with the exception of a short section of road immediately east of the American Military Cemetery, which would be realigned to reduce the angle of the existing bend.</p> <p>Route B would be very similar to Route A, and would involve the widening of the existing road to accommodate a central 'toddle' bus lane sandwiched between two normal carriageways, with a pedestrian and cycle way along the northern edge of the road. Route B also differs from Route A in that it would not require the realignment of A1303 to the east of the American Military Cemetery, and would make use of the A428 instead of the St Neots Road where the Scotland Farm park and ride site is located.</p>
27-Feb-18	Historic England	Email	