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From: john@goodacre.me.uk
Sent: 21 April 2021 19:57
To: C2Caudit
Subject: <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-independent-audit>

Representations below

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A.3

I've seen no discussion as to why and how all the proposed interventions for this corridor (ewr, metro, p&r, guided bus) are needed or how they will relate.

A.7 Cambridge research/innovation/technology sites are distributed around the city, few are in the city. There appears no discussion as to how mass-rapid transit (if it ever happens) would help make EWR a preferred transport option when it forcing all traffic across the "arc" through the city. I regularly travel this corridor, even with no traffic jam into the city, it's a 40min bus ride to the train station, I drive as its already quicker than just the public transport in to the city. Blackcat dualling will make car even more favourable.

A.9

EWR arguments were developed in the 1990's, I have failed to find any updated "business plan" to support why its still needed. The original perceived economic growth they discussed has happened without the EWR. Consultations asking about how to run the service and its route is not going to answer, is it really needed/wanted/beneficial, especially given how the areas around Cambridge have developed largely distributed, and not centered in the city where the rail provides contact.

B.1

I would estimate most of the peak traffic delays on the Madingley hill to Cambridge have being caused by the structure of the M11 junction J13. The described constraints fail to state that at these peak times, there is a significant split of traffic between that that proceeds to the city and that that turns right onto the M11. Even with the additional city bound traffic exiting from M11, the road is clear of congestion after this pinch point, (up to the set of 3 un coordinated lights causing another "by-design" pinch point at the backs). The J13/A1303 junction could double its flow rate by enabling both the left lane to dedicated to city based traffic, and right lane for M11 south bound traffic. Much of the argument for the other interventions are because of these by-design pinch points. It looks like these pitch points were built just to create the traffic jams so that C2C had a case to argue for public transport.

B.2

The C2C corridor does not need any additional reason to grow even faster – the villages are already starting to merge, and the new towns and associated business parks further negating the argument that everyone needs to travel by the city center rail stations.

C.1

The discussed Cambourne EWR station, its metro stop, the guided bus stop, and the new park and ride facility, in addition to the current regular bus service, appear as unrelated and disjoint elements. Why are the EWR and park and

ride not co-located so car journeys can terminate for either the city or rail while optimizing land use for parking. Take an example of someone in a small east village, say elsworth, needing to travel to oxford. They must drive to p&r, local service to city station, (parking at rail stations is always v expensive and full around here!), then catch the train back past where they started from. 15min car to p&r connection to rail, 30m, rail back east 20min, so ~1hr and no closer to oxford vs drive it already in ~90min.

C.2

Why not align with EWR Cambourne station. The additional 3km cycle surely doesn't outweigh the benefit of joint access to rapid region wide transport and ewr

E.1

Given the distributed nature of Cambridge employment sites, what is the benefit of taking ewr into the city vs terminating on the well connected metro stopping everyone need to travel through a city hub and back out again.

E.4

As noted in E1, there appears no sensitivity between the C2C plans and those of EWR – together they provide unsubstantiated levels of “public transport” in a disjointed manner. Given the constraints of land for housing, all the different schemes can't all deliver the same claimed levels of economic growth. (double counting invalidating business cases)

G.3

23min for journey time (including for current bus services) would be easily achieved by doubling up the bandwidth through the J13 lights –

G.x

The cost benefits need to be reassessed given the shift to home-working (which for much of hitech employment is very likely to continue), plus fixing J13 lights, and the continued growth of out of city employment sites – is there still a case for guided bus. (and EWR and Metro and local bus services)

Its interesting to see what's already happened to my area in the last 20 years already, Caldecote has grown significantly, Cambourne is still growing, the A428 dualling has made this a noisy area, The bourn airfield development effectively makes Caldecote part of Cambourne, with its traffic all coming past the Caldecote roundabout. C2C then want to add the bus way, the park and ride, then a metro line, as well as the EWR cutting through the middle of it all. This week alone I've had 3 separate groups wanting to count my newts and the various badger sets – why is it that the environment for the wildlife is so much more considered and protected than the environment I chose to live in. Take EWR argument of enabling even more development north of Camborne – why!! How does any of this support the government levelling up the country – this is all madness all just building a sprawling band around a city.



