

## Barton Parish Council Response 24 April 2021 (revision 1)

The Assumptions Constraints statement was review by the Traffic and Transport working group of the Barton Parish Council. Below are our comments.

### Error in Policy Context A8

A.8	Highways England. Dualling of A428 Black Cat to Caxton Gibbet included in RIS2 programme, 2020-2025. HE has no other major road schemes planned for the GCP area having recently completed the upgrade to the A14 and Girton interchange with the M11.	DCO submitted in February 2021 for this Nationally Significant Infrastructure Project connecting the A1 to the A14. Preparatory works are underway. Scheduled for completion by 2023-24?	<i>Highways England. Route Investment Strategy. Road projects in the Eastern Region.</i> <a href="https://highwaysengland.co.uk/our-work/east/#roadprojectform">https://highwaysengland.co.uk/our-work/east/#roadprojectform</a>
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HE has not upgraded the Girton interchange with the M11. There is no connection between the A428 and M11 heading south or any connection between the A428 and A14 north. As a result, traffic has to come off the A428 at either Hardwick or Madingley to join the A1303 to enter west Cambridge or join the M11 to enter south Cambridge. Traffic congestion on the A1303 leads to leakage through Toft, Comberton and then Barton B1046 to enter Cambridge or join the M11 at junction 12. Traffic queues through Barton (pre-Covid) from 7:00 am to 9:00 am along both the B1046 and A603.

### Scheme Objectives B1

These should include reducing rat-run traffic along the B1046 through Comberton and Barton. At peak times (pre-Covid) traffic backs up to Branch Road (off Long Road). Long Road is not suitable for high volumes of traffic and the B1046 is busy at peak times with school runs between villages (cyclists, pedestrians, buses and cars). Barton village school is on the B1046 and children find pollution to be an issue (walking alongside queuing vehicles) and difficulty crossing roads as there are pavements only on one side. The scheme should be monitoring traffic volumes in surrounding villages which are only likely to get worse with further development at St Neots, Cambourne and Bourn Airfield.

### Scheme Objectives B3

Seems to be some confusion over ticketing, timetables etc (See C1, D4, G8). Is there a clear direction on timetables and ticketing prices that provides incentive for people to switch use away from cars to public transport?

### Scheme Objectives B6

Is the route fixed in light of EWR potentially going for a Cambourne North station?

## **Scheme Objectives C2**

Is there a plan to look again at Scotland Farm Park & Ride in light of the EWR plan to build a station at Cambourne North? Are there any plans to remove the Madingley Road Park & Ride or to revisit Barton Park & Ride? Seems as if there is a potential for a lot of duplication if all these schemes are not coordinated.

## **Strategic Fit D2**

The housing developments at Bourn and Cambourne West are now not fully dependent on C2C with an EWR station at Cambourne North. However, the transport infrastructure should be in place BEFORE these developments take place to ease traffic congestion through the villages south of A428.

## **Strategic Fit D4**

There is no capacity on existing roads. Hence traffic is queuing. I would refer you to TfL commissioned study on road capacity. For example, an Urban 30 mph road with little HGV activity has a capacity of 700 vehicles per hour. Queues start when capacity is exceeded. Hence there are queues on Madingly Road and through Barton on the B1046/A603 (pre-Covid).

## **Economic Case G2**

The risk with using the A1303 as the main bus route would be that you increase congestion and force more drivers to look for alternative routes. You should consider the wider negative impact on Toft, Comberton and Barton.

## **Economic Case G7**

The positive (or potential negative) impact on the wider area should be considered in the scheme. We already have pollution concerns raised by the children of Barton school with a petition presented to CCC Highways in February 2021. Any scheme that aims to decrease pollution levels in surrounding villages not directly impacted by the scheme should be included in the report.

## **Management Case J1**

The Oxford-Cambridge Expressway has been shelved recently by the Government. However, the dualling of the A428 from Black Cat roundabout to Caxton will potentially have an impact allowing an increase in traffic from Bedford and St Neots.

## **Covid-19 Impacts L1**

There is a lot of discussion about the impact on working patterns with Covid-19. Many have been forced to work from home and some are likely to continue with home working. However, this is most likely to impact travel to offices based in Cambridge central and Cambridge north. It is unlikely to impact the University, travel to city centre schools (both state and independent), hospitality (when tourism returns), and, most significantly, the Medical campus to the south. People will need to attend hospital and research will need to be conducted.