

Date added to spreadsheet	Date of submission	ID Number	Organisation, Individual, Public Figure (O, I, P)	Name	Email	Form of Delivery	Text
27/10/2020	27/10/2020	1	P	Cllr John Trapp	[Redacted]	Email	As a ward Councillor for the Bottisham ward in ECDC I ask whether your consultation would extend to the villages along the B1102 and also Bottisham? Villages as far away as Isleham and Soham would be majority users of the Park and Ride on Newmarket Road, far more than from the east of South Cambs DC. If you do not intend to consult them, perhaps you could send us some information that we could include in our newsletters to the December Parish mags within a fortnight, as their publication dates are from 14 November. I used to commute from Swaffham Bulbeck to Cambridge by bus, car and bicycle for over thirty years, and shall be giving you some suggestions in the consultation process. Yours sincerely, Cllr John Trapp
30/10/2020	29/10/2020	4	I	[Redacted]		Facebook	The proposed location of the Cambridge East station is odd. It's virtually at the bottom of Mill Rd! It should be in the Cherry Hinton / Fulbourn area which you seem to have ruled out.
30/10/2020	29/10/2020	5	I	[Redacted]		Twitter	I used to live in Quy, and considering its 5 miles from Cambridge, it might as well be on another planet. No buses on Sundays, a single bike path that involves wading through about 3 foot of water every winter, and if you drive, an hour's wait every morning to get across the A14.
30/10/2020	30/10/2020	7	I	[Redacted]		Twitter	Taking cars away doesn't kill, it provides the opportunity to thrive. Show me where cars bring prosperity to this area, they can't stop and there is little parking. They choke the air people breath. This scheme offers street culture to thrive. Embrace it.
30/10/2020	26/10/2020	8	I	[Redacted]		Twitter	Great tweet!! If possible, visit and share my http://science1984.wordpress.com because there are a very big amount of excellent information worldwide!! Many people worldwide liked such as renowned professors, scientists and researchers!! I do not earn any money from it. Thank you!!!#DNA
30/10/2020	29/10/2020	10	I	[Redacted]		Twitter	Cambridge folk, there is a survey out to get your opinion on public transport in Cambridge (in particular the east side). I opted to go for option B3 - rail for east of Cambridge.
30/10/2020	29/10/2020	6	I?	Don't Kill Mill Road		Twitter	#OPENMILLROADBRIDGEFORALL
30/10/2020	28/10/2020	3	O	Teversham Parish Clerk	clerk@teversham.info	Email	Do you have the poster in a different format please as my facebook page isn't happy with pdfs (for some reason)! Thanks
30/10/2020	28/10/2020	9	O	Newmarket Town Council		Twitter	The Greater Cambridge Partnership consultation for the Cambridge Eastern Access project is now live. You can share your thoughts by filling in the survey. The consultation runs until 18th December 2020. Down pointing backhand index https://consultcambs.uk.engagementhq.com/cea-consultation...

30/10/2020	22/10/2020	2	P	Cllr Kelley Green	kelley.green@cambridge.gov.uk	Email	F.a.o. [GCP], I have been made aware of a public consultation on the eastern access for Cambridge Station starting soon. It seems this project may be moving forward, which is positive news. I didn't receive any communication with you following my last email, even though it was a follow up to a previously unanswered email. Please could you tell me the best way to liaise with you about this by email so that I may have an input, as Petersfield Councillor. Below is info circulated to 'Board Members' via Cambs County: Subject: Cambridge Eastern Access Stakeholder/Public Booklet and Communication Activity Dear Board As you know, following your decision to move forward with the Cambridge Eastern Access project we are now planning to launch the consultation on Monday 26th October for an eight week period. Central to our stakeholder engagement plan to support this consultation is delivering an information booklet to all homes and business in the East of Cambridge. The link below is the final draft of the consultation booklet. https://greatercambs.filecamp.com/s/ZN4GUOZxdGrjhgtQ/fo Kelley Green Ward Councillor for Petersfield, Cambridge City Council [Redacted]} Twitter.com/[Redacted]
02/11/2020	30/10/2020	11	I	[Redacted]	[Redacted]	Email	I have just received the glossy brochure for the above consultation. On page 3 it says that the scheme aims to provide better walking, cycling and other active travel links, and includes a picture of a horse. Can you please tell me which elements of the proposal are designed to benefit equestrians, because I'm struggling to find any reference to improved equestrian access or equestrian road safety in the rest of the brochure? I'm seeing new pedestrian and cycle links, but no mention of horses – will horses be allowed to use these links? Please tell me if I'm missing something. [Redacted]
02/11/2020	30/10/2020	12	I	[Redacted]	[Redacted]	Email	As a council tenant in the area of the Fison Road estate (off Ditton Lane), but central government don't know this, it seems to me that I have been given no choice in any of this development. I do not ride a bike or ride a horse, but I do like to walk and get the bus (covid allowing). The development of the Chisholm Trail and Honey Hill are already having a very negative on my life style, I can't walk into the centre of Cambridge because the Pontoon under the bridge under the railway bridge is closed. There is no point in giving my opinion because all of this development has already started, the construction vehicles are here already and the vehicles doing work on our sewage/drainage is getting to be common. How long before we have burst water mains because of this plus the fact that due to the old infracture here as well as little or no buses will run because Stagecoach will no longer run an unprofitable route. Shutting the stable door after the horse has bolted (no pun implied) springs to mind. [Redacted]

02/11/2020	02/11/2020	14	I	[Redacted]	[Redacted]	Email	[Redacted], The Greater Cambridge Partnership Eastern Area Access project published its preferred options¹ for consultation dated 26th August 2020. The options include no action for traffic management on the Romsey section of Coldham's lane. The impact of this focus on the Newmarket Road as a link from the new housing development to the city and retail sites is detrimental to the already overloaded section of Coldham's Lane which, as you are aware, has no traffic management measures in place despite a clear majority of residents responding to a recent survey showing a preference for basic measures like an HGV ban, a reduced speed limit and cuts to through traffic levels. Given the unclassified, residential, nature of the road it is inappropriate for traffic management measures on Newmarket road to be proposed without consideration to the wider area impact. As the GCP options ignore the need for traffic reduction for Coldham's Lane and the Chisholm Trail crossing I ask you how the impact of these options on Coldham's Lane are to be addressed? • Option A1: Newmarket Road improvements – this could include bus lanes, cycle lanes and improved facilities for pedestrians. • Option A2: Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city • Option B1: High Quality Public Transport Route via Coldhams Lane – this could include an off road route for public transport vehicles connecting to the city via Coldham’s Lane • Option B2: High quality Public Transport Route via the Tins – this could include an off road route for public transport vehicles connecting to the city via the Tins • Option B3: Long Term Rail Opportunity – this could include new and reopened stations as well as a more frequent train service.² Option B1 refers to the Sainsbury's to Cherry Hinton section. The Romsey section is simply ignored, presumably to be used as a traffic overflow, continuing its 'informal' ring road function without any provision or understanding of the corridor's already limited capacity. At an absolute minimum Coldham's Lane in Romsey needs: • An HGV ban (which would enable cycle lane provision³ to be upgraded 'on lane') • A 20mph speed limit with active signage (as a marker for the residential nature of the road). • Basic pollution control measures such as direction to cut engines during queueing. Measures with more impact on traffic such as a modal filter on the bridge may well be appropriate and we know funding is in place for this, so I urge you, as our representative, who has asked us to engage with GCP EAA, to study these proposals and take the necessary action on our behalf to protect residents from suffering this continuing neglect. In anticipation of your urgent action on this matter, [Redacted] 1 :https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/Cambridge-Eastern-Access/Cambridge-Eastern-Access-OAR-Part-1.pdf?fbclid=IwAR0AB-AfVpx4H1Y0h2f4JaC_BjameDwKBY2HBVeMWTL6I4uZYXex2yfOpgk
02/11/2020	31/10/2020	13	O	[Redacted]	[Redacted]	Email	Dear [Redacted], Now that the GCP has launched its Eastern Access consultation, the Residents Association of Coldham's Lane seeks a meeting with you to discuss the options set out, and the thinking behind these. It is clear significant work has gone into the options here, but once we disseminated the survey, concerns have been raised by a large number of residents that means a majority feel as though they cannot complete the survey as it currently stands. We seek a Zoom meeting with you at your earliest convenience, and look forward to hearing from you about this. With all good wishes, -- [Redacted] RA Officer, Coldham's Lane, Romsey, Residents Association.
03/11/2020	02/11/2020	15	I	[Redacted]	[Redacted]	Email	Hello Thank you for the booklet about this. I am responding as an individual who lives in New Street, near the Elizabeth Way roundabout. I only have two points to make, hence this email rather than completing the form. 1. New dedicated cycle routes are proposed in A1 and A2. I support this, but it is very important also to have dedicated pedestrian paths which bicycles are not allowed to use. There are already many near-misses between cyclists who do not use the roads and pedestrians, all over Cambridge. 2. It is proposed to change the Elizabeth Way roundabout, including removal of the subway. I do not see the logic of this. It will make life harder for pedestrians who use the stairs and cyclists and pedestrians with pushchairs who use the ramps. If it has to happen, it will be very important to make sure that there are adequate ways to cross all four of the road segments which meet at the roundabout safely. Kind regards [Redacted]
04/11/2020	03/11/2020	16	O	[Redacted]	[Redacted]	Email	Dear [Redacted] (if I may?), My tentative suggestion would be to schedule a meeting for the afternoon of Monday 9th November. If this day is possible, perhaps 2pm? With all good wishes, [Redacted]

04/11/2020	04/11/2020	17	O	[Redacted]	[Redacted]	Contact Centre	Please find request for service details below: Customer details Title: [Redacted] Full name:[Redacted] Contact ID: [Redacted] Date of birth: [Redacted] Preferred contact method: Email Email: [Redacted] Home phone: Mobile: [Redacted] Work phone: Person to Contact about this enquiry Title: [Redacted] Full name: [Redacted] Contact ID: [Redacted] Address: Preferred contact method: Email Email: [Redacted] Home phone: Mobile: [Redacted] Work phone: Request Service details Request type: Cambridge Eastern Access Request for Service details: Customer called as wanting paper copies of Cambridge Eastern Access survey.
05/11/2020	05/11/2020	18	I	[Redacted]	[Redacted]	Email	Dear GCP, Thanks for the copy of the ‘CEA’ booklet received in the last few days. An excellent production, not too wordy and well thought out illustrations. Perhaps the designer & printer deserve a ‘credit’? One immediate comment which might help ease congestion on Newmarket Road in the short term, and that is the junction with Wadloes Road. At certain times of the day the queue of vehicles for the McDonalds restaurant blocks part of Wadloes Road and extends back onto Newmarket Road, blocking that side of the roundabout (there’s no box junction). Wadloes Road is a bus route and it is obvious that buses (no.3) frequently have difficulty in accessing in both directions. Double yellow lines have almost worn away and situations often gets rather ‘fraught’. There are also ambulances regularly using Wadloes Road in order to access the dialysis clinics. If this junction and the queuing for the restaurant could be resolved in the near future, in line with your plans for the rest of Newmarket Road, it would be a great improvement, especially for those needing to access homes and businesses. Regards, [Redacted]
11/11/2020	07/11/2020	19	I	[Redacted]	[Redacted]	Email	I have just received your information on the Cambridge Eastern access. According to your maps all land adjacent to Barnwell Road and Marshalls land is to be developed. It looks as if this includes Nuttings Road and Uphill Road. Either your maps are wrong or there is something we don't know [Redacted]
11/11/2020	07/11/2020	20	I	[Redacted]	[Redacted]	Email	Hi, I'm partially sighted and I note that both options A1 and A2 of the Cambridge Eastern Access plan involve removing the subways from Elizabeth Way roundabout. Since I've found these subways to be a useful way to avoid having to cross Elizabeth Way, Newmarket Road and East Road (all three of which are enormous monsters to cross), I'm wondering what plans there are to install safe replacement crossing points if the subways are removed. I also hope the replacements will allow pedestrians to cross multiple roads within a reasonably short period of time. I note for example that the current light controls at Stanley Road are set to beep for just 7 seconds, with the expectation that pedestrians then wait at the middle section for the next cycle (unless you risk it by running across the entire junction in 7 seconds flat); if similar programming is implemented at Elizabeth Way roundabout then it could mean pedestrians would take 5 minutes or more to cross all lanes on two or three roads if they must wait on islands for the next cycle every single time, and I'm afraid this could discourage people from choosing to walk instead of taking transport options. Or are you hoping to funnel more pedestrian traffic under the bridge adjacent to Riverside and Midsummer Common? That could work, although it's still a longer route, and some of the 'shortcut' paths accessing Napier Street etc are muddy in the winter. Thanks. [Redacted]

11/11/2020	10/11/2020	23	I	[Redacted]	[Redacted]	Contact Centre	Please find request for service details below: Customer details Title: [Redacted] Full name: [Redacted] Contact ID: [Redacted] Date of birth: [Redacted] Address: [Redacted] Preferred contact method: Home phone Email: [Redacted] Home phone: [Redacted] Mobile: Work phone: Person to Contact about this enquiry Title:[Redacted] Full name: [Redacted] Contact ID: [Redacted] Address: [Redacted] Preferred contact method: Home phone Email: [Redacted] Home phone: [Redacted] Mobile: Work phone:
11/11/2020	10/11/2020	24	I	[Redacted]	[Redacted]	Email	Good morning Thank you very much for GCP information. I live just off Newmarket Road and have a few questions regarding the proposals. FYI I am Dutch and I am a keen cyclist. The improvement of the cycleways in the Netherlands was done in the '70s after the oil crisis and it is still ongoing. I am sure you are aware of this. It is great to see that over the last 10 years more and more Cambridge residents choose to cycle instead of using the car, especially young families. I am a huge advocate of reducing traffic in the city centre, which might create opportunities for businesses such as terraces. 1. Project timelines - How feasible is this,? Taking into consideration the huge delays at the Chisolm trail, which will be more than a year over schedule. 2. Cycle lanes on Newmarket road. Will this be separate from the bus lanes? The current situation is extremely dangerous and I avoid using it as much as possible. 3. As I understand it, you only have one choice at the phases? Why can't option B2 and B3 in phase 2 be applied at the same time? Looking forward to hearing from you. Kind regards [Redacted]
11/11/2020	11/11/2020	25	I	[Redacted]	[Redacted]	Email	[Redacted] Thank you very much for getting back to me. Great to hear that there will be cycle lanes. If buses get priority at junctions then they still will get stuck in traffic? Kind regards [Redacted]

11/11/2020	11/11/2020	26	I	[Redacted]	[Redacted]	Email	[Redacted] ----- Forwarded message ----- From: [Redacted] To: <consultation@greatercambridge.org.uk> Cc: Bcc: Date: Wed, 11 Nov 2020 10:49:04 +0000 Subject: Cambridge Eastern Access CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it: https://camweb.cambridgeshire.gov.uk/spam/ Dear Sirs Having read the proposals presented by Greater Cambridge Partnership for phase 1 & 2 of the, so called, improvements for access to the city, I am afraid I am very sceptical of these proposals delivering any easement in traffic and, quite possibly, worsening an already problematic situation. The idea of installing two cycle lanes along the newmarket road is idealistic rubbish. You only need to look at Hills Road to see how putting a cycle lane on both sides has stalled everything at rush hour. The entire enterprise is based on a large scale switch from personal vehicle transportation to public transportation or cycle/foot. This is a pipedream. I have no doubt about the intended good but it won't happen. So the increased restriction on vehicular ways in preference to public transport and cycle ways will simply exacerbate the current situation. I am afraid, having seen the way in which Hills Road has been reduced to a virtual chicane at rush hour and the immense waste of millions of pounds of public funds putting in a Dutch style roundabout delivering absolutely no benefit at all, I cannot trust the Cambridge authorities with any sort of improved access plan. It seems to me that the further cramming of Cambridge with more housing and apartments is based on greed. We have numerous villages and towns to the north and east of the city that are ripe for development for Cambridge commuter outposts, if only access from there was improved. We could get journey times down to 40 minutes from anywhere in North/East
11/11/2020	11/11/2020	27	I	[Redacted]	[Redacted]	Email	Hi, A brochure about the Cambridge Eastern Access was delivered to my home address [Redacted] . Do you have this brochure available online, either as a web page or a PDF? Thanks, [Redacted]
11/11/2020	09/11/2020	28	I	[Redacted]		Facebook	We’ve had our booklet through and I’d like to know what’s real? It feels like a lot is based on the metro which isn’t guaranteed and on lowering traffic - which is a great goal but the primary reason we have a traffic issue and pollution in East Cambridge is the retail parks. None of the options seem to address how to manage those especially when the council planning seem to support expansion by passing plans for Aldi and the new gym. Any proposal needs to at least look at the causes of traffic in the first place surely? Appreciate knowing more about any research on the traffic at the retail park and Beehive centre. Moving these out to the park and ride area would surely be a good idea?
11/11/2020	09/11/2020	29	I	[Redacted]		Facebook	Are there any Phase 2 options that don’t involve shutting Mill Rd Bridge to all but buses? Also why so many traffic lights, generally they seem to cause more not less congestion.
11/11/2020	10/11/2020	30	I	[Redacted]		Facebook	Yes I live off Mill Rd and I am witnessing the inconvenience of the current situation and the use of other roads, such as my own, as rat runs and the increased congestion on Coldhams Lane. Doesn’t seem like you are considering options if there is no option other than restricting travel over the bridge. To pick up people from the train station you have a massive detour down Hills Rd or via Coldhams Lane and Newmarket Rd, hence longer car journeys.
11/11/2020	09/11/2020	31	I	[Redacted]		Facebook	How about keeping out of important decisions effecting the city. Unelected groups should not be making important decisions let alone spending taxpayers money
11/11/2020	04/11/2020	34	I	[Redacted]		Twitter	It's worse now due to other changes that impact the entire network

11/11/2020	11/11/2020	36	I	[Redacted]	[Redacted]	Email	Dear Sir Thank you for your very expensive looking smart brochure. My Opinion Please tell me, If all motorised vehicles are going Electric and Automonous over the next few years what is the point in this, Another waste of or Tax payers money from Cambridge City Council. From your map it looks like the security of the Cherry Hinton Lakes is going to be in even more jeperdy than they are already from trespassing, CCC, Anderson's and Peterhouse College fail now to secure them so this proposals will just make things lot worse throughout the summer for local residents like myself. I do NOT approve any of your proposals. Regards [Redacted]
11/11/2020	09/11/2020	21	O	[Redacted]	[Redacted]	Email	Hi Team, I would like to book a 10 minute slot for the 26th November to discuss the relocation of the Park and Ride. Please confirm if we are able to have a slot for a 1:1 chat, Thanks [Redacted] General Manager Cambridge Ice Arena GLL
11/11/2020	09/11/2020	22	O	[Redacted]	[Redacted]@fenditton-pc.org.uk	Email	Hello, Please may I book a slot for the webinar on 26 November? I'd like to ask for details of what the reconfiguration of A14 junction 34 would involve, which is included in option A2. Thanks, [Redacted]
11/11/2020	02/11/2020	32	O	Howard Group		Twitter	The #CambridgeEasternAccess consultation by @GreaterCambs is now open. Opinions are sought on a number of options to improve transport to the east of #Cambridge which include public #transport, #walking and #cycling proposals. Full details:
11/11/2020	04/11/2020	33	O	Cambridge Ahead		Twitter	The @GreaterCambs #CambridgeEasternAccess consultation is open for responses. Following public engagement a number of options have been developed to improve #transport to the east of #Cambridge for those who live or #travel in the area. Full info:
11/11/2020	05/11/2020	35	O	BG Primary School		Twitter	Cambridge Eastern Access transport consultation regarding a number of options for travel to, from and within the east of the city - They would like to hear your views @GreaterCambs https://greatercambridge.org.uk
12/11/2020	10/11/2020	37	I	[Redacted]	[Redacted]	Email	Sir/Madam, I believe that wherever possible cycle routes will benefit the cyclists if they can be weather proofed to a certain degree, we all know that cycling is not pleasant in windy and rainy conditions, and we revert to our cars leading to congestion. I would like my idea to be considered of having wide lanes and hedged either side to a specified height and a rain canopy, i realise this will be inappropriate and impossible in some cases but an ill lit pencil thin cycle way leads to frustration and could be counterproductive. Regards [Redacted]

12/11/2020	11/11/2020	38	I	[Redacted]	[Redacted]	Email	[Redacted] Excellent! Kind regards [Redacted]
13/11/2020	12/11/2020	39	I	[Redacted]	[Redacted]	Email	Thank you Greater Cambridge Partnership for delivering your consultation document on Cambridge Easter Access. As we are residents of Mill Road (Northside of the Street) but also traders (Southside of the Street) as such we welcome the proposal to improve public transport using 'high quality' buses. Many questions still remain unanswered. Will the buses be low-carbon emissions? Will they require dedicated road space? Will there be a cycle lane? Are there any demolitions and road widening schemes planned? [Redacted]
13/11/2020	12/11/2020	41	I	[Redacted]		Twitter	and what is the status of @camcitco Eastern Gateway Doc for this area?
13/11/2020	12/11/2020	42	I	[Redacted]		Twitter	Connect those bits of red tarmac so bike users and pedestrians have priority
13/11/2020	12/11/2020	43	I	[Redacted]		Twitter	If a cycleway doesn't have priority over side roads and driveways it won't get used. If you want to make them an attractive alternative to taking your chances on the road this needs to change
13/11/2020	11/11/2020	44	I	[Redacted]		Twitter	Doing this with that junction would be a huge improvement: @swyda @lnr_blair @camcycle @RantyHighwayman #photoshop
13/11/2020	11/11/2020	45	I	[Redacted]		Twitter	Maybe bent the track out from the main road there a bit more and have a continuous footway with that and the cycle track level through the junction rather than dipped to road level too.
13/11/2020	11/11/2020	47	I	[Redacted]		Twitter	Heh, that was my first thought too.
13/11/2020	12/11/2020	48	I	[Redacted]	[Redacted]	Email	Hello [Redacted] , the maps are in your pamphlet about Coldhams Lane. It shows Marshall is to be developed but it doesn't show Nuttings Road and Uphill Road. It looks as if all land from Barnwell Road and Marshalls is to be developed
13/11/2020	12/11/2020	49	I	[Redacted]	[Redacted]	email	I have read the Greater Cambridge Partnerships brochure on Cambridge Eastern Access. As I am both a resident of Mill Road [Redacted] and a trader [Redacted] I welcome the initiative to provide us with improved public transport in 2 phases. However I feel the consultation document lacks detail. Possibly you could fill in the gaps. Will new buses run on a guide route? Will they be electric? Will resident and trader traffic be allowed access? Will there be a dedicated cycle lane? Most importantly are there any buildings either on the Northside of the Street or on the Southside ear-marked for demolition? [Redacted]
13/11/2020	11/11/2020	46	O	[Redacted]		Twitter	priority over side roads... instead of #subsidiseddrivers and prioritized drivers as shown in your picture.

13/11/2020	12/11/2020	40		[Redacted]	[Redacted]	Email	Hi [Redacted] Thank you for booking us in, I can confirm we will be available at this time. Will a link for the meeting be sent closer to the time? I wanted to just pop you an email with my concerns regarding the relocation of the Park and Ride now just so we can all be prepared for the meeting. I am unsure if the team are aware that the Cambridge Ice Arena is situated inside the Park and Ride and that we have not been contacted at all with regards to this relocation and we fear what impact this will have on our business. Our customer entry point is via the P&R and also that is where all of our customers and staff park when visiting the Arena, we have a few disabled bays in front of the arena also. If relocating I wonder if this implies that you will redevelop the land and if so what does this mean for staff and customer access to the site as this could have severe impact on our business moving forward. The information we would like to know is: • When will the relocation process start? • How will you maintain access via the P&R for customers and staff? • How will our staff and customers, more specifically our disabled guests park outside the rink? • What are the proposed redevelopments that will overtake the P&R? Will there be houses or other business’? • We have a lot of advertising that states we are inside the Park and Ride specifically, with maps on all of our products/adverts, would the council be willing to contribute to the re-printing of all of our marketing which is currently out within Cambridge? Thanks [Redacted] General Manager Cambridge Ice Arena GLL
27/11/2020	16/11/2020	50	I	[Redacted]	[Redacted]	Email	Dear Cambridge Council, Many thanks for providing the recent leaflet describing the proposals for the Cambridge Eastern Access Consultation. I have reviewed in detail the proposals presented in the leaflet. We are a family that live on Newmarket Rd, [Redacted] . We are strongly impacted by the terrible traffic and pollution on the Newmarket Road, and would love to find a solution to reduce traffic and especially heavy trucks passinng our door constantly. After reviewing the various proposals A1, A2, B1, B2, B3, i find that none of these proposals address the reason people are traveling on the Newmarket Rd by car, so it will not meet the needs of these people. Also the solutions proposed miss an opportunity to use future transport technologies, and promote Cambridge as the international tech hub it is. Newmarket Rd Shopping targets shoppers with cars. The Beehive, B&Q, Tesco, Asda, DFS, etc, all need car and heavy lorry access and have extensive parking because the shoppers need this facility. Grocery shoppers can not easily transport the family's weekly groceries, furniture, or DIY materials, on public transport or by active travel. These shops need heavy truck access to operate. Furthermore people travel on Newmarket Rd because there are no other road bridges across the River Cam on this side of Cambridge between Elizabeth Way and the A14, so all travel to East Cambridge from the North has to pass through the Elizabeth Way Roundabout, Newmarket Rd & Couldhams Lane. Options A1 & A2 both reduce junction capacity at Elizabeth Way Roundabout and all along the already overloaded Newmarket Rd. However they provide no alternative car routes, Busses or active travel do not work as alternative options for these travelers and shoppers. Options A1 & A2 will make the congestion and access from the East to Cambridge Centre, and from the North to the East of Cambridge, both much worse. My suggestion is to implement A1 in combination with improved alternative routes to alleviate traffic on the Elizabeth Way roundabout and Newmarket Rd. Then for Phase 2, look at new more advanced public transport, such as small electric autonomous cars traveling on guided routes, providing direct connection between park and ride, the Newmarket Rd shops, the city Centre, and the rail stations. Advanced systems such as this will highlight Cambridge as the tech hub that it is, and will stimulate the east of the city tremendously. I hope this is useful, and i have also provided this feedback on the survey.
27/11/2020	18/11/2020	51	I	[Redacted]	[Redacted]	Email	I live in Cherry Hinton and know many elderly residents who live in the Colville Road/Bridewell Road area. They were extremely reliant on the bus route No. 3 which came from Fison Road, into the city centre and through the above roads where they live. I do remember there was a lot of publicity when this route was altered and no longer served these roads. They have always hoped that it would be reinstated. At present No. 3 bus route takes 3 forms, but none serve their roads. Surely it would be possible to amend one of the routes to take in their needs. Due to many having various disabilities it is not possible for many of them to cycle or, indeed, walk long distances. I hope somebody can see the need, especially as the use of public transport is being actively encouraged, both in the short and long terms. [Redacted]

27/11/2020	19/11/2020	52	I	[Redacted]	[Redacted]	Email	Hello 1. Can you let me know what the Chisholm Trail is? 2. Can you provide more details of why moving the Newmarket Road Park & Ride site to the other side of the A14 neat Stow Cum Quay would be problematical? Thanks [Redacted]
27/11/2020	25/11/2020	54	I	[Redacted]	[Redacted]	Email	I have just studied your Cambridge Eastern Access Brochure and have also been living with the frustrating and undemocratic restrictions imposed on using a publicly funded existing bit of key transport infrastructure on one of the few routes from where I'm living into the city centre, the Mill Road Bridge . The strategy that I see from these can be summarised as: let's make life more frustrating, complicated, inconvenient, expensive and slow for car users and thereby force them onto buses, walking, cycling, single-occupant-or-single-group taxis, and not-yet-existing, capital intensive, disruptive-while-being-built infrastructure solutions. Some of the approaches seem to be to deliberately degrade engineering solutions that have been carefully designed, and expensively implemented at public expense, IN ORDER to make life inconvenient and unpleasant for a portion of society so that they are forced to do something more inconvenient and unpleasant than what they do now. This seems very close to the definitions of vandalism, discrimination against segments of the population, and antisocial behaviour. If done by yooofs in hoodies they would be banged-up. Being done by green-leaning councillors with suits and perhaps mayoral/civic regalia and a taxpayer-funded paydeal and pension somehow seems to legitimise it, but it is still frankly vandalism to shut key bridges, and "restrict junction capacity" at existing road junctions. I have no idea what "reconfigure" actually means in the context of phase 1 option A1 but it sounds very expensive and likely to cause severe disruption while being done, and quite possibly afterwards I have lived and worked in many cities and non-cities in many countries around the world, which gives me a useful perspective on alternative ways of arranging things, which may not be the case for many people proposing these changes, who may be too immersed in the traditional British/bureaucratic/capital intensive/authoritarian/controlling mind-set. What is STRIKINGLY absent in the existing transport setup or in any of the discussion around Cambridgeshire transport that I have yet seen, is the COMPLETE ABSENCE of any form of de-regulated, flexible, SHARED SMALL transport. We have expensive private cars used for a very small proportion of the time with a low occupancy, otherwise needing a parking space. We have expensive large buses that are restricted in where they can go by their length, breadth, weight, turning-circle, and the regulatory regime of fixed routes and stopping at authorised stops only. On the routes they do use, they create vibration and intrusive noise due to their size, weight, and their large engines (unless even-more expensive and electric). Frequently they are very lightly occupied compared to their capacity. We have fit and agile and motivated people with limited luggage on bikes, which is great until they come up against the inherent safety flaws with bicycles which are: inherent instability, no significant crash protection and significant risk per km travelled of life-changing injuries compared to the risk inside a well-engineered modern car with inherent stability, crash-buffer zones,
27/11/2020	26/11/2020	55	I	[Redacted]	[Redacted]	Email	Dear Sir/Madam I note from your consultation document that the proposal under all options is to relocate the Newmarket P&R to a much larger site north of Teversham Fen. You will, of course, be aware of the designated SSSI of Wilbraham Fen to its east. This would require great care in the design, construction and operation of the P&R site given the hydrological sensitivities of the area, and may preclude it: the environmental statement will no doubt address this. However, of particular sensitivity is the issue of disturbance to the breeding birds on the fen. Although this issue can be over stated, with birds having some resilience, the presence of notable species, as well as a significant general assemblage of species, should be taken into account and may require you to modify the boundary of your site or move it altogether. Of particular note is the use of the fen by breeding crane since 2013. There are fewer than 60 breeding pairs in the whole of the UK, so this site is of critical importance. (NB. It is not a well publicised issue for obvious reasons). There are numerous other breeding and wintering species at this site, all of which should be cited in the county record. The Cambridgeshire Bird Club will have much information. Given the fairly crudely drawn outline currently, there is opportunity to refine this in light of such emerging information, such that you draw it away from the fen. Many would be pleased to see this happen and it would give a very positive signal that GCP is taking its environmental responsibilities seriously. Kind regards, [Redacted] Sent from Mail for Windows 10

27/11/2020	26/11/2020	56	I	[Redacted]	[Redacted]	Email	Good afternoon I have two points to raise, both in respect of Phase 1: 1) In both options A1 and A2 it is proposed to reconfigure and reduce capacity at the junction of Ditton Lane and Newmarket Road. If capacity is reduced this is likely to lead to more congestion, not less. Can you articulate what this means in practical terms? 2) In option A2 a reconfiguration of junction 34 of the A14 is proposed but no detail is given as to what this would look like or what the objective would be. Would it have an impact on the reduced capacity at the junction of Ditton Lane and Newmarket Road? Can you explain further please? Thank you. [Redacted]
27/11/2020	17/11/2020	57	I	[Redacted]	[Redacted]	Email	Hi there, Please can I book a slot to talk to the project manager on the consultation event on 26th November. Many thanks, [Redacted] Sent from Mail for Windows 10
27/11/2020	25/11/2020	58	I	[Redacted]	[Redacted]	Email	Hi can I have a slot for a discussion please. Thanks [Redacted]
27/11/2020	25/11/2020	59	I	[Redacted]	[Redacted]	Email	Tomorrow would be great please. Thanks [Redacted]
27/11/2020	25/11/2020	60	I	[Redacted]	[Redacted]	Email	Interested in Option B2: High quality Public Transport Route via the Tins – this could include an off road route for public transport vehicles connecting to the city via the Tins I live in Brookfields, I am interested in what the impact will be for this area; it seems inappropriate as a route for public transport. • Many thanks [Redacted]
27/11/2020	17/11/2020	62	I	[Redacted]		Twitter	Can @GreaterCambs explain why their officers are holding Zoom calls with @RomseyLabour that discusses Mill Road closures two days before an official consultation briefing? @CllrTimBick @CambridgeLDs https://consultcambs.uk.engagementhq.com/cea-consultation-2020/widgets/18259/key_dates#5609
27/11/2020	17/11/2020	63	I	[Redacted]		Twitter	So there are two seperate sets of delivery, consultation, funding and resourcing for @GreaterCambs and @CambsCC projects? Can you confirm who paid for the ANPR cameras on Mill Road as such funding would be illegal under the Active Travel Funding?
27/11/2020	17/11/2020	64	I	[Redacted]		Twitter	This isn't a community event. It is sponsored and run by @RomseyLabour . If you are holding other *community* forum events perhaps you would be so good as to publish a list?
27/11/2020	17/11/2020	65	I	[Redacted]		Twitter	I would say that this was a political and not a community meeting without cross-party representation and that as such @GreaterCambs should not be involved? And that supporting this Labour-sponsored meet represents political lobbying by @GreaterCambs ?
27/11/2020	17/11/2020	66	I	[Redacted]		Twitter	Whilst to quote another Marx: “I wouldn’t want to belong to a club that would have me as a member”, @CambridgeLDs , @CambridgeGreens & @CambridgeTories members can't attend a meeting of another political party? Perhaps they can let us know their views on this one?

27/11/2020	17/11/2020	67	I	[Redacted]		Twitter	Given @GreaterCambs long-term plans to close Mill Road, the real question is not whether tonight's meeting represents political lobbying, but if closing Mill Road (using COVID-19) was orchestrated by @GreaterCambs all along- to turn Mill Road into a bus lane for new development?
27/11/2020	19/11/2020	71	I	[Redacted]		Twitter	If you disagree with Mill Road being used as a cheap bus lane to justify massive growth in Eastern Cambridge, you'll need to object twice: @GreaterCambs Eastern Access Project 19/10-17/12/20 https://consultcambs.uk.engagementhq.com/cea-consultation-2020 @cambscc Mill Road closure 9/11-24/12/20 https://consultcambs.uk.engagementhq.com/mill-road-consultation
27/11/2020	13/11/2020	72	I	[Redacted]		Twitter	@GreaterCambs for us just outside Cambridge, living in east Cambridgeshire the eastern gateway proposals are a nightmare come true. No improvement to the local bus provision. So how do we gain access to Cambridge, buy a horse ?
27/11/2020	02/11/2020	73	I	[Redacted]		Twitter	Cambridge Eastern Access Better Public Transport and Active Travel
27/11/2020	24/11/2020	74	I	[Redacted]		Facebook	Please provide a working link. The links I have followed say that the consultation is closed.
27/11/2020	24/11/2020	75	I	[Redacted]		Facebook	Can you please add some extra paragraphs to the website explaining the long term aim for each region.
27/11/2020	24/11/2020	76	I	[Redacted]		Facebook	It's a new week but the same old rubbish from yourselves. Do us a favour and disband. Your asking for our opinions is pointless as you do only what you want to do
27/11/2020	21/11/2020	77	I	[Redacted]		Facebook	I got an idea. Stay away from decision making, stop wasting taxpayers money on your not needed vanity projects and listen to the people. Actually better still just disband and let actual elected officials deal with public spending
27/11/2020	22/11/2020	78	I	[Redacted]		Facebook	[Redacted] elected officials deal with the decisions here, the officer carry them out
27/11/2020	22/11/2020	79	I	[Redacted]		Facebook	[Redacted] It's GCP, they will get their own way regardless of what anyone including elected officials say
27/11/2020	20/11/2020	80	I	[Redacted]		Facebook	Please please please leave decisions to the public and those that the public vote into office and listen to the public. A group such as yourselves who are unelected, spunk taxpycash and don't listen to the public as you only want to push through your own virtue signalling vanity projects at the expense of what the public who it will effect say. Do us all a favour, disband
27/11/2020	13/11/2020	81	I	[Redacted]		Facebook	No, but yourselves making decisions, not truly listening to the public and those you effect as well as being unelected individuals spunking taxpayers money on vanity projects scares us all.
27/11/2020	17/11/2020	68	I?	Over Mill Road Bridge		Twitter	Greater Cambridge Partnership Eastern Access Project – Consultation
27/11/2020	23/11/2020	53	O	[Redacted]	[Redacted]	Email	Dear Consultations Can you please email me a pdf version of the CEA survey questionnaire for me to respond to? Many thanks [Redacted] Cambridge Group, Ramblers

27/11/2020	23/11/2020	61	O	[Redacted]	[Redacted]	Email	A to B1102 Improving the quality of the lives of those who ride, cycle, walk and live alongside the B1102 by helping residents to campaign for better transport. Position Statement: Cambridge Eastern Access Consultation 2020 The Eastern Access consultation document provides, at best, sketchy detail of transport arrangements beyond the city boundary and East of the Quy interchange. There are some outline maps and proposals for Phase 2 but with insufficient detail to be able to assess the impact on the villages to the East. Yet those communities are a vital and integrated part of the development of Cambridge as a city and region and should not be ignored: ☒ The villages to the East are part of Cambridge’s travel to work area and provide key workers for the city’s businesses and services both public and private. Those workers need to be able to access the city and their workplaces efficiently and sustainably; ☒ Many of the sixth form students of the villages to the East are educated in the sixth form and FE colleges in the city and need to be able to access those establishments efficiently and sustainably. Equally, Teversham and parts of Cherry Hinton are part of the catchment areas of colleges such as Bottisham Village College and therefore require equally efficient and sustainable access in the other direction. Education determines the life opportunities of young people and creates the human capital that is needed for the city and region to thrive; ☒ The residents of the villages shop and access local services and amenities in the city and their spending and patronage sustains those businesses and services. The vitality and viability of city businesses relies on a wider catchment than the city alone. Transport solutions need to accommodate that movement and to be sensitive to the needs of the communities to the East; ☒ The villages to the East of the scheme will be affected environmentally by the proposals adopted It is vital that the wider enviromental impacts are considered in assessing proposals and not simply the impacts within the study area. Displaced environmental impacts remain environmental impacts affecting both the local community and the wider region; ☒ The communities to the East of the scheme will be affected economically by the proposals adopted and this economic impact needs to be factored in to any evaluation of proposals. ☒ The needs of potentially disadvantaged groups in the villages and communities, including the elderly and the disabled who may not be able to benefit from some of the transport proposals, need to be fully accounted for in evaluations and assessments. We feel it is vital that these points are taken into account and that the voices of the villages and communities along the B1102 are heard clearly as part of the planning and evaluation process and that any consultation efforts include those communities. 2011 Census figures suggest that there are some 12,000 residents and 5,000 households in the parishes from Stow cum Quy to Burwell and a further 13,500 residents in Fordham and Soham whose natural transport link to Cambridge is the B1102. Economically activity levels are high and over three quarters of travel-to-work journeys were by car. This represents a very substantial population playing a key social and economic role in the wider city-region. We note some specific points in relation to the Eastern Access Consultation. The Phase 1 public transport proposals. The Phase one proposals (A1 and A2) set out proposed changes to improve access to locations across the city and seek to accommodate residential growth within the city boundaries. However, they largely stop at the Quy interchange with little detail about what happens to the North and East of that point. We recognise that East Cambridgeshire is not part of the GCP, but the impact on the wider community and catchment area needs to be considered. Without adequate and reliable public transport connecting to the new routes, the communities to the East
27/11/2020	14/11/2020	69	P	[Redacted]		Twitter	Cambridge Eastern Access proposals Affect Romsey David Charlesworth GCP Communications Manager will be presenting and answering questions on the Eastern Access Consultation 1800 on Tuesday 17th November. This is for all Romsey residents Please Share
27/11/2020	15/11/2020	70	P	[Redacted]		Twitter	The Cambridge Eastern Access Consultation involves large parts of Romsey GCP's David Charlesworth will explain and answer questions on Tuesday 17th November at 1800. Why not zoom in and take part [Redacted]
02/12/2020	27/11/2020	82	I	[Redacted]	[Redacted]	Email	[Redacted] Thank you for your prompt response. I look forward to the seeing more refined proposals in due course. I mentioned the birds, since standard online records are unlikely to cite this information, so worth you knowing. Regards, [Redacted] Sent from Mail for Windows 10
02/12/2020	30/11/2020	83	I	[Redacted]	[Redacted]	Email	[Redacted] Thank you for the clarification. If it is the intention to discourage cars then the reduced capacity for cars at the Ditton Lane Newmarket Rd junction is to be welcomed. As far as junction 34 of the A14 is concerned, then I would welcome a restriction for HGVs provided that cars can still access to Fen Ditton and Horningsea. The closure of the junction would not achieve this but some physical width restrictions on the eastbound off slip would. The current signage has no effect at all. Regards, [Redacted]
04/12/2020	02/12/2020	84	I	[Redacted]		Facebook	[Redacted] Could you clarify the introduction please. What exactly is CAM, is it a bus service ?
04/12/2020	03/12/2020	85	I	[Redacted]		Facebook	Hopefully it’s yourselves being defunded and disbanded

04/12/2020	03/12/2020	86	I	[Redacted]		Facebook	Why waste out time? You don't care about the opinions of the public unless they suit your narrative
04/12/2020	11/11/2020	87	I	[Redacted]		Facebook	Have just received and read your glossy brochure in Cambridge Eastern Access. Nowhere in it do I see mention of the chaos caused by traffic queuing at the Bsrnwell/Newmarket Road roundabout in order to get into Macdonald's. A very quick and low cost improvement to the traffic flow would be to modify the entrance to the place or better still but far more expensive would be to move it off the junction altogether. The traffic lights advocated in your Phase 1, Option 1 would still simply be bottled up by traffic queuing for their place at the MacDo drive thru' .
04/12/2020	03/12/2020	88	O	[Redacted], Natural England	[Redacted]	Email	CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it: https://camweb.cambridgeshire.gov.uk/spam/ Dear Sir / Madam Thank you for your email below seeking Natural England's views on the above schemes. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. We support the objectives of these schemes to contribute to the development of a better, greener transport network connecting with existing infrastructure, and proposed schemes such as Cambridge Autonomous Metro (CAM) and key areas of growth within the City. Enhanced public transport, walking, cycling and equestrian routes can deliver significant health, wellbeing and connectivity improvements for people whilst improved air quality will benefit the natural environment and contribute towards climate change mitigation. We have no specific comments to make on the proposed options and 'areas of interest; however, our advice is that preferred route options should seek to avoid adverse impacts to the natural environment including statutorily designated Sites of Special Scientific Interest (SSSIs), locally designated sites and priority habitat. Consideration should be given to the potential for direct and indirect impacts associated with the construction and operation of proposed schemes; appropriate measures to address any adverse impacts will need to be identified. Reference should be made to Natural England's Impact Risk Zones (IRZs), available through www.magic.gov.uk. This also provides further information on the SSSIs and their special interest features. We would expect schemes of this scale to deliver environmental enhancements that significantly contribute towards the biodiversity net gain aspirations of the National Planning Policy Framework (NPPF), the Combined Authority's Doubling Nature targets for Cambridgeshire and the objectives of the Cambridgeshire Green Infrastructure Strategy 2011. You may find it helpful to refer to the Cambridgeshire Biodiversity Partnership's Mapping Natural Capital and Opportunities for Habitat Creation in Cambridgeshire (May 2019) and to seek further advice from the Council's ecologists and the Wildlife Trust. Should you wish to seek detailed technical advice from Natural England, as the projects progress, we will be pleased to consider requests submitted through our Discretionary Advice Service (DAS).
07/12/2020	05/12/2020	89	I	[Redacted]	[Redacted]	Email	Hi there, I was trying to fill in the survey on line in answer to this consultation but was finding that I couldn't because I have more questions than answers at the moment and am not seeing any way of finding out more info? So, instead of filling in the form I'm emailing so I can give you a mixture of my questions and my thoughts. Reading through the document I got through my door the following thoughts/questions arose: Phase 1: It says that you intend to remove inbound bus lanes - I'm not clear how that makes getting into town quicker on a bus?! To me that doesn't make sense... Improve traffic lights on Newmarket road to control flow - in what way do you mean?? Reconfiguration of Elizabeth way roundabout - I don't understand why you would remove the subway and in what way that contributes to anything? And how does reducing junction capacity improve matters??? And was there any other reconfiguration you were planning? reconfiguration of Newmarket road and coldhams lane junction - in what way? Again reference to reducing junction capacity at newmarket road/barnwell road - how does that help??? How are you planning to reconfigure newmarket road/ditton lane junction. There are many issues with that junction but without further details I'm not clear if you are planning to make it better or worse!! Humouruously you are improving capacity at quy interchange. Not sure how that's going to work if you are reducing it everywhere else?! If you relocated Newmarket road park and ride, what would happen to the current site? I would be very opposed to the idea of relocating it on top of arable or other green field sites. We need our farm land and we are too quick to try to build over it....

07/12/2020	04/12/2020	90	I	[Redacted]	[Redacted]	Email	I have lived on newmarket road near [Redacted] for nearly [Redacted] years and know a bit about the problems. I think the mcdonalds roundabout works well and defiantly don,t need traffic lights. We get a very good bus service but preferred when bus stopped at opposite Ivett and Reads going into town and stopped just before macdonalds going out of town before Wadloes road. I think if the central pathway in the middle of the road was taken out between Barnwell railway bridge and Elizabeth Way it would make room for a wider safer cycle lane. The cycle lane is too narrow at the moment and very dangerous and I would never cycle on it. Also if the Park and Ride fares were reduced a lot more people would definitely use it a lot more. The area between Barnwell Bridge and the cemetery works very good and would be even better if the park and ride fares were reduced. I don,t see any need for loads of money to be spent when there is an easy solution and your plans wouldn,t make it any better. From [Redacted]
07/12/2020	04/12/2020	91	I	[Redacted]	[Redacted]	Email	Dear Sir or Madam We are writing with regard to the Cambridge Eastern Access consultation brochure which came through our letterbox (also available here: https://consultcambs.uk.engagementhq.com/5527/widgets/17710/documents/7260) . On page 10 of this document, there is a yellow arrow indicating the CAM (Cambridge Autonomous Metro) route and it appears to go underneath or very close to our property. We have not previously received any consultation about this and are writing to enquire what the situation is with this? Specifically: 1) Is there an intention run tunnels for the CAM under our property? 2) If so, at what depth? 3) What guarantees are there that our property will not be damaged in the construction of the tunnel and in the movement of the metro vehicles? 4) What guarantees are there that our property will not be affected by the sound of the CAM? 5) What guarantees are there that access to our property will not disrupted? Please reply with responses to all these questions. Many thanks Yours faithfully [Redacted]
07/12/2020	06/12/2020	92	I	[Redacted]	[Redacted]	Email	Dear sirs, please find attached my comments on the Cambridge Eastern Access consultation. Kind regards [Redacted] Teversham, Cambs GREATER CAMBRIDGE PARTNERSHIP CAMBRIDGE EASTERN ACCESS CONSULTATION Thank you for the opportunity to comment on the Cambridge Eastern Access transport proposals as set out in the distributed pamphlet of the same name. By way of context I live in Teversham and work off Newmarket Road so I am directly affected by these proposals, as I have been by previous transport improvement schemes such as the redevelopment of Fulbourn Road, the installation of the Dutch-style” roundabout at Fendon Road as well as the wider Cambridgeshire transport changes of recent years including the A14 upgrade and the construction of the guided busway. General points • If transport infrastructure upgrades are required then they must take place independent of any contribution from developers. • Any increase in transport capacity via eastern Cambridge should be spread across all modes of transport and in particular the capacity of any one form of transport should not be reduced to increase capacity in another (i.e. improved cycleways along Newmarket Road should not reduce the current capacity of the carriageway to vehicular traffic) • Other measures to improve air quality in Cambridge should also be put in place i.e. there should be no petrol or diesel buses operating Cambridge city or park and ride routes. • The problem of cross town traffic needs to be resolved particularly for park and ride bus users who currently have to go into central Cambridge then break their route and get onto a separate bus service to take them out of Cambridge. • The desires and convenience of the people of Cambridge, particularly those who live on the outskirts and therefore need to travel into and through Cambridge, should be the paramount consideration in the development of transport and other infrastructure. Too often it seems that organised minority campaign groups have first call on the GCP’s attention. • There should be rigorous cost and time control over any projects. There have been a number of infrastructure projects that have overrun both time and money budgets – the guided busway

11/12/2020	09/12/2020	93	I	[Redacted]	[Redacted]	Email	Please find request for service details below: Customer details [Redacted] Person to Contact about this enquiry [Redacted] Request Service details Request type: Cambridge Eastern Access Request for Service details: Customer contacted wanting to request a postal copy of the eastern access survey. Kind Regards [Redacted] Customer Services
11/12/2020	08/12/2020	96	I	[Redacted]	[Redacted]	Email	Begin forwarded message: From: [Redacted] Subject: Cambridge Eastern Access booklet Date: 8 December 2020 at 12:00:44 GMT To: contactus@greatercambridge.gov.uk I have a copy of your very informative booklet on CEA. But I have been trying to find an online version that I can point friends to. (I don't know how many households the booklet was distributed to.) There doesn't seem to be a version of this booklet online. There are PDFs that are much more detailed, but I am looking for something that is as clear and simple as the booklet. Please could you get back to me on this soon, so that I can help get more people to comment on the plans before the deadline of 18th December. (I am broadly in support, but against the CAM option through Marshalls site, to Brookfields and towards Cambridge Railway Station.) Thanks, [Redacted]
11/12/2020	06/12/2020	100	I	[Redacted]		Facebook	is there a timeline for the various schemes on the website ?
11/12/2020	07/12/2020	101	I	[Redacted]		Facebook	Today like any day is a good day to totally ignore you (like you do to most the public) and make a wish that you get defunded and disbanded.

11/12/2020	11/12/2020	97	O	[Redacted], Flood Risk & Biodiversity Team	[Redacted]	Email	[Redacted] We have been invited to respond to the Cambridge Eastern Access consultation, which is currently live. As the Lead Local Flood Authority, we would prefer to respond to the consultation via email as this allows us to provide flood risk and drainage comments on each of the proposed options. Therefore, please see our formal response to each option below: Option A1: Newmarket Road improvements – this could include bus lanes, cycle lanes and improved facilities for pedestrians. This option appears to involve works crossing Coldham's Brook and a further awarded watercourse. Any works to either of these watercourses would require evidence that the works will not impact watercourse capacity or obstruct flows. You would therefore need to apply for Ordinary Watercourse Consent from ourselves. As the area is located in Flood Zone 3, associated with Coldham's Brook, any development within the flood plain would require flood zone compensation to be provided. The risk of pollution to the existing watercourses from runoff from the development and the construction phase will also need to be appropriately considered. This area has low surface water flood risk, so it is unlikely that the proposals would have an impact on surface water flood risk as long as appropriate, sustainable drainage features are proposed for any development. Option A2: Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city The area proposed for the Park & Ride relocation is associated with very low surface water flood risk and is located in Flood Zone 1, so it is unlikely that the proposals would have an impact on surface water flood risk as long as appropriate, sustainable drainage features are proposed for any development. The area lies adjacent to an awarded drain (6th Public Drain) to the south, Teversham Fen Award drain to the east, and an ordinary watercourse to the north. Ordinary Watercourse Consent requirements and pollution control must therefore be considered. Option B1: High Quality Public Transport Route via Coldhams Lane – this could include an off road route for public transport vehicles connecting to the city via Coldham’s Lane This area is associated with low to medium surface water flood risk, so it is again unlikely that the proposals would have an impact on surface water flood risk. The risk of pollution to awarded drain to the east associated with runoff from the development and during construction should again be considered. Option B2: High quality Public Transport Route via the Tins – this could include an off road route for public transport vehicles connecting to the city via the Tins This area is associated with low to medium surface water flood risk, so it is again unlikely that the proposals would have an impact on surface water flood risk. The area lies adjacent to Cherry Hinton Brook and associated ponds to the south. Ordinary Watercourse Consent requirements and pollution control must therefore be considered.
11/12/2020	11/12/2020	98	O?	[Redacted]	[Redacted]	Email	Please find request for service details below: Customer details [Redacted] Person to Contact about this enquiry [Redacted] Request Service details Request type: Cambridge Eastern Access Request for Service details: Customer called as wanting copies of the Cambridge Eastern Access consultation. Customer works for a foodhub in the area and wants to distribute the copies to residents. Customer requested 50 copies (some in large print). Appreciating the deadline is 18th Dec - customer wanted to know whether these can be collected or alternative options. I advised customer I would refer this through. Please can you contact customer on - [Redacted] Thank you Kind Regards [Redacted] Customer Services

11/12/2020	09/12/2020	94	P	Cllr Charlotte Cane	[Redacted]	Email	Dear Madam/Sir, I apologise that I have missed your consultation video conferences,[Redacted] The Cambridge Eastern Access plans will have a significant impact on the residents of my ward. I am aware, despite your best efforts, that many of the Parish Councils in the ward have only recently become aware of the consultation and the deadline. Whilst some will meet the deadline, I think there are others who will struggle. Would it be possible to extend the deadline please? Ideally an extension of a month would be helpful, because that would allow for the January round of Parish Council meetings, which would allow them to consider the significant feedback from their residents. Kind regards, Charlotte Cane District Councillor, Bottisham Ward CONFIDENTIALITY NOTICE
11/12/2020	10/12/2020	95	P	Cllr Charlotte Cane	[Redacted]	Email	Dear [Redacted] , Thank you for this. The Parish Councils are finding it challenging to complete the on-line survey, can they respond to the proposals by writing a letter by the end of December? Kind regards, Charlotte
11/12/2020	11/12/2020	99	P	Cllr Charlotte Cane	[Redacted]	Email	Dear [Redacted] , Thats very helpful. So Parish Councils can respond by letter by 31 December. What email address should the letters be sent to? Kind regards, Charlotte Get Outlook for Android<https://aka.ms/ghei36>
16/12/2020	14/12/2020	103	I	[Redacted]	[Redacted]	Email	Dear [Redacted] , I have just read through and respond to the survey on the Cambridge Eastern Access plans. I just wanted to add the following to the survey: As a local resident, I am very concerned about the traffic on Coldham's Lane. There is already long traffic jams at rush hour and on weekends (for the beehive shopping centre). I cannot see how any of these proposals takes this into account and aims to improve the current situation. Second, I am concerned about the (cycling?) path through Coldham Common's which is outlined on each of the maps in the leaflet that we received by post. None of the proposals gives any detail. The Commons is a pristine green space and it should be protected from any development, roads or housing. While I am generally supportive of new cycling routes, I think great care needs to be taken when they lead through green spaces. Regards, [Redacted]

16/12/2020	15/11/2020	106	I	[Redacted]	[Redacted]	Email	To Whom It May Concern Re: Phase 2 (Options B1 and B2). The concept of An Autonomous Metro Tunnel under Coleridge is a 'Pipe Dream' and should remain so! Sincerely, [Redacted] Sent from Yahoo Mail on Android Sent from Yahoo Mail on Android
16/12/2020	12/12/2020	109	I	[Redacted]		Facebook	Defund and disband yourselves. The majority of people in the city (locals that is) do not want you here and spending out tax money on projects only you want
16/12/2020	13/12/2020	110	I	[Redacted]		Twitter	Am I the only one who hates the way these really serious matters are infantilised?
16/12/2020	11/12/2020	111	I	[Redacted]		Twitter	Open mill road bridge for taxis.
16/12/2020	12/12/2020	112	I	[Redacted]		Twitter	Open mill road bridge FULL STOP ! @GreaterCambs haven't got a clue ! Slowly blocking off the city to any one other than those they want in it !
16/12/2020	09/12/2020	113	I	[Redacted]		Twitter	East West North South Do we need more routes into Cambridge?
16/12/2020	14/12/2020	102	O	[Redacted], Anglian Water	[Redacted]	Email	Dear Sir/Madam, Thank you for the opportunity to comment on the Cambridge Eastern Access consultation. The following comments are submitted on behalf of Anglian Water as sewerage undertaker for the location of the proposed access and public transport improvements. I would be grateful if you could confirm that you have received this response. Should you have any queries relating to this response please let me know. Regards, [Redacted] Spatial Planning Manager Telephone: [Redacted] Web: www.anglianwater.co.uk/SGI Anglian Water Services Limited Anglian Water, Thorpe Wood House, Thorpe Wood, Peterborough, Cambridgeshire. PE3 6WT Dear Sir/Madam, Cambridge Eastern Access consultation Thank you for the opportunity to comment on the proposals for the Cambridge Eastern Access Consultation. The following response is submitted on behalf of Anglian Water as sewerage undertaker for the location of proposed access and public transport improvements. General comments
16/12/2020	15/12/2020	104	O	[Redacted], Cambridge Ramblers	[Redacted]	Email	PDF in organisation responses

16/12/2020	15/12/2020	105	O	[Redacted], Abbey People	[Redacted]	Email	Hi, Please find attached the Abbey People response to the Eastern Access consultation. Kind regards, [Redacted] CEO M: [Redacted] Registered Office: 15 Barnwell Road, Cambridge, CB5 8RG Registered in England – Charity Number: 1180560 Registered in England – Charity Number: 1180560 Registered Office: 15 Barnwell Road, Cambridge. CB5 8RG 1 Cambridge Eastern Access Consultation – Abbey People Response Introduction Abbey is often referred to as a forgotten community. It is separated from the rest of the City by the river, by the greenbelt, and is divided by the major artery roads running through the ward. Many residents feel things just seem to happen ‘to’ Abbey rather than ‘with’ Abbey, the views of the residents are ignored, are asked for and then nothing changes, or just seen as irrelevant. Promises are made and come and go. There is a feel within the Eastern Gate Consultation documents that Abbey is only an area for people to move through to get to other areas. This is not how the community sees the area, and we would like to see further plans and consultation documents recognise that it is an area with a diverse community and needs of its own, including needs for transport routes within / across the ward, not just in / out of it. Abbey People underscores the importance of ongoing engagement with the public as more detailed plans start to emerge. Connectivity In addition to the improved integration with the City Centre and Science Park via the Chisholm Trail mentioned in the document, we would however like to see integration and transport links
16/12/2020	14/12/2020	107	O	Cllr Susan Glossop, West Suffolk Council	[Redacted]	Email	Dear Councillor Hickford Please find attached letter / consultation response from Councillor Susan Glossop, Portfolio Holder for Growth of West Suffolk Council. Regards [Redacted] West Suffolk Council • West Suffolk House • Western Way • Bury St Edmunds • Suffolk • IP33 3YU Or West Suffolk Council • District Offices • College Heath Road • Mildenhall • Suffolk • IP28 7EY www.westsuffolk.gov.uk Cllr Roger Hickford Chair Greater Cambridge Partnership SH1317 Shire Hall Cambridge CB3 0AP 14 December 2020 Dear Cllr Hickford Re: Cambridge Eastern Access project consultation West Suffolk is pleased to see Greater Cambridge Partnership’s focus on improving transport to the east of Cambridge. While West Suffolk understands the City Deal funding focus on Greater Cambridge, it is important to recognise that traffic congestion in Cambridge originates much further out than the Cambridge Eastern Access (CEA) project area. This is particularly true for West Suffolk which forms part of Cambridge’s travel to work, housing market and functional economic areas. Consequently, the impact of trips from West Suffolk should be considered when developing a comprehensive package of initiatives to address congestion when accessing Cambridge from the East. As regards the CEA project, West Suffolk agrees with the need for intervention and the need to focus on viable alternatives to the car for anyone who travels to and from the East of Cambridge. As we emerge from Covid-19, sustainable transport options will be vital to access work, study, healthcare and other opportunities. West Suffolk is pleased to see inclusion of the Cambridge to Newmarket rail line within the CEA project. The current hourly service does not provide a robust alternative to the car and increasing passenger rail services to a half hourly frequency is a long standing priority, which is being advanced by the East West Rail Eastern Section Executive Board with the support of the East West Rail Consortium. This project is also recognised in the Cambridgeshire and Peterborough Local Transport Plan as well as Network Rail’s Anglia Route Study.

16/12/2020	14/12/2020	108	O	[Redacted], Landscape, Heritage and Environment Group	[Redacted]	Email	[Redacted] Thank you for your consultation. We have carried out an environmental constraints checking of all the routes and our comments are set out below. Waterbeach to Cambridge There are no significant environmental impacts. Please note that a minor portion of the West Area of interest falls within flood zone 3. On the other hand, small portions of the Central and East areas of interest are in flood zone 2. In accordance with the NPPF, a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. Cambridge Eastern Access All four routes are underlain by the Cam and Ely Ouse Chalk groundwater body which consists of principal aquifer; protected waterbodies under the EU Water Framework Directive (WFD). Any future works should address risks to controlled waters from contamination along the preferred route following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination, which can be found here: https://www.gov.uk/government/publications/managing-and-reducing-land-contamination Option B1, B2 and B3 partly fall within flood zone 2 & 3. In accordance with the NPPF, a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3 Option B2 - the route crosses a historic landfill site (Coldhams Lane). If this is a preferred route, a detailed assessment of associated potential pollution risks should be carried out. We hope that this information is of assistance to you. If you have any further queries please do not hesitate to contact us. Kind regards [Redacted] Sustainable Places East Anglia Area (West)
16/12/2020	16/12/2020	114	O	[Redacted], Jubb	[Redacted]	Email	Ben/Jo, Further to your discussions with our Director [Redacted] (in relation to the proposed new community at Six Mile Bottom known as Westley Green) please find attached the consultation response relating to the Cambridge Eastern Access (CEA) Transport Study. This response builds on the positive dialogue that Jubb has had with WYG and Cambridgeshire County Council with regards to the CEA. I trust this is clear, however, please do not hesitate to get in contact if you have any further queries about this. Regards, [Redacted] Associate In light of the Coronavirus pandemic I am working from home and best contacted by e mail, mobile or via Microsoft Teams. Office: [Redacted] Mobile:[Redacted] Suite B, Ground Floor West, St James Court, St James Parade, Bristol, BS1 3LH Westley Green L&Q Estates & Hill W19230 – TN02 Title: Westley Green Cambridge Eastern Access Transport Study Consultation Response Date: December 2020 1.0 Introduction 1.1.1 Jubb has been commissioned by L&Q Estates and Hill to provide transport and highways representation in response to the Cambridge Eastern Access (CEA) Transport Study which was published in August 2020 by WYG on behalf of the Greater Cambridge Partnership. This representation has been produced in response to a call for consultation responses to further inform the development of the CEA strategy. The response builds upon the positive dialogue that Jubb has had with WYG and Cambridgeshire County Council with regard to the CEA. 1.1.2 This representation note considers the shortlisted transport strategy options within the WYG “Options

17/12/2020	16/12/2020	115	I	[Redacted]	[Redacted]	Email	Dear Cambridge Partnership I am writing to request further information about the Cambridge Eastern Access project. Could you please send me the url links for, or copies of, the following documents: • Equalities Impact Assessment • Cost Benefit Analysis • Risk Assessment, including the mitigation for each identified risk • Environmental Impact Assessment • Business Impact Assessment For each, I would be grateful if you could let me know the status for each i.e. when the assessment or analysis was undertaken; or, if one has not been completed, when you expect to be able to do so. Thank you for the opportunity to comment on this project and for your help with these documents. Yours sincerely [Redacted]
17/12/2020	15/12/2020	118	I	[Redacted]		Twitter	Appalling bus services to some of those villages - I used to commute to Swaffham Bulbeck by bike and bus and the service wasn't great then but is even more terrible now. @greatercambs must make reinstating and improving rural bus services a key priority.
17/12/2020	16/12/2020	116	O	[Redacted], Camcycle	[Redacted]	Email	Attn: Eastern Access project Please see attached Camcycle's official response to the Eastern Access consultation along with our members' detailed assessment of and recommendations for Eastern Access routes. Kind Regards [Redacted] Executive Director Camcycle camcycle.org.uk Cambridge Cycling Campaign Bike Depot 140 Cowley Road Cambridge CB4 0DL 01223 690718 contact@camcycle.org.uk www.camcycle.org.uk 16 December 2020 Greater Cambridge Partnership Eastern Access consultation Camcycle is a volunteer-led charity with over 1,550 subscribed members. We work for more, better and safer cycling, for all ages and abilities in and around Cambridge. We support the intention of the GCP's proposals to improve public transport and associated active travel routes into Cambridge from the east of the City, subject to the caveats and details outlined below. The Eastern Access initiatives must prioritise active travel improvements along strategic

17/12/2020	17/12/2020	117	O	British Horse Society	[Redacted]	Email	Dear Sir Attached please find the response to the above consultation on behalf of the British Horse Society. Yours faithfully [Redacted] County Access & Bridleways Officer – Cambridgeshire British Horse Society Greater Cambridge Partnership Cambridge Eastern Access Consultation Response on behalf of the British Horse Society 17 December 2020 As the County Access & Bridleways Officer for Cambridgeshire, I represent the riders and owners of the approximately 25,500 horses (excluding the racing industry) in Cambridgeshire on behalf of the British Horse Society. This response is therefore a Stakeholder Response from a specific user group. BHS Role My role is not to comment on which route / site should be chosen but to provide information about what would be required to meet the needs of equestrians should a particular route be chosen and to identify any opportunities or barriers on a given route. Many of my comments will be applicable to all the routes and will be similar to those provided for the CSETs project east of Cambridge. We very much support the principle of an Active Travel route alongside new transport corridors and appreciate horse riders being included on the diagrammatic for non motorised users. The map provided in the consultation does not indicate the PROW's and therefore it is difficult to determine their location but whichever route it chosen, it would need to link into all the rights of way network and no barriers should be created for equestrians – for example, road, rail or river crossings or restrictive pedestrian / cyclist paths. All these should be available to all user groups. Please can I ask that at the next stage of the process, the Rights of Way are indicated on the maps and that the Definitive Map is used so that the paths and their status are correctly included? This has not happened on the majority of GCP consultations. No mention is made of the new active travel routes planned for the Marleigh site which includes equestrian access. It is important to note and highlight permissive and public rights of way for others to recognise the potential links, the need for any new active travel routes to be available to all active travellers and, in some case, the need to change existing restrictive access so that it
17/12/2020	16/12/2020	119	O	Smarter Cambridge Transport		Twitter	We have published a preview of our response to the @GreaterCambs Eastern Access consultation on improving cycle, bus and rail links into east Cambridge: https://smartertransport.uk/response-to-eastern-access-consultation/ The deadline for submitting your comments and ideas is noon on Friday 18 December.
17/12/2020	17/12/2020	120	O	[Redacted] Waterbeach and District Bridleways group	[Redacted]	Email	Dear GCP, As one of the chairs of the Waterbeach and District Bridleways Group, our group represents the horse riders and owners of circa 100 local horses including the local the local riding school Hall Farm Stables in Waterbeach. We would like to make the following comments regarding GCP plans for active travel routes in and around Cambridge. These routes should they be built, have potential to be accessible via the existing ROW network to our riders, hence our interest in providing comment to represent local equestrians. These comments do not replace consultation responses we have sent already on specific local greenway or busway or active travel proposed routes, but rather they add to them and this message should be received in that manner. 1. We support the principle of an Active Travel route alongside new transport corridors and appreciate horse riders being included on brochures and in discussions about non motorised users. It has been a pleasing advance since GCP first started consulting on these routes where back then horse riders had not been considered at all. Thank you. 2. The maps provided in the Eastern Access consultation do not seem to indicate existing PROW's. Whichever route is chosen, it should be ensured that there are links provided within the design and route that link into all the rights of way network and no barriers should be created for equestrians – for example, road, rail or river crossings or restrictive pedestrian / cyclist paths. All these should be available to all user groups. Please indicate at the next planning stage the PROWs on maps. Without this the great potential for links for all users to the wider PROW network is being lost in translation and the potential of each active travel route is being limited. This information could also inform plans to change existing PROWs from restrictive access to access for all. 3. The new active travel routes planned for the Marleigh site are not included in this consultation . Those routes include equestrian access and therefore should be part of this consultation and on maps. 4. Horse riders are still being excluded from the Chisholm Trail even though it links with PROWs that equestrians can already use. This non-motorised route is being designed in a way that

17/12/2020	17/12/2020	121	P	Cllr Haf Davies	[Redacted]	Email	Dear [Redacted] I hope you're well. My Abbey ward Councillor colleagues and I would like to respond to the Eastern Access consultation via letter, so that we can set out some of our thoughts in fuller form than via the portal. I wanted to check with you that such a response would be accepted? And what would be the best email to send the letter to? Thanks for your help and all the best, Haf Cllr Haf Davies Cambridge City Councillor for Abbey ward Are you an Abbey resident wanting help with shopping, collecting prescriptions, or just a friendly chat during the Covid-19 outbreak? Please call Abbey Mutual Aid, a partnership with Abbey People, on 07526 761 368 To check the daily opening hours of the Abbey Community Fridge at the Barnwell Baptist Church, go to: https://www.facebook.com/AbbeyPeople/
18/12/2020	17/12/2020	125	I	[Redacted]	[Redacted]	Email	Sir/Madam The consultation is, as usual, coming way too late. The key decisions seem to have already been made (massive population expansion of the region that no residents support) which drives all the other harmful development that becomes, at best, the least worst option. Even allowing for this fundamental shortcoming, your mailshot document, is so broad-brush as to be pretty much pointless - yes the Coldhams Lane junction needs to be reconfigured but without providing any details of how you're planning to do this any comments become automatically meaningless. Where's the coherent plan - this reconfiguration has been a central issue for the last 10 years as large development after large development has been granted permission in the face of almost universal local opposition. I'm sorry to say that the timing and manner of consultation is complete tokenism and little more than a sick joke. The last decade of my life has been largely destroyed by the actions and decisions of the planning department and I've realised that residents are viewed as an inconvenience rather than a resource or heaven forbid a genuine stakeholder in these decisions. Do your mediocre worst [Redacted]
18/12/2020	17/12/2020	126	I	[Redacted]	[Redacted]	Email	Dear GCP I'm writing to express support for the proposals and responses to the consultation made by Smarter Cambridge Transport. I think their approach is excellent - taking into account the future sustainability of transport and prioritizing active forms of transport as well as looking at the transport issues of Cambridge as a whole system and not just piecemeal. Thank you [Redacted]

18/12/2020	17/12/2020	127	I	[Redacted]	[Redacted]	Email	Sent from Mail for Windows 10 From: [Redacted] Sent: 17 December 2020 20:58 To: cosultations@greatercambridge.org.uk Subject: Cambridge Eastern Access Consultation Dear Planners, I have read the booklet outlining plans for the future of the Newmarket road with huge misgivings. I beg you not to alter the existing cycle lanes on Newmarket Road. I walk along it regularly to get to town and can honestly say that it is not heavily used during the day though there are more cyclists at rush hours. This amount of usage does not warrant huge expenditure and inconvenience on what is already a congested route. There are already multiple traffic lights. Please do not pollute our streetscape with more. The existing Park and Ride site is rarely completely full though currently being used for Blood Tests. Moving it would be an unnecessary expense. Park and Ride busses half empty pass me as I walk along whilst queues of cars bumper to bumper crawl along polluting the atmosphere. This may be because people want to avoid public transport due to the fact that not everybody using it is willing to wear face masks or to sit self-distanced. I witnessed a heated exchange between a poor bus driver and one such selfish individual, hence my deciding to walk where possible. East Barnwell has always been the working area of Cambridge. All the things that smarter areas don't want polluting their leafy streets gets put here. We have two Retail Parks and five food supermarkets within a radius of two miles or so. Everyone in Cambridge and the surrounding area has to come here and to carry goods home they must come by car. Workers to staff all the retail outlets have to use Newmarket Road to get there. Why not spread the retail outlets and supermarkets around the city to make East Barnwell a more comfortable place to live? Please start with Macdonalds which causes traffic jams around the Barnwell Road /Newmarket Road roundabout , blocks the way of the number 3 bus to Fison Road, means a dice with death to cross the entrance on the way to post a letter or go to the shops or pharmacy and litters our streets with cartons thrown out of car windows on leaving! If you must change something , PLEASE RE-SITE MACDONALDS!!!!!! It's not necessarily patronised by the poor of the area but by those who sweep in with big top of the range vehicles . I also note with interest that you issued the Cambridge Eastern Access brochure with a deadline on December18th 2020 at a time when everybody is trying to prepare for a long awaited Christmas time of respite, are doing their Christmas shopping, writing their cards and packing their parcels . Sadly, some of them will just be struggling to make ends meet and some to find a
18/12/2020	17/12/2020	128	I	[Redacted]	[Redacted]	Email	I'm writing in response to the Cambridge Eastern Access consultation. I think the most urgent issue is Newmarket Road, where I would like to see the current bus lanes replaced with wide Dutch-standard segregated cycleways throughout, with priority over side roads. I believe that the Mill Road bus gate is successful and should be maintained; in addition I'd like to see a similar bus gate on Coldham's Lane, probably also at the railway bridge. A bus route along The Tins route is an interesting possibility, but I hope that the pedestrian/cycle route will be maintained during construction and thereafter. I would also like to see the railway doubled at least as far as Newmarket, with new stations at Cherry Hinton and Fulbourn, and possibly as Six Mile Bottom. I hope this is helpful. best wishes, [Redacted]
18/12/2020	17/12/2020	129	I	[Redacted]	[Redacted]	Email	Please include my comments in this consultation. I would like to see more frequent service of trains from Cambridge station to Newmarket and to have more stations open on this route. Provision for cycles on the trains is important as this would be my main reason for using this route. Thank you. Regards, [Redacted]

18/12/2020	18/12/2020	135	I	[Redacted]	[Redacted]	Email	We found the questions in the online survey inappropriate to our concerns and are thus submitting our response as an attachment to this e-mail. We hope it will be taken into consideration. Your sincerely [Redacted] Greater Cambridge Eastern Access Transport Scheme consultation Response from [Redacted] Q2. How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City? This question is inappropriate given that the proposal has 5 different options. We support improvement to public transport into the town from the east of the City, but definitely do not agree with all the options suggested, as described below. Q3. How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City? We support Option A1 (Newmarket Road improvements) and the longer term Option B3 (long-term rail opportunity). For Option A2 (moving the Park and Ride), we have concerns that this would encourage car use for accessing the City from the east, and also cause damage to adjacent important wild life areas and open space (see below). We support the longer term Option B1 (High Quality Public Transport via Coldhams Lane) assuming this would involve sustainable, non-polluting forms of public transport – this would take people to Sainsbury’s supermarket, reducing car use, and also to the proposed railway station. We strongly oppose Option B2 (High Quality Public Transport via the Tins) for the following reasons:
18/12/2020	18/12/2020 (12:27pm)	137	I	[Redacted]	[Redacted]	Email	I was trying to respond to the survey, but the form appeared to be broken when I tried submitting my response, so I've copied it here instead. 1. I am responding as an individual 2. How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City? Strongly support 3. How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City? Option A1: Newmarket Road Improvements - Strongly support Option A2: Newmarket Road Improvements + PnR move - Strongly oppose Option B1: High Quality Public Transport via Coldhams Lane - No opinion Option B2: High Quality Public Transport via the Tins - Support Option B3: Long term Rail Opportunity - Strongly support 4. Please indicate how you would prioritise each of the statements in the table below access to Cambridge Main Railway Station - Neither low or high priority (access to other station would be a reasonable alternative) access to Addenbrooke's/Cambridge Biomedical Campus - Very high priority

18/12/2020	18/12/2020	138	I	[Redacted]	[Redacted]	Email	Dear Sir or Madam, I apologise for the bluntness of this e-mail. I thought I had until midnight to respond to this survey and only have a few minutes until Middyay. How do I put I will try. The Cambridge Eastern Access assumes long term economic growth in the Cambridge Area an area critical for food production, With regards to climate change in conjunction with a global population that is racing to 10 billion and beyond, people don't really understand the situation they are in. Food security in the UK is in real danger and it is a very bad idea to continually build on farmland. At present if we switched to a vegetarian diet the UK can only produce enough food from our area of farmland to feed 50 million people with all the inputs in place.(fuel, machinery, fertilisers etc.) The real underlying problem is that the politicians believe that the solution to every problem is economic growth. Climate change is used as an excuse to for the construction industry to build railways on top of the major roads that are continuously being built. There is little concept about how serious climate change really is, and especially how seriously this threatens the food security of this densely populated country. The Cambridge Arc and the other settlements plan will destroy swathes of some of the most critically important and productive farmland in the country. Farmers are saying we are doing too much building on farmland. All the little percentages of land taken out of rotation as the farmers put it, add up. Alarmingly, a very intelligent farming friend told me that "If you build on land and then you need for food, you have to demolish some buildings and get the land back into rotation, which is not going to be easy". If you think about this, it makes more sense, not to demolish the new high density build, but to demolish the spacious, garden rich suburbs instead. Is anybody honestly thinking this through. The problem is that the last time, the reality of the necessity of food production was forced upon the population, was during the Second World War and this lesson has very much been forgotten. The situation is that the UK, like half the countries in the world, is dependent, at least in part on imported food, these regions where our food is grown in other countries are destined to be impacted quite seriously by climate change. As the food producing regions are degraded by soil erosion and droughts etc and perhaps even sea level rise the same process will be happening in the UK. (On a 200 year timescale Cambridge is predicted to be under salt water.) At present soil erosion on UK farmland is at one of its historically high rates.
18/12/2020	18/12/2020	140	I	[Redacted]	[Redacted]	Email	Dear Sir/Madam There is no e-mail address given within the consultation site. Please find attached my response to the consultation. Please can you acknowledge receipt. Many thanks [Redacted] Response to Cambridge Eastern Access consultation Basis of response This response is made based on the information presented within the following two websites. https://www.greatercambridge.org.uk/transport/transport-projects/cambridge-eastern-access https://consultcambs.uk.engagementhq.com/cea-consultation-2020 Omission of key environmental information We note that none of the Eastern Access Consultation documents refer to the environmental constraints present within the areas of search with respect to biodiversity. We also note that 5 wildlife sites within Eastern Cambridge have already been severely damaged by existing Greater Cambridge Partnership projects and 2 more are threatened. Site State Cause River Cam CWS Damaged Piling works from the new bridge crossing. Old Mildenhall Railway Line LWS
18/12/2020	18/12/2020 (12:06pm)	144	I	[Redacted]	[Redacted]	Email	Hello, I have tried to submit this response to the "Cambridge Eastern Access Better Public Transport and Active Travel" consultation via your online form, but it hangs at the "Save & continue" button. My response is as follows; please confirm that is has been included in the set of responses to the consultation: I oppose all the proposals because they will all increase traffic on Coldham's Lane between Brooks Rd and Newmarket Rd. This is a residential road which is already overburdened by people using it as a shortcut across the ring road (A1134) and by people using it as a shortcut to access the retail units on the Newmarket Rd side. This is totally contrary to what should be done, which is to reduce traffic on this part of Coldham's Lane. Thanks, [Redacted]

18/12/2020	18/12/2020	147	I	[Redacted]	[Redacted]	Email	Dear Sir/Madam I have had difficulties submitting responses to the survey. Please find my comments below for inclusion. Please can you acknowledge receipt? Jo Baker mentioned many times that consultation was a continuing process and that people should email thoughts for inclusion so on this basis I anticipate that this submission will be included in your review. Of the options, B3 is the only that I would support. Improved access to the Biomedical campus is very important. My primary methods of transportation in the City are walking and cycling with a car for journeys of more than 3 miles if with my family. I strongly feel that most of the options are extremely environmentally detrimental. Please find my detailed responses below. Please see my comments below on each of the proposals individually. A1: This solution seems to be to add more traffic furniture? Newmarket rd. is already made impossible and off-putting by the multiple signals and junctions. The bus lanes are almost entirely empty which surely add to extra congestion and pollution from single lanes of queuing cars? I do not understand the resistance to using the bus lanes in a similar fashion to SMART motorway lanes with buses given priority in peak hours, or having more traffic lights that give priority to buses when they are actually running. Could the local authority employ some innovative or creative thinking, rather than to only to add more of what is already not working? I note that the plan is to remove the inbound bus lanes which presumably will reduce the number of buses the companies will want to run to the Beehive Centre, and yet all the plans for this area read as though the Beehive Centre is the destination. This does not seem logical? I note the reconfiguration of junctions on the plans state that for all junctions *except* the Coldham’s Lane one, the plan is to reduce traffic. This rather underlines that under this proposal, you would seek to quadruple (?) the traffic on a residential C road by looping it off the ring road to a residential lane? Coldham’s Lane is not fit for this purpose and the current traffic damage to houses is becoming an increasingly significant problem. Widening the lane will not shore up people’s foundations but lead to accelerated issues of internal damage which we already are battling with. I would happily support taking land from the businesses and the Beehive Centre carpark for the cycle lanes proposed and this could go down one side of the road as far as the housing. Beyond that unless you plan to compulsory purchase people’s front gardens (and haven’t those residents suffered enough?), then there is no obviously feasible way to add these on a Ring Road without narrowing the pavements. Please can you present the detail of these plans. the Chisolm Trail team still cannot tell us their exact route across the Common even though they
18/12/2020	18/12/2020 (15:25pm)	149	I	[Redacted]	[Redacted]	Email	Dear Sir/Madam, As a resident living on Coldhams Lane, I am very concerned that Coldhams Lane, Romsey is not mentioned in the Eastern Access plans. There are many hours throughout the day when Coldhams Lane has standstill traffic (this was even before the Covid pandemic and the mill road bridge closure). It cannot cope with existing traffic let alone further traffic directed from proposed traffic calming lanes on Newmarket road and the permanent closure to Mill Road bridge. The current levels of air pollution are simply unacceptable for the residents, and the sheer volume of cars make it unsafe for cyclists and pedestrians. And, with the proposed development on Marshall’s with thousands more cars expected, the road will simply not be able to cope with the traffic and levels of pollution. I would like to request a modal filter on Coldhams Lane to be considered. Thank you, [Redacted]
18/12/2020	18/12/2020 (15:52pm)	150	I	[Redacted]	[Redacted]	email	Dear Sir/Madam I refer to the consultation above. Have any of the planners actually been along Newmarket Road?? No one would actually ride a horse along it into Cambridge or even walk. It is far too busy. There is no way that you can even access most of what people need even by bus. These are the huge number of super markets and outlet shops. It is not possible to carry a new computer or sink on a bus. Who put a MacDonalds on a main road with a drive through? There are huge traffic jams caused by this idea. If you move the P and R further out, there is even less incentive for Fen Ditton, Horningsea etc people to use it. It is not logical to drive out to then come in again. One bus a day we have. Unless the council own the buses they cannot control them, they run for shareholders. They should be small, frequent and cheap inclusive fares. As for traffic lights at a busy roundabout, traffic does not flow as can be seen at Coldham Lane junction. You should realise that though Newmarket Road does need cycle lanes, it should first be widened unless only buses are allowed to use the road that is left. At the moment we are often marooned in our own village, especially if there is football matchon. My final point, do you realise that some people are too elderly or not well enough to cycle and some have several children which makes it impossible. No wonder people choose to go elsewhere to shop! [Redacted] Sent via BT Email App

18/12/2020	17/12/2020	122	O	[Redacted], Cambridge Past, Present & Future	[Redacted]	Email	Dear GCP Please find attached the response of Cambridge Past, Present & Future to your consultation on transport options for the east of Cambridge. Kind regards [Redacted] - Chief Executive [Redacted] Tel/ direct link to my mobile - 0[Redacted] www.cambridgeppf.org Cambridge Past, Present & Future - Wandlebury Country Park, Gog Magog Hills, Cambridge CB22 3AE Take David Attenborough's advice and join us! Cambridge Past, Present & Future (CambridgePPF) is a charity that cares for the Greater Cambridge area and its green landscapes, for the benefit of everyone. Registered Charity No. 204121. Cambridge Past, Present & Future — The local charity that cares about Cambridge and its green landscapes Registered Charity No 204121. Greater Cambridge Partnership By email to: contactus@greatercambridge.org.uk 17/12/2020 Dear Sir/Madam Cambridge Eastern Access Consultation Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we: • Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature. • Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge. • Are working to protect, celebrate and improve the important built heritage of the
18/12/2020	18/12/2020	124	O	[Redacted] A to B1102 Group	[Redacted]	Email	Dear David Please find attached our Group's response to the Eastern Access Consultation. We look forward to hearing from you. Kind regards, [Redacted] My contact details Contact Details Want to know more? [Redacted] Greater Cambridge Partnership Eastern Access Consultation Team SH1317 Shire Hall Cambridge CB3 0AP 17 December 2020 Dear Sir / Madam Eastern Access Consultation Response I write in my capacity as Chairman of the A to B 1102 Group to respond to the Eastern Access Consultation. The A to B 1102 Group was formed in the summer of 2020 to represent the travel needs of the residents of Burwell, Reach, Swaffham Prior, Swaffham Bulbeck, Commercial End, Lode with Longmeadow, Bottisham and Stow cum Quy, campaigning for better transport now and in the future. We communicate with residents, Parish Councils and engage with the relevant local authorities, including the GCP to ensure that our communities know about transport issues that affect them and to ensure their needs, ideas and concerns are heard. We have held an introductory meeting with your colleagues Jo Baker and David Charlesworth.

18/12/2020	18/12/2020	130	O	[Redacted], East Cambridgeshire District Council	[Redacted]	Email	Good morning, Please find attached a response to the Cambridge Eastern Access Better Public Transport and Active Travel Consultation from East Cambridgeshire District Council. Kind regards, [Redacted] East Cambridgeshire District Council The Grange, Nutholt Lane, Ely, Cambridgeshire. CB7 4EE Tel ([Redacted]) Pay, report, apply online 24 hours a day Cambridge Eastern Access Better Public Transport and Active Travel Consultation – Response from East Cambridgeshire District Council East Cambridgeshire District Council supports the proposals to improve public transport and associated active travel routes into Cambridge from the East of the City. We are aware of the positive environmental impacts and improvements to air quality these will have and the benefits to those who use public and active travel modes. However, we are concerned that the proposals will restrict private vehicle access along Newmarket Road into Cambridge City. For many of the residents from the south of our district, this is their primary route into Cambridge to access the city centre shops and businesses, Addenbrookes Hospital and Cambridge Main Railway Station. Not everyone can use public or active modes of transport and some people rely on their car to be able to access services in and around Cambridge. Many companies, particularly those that require the transportation of equipment and materials or carry out deliveries are unable to use active or public transport modes to conduct their business. Those that work before or after public transport services operate also rely on private vehicles to access their place of work. With regard to the options, the Council favours Option A2: Newmarket Road Improvements + Park and Ride Relocation. An enlarged P&R site will enable and encourage more people who take to take the bus into the city, rather than drive. Although Quy as a location has been discounted, further research should be carried out to identify potential P&R relocation sites to the North of the A14. Of the Phase 2 options, the Council strongly supports Option B3: Long term Rail Opportunity. Any increase to train services on the Cambridge - Newmarket – Ipswich line will benefit residents in Dullingham, Kennett and Newmarket and make the public transport offer more attractive. Increased use of public transport and active travel modes will have a positive environmental impact, improve air quality and improve public transport and active travel along the busy
18/12/2020	18/12/2020	132	O	[Redacted], Stow-cum-Quy Parish Council	[Redacted]	Email	Response from Stow-cum-Quy PC. During our last PC meeting we discussed this consultation. Also one of our councillors and several residents attended the zoom workshop. Having filled in the consultation page online personally I felt there was no room for a nuanced answer. It was just support / don't support, rather than having the option to say which parts of each option we support. I've therefore written a freeform response to the consultation below. Broadly speaking, we're in support of any efforts to improve access into and out of cambridge by public transport or active transport means. However there are also some concerns with the proposed options. We find ourselves not whole against, or in support of any of the options. I'd also like to note that several residents have told me they did not receive the consultation leaflets and we've made some efforts to advertise it in the village magazine, but since that was only delivered yesterday, I suspect there may be some residents who don't respond and would like it; the consultation period does feel far to short at only eight weeks. Some of the main themes from that meeting were: 1. Support for moving the P&R. On the whole people support moving the P&R site further out, but NOT to the proposed location opposite Darwin. All at the meeting felty very strongly that the right place for the P&R was outside of the A14 ring (perhaps on Church Farm which is also County land). That way the P&R traffic would not also be trying to go into Cambridge from the Quy Junction. 2. Support for better Cycle and bus routes into Cambridge along Newmarket Road. Many Quy residents cycle to do the school run / get to work. Improvemnts to this mode of transport are always good. Likewise some residents use the bus to get into and around the city. 3. Concern that several of the proposals will like increase trafficking at the Quy A14 junction. Reducing the capacity at the Fen Ditton A14 jn (34) and/or reducing capacity at the Newmarket Road / Ditton Lane junction, will likely push more traffic to jn 35. Particularly if the new P&R is to be a transport hub, the number of users of the P&R is likely to increase. 4. Concern that closing or restricting access into the city along Newmarket Road from the Leper Chapel (as was talked about on one of the online workshops), cannot be done without first establishing a viable alternative. For some people cycling will not be an option and the busses tend to go only to the bus station. It needs to be possible to get anywhere within in Cambridge by regular public transport, without having to change in the centre, before considering closing the road. We're also not convinced you can close the road; no-one is going to transport a fridge-freezer from Currys or pick up garden/building supplies from B&Q on a bus! Are those businesses going to be forced to close or relocate?
18/12/2020	18/12/2020	133	O	[Redacted], Fen Ditton Parish Council	[Redacted]	Email	file included in Organisation responses

18/12/2020	18/12/2020	136	O	[Redacted], Friends of Cherry Hinton Brook	[Redacted]	Email	Attached is the consultation response from Friends of Cherry Hinton Brook. Thank you for taking this into consideration. [Redacted] Greater Cambridge Eastern Access Transport Scheme consultation – December 2020 Response from Friends of Cherry Hinton Brook Friends of Cherry Hinton Brook (FCHB) are primarily concerned with ensuring the health of Cherry Hinton Brook as a vital habitat for wildlife with, in many places, its adjacent footpath providing an important public amenity allowing the brook also to be enjoyed by local residents. We are writing in response to this consultation as we are very concerned about the potential impact of Option B2 (High Quality Public Transport via the Tins) on Cherry Hinton Brook, particularly the statement in the consultation document that “... in the interim, prior to opening of the CAM, the route would proceed into Cambridge via the Tins ...” We are very concerned about the potential route of the CAM under the lakes. Although we recognise that, with modern engineering technology, this route for the CAM might be technically feasible, we believe that construction would cause immense disruption to the wildlife and the brook itself. Given the well documented fragility of Cambridge’s chalk streams and associated aquifer, we think it foolish to have introduced this as an option at this stage, with so little explanation. Below we are providing our submission to the “Greater Cambridge Local Plan – evidence gathering on green infrastructure” as this lays out many of our concerns. Further consideration of Option B2 will need to take into consideration the future plan for an “urban country park” in this location, which is also subject to much discussion and consultation. Consultations and evidence gathering on the two initiatives need careful integration at a very early stage. [Redacted] , Chair, Friends of Cherry Hinton Brook Greater Cambridge Local Plan – evidence gathering on green infrastructure Information from Friends of Cherry Hinton Brook 17th June 2020 Friends of Cherry Hinton Brook (FCHB) are primarily concerned with ensuring the health of Cherry Hinton Brook as a vital habitat for wildlife with, in many places, its adjacent footpath providing an important public amenity allowing the brook also to be enjoyed by local residents. Given that the brook is the key element in the green corridor that links the Wandlebury/Gog Magogs area with the centre of the city, we also take an interest in this larger area. It is unique in that it is essentially a blue-green corridor due to the presence of the three large lakes, Cherry Hinton Brook, fields, hedges, road verges and some small areas of woodland. The lakes and brook, in particular, are tightly linked with some wildlife dependent on both habitats, such as
18/12/2020	18/12/2020 (13:46pm)	139	O	[Redacted], Smarter Cambridge Transport	[Redacted]	Email	[Just realised that this got stuck in my outbox, so am re-sending] Hi, Please find attached the response from Smarter Cambridge Transport to the Eastern Access consultation. Kind regards, [Redacted] Smarter Cambridge Transport [Redacted] Page 1 of 14 To: Greater Cambridge Partnership Date: 18 November 2020 Subject: Cambridge Eastern Access consultation Contact: [Redacted] 42 Devonshire Rd, Cambridge, CB1 2BL Response to Eastern Access consultation This consultation response offers ideas and commentary on the Greater Cambridge Partnership proposals for improving access to Cambridge from the east by cycle, bus and rail. Codes in brackets refer to scheme components in the Options Appraisal Report. About Smarter Cambridge Transport Smarter Cambridge Transport is a volunteer-run think tank and campaign group. It was formed in 2015 to advance sustainable, integrated and equitable transport for the Cambridge region. It is run by a team of around 30 people, with a wide range of expertise and interests, and led by

18/12/2020	18/12/2020	143	O	[Redacted], Bidwells	[Redacted]	Email	Dear GCP I have been having prolonged difficulty in submitting reps through the online form, it keeps freezing on me. Could you confirm that the following rep can be lodged, noting the noon deadline of today. On behalf of: - Anderson O&U Limited Question 8: We write on behalf of our client, Anderson O&U Limited, which owns a significant portion of land to the south of Coldhams Lane that would be affected by the Option B1 – B3 routes, as proposed. Please treat this representation as a duly-made response to Question 8 of the consultation document. It is requested that discussions take place with key landowners along the route. It is noted in table 4.1 of the consultation documentation that discussions have been held with some of the landowners in this part of the City. Regrettably, this has not included our client – in spite of the evident impact that the published proposals could have on their landholdings. Whilst Anderson O&U Limited is supportive of the principle of enhancing sustainable transport options in and around Cambridge, including to the eastern part of Cambridge, it is essential that the GCP's emerging proposals are discussed with our client so that they can brief you on their aspirations and also share with the Partnership site-specific information to help inform these early stage plans. I would be grateful for your confirmation of receipt Kind regards
18/12/2020	18/12/2020 (13:37pm)	145	O	[Redacted], Cambridge Biomedical Campus	[Redacted]	Email	Dear Sir, Please see attached the consultation response to Cambridge Eastern Access on behalf of the Cambridge Biomedical Campus. If there are any questions about the content – please do feel free to contact me, Kind regards [Redacted] - Estates and Facilities, Head of Quality and Safety Governance Tel: [Redacted] www.cuh.org.uk Estates and Facilities Box 129 Cambridge University Hospitals NHS Foundation Trust Addenbrooke's Hospital Cambridge Biomedical Campus Hills Road Cambridge CB2 0QQ The Trust is: part of the National Institute for Health Research - Cambridge Biomedical Research Centre and a member of Cambridge University Health Partners This email is confidential, see www.cuh.org.uk/email_disclaimer.html CC/GCP Greater Cambridge Partnership Cambridge Eastern Access Consultation 16 December 2020 [Redacted] Cambridge University Hospital NHS Foundation Trust Capital, Estates and Facilities Management Management Offices Box 102 Hills Road Cambridge CB2 0QQ Direct Dial:[Redacted]

18/12/2020	18/12/2020 (13:39pm)	146	O	[Redacted], Cambridge University Hospitals	[Redacted]	Email	Dear Sir, Please see attached the consultation response to Cambridge Eastern Access on behalf of the Cambridge University Hospitals. If there are any questions about the content – please do feel free to contact me, Kind regards [Redacted] - Estates and Facilities, Head of Quality and Safety Governance Tel: [Redacted] www.cuh.org.uk Estates and Facilities Box 129 Cambridge University Hospitals NHS Foundation Trust Addenbrooke's Hospital Cambridge Biomedical Campus Hills Road Cambridge CB2 0QQ The Trust is: part of the National Institute for Health Research - Cambridge Biomedical Research Centre and a member of Cambridge University Health Partners This email is confidential, see www.cuh.org.uk/email_disclaimer.html CC/GCP Greater Cambridge Partnership Cambridge Eastern Access Consultation 16 December 2020 [Redacted] Capital, Estates and Facilities Management Management Offices Box 102 Hills Road Cambridge CB2 0QQ Direct Dial: [Redacted]
18/12/2020	18/12/2020 (15:18pm)	148	O	[Redacted], Newmarket Town Council	[Redacted]	Email	Dear Cambridge Eastern Access, consultation team Please find attached, Newmarket Town Council response to the consultation. I was under the impression that the closing time was 5pm today, and having gone to log on found that the website was closed. I would be grateful if you would still accept these comments. With thanks [Redacted] Town Clerk King Edward VII Memorial Hall High Street Newmarket Suffolk CB8 8JP Tel: 01638 667 227 www.newmarket.gov.uk Coronavirus Helpline Number 01638 667227 (Option 1) 10/12/2020 Cambridge Eastern Access Consultation 2020 Consult Cambridgeshire https://consultcambs.uk.engagementhq.com/cea-consultation-2020/survey_tools/cambridge-eastern-access-better-public-transport-and-active-travel 1/5 Search 🔍 Home

18/12/2020	17/12/2020	123	P	Cllr Lorna Dupre, Liberal Democrat Group, East Cambridgeshire District Council	[Redacted]	Email	Good evening, Please see attached response from the Liberal Democrat group on East Cambridgeshire District Council. Could you please confirm receipt? Thank you, Cllr Lorna Dupré [Redacted] Liberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat GroupLiberal Democrat Group Greater Cambridge Partnership Shire Hall Cambridge CB3 0AP By email to contactus@greatercambridge.org.uk Thursday 17 December 2020 Cambridge Eastern Access Better Public Transport & Active Travel Consultation East Cambridgeshire communities in the area of the B1102 make a significant contribution to the economy and society of Greater Cambridge. Substantial changes to transport options within Cambridge have major impacts on accessibility and mobility of residents outside the study area. The geography of the City Deal does not help the Greater Cambridge Partnership to engage with the views of East Cambridgeshire residents in the vicinity of the B1102. The study area ends at the A14/A1303/B1102 Quay interchange, and is largely silent about the impact of proposed changes to access to Cambridge on the villages and communities along the B1102. These villages should also be consulted throughout any planning of the speculative CAM route to Mildenhall. It is also not clear how much baseline information the Greater Cambridge Partnership has about transport movements to and from East Cambridgeshire into the City Deal area, without which it will be difficult to ensure the concerns of East Cambridgeshire residents are addressed. We need baseline measurement of traffic volumes, air quality, and noise levels to inform environmental impact assessments for these proposals. Strategically the consultation is connected to potential major developments which will change the whole nature of the area. We understand the need to reduce car journeys into Cambridge. If done well, B1102 villages will benefit from a reduction in congestion. If done badly, villages will suffer. Beneficial changes for Cambridge could be negated if problems are simply pushed North and East—greater congestion at the Quay interchange, longer journey times, and significant difficulties in reaching city amenities for less mobile groups. Many East Cambridgeshire residents have to travel into Cambridge from the East. If restrictions are enforced with no public transport improvements, congestion and pollution will stretch beyond Quay to Lode, Bottisham and even Swaffham Bulbeck. Better public transport must be in place before road changes are made.
18/12/2020	18/12/2020	131	P	Cllr John Trapp	[Redacted]	Email	Although both a Parish Councillor and a District Councillor, I write this as an individual who had been commuting into Cambridge for over twenty five years from Swaffham Bulbeck. Those who use the Eastern Access to Cambridge are almost entirely outwith your boundary; they come from East Cambs, West Suffolk and further afield. Villages as far east as Isleham, Fordham, and even Ely (I am told) travel down the B1102 towards Junction 35 on the A14, as well as from the A1303. That is the main sticking point, not further downstream from the junction, albeit the convergence of two lanes of traffic into one just past the junction is a cause of congestion. Since you may be spending large sums of money - a tunnel under the airport - you need to spend more money to make the access to the Park and Ride easy and carefree. Either by putting it to the east of the junction, or as your suggestion of the other side of the airport, but in either case you need to put another bridge over the A14 for dedicated P&R traffic; either for buses if east of the junction or cars from the A14, A1103 and B1102 if by the airport. It has to be speedy and seen to alleviate the congestion. Furthermore the ingress and egress from the P&R has to be slick both for cars and buses; traffic lights have to respond to buses immediately, even if holding up the traffic on the Newmarket Road, and somewhat similar for cars. Going into, and out of, the current P&R site is wasteful of time. One waits for the traffic light to change to filter right, and then for the traffic light to let one out, but not at the expense of cars streaming down the Newmarket Road. You need to provide public transport before your restrictions come into place. It would also be helpful if bikes were allowed on the buses, so that one can ride to one's final destination if not close by the bus stop. Yours sincerely, Cllr John Trapp CONFIDENTIALITY NOTICE

18/12/2020	18/12/2020	134	P	Cllr Haf Davies, Abbey Cllrs	[Redacted]	Email	Hello, Please find attached a response to the Eastern Access consultation from the Cambridge City Councillor for Abbey ward. Thanks and all the best, Haf Cllr Haf Davies Cambridge City Councillor for Abbey ward To: The Greater Cambridge Partnership (GCP), Eastern Access Consultation CC: David Charlesworth, Senior Communications Manager, GCP December 2020 To whom it may concern, Re: Eastern Access Consultation Response We write as Cambridge City Councillors for Abbey ward in response to the Greater Cambridge Partnership’s (GCP) Eastern Access consultation. Firstly, we would like to welcome the GCP’s focus on resolving the perennial issues on Newmarket Road and the encouragement of active travel. As you will know, Newmarket Road runs right through the centre of Abbey ward, and the traffic and congestion issues along the highway are longstanding, unresolved, and have a severe impact on the daily lives of Abbey residents
18/12/2020	18/12/2020	141	P	Cllr Haf Davies, Abbey Cllrs	[Redacted]	Email	Apologies, resending with my typo corrected and my ward colleagues in copy! Hello, Please find attached a response to the Eastern Access consultation from the Cambridge City Councillors for Abbey ward. Thank you and all the best, Haf Cllr Haf Davies Cambridge City Councillor for Abbey ward To: The Greater Cambridge Partnership (GCP), Eastern Access Consultation CC: David Charlesworth, Senior Communications Manager, GCP December 2020 To whom it may concern, Re: Eastern Access Consultation Response

18/12/2020	18/12/2020	142	P	James Lay, Suffolk Cllrs	[Redacted]	Email	Hi Cambridge Newmarket It is very important to note for the purposes of this Consultation, that Newmarket is the centre for the Internationally important British Horseracing and Breeding Industry (HRI) which contributes in excess of £4 billion annually to Great Britain and is the largest employer in West Suffolk, and the joint second largest employer in the Cambridgeshire/East Anglian sub-region. It is NOT (and should not be considered to be) a commuter town for Cambridge, not least because there are other towns/areas which can serve this purpose rather than damaging one of the few internationally significant British world renown success stories. We have gained the impression that the people conducting this Consultation are unaware of the above facts so specifically draw your attention to them for the purposes of this Consultation. Cambridge Eastern Access Consultation 2020 This response is sent to you by Suffolk County Councillors, West Suffolk District Councillors and Newmarket Town Councillors who all represent Newmarket. All full list may be found below. We will now answer all the question asked in the Consultation Document . • Option A1: Newmarket Road improvements – this could include bus lanes, cycle lanes and improved facilities for pedestrians. This option overlooks the problems caused in other cities where road traffic lanes are reduced and the back log causes more problems. This will cause problems on the A14 at Quoy when at peak times traffic cannot leave the A14. Option A2: Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city This option can work provided we relocate the Park and Ride to an area East of Quoy and take traffic from the A14 off at Quoy. This option should include the provision of a Congestion Charge Area Starting from West of the Quoy Roundabout. This should take all the traffic from the Swaffham,Bottisham and Newmarket Area out of Cambridge. Option B1: High Quality Public Transport Route via Coldhams Lane – this could include an off road route for public transport vehicles connecting to the city via Coldham’s Lane
21/12/2020	11/12/2020	154	I	[Redacted]		Twitter	Just tried to complete these survey, but it's impossible. Impossible to know what some questions are referring to. Have you even tested it @GreaterCambs ?
21/12/2020	12/11/2020	155	I	[Redacted]		Twitter	Hopefully not with vehicles having priority over bikes as in this image. Quote Tweet
21/12/2020	12/11/2020	156	I	[Redacted]		Twitter	Fabulous that they chose a picture of an absolutely revolting example of terrible cycling infrastructure to highlight this.
21/12/2020	11/11/2020	158	I	[Redacted]		Twitter	Great example in the pic below of a bike path built to improve car traffic flow rather than for y'know... bikes. This is a brand new path on Newmarket road near the new Marleigh development.
21/12/2020	11/11/2020	159	I	[Redacted]		Twitter	Putting public transport and cycling first requires putting cars second. @GreaterCambs don't understand this fact. This is made apparent in the options they provide in their link
21/12/2020	11/11/2020	160	I	[Redacted]		Twitter	They wish to make additional paths (rails, busways etc) away from the road to put their public transport solutions on. Why can't we just put buses on the roads we have already (e.g. Newmarket road)?
21/12/2020	11/11/2020	161	I	[Redacted]		Twitter	Because they will be stuck in traffic of course. All of the plans laid out in this document effectively admit that Newmarket road, Coldhams lane and the rest of Cambridge will be full of slow moving, polluting private cars in 2025+ (as they are now).
21/12/2020	12/11/2020	162	I	[Redacted]		Twitter	And what about the residents that live in East Cambridgeshire ? Stuck in the enormous traffic that will only benefit the city. It is time to subsidise the public transport initiatives that need to be dramatically improved
21/12/2020	12/11/2020	163	I	[Redacted]		Twitter	#HaveYourSay #Cambridge #RoadSafety #cycling
21/12/2020	12/11/2020	164	I	[Redacted]		Twitter	Close the retail park and have a look at what horrors they threw into the old brick pit that is underneath the car park. Only it was the town dump after WWII in an era when dumping wasn't regulated. The stories from older residents & local historians... Face screaming in fearFace screaming in fearFace with open mouth and cold sweatNaused face
21/12/2020	12/11/2020	165	I	[Redacted]		Twitter	I see a cycle lane, but please could you explain what's wrong with it?
21/12/2020	12/11/2020	166	I	[Redacted]		Twitter	Its giving way to the side road - its meant to be the major thoroughfare, its both more dangerous and way less likely to encourage people to use it without continuity of priority.
21/12/2020	12/11/2020	167	I	[Redacted]		Twitter	Thank you. So it should be the same as in Holland, Germany etc, where they know about cycling.
21/12/2020	12/11/2020	168	I	[Redacted]		Twitter	The give way line on the side road should be to the right of the footpath. That way you also protect the pedestrians in the junction.
21/12/2020	12/11/2020	169	I	[Redacted]		Twitter	When I lived in Cambridge a long time ago, some of the cycle lanes were totally useless. The dotted variety which cars parked over. Better to have not bothered if not done properly. Where I live now proper bike parking at shops doesn't even exist!
21/12/2020	06/11/2020	170	I	CBAG		Twitter	Tell them to come back when they have more imaginative and strategically effective proposals:

21/12/2020	14/12/2020	172	I	[Redacted]		Twitter	Please take a moment to complete the @GreaterCambs Cambridge Eastern Access consultation. https://consultcambs.uk.engagementhq.com/cea-consultation-2020 Better buses - tick. Cycle lanes added to main roads - tick. Leave the common as it is.
21/12/2020	14/12/2020	173	I	[Redacted]		Twitter	There is a handy guide to the consultation on @camcycle website.
21/12/2020	14/12/2020	174	I	[Redacted]		Twitter	As we're on the subject. Here is my mockup of a new look Coldham's Lane/Barnwell Road junction. *Eliminate dangerous roundabout. *Simpler T-Junctions. Priority cycle crossings. *Barnwell Road cycleway tied into Coldham's Lane. *New park from reclaimed road and traffic island.
21/12/2020	19/11/2020	177	I	[Redacted]		Twitter	For those who get a sense of deja vu with @GreaterCambs trying to close Mill Road Bridge, here is a link to the survey about views on Mill Road closures in 2019.... Presumably they will just keep asking 'til we give the right answer.
21/12/2020	19/11/2020	178	I	[Redacted]		Twitter	Here an amazing coincidence: Sept 2019 City Deal meeting (as attended by Cllr Kavanagh) proposing pedestrianisation of Mill Road. If at first you don't succeed... wait until a pandemic and then sneak your changes thru as emergency measures.
21/12/2020	03/11/2020	179	I	[Redacted]		Twitter	Cambridge Eastern Access Better Public Transport and Active Travel
21/12/2020	19/12/2020	151	O	[Redacted], Suffolk County Council	[Redacted]	Email	Dear Sir or Madam, Please see attached Suffolk County Council's response to the Eastern Area Access Consultation. Many thanks [Redacted] Principal Transport Planner Transport Strategy Strategic Development Growth, Highways and Infrastructure Directorate Suffolk County Council, Endeavour House, 8 Russell Road, Ipswich, IP1 2BX Telephone:[Redacted] Fax: [Redacted] E-mail: [Redacted] Endeavour House, 8 Russell Road, Ipswich, Suffolk IP1 2BX www.suffolk.gov.uk Dear Sir or Madam, Re: EASTERN AREA ACCESS CONSULTATION RESPONSE Thank you for providing Suffolk County Council with the opportunity to respond to your consultation on the Eastern Area Access proposals. Suffolk County Council (SCC) supports the Greater Cambridge Partnership's (GCP) proposals to improve sustainable transport links from the centre of Cambridge to growth locations in its eastern quarter. Cambridge is a daily destination for 6,000 people commuting from Suffolk. It is therefore important that commuters can make use of the sustainable transport options being proposed between the eastern area and the rest of the City. This includes improving access from the Newmarket Road Park and Ride site by bus, by foot and by cycle to key areas within Cambridge, as
21/12/2020	21/11/2020	152	O	Howard Group		LinkedIn	Here's a short round-up of news that caught our Howard Group eyes and ears this week: - Estates Gazette's recent #EGFutureofLondon virtual session heard from industry experts on the impact of #Brexit and #Covid on the London investment market and discussed if #London can recover its position as Europe's biggest #investment market? 30 minutes well spent: http://ow.ly/qJzI50C7fwE - We all want our businesses to make a positive social and environmental impact, but how can we measure this impact in an effective and meaningful way? SNOWBALL IM is making a significant positive contribution to this debate http://ow.ly/uMBa50C7fzl via NPC (New Philanthropy Capital) - The #CambridgeEasternAccess consultation by Greater Cambs is now open. Opinions are sought on a number of options to improve transport to the east of #Cambridge which include public #transport, #walking and #cycling proposals. Have your say: http://ow.ly/uK0X50C7fCx
21/12/2020	27/11/2020	153	O	CamCycle		Facebook	The east of Cambridge has some beautiful paths and cycleways, but also some busy and dangerous roads and junctions. Which routes would you like to see improved for cycling and walking? Please help us respond to two current consultations in the area by sharing your thoughts below. Find out more about the two consultations here (both close on 18 December): Greater Cambridge Partnership Cambridge Eastern Access https://consultcambs.uk.engagementhq.com/cea-consultation... East Barnwell Conversation - Framework for Change consultation https://www.cambridge.gov.uk/.../east-barnwell...

21/12/2020	17/12/2020	171	O	CamCycle		Twitter	The @GreaterCambs Eastern Access consultation on improving public transport and active travel in and around the east of Cambridge closes tomorrow at noon. Read our response and summary of our recommendations for the area to help you submit your views.
21/12/2020	02/12/2020	175	O	Cambridge Independent		Twitter	Plus: the village upset by an attack on Santa, how #Cambridge eastern access plans will affect villagers, latest on #SaveWaterbeachHomes campaign & 4 pages of shopping inspiration with local traders. Plus @camartstheatre #panto interview & the drive to electric cars
21/12/2020	01/12/2020	176	O	CamCycle		Twitter	Next, the Cambridge Eastern Access development, which we're looking through. We're trying to understand what exactly the proposals are from the materials the GCP have put out. We're particularly keen to see Newmarket Road improved for cycling.
21/12/2020	12/11/2020	157	P	Lewis Herbert		Twitter	Have your say on improving Newmarket Road in #Cambridge. Has to be the most difficult route in and out of the city incl for cyclists, bus users, residents, everyone. Plus share your views on longer term east city transport solutions - whether you bus, cycle, drive or live there.
22/12/2020	21/12/2020	181	I	[Redacted]	[Redacted]	Email	Dear Jo Baker and Lewis Herbert, I have had difficulties submitting responses to the online consultation. Please find, below, my comments below for inclusion. I would be grateful if you could acknowledge receipt. My principal comment relates to the northerly part of Coldham's Lane, as featured in ALL the proposed options for your Eastern Access Consultation: A1-2, B-1-2, 3-R. The proposed additional traffic lights, bus lane reconfiguration, reduction of junction capacity etc. on Newmarket Rd will slow traffic, and--potentially--disincentivise drivers from using Newmarket Rd. In isolation this might be positive. But it will radially incentivise traffic to route through Coldham's Lane (<17,000 vehicles daily), which currently suffers from worse congestion than Barnwell Rd and Newmarket Rd, and for which you are proposing no calming measures. I can only see this as deeply unfair. To displace additional traffic onto a residential C-road, which has neither the capacity nor the profile to handle such quantities of traffic will likely result in legal action. The recent judgement at Southwark that air pollution is now a prima facie cause of death makes Councils, and the GCP, liable for their actions on air pollution in residential areas. By shifting potentially quadruple the amount of traffic onto Coldham's Lane, you would be poisoning the residents, their families, and their children. As a number of residents have told you directly, CL has daily, bumper to bumper static jams of northbound traffic. On Saturdays, the tailback goes from Newmarket Rd right down to Perne Rd, in a solid phalanx of sitting vehicles (engines on). Your current plans do nothing to ameliorate this. On the contrary, you propose to drive move traffic onto Coldham's Lane. I cannot understand why and advise you to modify your plans with this in mind. In August 2020, the Residents Association of Coldham's Lane conducted a detailed survey (online & door-2-door), reaching hundreds of local residents. It found that 89% wanted reduced traffic. You appear to have ignored this, and are proposing to drive additional traffic onto a road that is already overburdened in the extreme. I hope you can see how illogical and unworkable this proposal is. Beyond this, I suggest you consider • making Mill Rd one way (north-bound), and Coldham's Lane one way (sound-bound) • using tidal timing for bus lanes on Newmarket Rd, permitting the traffic flow in both lanes at peak times, and enforcing bus lanes for the remainder • removing any plans to build additional tarmac routes over Coldham's Common for bike access. Coldham's Lane needs safe bike routes, not least to permit the Chisholm Trail crossing. Building in segregated cycle lanes onto CL would permit access to the Chisholm Trail, improve safety, and incentivising more cycling on the Lane.

22/12/2020	21/12/2020	180	O	[Redacted], Cambridge City Council		Email	Dear[Redacted] , I am aware your consultation on the Eastern Access project closed last week, as did the East Barnwell Conversation part 2. There was quite a lot of feedback on roads and access on our end and I thought you might be interested in • The summary of feedback received (see questions 5 and 6) • The raw answers from our survey pertaining to traffic and walking/cycling. Hope this will be of some use to you in addition to the information you have acquired through your own channels. Many thanks [Redacted] Housing Development, Cambridge City Council [Redacted] cambridge.gov.uk facebook.com/camcitco twitter.com/camcitco East Barnwell Conversation Part 2 Feedback summary Methodology The East Barnwell Conversation Part 2 is centred on the interim masterplanning document “East Barnwell – a framework for Change” Local residents were asked to review and comment on the document and were asked a series of seven questions The consultation ran from 2020-10-to DATE and was primarily run through the Cambridge City Council website. In addition, a virtual “town hall” meeting was held on the 1st of December 2020 with approximately 30 attendees. Feedback was primarily received online with 38 responses through the consultation survey as well as four direct responses via email.
23/12/2020	23/12/2020	182	O	[Redacted], Lode Parish Council	[Redacted]	Email	Hello, Please find attached the response from Lode Parish Council to the Cambridge Eastern Access consultation for which the closing date was extended to 31 December for Parish Councils. I would be grateful if you could acknowledge receipt of this email. With best wishes Jonathan Giles Clerk Lode Parish Council LODE PARISH COUNCIL [Redacted] – Clerk 86 High Street, Bottisham, Cambridge, CB25 9BA Tel 07789 012761 lodeparishclerk@gmail.com Greater Cambridge Partnership Eastern Access Consultation Team SH1317 Shire Hall Cambridge CB3 0AP

23/12/2020	22/12/2020	183	O	[Redacted], Cambridge Ahead	[Redacted]	Email	Hi [Redacted] Here are our responses to the CSET and Eastern Access consultations. Thanks for giving us a couple of days grace to get these in. Hope you have a great break. [Redacted] [Redacted] Director of Policy & Programmes Cambridge Ahead 07866 846292 The Bradfield Centre, 184 Cambridge Science Park Milton Road, Milton, Cambridge, CB4 0GA www.cambridgeahead.co.uk CAMBRIDGE AHEAD RESPONSE CAMBRIDGE EASTERN ACCESS CONSULTATION Cambridge Ahead represents 49 of the most influential organisations in Cambridge and the surrounding region, representing a collective workforce of over 40,000 people. We welcome this opportunity to respond to this consultation. The Greater Cambridge Partnership (GCP) is right to examine the strategic options available to ensure that there is high quality connectivity between Cambridge and the market towns, employment centres, and other communities in the corridor running east from the city. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) noted that “in Cambridge specifically, though there are limitations to the growth of the city
23/12/2020	23/12/2020	184	O	[Redacted], Swaffham Prior Parish Council	[Redacted]	Email	[Redacted] -- Clerk to the Swaffham Prior Parish Council swaffhampriorclerk@gmail.com [Redacted] SWAFFHAM PRIOR PARISH COUNCIL Chairman: Mr John Covill. 17 Mill Hill, Swaffham Prior, Cambridge, CB25 0JZ Tel: 01638 745 106 email: swaffhampriorclerk@gmail.com Greater Cambridge Partnership Wednesday 23rd December 2020 To whom it may concern Swaffham Prior Parish Council would like to take this opportunity of thanking you for agreeing to extend the deadline to 31st December, enabling us to comment in the consultation process. Swaffham Prior is a village of some 300+ homes situated on the B1102. Its residents use the B1102 to access what is being termed by your Group and Consultation as the ‘Cambridge Eastern Access’ for employment, education, retail, leisure and medical facilities, to name but a few. The B1102 also acts as an arterial feed into Cambridge from villages beyond Swaffham Prior, as well those villages between Swaffham Prior and Cambridge. According to figures from the 2011 census, the population along the B1102 corridor including Soham and Fordham is more than 28000. The Parish Council has traffic movements supporting this; traffic numbers can reach close to 1000 vehicles an hour moving through the village, east to west in the morning rush and a similar number returning in the evening.

05/01/2021	29/12/2020	185	O	[Redacted], Reach Parish Council	[Redacted]	Email	Please see attached response from Reach Parish Council. Best regards, [Redacted] Clerk to Reach Parish Council 29 Great Lane, Reach, Cambridgeshire, CB25 0JF Tel: 01638 743794 Email: clerk@reachparishcouncil.org Web: www.reach-village.co.uk PARISH COUNCIL 29 Great Lane Reach Cambridgeshire CB25 0JD 29th December 2020 Dear [Redacted] EASTERN ACCESS CONSULTATION Reach Parish Council has considered the Greater Cambridge Partnership's (GCP) proposals for improving access to Cambridge from the east of the city. The Parish Council wishes to make the following observations, based in large part on returns from a recent resi-dents' survey conducted in support of our emerging Neighbourhood Plan.
05/01/2021	24/12/2020	186	O	[Redacted], Bottisham Parish Council	[Redacted]	Email	Good morning, Please find attached the response to the above consultation for which as extension has been given until 31 December. I would be grateful if you could acknowledge receipt. With best wishes for Christmas, [Redacted] Clerk Bottisham Parish Council Bottisham Parish Council [Redacted] 86 High Street, Bottisham Cambridge CB25 9BA tel. 07789 012761 clerk@bottishampc.co.uk This document is the response from Bottisham Parish Council to the Greater Cambridge Partnership's Consultation on the Cambridge Eastern Access Project. BACKGROUND Bottisham is a large Parish some 7 miles from the Centre of Cambridge City. It lies in the district of East Cambridgeshire. The district council does not have anyone on the board of the GCP and therefore does not take part in any discussions. The communities that are on the boundaries of East Cambridgeshire do not receive funding from the GCP, but the residents of the Parish do work, shop, and spend leisure time in the city. Traffic also moves the other way as the Parish has a large academy school whose catchment area extends to part of Cambridge. The parish suffers from poor public transport links to the city. The Parish Council has a representative on the newly formed A to B1102 group.
05/01/2021	24/12/2020	187	O	[Redacted], Bottisham Parish Council	[Redacted]	Email	An extension was given for Parish Councils until 31 December. Please confirm it is received and included with the consultation responses. [Redacted]

05/01/2021	24/12/2020	188	O	[Redacted], Bottisham Parish Council	[Redacted]	Email	Hello [Redacted] This was the email received from our District Councillor on Sunday 13 December: "Dear Clerks, As you know, the consultation on the Eastern Access plans closes on 18 December. GCP has agreed that Parish Councils can have a short extension to 31 December and that you can respond by letter/email, rather than having to complete the questionnaire. The responses should be sent to consultations@greatercambridge.org.uk<mailto:consultations@greatercambridge.org.uk>. I realise an extension into January would have been more useful to you, but GCP was unable to extend the deadline that far. I understand that the A to B1102 group hopes to send some information out soon, which may be useful to your Councillors when drafting their response. GCP have also offered to attend your January meetings, if your members feel that would be useful. If you would like to arrange this, please contact them via contactus@greatercambridge.org.uk.
05/01/2021	31/12/2020	189	O	[Redacted], Bottisham Parish Council	[Redacted]	Email	Thomas, I urgently need confirmation that the consultation response has been accepted as the Parish Council meets on the evening of Monday 4 January. If it has not been I need to know with whom to raise the matter. [Redacted] Clerk Bottisham Parish Council
05/01/2021	31/12/2020	190	P	Cllr Charlotte Cane	[Redacted]	Email	Dea [Redacted] , It was [Redacted] who confirmed to me that Parish Councils could submit written responses by email up to 31 December. Kind regards, Charlotte Cane From: clerk@bottishampc.co.uk <clerk@bottishampc.co.uk> Sent: 31 December 2020 10:26:06 To: Charlotte Cane Cllr Cc: [Redacted] @bottishampc.co.uk Subject: [EXTERNAL] FW: Response to Cambridge Eastern Access Consultation from Bottisham Parish Council Caution: External email. Do not click links or open attachments unless you recognise the sender and know the content is safe. The original sender of this email is Bottisham Parish Council (SMTP) <clerk@bottishampc.co.uk> Hello Charlotte, I am sorry to bother you with this, but, as you will see from the correspondence below, the response I received when sending in the Bottisham

05/01/2021	31/12/2020	191	P	Cllr Charlotte Cane	[Redacted]	Email	Dear Madam/Sir, Please find attached my response to the consultation, by the revised deadline agreed with [Redacted] Kind regards, Charlotte Cane 34 Swaffham Road Reach Cambridgeshire CB25 0HZ [Redacted] email:charlotte.cane@eastcambs.gov.uk 31 December 2020 Dear Madam/Sir, Response to GCP Eastern Access Consultation I am a District Councillor for the Bottisham ward, which covers villages which will be directly impacted by the plans – Bottisham, Brinkley, Lode, Reach, Swaffham Bulbeck, Swaffham Prior and Westley Waterless. Residents of these, and other villages to the east of Cambridge make a significant contribution to the economy of Cambridge, as students, workers and consumers. They must be considered throughout the process and be fully consulted on future plans, including the proposed CAM Mildenhall route. I should like to take this opportunity to thank you for extending the consultation deadline for Parish Councils to 31 December and for offering to join remote Parish Council meetings to discuss your plans. I understand the urgent need to improve traffic flow along the Newmarket Road into Cambridge. I fully support the aim of reducing car journeys into Cambridge from the east, but am deeply concerned that the public transport improvement plans are part of phase 2 rather than phase 1. I worry therefore about the impact of these plans on the villages to the east of Cambridge, notably Stow cum Quy, Bottisham, Lode and Swaffham Bulbeck and on their residents and the residents of other eastern villages, including Swaffham Prior, Reach and Burwell. At present, public transport principally takes people into Cambridge city centre, from where they have to take transport out to other parts of Cambridge. This makes public transport journeys
05/01/2021	04/01/2021	192	P	Cllr Charlotte Cane	[Redacted]	Email	Dear [Redacted] Thank you for this confirmation that you have accepted the submission from Bottisham Parish Council. Kind regards, Charlotte
28/01/2021	28/01/2021	193	O	[Redacted], Cambridgeshire and Peterborough Combined Authority	[Redacted]	Email	Rachel, Please find attached letters from Mayor James Palmer regarding the WATERBEACH TO CAMBRIDGE and EASTERN ACCESS consultations, following the extension granted to the CPCA by the GCP. Regards, [Redacted] [Redacted] Transport Strategy & Policy Manager [Redacted] @cambridgeshirepeterborough-ca.gov.uk [Redacted] The Mayor’s Office, 72 Market Street, Ely, CB7 4LS Rachel Stopard The Mayor’s Office Greater Cambridge Partnership 72 Market Street Shire Hall Ely Cambridge CB7 4LS CB3 0AP Dear Rachel Cambridgeshire and Peterborough Combined Authority Consultation Response: Eastern Access