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15/02/2018 15/02/2018 01/03/2018	12/02/2018 10/02/2018 22/02/2018	1 2 3	 		e-mail twitter consultation event	Please see the link below: https://www.greatercambridge.org.uk/transport/transport-projects/cambridge_south_east_study/cambridgesoutheastconsultation/ I understand you are looking for feedback with regards to improvements. I think a new dual carriage way is needed between Haverhill and Abington. I don't think making changes to the current road is a good idea as I feel we need to eliminate single carriage ways to avoid traffic congestion and to prevent accidents especially as Haverhill is only going to get more populated. The question is where do you put it How about not cancelling the ones we already have? @Stagecoach_East is HALVING the service to Fulbourn next week and not a squeak from you about it. They're effectively saying to Fulbourn people "go and buy a car, we don't care about you" Cyclists should have priority over cars down the A1307
15/03/2018	18/02/2018	4	I		e-mail	I live in horseheath @ the coal face as the commuters fro Haverhill suffolk make there way to Cambridgeit starts @ 3am continues through out the day , i have lived since 1976 its daunting getting across that road ive never known it so bad ,the close shaves the family have had ,isn't there any thing can be done to help us
						I would like to comment on the proposals for the Greater Cambridge transport plan. I live in [redacted] and use all facilities in Linton. I work at [redacted], my children attend [redacted] and my husband travels into Cambridge every day [redacted]. On the whole, the proposals are good, particularly the improved bus access into Cambridge. However, the proposal to stop right turn traffic out of Linton High Street is extremely dangerous. Although I agree that the High Street is a major problem, if you prevent traffic turning right there, you will simply create a rat run down Back Road into Abington to join the A1307 there. Back Road is not suitable for even more cars and will end up causing more accidents and problems. It is unrealistic to expect drivers to leave Linton at the Bartlow Road junction to then sit in traffic for an additional 15-20 minutes only to get back to the High Street junction where they would have started. Everyone will use Back Road instead. Many drivers are not going into Cambridge and therefore the 13 bus route is not an option for them, for example all those commuting into London and heading towards the station at Whittlesford. You are simply making life far more difficult on an already stressful commute.
15/03/2018	24/02/2018	5	I		e-mail	Perhaps peak time traffic lights on the Linton High Street junction would be a better option, allowing better access for those joining the A1307 there and preventing the bottleneck which seems to be a frequent occurrence. I will make this brief as I am sure you have many comments to wade through. With regards to the 'Elements common to all strategies' I believe that they all seem to be a good idea and should improve the safety of the road. However, I live in [redacted] and it is already quite difficult to get out onto the
15/03/2018	27/02/2018	6	I		e-mail	A1307. You need to pray for a gap in the traffic during busy times and then pray some more that the gap is big enough to nip out in time. By slowing the traffic down with all these strategies surely it will make the gaps in the traffic occur even less so it will be even harder to get out onto the road. Could we please have some lights or a roundabout at Horseheath? I am in receipt of your brochure, and have the following question regarding Point 4 of your elements common to all strategies – it is not clear either from the picture or the few words written above. Haverhill Road and the Gog Farm shop junction safety improvements.
						I have a long trip to work each morning, for which there is absolutely no public transport, from [redacted] to [redacted]. I come over the brow of the hill on Babraham Road and turn left into Haverhill Road. Can you confirm this will still be possible – even though the road entrance will be further away I will still be able to turn left I assume. The more worrying factor is when I have to get home after work; I come along Haverhill Road and then turn right into Babraham Road and up the hill. There doesn't seem to be any allowance for that on the new scheme. Am I wrong? Can you assure me that traffic will be able to turn both right and left when exiting Haverhill Road? From your picture it looks as though you are giving priority to people going to the farm shop, over people who just want to get onto the main road - why? An alternative route would cause yet more heavy congestion and pollution in Great Shelford and extend journeys which is the last thing we need
15/03/2018	01/03/2018	7	I		e-mail	I appreciate your attempts to improve safety – I see appalling driving every day an it seems to me that you have to manage the roads as though for children, which makes each journey longer and longer for some of us. The biggest problem with Cambridgeshire roads at the moment is the vast array of pots holes, deeply dangerous and expensive to repair. The council can only ever patch them up, which is no long term solution. Where are the modern answers to these problems which have been around all my life? I look forward to your response and hope you will properly address my concerns. Thank you.
						This is my response to " have your say" on the S E Cambs transport Consultation, advertised in S Cambs magazine Spring 2018 I suggest a priority is to build a cycleway from Linton to Abington/Hildersham. Ideally not along the A1307; preferable would be along the disused railway to the S, or the footpath to the N. But I realise neither of these is likely ! So, if along the A1307, then with as large a verge between cycleway and the actriageway as possible. Start at junction of High St Linton and A1307, and end at junction of High St Hildersham / Pampisford Rd Abington and A1307. With a reservation between the A1307 carriageways at this junction to allow cyclists/pedestrians to cross more safely there. This would be a minimum. Ideal extend on from this High St Hildersham junction, along the A1307 to Linton Rd Abington. This cycleway would be joint use. It would : A] Allow pupils from the Abingtons and Hildersham to bike to Linton Village college. B] Allow cycle travel from Abingtons and Hildersham to Linton Sports centre C] Allow cycle travel from Abingtons and Hildersham to Linton Sports centre D] Extend the East going off road cycle route from Cambridge - via the Babraham and the Abingtons - right out to Linton. This is an important leisure cycling route, joined by routes from Sawston and Fulbourn (via Babraham Rd Fulbourn and Mile Road track). I note from my experience that the alternative route between Hildersham and Linton along Back Road (to the N) is not very safe for cycling due to: 1) Narrow carriageway width 2) Poor sightlines at various points 1 Narrow carriageway width 2) Poor sightlines at various points
15/03/2018 15/03/2018	01/03/2018 02/03/2018	8 9	1		e-mail webform	3] Habitual speeding by motorists Good luck, I look forward to riding on this new link in a few years ! I fully support STRATEGY 1. Please give me the details and how I can show my support.
15/03/2018	06/03/2018	10	I		e-mail	Along with a lot of my colleagues, I travel along the A1307 from Haverhill to Abington every day. I was really pleased to see that you are going to address the problems on the road especially with the delays that the Linton College lights cause. You say it's something that will be done sooner rather than later and was wondering if you could give any timescales yet? Many Thanks I have read the various plans you have to improve transport links around Cambridge and a little further out.
						When you roll out your plans please ensure you include coach travel in your plans as private contracted bespoke bulk movement of passengers are part of the solution, therefore all new Bus Lanes should allow coaches. Coaches are part of the solution for quicker journeys, encouraging more people out of cars and reducing congestion and improving air quality, this applies to school transport, private home to work transport, express coaches and private tourist and corporate transport. Additionally where any new station hubs please ensure pick up and set down for coaches as groups often use rail links but then require onward bespoke transport. If you require any further information please give me a call.
15/03/2018	08/03/2018	11	0	Andrew Richmond	ds e-mail	[redacted] Richmond's Coaches We purchased a property in [redacted] with a beautiful view all the way to [redacted]in Linton - this was one of the big attractions of the purchase and we thought that having greenfield land behind our house gave us some degree of protection against development of the land. I have attached the view [redacted] just visible in the centre of the horizon:[redacted]
15/03/2018	10/03/2018	12	I		e-mail	Our main concern is that development of the mass transport route could seed housing development on the farmland behind our house thus removing one of the big assets associated with our property. We just wanted to take this opportunity to bring this concern to your attention.
15/03/2018 27/03/2018	13/03/2018 23/03/2018	13 14	1		e-mail letter	With reference to the three strategies for transport improvements in South East Cambridgeshire, (in the CSE Transport study) as we see it non of them will have any meaningful impact on the current travel congestion experienced on the A1307 "between Haverhill and Linton". If any of the team carrying out this study would like to travel from Haverhill into Cambridge at the usual commuter time they would clearly realise the problem, with traffic backed up from Linton to Horseheath. As we see it the only way to impact on this traffic dilemma in the near future is to build a Park & Ride adjacent to the Haverhill entrance where the roundabout splits the A1307 with the A1017. This proposed Park & Ride at the entrance to Haverhill would reduce the traffic coming into Cambridge from Halstead, Sudbury, Haverhill and surrounding villages, and dramatically reduce traffic from the A11 into Cambridge on the A1307. Although Haverhill is within the boundary of Suffolk, the Cambridgeshire border actually starts on the A1307 at the Haverhill entrance. The disadvantage of your strategy to place a Park & Ride at the A11 junction (4 Wentways roundabout) will be to encourage more traffic up the M11 and down the A11 to use it, thus dramatically slowing the already congested A1307 from Linton to the A11, in turn impacting further on the Haverhill traffic. I prefer Strategy 1 as a long term solution, but something needs to be put in place in the short term
27/03/2018		15	I		letter	Babraham Farms Suggestion For A1307 Junction Having lived and worked in Babraham for the passed [redacted] years I feel that I can offer so experienced advice about what needs to be done to make the junction safer for everybody. Firstly the majority of accidents at the junction are caused by drivers turning right out of the Babraham High Street. Therefore If we make it a NO RIGHT TURN out of Babraham and all vehicles can go to the Babraham Campus roundabout and proceed along the 1307 in the Haverhill direction . We still need to be able to turn right into chalkhill if we come from the fourwentways direction as there are properties and Farms along that road. A roundabout at this junction would be a complete waste of time as NOBDOT would be able to turn right as the traffic heading into Cambridge would have priority every time. Traffic lights would work but the cost would be far greater than a simple NO RIGHT TURN SIGN If you did want to employ traffic lights may I suggest that you put some on the roundabout over the A11/1307 at peak times. The Greater Cambridge Partnership "Southeast transport study" proposes a dedicated northbound bus iane and a wider cycle path along the A1307 between Babraham Research Campus and the Hinton Way roundabout. The supposed justification is a predicted increase of 20 - 40% in public transport age by 2031. A transport for business are scheduled to run along this route in the morning rush hour (10800 - 1900). Imeasured the average speed of northbound traffic by driving the 2.5 mile route at 10 minute intervals during a weekday morning rush hour (Thursday 22 February), without overtaking any buses. The slowest average was 50 mph, fastest 56 mph. Very few buses, fan, are camable of averaging 50 mph hetween suburban at soro an empty rounda, and the present road can clearly accommodate 40% morning rush houry intrustum undification. In the same peak period my passenger noted two pedestrians, 7 southbound and 4 northbound bicycles on the cycle track, spaced on average more than 2 miles apa
						[redacted] Traffic speeds along A1307 Background It has been asserted that the A1307 is in need of improvement by adding a bus lane and widening the cycle path, in particular between Babraham Research Campus (BRC) and the Hinton Way (HW) roundabout. To date, no data is in the public domain to support this assertion. Test method On Thursday 22 February 2018 I repeatedly drove along the A1307 during the peak morning rush hour. Dry road, normal traffic for the time of day. My passenger used a stopwatch to measure the time taken over 7 consecutive northbound journeys between 0800 and 0900, making notes of inbound bus traffic and outbound cycle traffic. Timing was from exiting the BRC roundabout to the 100 yard marker at the HW roundabout. Onthou on overtaking maneuver was made, on the last run, to pass a vehicle travelling at 40 mph in the otherwise unoccupied dual carriageway section. All other runs were in the left-hand lane. Total mileage was recorded on my car's odometer. Results Inbound distance per run = 2.5 miles. Slowest north (Inbound) journey (0809) 3:00 minutes, average 50 mph Fastest inbound journey (0809) 3:00 minutes, average 55.9 mph 4 northbound buses were noted during the entire hour session. The buses were just able to keep up with the inbound cars on the slower journeys but did not impede them to the point that drivers attempted to overtake
27/03/2018		16	I		letter	7 bicycles were noted southbound and 4 northbound during the entire session. The average spacing between bicycles was more than 2.5 miles. Discussion and conclusion Dear Sir, I am writing to express my views on the A1307 as part of the consultation conducted by the Greater Cambridge Partnership. The problems continue with the A1307 in West Suffolk. The current road is congested, it is dangerous, and in some places cuts villages in two. It is clear that the A1307 would benefit from an upgrade as Haverhill's economy would grow considerably by having good links from Cambridge, thus creating a more than 2.5 miles. geographically balanced economy. This currently deadly road suffers from severe tailbacks and traffic jams due to serious and frequent accidents.
27/03/2018	02/03/2018	17	Ρ	The Rt Hon Matt H	Han letter	I have been campaigning for the urgent improvements to the A1307 from Haverhill to the A11 since I was elected MP of West Suffolk. Together with Suffolk Chamber of Commerce and local councils at all levels, I chair the A1307 Strategy Board to take the issue forward. The proposals that make up Phase 1 are welcome provided that the emphasis is on motorist and road safety. The proposals for public transport from further west on the A1307 into Cambridge city centre are welcome as part of Phase 2, so long as improvements are made to the road to be able to arrive at the public transport depot safely.
						Dear Sir or Madam, On behalf of Hinxton Parish Council I wish to enter the following comments to the consultation on the Greater Cambridge Partnership South-East Transport Study: i) The wider transport context is important. The Partnership should press for making Junction 9 on the M11 open to normal exit from the north and entry from the south. This would reduce pressure on the A1301, reduce rat-running through the South Cambs villages, and reduce pressure on the A505 from east-west traffic, by diverting it via the M11 and A11. ii) We strongly support improved public transport in the area, and that includes Strategy 1, providing iii) the A505 is dualled all the way from Royston to the A11 at Granta Park to take the probable consequent increase in traffic on it arising from the implied new park and ride near Granta Park. I have also entered this on your consultation website. Thank you Yours,
29/03/2018	19/03/2018	18	0	Hinxton Parish Co	unc e-mail	William Brown (Chair, Hinton Parish Council) Linton and Sawston Greenways South East Transport scheme (A1307 corridor) Iam writing to you on behalf of CTC Cambridge, which is part of Cycling UV in response to the public consultation on the Cambridge South East Transport Study. This letter is also concerned with the cycling and walking spects of the public consultation on the Linton Greenway. This letter is also concerned with the cycling and walking spects of the Jano for the proved and safer crossing of the A1307 for these routes. Iam broadly neutral on the busway aspects of the Jano for the proposed, But 1 think the choice of Strategy should have a major influence on the cycling proposals for the Linton Greenway. Specifically, I think the route for the Linton Greenway should be changed depending on the choice of bus stratus as follows: Strategy 1 is adopted, I think that the Linton Greenway should be rerouted to use the new cycle path alongside the new busway to Granta Park. My recommended route is described in Annex A. I recognise that this is a significant change to the route of the Linton Greenway. My proposed change would mean that the Linton Greenway follows the same route as the Sawston Greenway for the first few miles. There are several reasons to favour this change of route: 1. If Strategy 1 is adopted, I think that the Linton Greenway. My proposed change would mean that the Linton Greenway fill. This hill is a significant change to the route should survey towner to the planend new Partia Park. This will be a major attractor for cyclist taking the "Park and cycle" option. 2. This alternative route provides an equally direct route belowed
						2. The new bridge would provide a more direct link to the proposed new P&R at Abington. Again, the P&R should be a major attractor for cyclists. As noted in the consultation documents the existing A1307 cycle path between Addenbrookes and the A1307 needs to have several other improvements as well as this new cycle bridge. The consultation documents do not provide full details, but for this route to become a good quality Greenway signification provements are needed. These should include: widening of the cycle path to at least 3m; moving the cycle path away from the edge of the carriageway; and changing the side road entrances to have cycle priority across most (if not all) of the many entrances. Of course if Strategy 1 is adopted, and the better alternative Greenway route (as detailed in Annex A) is used for the Linton Greenway, then fewer of these improvements would be needed (i.e. still desirable but they could be a lower priority). Lastly, as a third alternative, if Strategy 2 or 3 is adopted and if the plans are not revised to include a new cycle bridge across the A11, I would not support the proposed route for the Linton Greenway. In this case, I think it would be better to again reroute the Linton Cycleway via Granta Park as described Annex A. Since there would be no new busway for the first section of the route, the Linton Greenway can be combined with the route for the Sawston Greenway. By combining these two Greenway routes the missing sections can be built to a higher standard. Ideally, some of the cycle path elements of Strategy 1 could form part of the route, even if the busway is not built.
29/03/2018	21/03/2018	19	0	CTC	e-mail	With this framework, I will now comment on some of the specific improvements described in the consultation leaflet. I can't imagine anyone disagreeing with the aims of the strategy, however it appears to be limited primarily to the administration area, rather than the sub-region which is directly affected. For phase 2, I expect strategy 1 for rapid transit route is going to be a clear winner, however – will it go as far as is needed? This document may help provide some additional capacity for the growth of journeys to, from and around Cambridge from the south east, but it is not clear how these will significantly benefit people wishing to travel from Haverhill to/towards or through Cambridgeshire, or towards London. How have or how will road assessments take into account the likely journeys that people will take to widely dispersed workplaces in and through Cambridge sub-region with its many employment sites, from rural Towns, such as Haverhill which has dispersed development with imbalanced ratios of jobs vs
						How have of how win road assessments take into account the intel journeys that people win take to widely dispersed workplaces in and through cambridge sub-region with its many employment sites, from rural rowns, such as have min which has dispersed development with imbalanced ratios of jobs vs. house mix and other similar rural locations? % of Suffolk and South Cambs population live in rural areas. Rural areas have an important contribution to make to the regional and national economy. What does recent A1307 modelling indicate & how will transport development needs of Haverhill be met? Traffic-related environmental impacts have been overlooked / not adequately addressed in the preparation and examination of the local plans According to national guidance, development plans should include specific policies and proposals on the overall development of the transport network and related services. How has the Cambridge Sub-Regional Transport Plan dealt with the Local Transport Plan issues with possible land use Implications in relation to Haverhill expansion (as part of the Cambridge Sub-regional growth area)?
						The local development framework system is meant to create Strong Safe and Prosperous Communities through Local Spatial Planning. It's intended to improve this situation with a new portfolio of local development documents that can be tailored to suit the different needs of a particular area and can be easily updated. If this does not do this, then who, or what will? How have Suffolk CC and Cambridgeshire CC been working with Highways England to resolve the A1307 capacity and design issues?
						The Suffolk Transport Plan listed the A1307 Haverhill to Cambridge corridor as an issue for cross boundary working in conjunction with the Highways Agency. No specifics given. Highways England initial planning response to the strategic urban extension to NE Haverhill planning application was to request more information due to concern over, and a number of issues still to resolve in relation to: • Estimates of outbound traffic trips leaving the town • Possibility of severe impact at A11/A1307 junction It was not made clear by either the applicant (of Haverhill NE strategic site) or Highways England how the revised transport assessment addressed or satisfied either of these concerns.
29/03/2018	27/03/2018	20	I		e-mail	Haverhill was included in the Cambridge Sub Region, and housing development has been justified on this basis. The Cambridge Integrated Development Programme has not built this into their sub-regional plan. Either Haverhill and its transport infrastructure is to be developed as part of the Cambridgeshi Sub-region, or not? It appears like everyone on each side of the 2 administration areas are picking and choosing statistics and plans to suit their own needs, and neither are planning for suitable transport infrastructure or its funding mechanism.

					Dear Sir/Madam, Thank you for consulting the Wildlife Trust regarding the Greater Cambridge Partnership's Cambridge South East Transport Study. As we have stated in responses to previous transport project consultations, the Wildlife Trust is supportive of measures to increase use of public transport and cycling, however this must not be at the expense of the natural environment.
					The South East Transport study has identified some of the environmental constraints associated with the proposed strategy, however, the maps and summary Ecology and Arboriculture information in the strategy comparison table provided for the current consultation are missing information on some of the potential environmental impacts. The following sites important for nature conservation should be shown on an environmental constraints map (along with the sites already shown such as Nine Wells nature reserve, Wandlebury Country Park, and Magog Hills):
					Hobson's Brook South City Wildlife Site River Granta County Wildlife Site (CWS)
					Shelford-Haverhill Disused Railway (Pampisford) CWS Phase 2, Strategy 1 This strategy specifically is likely to result in the complete loss of the Shelford-Haverhill Disused Railway (Pampisford) CWS. The consultation brochure states that the new route would partly follow the disused railway and the indicative route map is shown going through the CWS. However, the CWS is not
					shown or acknowledged in the consultation information and there is a statement in the summary table for Strategy 1 that says "Majority of works in open landscape with limited impact on existing trees and ecological features." This is inaccurate and misleading for consultees. The Wildlife Trust objects to Strategy 1 due to the current lack of information provided and likelihood that it would have significant negative impacts. The consultation information should be corrected to make clear all of the environmental constraints and potential impacts.
					Both Phases will need to demonstrate that they will avoid adverse impacts on nearby sites important for nature conservation, particularly Wandlebury Country Park, Magog Hills and Nine Wells. Any scheme should follow the mitigation hierarchy of avoiding impacts wherever possible, then mitigation of any unavoidable impacts, and compensation only as a last resort. Schemes should also demonstrate that they can deliver a net gain in biodiversity, in line with National Planning Policy.
29/03/2018	28/03/2018	21	0	Wildlife Trust e-mail	Yours sincerely, [redacted] Conservation Officer
					Savills (UK) Limited are instructed by St Johns College, Cambridge to make the following representation to the Greater Cambridge Partnership's current consultation on the Cambridge South East Transport Study 2018.
					St John's College welcomes the opportunity to make comments on the Cambridge South-East Transport Study given the continued importance of securing improved accessibility into and out of Cambridge having regard to the current planned developments in the south eastern sector – these include ongoing growth at major employment centres at Cambridge Biomedical Campus, the Babraham Research Campus and Granta Park.
					All 3 published strategies seek to delivery faster, more reliable and sustainable public transport options for journeys between Cambridge and the south-east.
					The College supports the need to bring forward a package of proposals to address these critical issues and whilst at this stage it acknowledges that Strategy 2 and Strategy 3 are largely on-line improvements to the A1307, it notes that Strategy 1 suggests a new extensive busway based off-line.
					Insufficient information exists in detail as to how and whether such a route would affect College land and to that end at this stage the College expresses support for any strategy that increases accessibility and ease of movement in and out of the City given the importance of this south-eastern corner to staff, students and general visitors to the College.
					We look forward to being kept informed of this project and would be grateful f you would confirm receipt of this representation. Regards
					[redacted]
29/03/2018	28/03/2018	22	0	St John's College e-mail	Planning Planning Savills, [redacted]
	,,		-		Savills (UK) Limited have been instructed by the Bursars' Environment and Planning Sub-Committee (BEPSC) to make necessary representations to the Greater Cambridge Partnership's current "Cambridge South East Transport Study" which is currently out for consultation purposes.
					We welcome the opportunity to comment on these proposals and recognise the importance of improving all of the various movement corridors in and out of the City given the continuing growth of Cambridge and the expansion of significant employment centres around the City. Such developing centres include The Biomedical Campus, Babraham Research Campus and Granta Park.
					BEPSC deals with those planning matters which have a general effect on the Colleges. The submission of BEPSC comments does not preclude separate representations being made by individual Colleges. In responding to this particular consultation we would highlights the following main concerns as it relates to the Sub -Committee
					• Accessibility matters, including congestion and transport linkages, remain fundamental issues for the Colleges, principally as employers but also as landowners. The Colleges employ over 3,000 staff who need to travel into and out of work. Cambridge is becoming increasingly unaffordable, forcing staff to live outside of the City and thus commute.
					 During the day students and staff have to move around the City and the surrounding area to attend events, lectures and meetings The south eastern part of the City and the surrounding area remains a key corridor for movement Deliveries to College properties across the City require effective access for delivery vehicles coming to and from the south eastern area along the A505/All and A1307. There is no doubt that there is a continuing need to deliver fast and reliable public transport facilities alongside high quality walking and cycling facilities to enable access to and from the City as it relates to the south eastern area.
					It is important in this context that all of the transport strategies are considered in a holistic manner since there are clear implications of choosing one particular option and then needing to assess its impact on another part of the City and the surrounding area – an integrated approach is needed and to that
					end we support the Greater Cambridge Partnership in its efforts to move matters forward given that we consider improvements to the South East corridor will have impacts on issues such as the Cambridge South Station as well at the Western Orbital Route. The Sub Committee is not expressing support for any one particular strategy in the context of the current consultation for the South East Transport Study. The view is that any move to invest in infrastructure which assists in improved accessibility for students, staff and visitors to the Colleges is to be
					welcomed – such investment in is an absolute integral part of retaining and building upon the Cambridge area's reputation for accommodating and growing new businesses and the knowledge-based economy. We look forward to being kept informed of this project and would be grateful f you would confirm receipt of this representation.
					Regards
					[redacted] Planning Director Planning
29/03/2018	28/03/2018	23	0	The Bursar's Environr e-mail	Savills, [redacted] Sawston Parish Council discussed this at our recent full parish meeting and we support the changes between Addenbrookes roundabout and Fourwentways including the Babraham village junction with the A1307 which needs improvement.
					Kind regards
29/03/2018	29/03/2018	24	0	Sawston Parish Counce-mail	Jo Mrs Jo Keeler Sawston Parish Clerk
23,03,2013	23,03,2010	27	Ū		The description of the suggested work is as follows in your consultation document. 8. Multi user crossing of A11 via improved footbridge and underpass.
					 Adding ramps and taller parapets to the existing stepped footbridge over the A11 would enable use by cyclists and mobility-impaired users. Approach routes would be upgraded to bridleway status, resurfaced and stud lighting provided. Equastrians would be directed south to the existing upderpass alongside the Biver Crapts. This route is in the flood plain, but modelling indicates it is upaffected most of the year.
					 Equestrians would be directed south to the existing underpass alongside the River Grants. This route is in the flood plain, but modelling indicates it is unaffected most of the year. The existing bridge is too narrow for use by horses and cannot be widened. Bridleway Status
					The principle of upgrading the footpath running through [redacted] was challenged at the time when a "permissive right" use for cyclists over the footpath by the County Council upgrading the footpath with a 500mm wide cycle surface running from [redacted] to [redacted] and the creation of a hard surface cycleway adjoining the [redacted] buildings. At the time of [redacted] granting this right and the subsequent lease, it was argued that the farm track (footpath) passed through an attractive piece of countryside on the edge of [redacted] village and that this track had been used over many years not only as a farm access but also as a link footpath with
					the village of [redacted]. It was for those reasons that the new cycleway as created and the track has been used by farm vehicles to get to the [redacted] and the adjoining fields on either side of the track. This track <u>must</u> be available for tractors, tractors and trailers and vehicles to pass over it at all times - a cycle way and stud
					lighting could easily be damaged by heavy usage. 2. The Bridleway Route through [redacted] If the footpath is to be upgraded to a Bridleway the farm would not only object to the structural upgrading as stated above in point 1, but on the grounds of safety to horses and the responsibility and liability to third parties for the Farm staff and authorised users of the houses and buildings at and around
					[redacted]. The access to and from [redacted] into [redacted] is continuous by in use by farm tractors, machines, lorries making deliveries and collecting goods, vehicles and pedestrians (including children) from the houses on the driveway.
					The farm is a "working" area with many movements a day and although cyclists are slowly adhering to the use of the cycleway (protected by a curb) it is very worrying and concerning to have the possibility of horses firstly accessing the driveway, but also horses are known to be sacred, agitated by sudden sudden a curb) it is very worrying and concerning to have the possibility of horses firstly accessing the driveway, but also horses are known to be sacred, agitated by sudden by a curb it is very worrying and concerning to have the possibility of horses firstly accessing the driveway, but also horses are known to be sacred, agitated by sudden sudden by a curb it is very worrying and concerning to have the possibility of horses firstly accessing the driveway, but also horses are known to be sacred, agitated by a curb it is very worrying and the sufface of the possibility of horses firstly accessing the driveway, but also horses are known to be sacred, agitated by a curb it is very worrying and twitched by noises which could lead to horse riders being thrown and injured. Horse riders are renowned for not sticking to Bridleways if there is an open field adjoining and this would be the case at [redacted] especially if the surface of the potential Bridleway was tarmac with studs.
					3. The Underpass In discussions with your consultation team led by [redacted], I have always firmly objected to the underpass being used in any shape or form for a number of reasons:-
					a) The underpass would provide access to the public to trespass on the [redacted] land and would in the [redacted] opinion be a danger should members of the public decide to trespass into the River Granta. The river is full of deep pools where the river has cut away the shingle bottom and these could be a hazard. hazard. b) Access for the public to this beautiful stretch of river could produce litter, this being a environmental problem.
17/04/2018 17/04/2018	29/03/2018 29/03/2018	25 26	I I	letter twitter	c) We are fortunate to have a number of river birds, and other nesting birds living along the River Granta, Kingfishers in particular and so brining members of the public close to the river and possibly trespassing along this undisturbed stretch of river would have a devastating effect of these species. d) The reservoir is a potential hazard to the public despite it being fenced on the open side and with warning signs for deep water. From time to time [redacted] experience young people trespassing from the A505 to the reservoir to swim and it has been pointed out to them that not only it is dangerous, but Once again, the right schemes are carefully not offered for consultation by @GreaterCambs e.g. @RailHaverhill . [redacted] on the elephant on the A1307
17/04/2018 17/04/2018	22/02/2018 21/03/2018	27 28		twitter twitter	Over £100k just for a study on the A1307??! Nothing substantial GCP is proposing on the A1307 is deliverable within the next 3? Years
17/04/2018	11/02/2018	29	I	twitter	Really important to consider the Landscape impact of choices re Cambridge South East Transport Study Consultation 2018 as this will affect development
17/04/2018	10/04/2018	30	0	Smarter Cambridge T twitter	Our response to @GreaterCambs Cambridge SE (A1307) consultation now published – the result of epic efforts by many people. Conclusion: no option meets urgent needs of Biomedical Campus. Of course we also present lots of ideas for what GCP could do instead: http://www.smartertransport.uk/response-to-cambridge-south-east-transport-study-a1307-consultation-2018/
					We have reviewed the proposals and strongly support Strategy 1. Strategy 1 includes a segregated Mass Transit System, providing shorter and more reliable journey times between Cambridge and Granta Park than the other two options. Granta Park currently has a dedicated shuttle bus service to and from Cambridge which attracts a significant mode share, however the bus does get caught in traffic congestion creating variable delays. A completely segregated route would offer a significant improvement over the existing service whereas the sections of bus lane offered by the other strategies would offer only minor improvements to journey times. Strategy 1 is therefore likely to offer significant mode shart note strategies are less likely to provide a significant change. It would be important however to offer a continuation of the route into the Park, as
					the current dedicated bus provides a service passing the door of most buildings. The Granta Park road network has the ability to provide public bus access via a loop or if desirable a continuation route through to the village of Great Abington. The segregated pedestrian and cycle route alongside the Mass Transit Route would also provide a far more attractive option than the cycle routes proposed alongside existing heavily trafficked roads. The proximity of fast moving cars, together with the noise, pollution and frequent need to stop for crossing
					roads is a significant factor in reducing the current cycle mode share to Granta Park. Strategy 1 provides the most attractive environment for cyclists and is therefore most likely to have a significant impact in reducing the car mode share for Granta Park. In October 2017, the staff modal shares for Granta Park were identified as part of the 2017 Travel to Work survey and were as follows: Mode - Percentage - No. of Staff
					Drive on your own - 67.5% - 1,688 Car Share - 7.1% - 178 Motorcycle - 1.5% - 38
1					Motorcycle - 1.5% - 38

	Motorcycle - 1.5% - 38
	Walk - 2.3% - 58
	Cycling - 5.8% - 145
	Commuter Bus - 9.6% - 240
	Public Bus - 1.3% - 33
	Train - 0.8% - 20
	Work from Home - 3.9% - 98
	Total - 100% - 2,500
	The above modal shares indicate that the current staff commuter bus from Cambridge is well used whilst the car mode share has potential to be further improved. Consequently, it is considered that the provision of Strategy 1 will be of significant benefit to
	Granta Park.
	The many improvements common to all the strategies, which reduce delay and improve the safety and sustainable travel options along the A1307 between Cambridge and Haverhill are all supported by Granta Park as many existing users of the park travel in both directions on this route to reach the park.
	The 2017 Travel Survey asked staff members where they lived. This identified that the following proportion of respondents lived in postcodes abutting the A1307 and would potentially utilise any future transport improvements along this route.
	Origin / Destination Postcode - Percentage of Respondents - Potential Number of Staff
	To / from Linton (CB21) - 6% - 150
	To / from Haverhill (CB9) - 7% - 175
	To / from Cambridge (CB1, CB2, CB3, CB4, and CB5) - 24% - 600
17/04/2018 29/03/2018 31 O Granta Park, Biomed e-mail	Total - 37% - 925
	West Wickham Parish Council – Response to the Cambridge South East Transport Study
	The West Wickham Parish Council mainly supports the short term proposals for transport and safety improvements along the A1307 with the exceptions listed below, which is presented in the order contained in the Public Consultation Document.
	The Parish Council also supports the proposed Long Term aim outlined in Strategy 1, to provide a Mass Rapid Transport route from a new Park and Ride facility at the A11/A505 Junction to the Cambridge Biomedical Campus via Sawston. The Parish Council supports the use of an electrically powered system
	which should avoid any interim solution using the guided bus system. The system chosen should have the ability to be extended towards Haverhill in its future development.
	The Parish Council supports the main principle of providing an improved integrated transport system comprising a reliable and cost effective public transport solution aimed at reducing the dependency on motorised transport. Such a solution should be cost beneficial to the user.
	1 Granham's Road junction improvement - Support
	2 Extra Bicycle storage at Babraham P & R - Support
	3 Linton Greenway - Support
	4 Gog Farm Shop junction safety improvement - Support
	4 Cycleway Addenbrookes to BRC - Support
	5 Non-Motorised Use underpass at Wandlebury - Support
	6 Signalised crossing at Babraham Research Campus roundabout. Part of Linton Greenway system Support
	7 Eastbound bus lane approaching A11 - Support
	8 Multi-user crossing of A11 via improved footbridge and underpass - Support
	9 Signalise Hildersham crossroads with Toucan/Pegasus crossing Support
	10 Eastbound bus lanes on approach to LVC and safety improvements at Dalehead Foods - Support
	11 Linton Village College signal upgrade - Support
	12 Linton High Street junction signalisation - Support – Link signalisation to include B1052 junction and bus lane in 14. Allowing a controlled right turn from High Street onto A1307 is essential and practicable.
	13 Measures to ease bus movements in Linton - Support - improve pedestrian access and cycle storage at bus stops near high street junction.
	14 Westbound bus lanes on approach to Linton B1052 junction - Support
	15 Bartlow Road roundabout and Rural Hub - Support – This would be seen to provide P & R facilities for villages to the East of Linton and therefore the capacity is insufficient and possibly, for this reason, its location is on the wrong side of the A1307
	16 Dene Road Crossroads – close central reservation - Oppose – The use of this access is part of the transport plans for the Weston Woods Grain Store. Closure of the centre reservation will divert users to go via West Wickham and Horseheath or via Balsham and Linton.
	Reducing the eastbound carriageway to a single lane and widening the central refuge along with speed restrictions (below) will improve safety at this location.
17/04/2018 30/03/2018 32 O West Wickham Parisł e-mail	17 Speed Reduction Measures Horseheath to Linton - Support - a speed limit of 50 mph in both directions
	The Magog Trust is a small charity which owns and manages Magog Down, situated on the Gog Magog Hills. The eastern boundary lies adjacent to the A1307, while the western perimeter has views over the arable fields towards the village of Stapleford. The Trust's primary objectives are for conservation and
	informal recreation, and to this end sees around 60,000 visits to the site annually.
	Along with Wandlebury Country Park, owned and managed by CPPF, also bordering the A1307, these green conservation sites provide an iconic gateway to the city whilst also providing a vital recreational area for the inhabitants of the city and beyond. These areas are significant in the wider Chalk landscape
	of South Cambridgeshire and are part of the network of chalk grassland fragments forming a series of stepping-stones enabling species to move easily across the landscape.
	The impact of any one of the proposed strategies for this section of the A1307, ie from Babraham to the Biomedical Campus, is of immediate importance to us.
	Since the introduction and amendments of these strategies, further proposals have been put into place affecting routes into the city from the south and west. A new railway line between Oxford and Cambridge has been approved, as well as an upgrade in that route. Changes on the Kings Cross Line, as well as
	extended parking at Whittlesford and Great Chesterford and a new station, Cambridge South, are now all factors which must impact on any strategy for the A1307 corridor. Surely the most effective proposition, in terms of cost, convenience and practicality would be to expand and make best use of the
	existing railwork?
	Summary
	The Magog Trust would like to see a transport plan dealing holistically with ALL the proposals and the impacts of one upon the other. We are disappointed that a holistic and encompassing traffic plan has not been presented.
	2 We are of the opinion that none of the strategies as proposed, will yield statistically significant improved journey times, or easy and convenient routes for the user, while having an adverse impact on the countryside, wildlife and ecology south of the City.
	2 We are able to give support to a shorter section of bus lane, with modifications and operating only in peak periods. As such a route will have an impact on our site, Magog Down, we will expect landscaping and routing which will respect the nature of the site, and have consideration to the thousands of
	visitors for which it has become a green haven from city life.
	Comments
	We strongly object to this strategy as it would have a detrimental effect on the ecology of the existing Nine Wells Nature Reserve, already under threat, as well as County Wildlife Site (CWS) along the likely route of the disused railway. Moreover, the scar across the arable fields will create land pockets
	adjacent to the villages creating areas which would almost certainly be developed. This would result in the loss of the green corridor to the south of the city, through ancient landscape.
	The solution of the solution o

The route would only touch the eastern extremities of these villages and further impinge on the countryside as parking areas would be necessary. The adjacent proposed NMU route would only provide a facility in addition to those currently in place but not situated to give the optimum route for the majority

	Sawston Greenway, currently out to Consultation, yet another scheme not considered by these strategies but having a direct association with them, would provide a far better route to service the communities involved. Strategy 2
	From a user perspective, a journey from Haverhill would require parking a car near the A11, a P&R bus to Babraham P&R site then a bus change along the new route to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the content of the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the content of the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the content of the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable option. The new off road bus route would certainly again lead to infill development to the Biomedical Campus. This is not a desirable optical certaints again bus development again be
17/04/2018 31/03/2018 33 O The Magog Trust e-mail	Strategy 3 Whilst we can see that the introduction of a bus lane could improve the traffic flow back from the Babraham Road P&R, we cannot see that its extension back beyond the dual carriageway is necessary. To dedicate such a bus lane 24/7 also seems excessive for this road, especially since tailbacks do not occur out of neak bours nor will buses run at night
	out of peak hours nor will buses run at night. The Confederation of Passenger Transport UK is the trade association of the bus and coach industry, representing over 1000 operators including large bus and coach companies and numerous SME companies.
	CPT welcomes the Cambridge South East transport study, and the emphasis placed on improvements to public transport infrastructure.
	Phase 1 - Elements common to all strategies
	How far do you support any of the elements common to all strategies described in the study?
	CPT can support all the common elements in the strategies, especially those that will ensure that journeys made by public transport are faster, more reliable, and efficient and therefore a better choice for commuters. We also strongly support the measures to improve junction safety, and the provision of safer and higher quality routes for walkers and cyclists, especially where those routes can be separated from the main highway.
	Phase 2 - The three strategies
	CPT can offer qualified strong support for Strategy One. The strategy offers the potential for a high frequency mass public transport service, utilising segregated routes, and can also offer wide coverage and also flexibility and easy accessibility. However the strategy will probably only allow the designated service operator(s) to use the segregated bus ways, meaning that other public transport vehicles will likely be excluded. CPT strongly believes that public service vehicles which add economic and social benefits, such as those operating on home to school services, and those bringing tourists into the City.
	CPT strongly supports Strategy Two. A bus lane from Babraham to Hinton Way will improve resilience for services operating westbound, and a proposed new park and ride site will add to the choice available, and provide further options for car users to change mode. We particularly support the proposal for a deliverable deliverable with significant and measurable benefits.
	CPT also supports Strategy Three, although without the dedicated link the benefits to public transport users will be less.
	Q4. Which of the three strategies would most encourage users to switch to an alternative mode of transport?
17/04/2018 03/04/2018 34 O Confederation of Paste-mail	CPT believe that all three strategies would encourage a modal switch from car to public transport. Strategy One, if deliverable would of course encourage a larger modal switch. The provision of higher quality and safer routes for walkers and cyclists will also help to a lesser extent a modal switch to those modes of transport.

					with other public transport services, and therefore render unnecessary the proposals which are currently being consulted.
					We refer to the attached report [copied below] which responds to the costings and assumptions in the earlier Greater Cambridge City Deal report, which along with the increased source of funding brought by the Combined Authority makes a light rail or heavy rail line both feasible and strongly desirable.
					We also understand questions were raised in the past about heavy rail capacity through Cambridge South for a direct service to Cambridge, but this is no longer a problem as this section of railway is being upgraded to 4 tracks as part of the Cambridge South station delivery.
					Best regards,
					Paul
					Railfuture East Anglia response to the A1307 Three Campuses to Cambridge consultation Current and planned growth in this Southwest Quadrant of the Cambridge city region means that quality public transport must be planned for in the medium term. We do not expect the first tranche of City Deal funding to be available for construction of rail links owing to funding levels and timescales, but do call for limited funding to be set aside for planning for future provision of a rail route to Haverhill, and eventually beyond. The City Deal should be working with the
					County Councils, LEP and other organisations to build on the work from the initial study which already provides confidence that with further work the railway will be seen as being viable. Our analysis is attached to this document, and also available for download here: www.railfuture.org.uk/East+Anglia+Haverhill This identifies a number of areas where further work will substantially increase the Benefit to Cost Ratio.
					We urge that the City Deal Board plans to safeguard a 20m corridor linking a point to be designated by analysis off the Cambridge to Bishops Stortford West Anglia Mainline between Shelford and Great Chesterford stations to provide an alignment for the reopened railway which best serves the Science Parks, Linton and Haverhill.
					The City Deal Board would have the backing of a large number of people in this area as shown in the map below showing the location of residents signing the Rail Haverhill petition www.railhaverhill.org.uk and also the railway being the top long term priority in the recent "An Integrated Transport System for
					the South of Cambridge: Community Consultation": www.smithsonhill.co.uk/wp-content/uploads/2016/06/2016-06-23-Community-Consultation-Report-v5-Executive-Summary-booklet.pdf [image of map showing location of residents signing Rail Haverhill petition - see e-mail for image]
					Rail Haverhill Viability Study
					The Greater Cambridge City Deal commissioned and recently published a Cambridge to Haverhill Corridor viability report.
					http://www4.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport_consultations/8 http://www4.cambridgeshire.gov.uk/citydeal/downloads/id/170/rail_viability_technical_note.pdf The following questions and answers explore the information in this report and the way ahead.
					What was the conclusion?
	/ /				This report concluded by saying "the reopening of the disused rail line is not judged to be viable as part of the current A1307 Haverhill to Cambridge corridor study".
17/04/2018	04/04/2018	35	0	Railfuture East Anglia e-mail	Isn't this saying reopening the line is not viable?
					The TRA welcomes the evolution of this important project from a particular concern with congestion on the A1301 as well – and towards the overall needs of South Cambridge as an integral part of the Cambridge sub-region's transport network. The many opportunities and issues of this key area demand this broader approach to ensure sustainable solutions which serve the needs of the future as well as offering much needed relief now.
					Phase 1 – Elements common to all strategies
					Granham's Road junction right turn lane – STRONGLY SUPPORT We strongly support improvement of this dangerous junction and the proposed right turn lane off Babraham Road. We are unclear about the intention with regard to traffic turning right out of Granham's Road on to Babraham Road, which a proportion of drivers wish to do. Is this to be facilitated or stopped?
					We strongly prefer retention of the ability to turn right - with greater safety than is currently the case. Considerable inconvenience and perhaps greater congestion would arise from stopping the movement, with diversion via either the congested Hills Road roundabout or to Hinton Way which may not be entirely compatible with the important public transport link proposed as part of Strategy 1.
					Extra cycle storage at Babraham Road Park & Ride – STRONGLY SUPPORT
					Encouragement of Park & Cycle into Cambridge is clearly supportive of the overall objective of mode shift to reduce congestion and improve public transport.
					Linton Greenway – STRONGLY SUPPORT
					The proposed continuous multi-user path alongside the A1307 between the Cambridge Biomedical Campus and Babraham Research Campus as part of the Linton Greenway would make an important contribution to the overall objective of achieving necessary shift away from the car - as well as improving safety for cyclists.
					Haverhill Road and the Gog Farm shop junction safety improvements – STRONGLY SUPPORT
					The proposed improvements to these dangerous crossroads, including removal of the entirely counterintuitive ability to drive across the A1307 from / to Haverhill Road, are highly desirable.
					Wandlebury multi-user underpass – STRONGLY SUPPORT Safe and accessible crossing of the A1307 to join the multi-user path alongside it as part of the Linton Greenway would be an important safety improvement and a contribution to mode shift.
					Phase 2 – The three strategies Strategy 1 – STRONGLY SUPPORT subject to important safeguards
					The potential benefits of Strategy 1 as assessed by the Greater Cambridge Partnership (GCP) are considerable and significantly greater than those of the other two strategies - in terms of: journey times, reliability, projected mode shift, future proofing, multi-user path effects, traffic impacts, economic return
					against cost discounted over sixty or more years, and air quality. (Consultation Brochure, pages 18 & 19) Within the overall traffic impacts, Strategy 1 has significant benefits for the A 1301 and Trumpington, as well as the A1307, in terms of daily and am / pm peak traffic flow changes as estimated by the GCP – significantly greater than Strategy 2 and far greater than Strategy 3 which has minimal benefit for the A1301. [Traffic Flow Changes 1, 2 & 3 2031 vs without strategy, provided to the Local Liaison Forum] Consequently, the associated improvement in air quality is also significantly greater in
					Strategy 1 than in the other two strategies. These benefits of Strategy 1 are of considerable importance to us.
					We are strongly seized of the important future proofing advantage of Strategy 1. Unlike the other two strategies, Strategy 1's segregated route from the A505 to the Cambridge Biomedical Campus removes any reliance on on-highway bus lanes which provide "little opportunity for future proofing".
					[Consultation Brochure, page 18] It would provide a mass rapid transit route as an integral part of the mooted Cambridge Autonomous Metro network with its environmentally friendly and route flexible advanced electric trams; thereby offering the real prospect of access to effective cross-Cambridge public transport via tunnel(s). This is absolutely critical to the overall objective of major mode shift away from the car with all of this firmly rooted in frequent and reliable public transport - which it also facilitates in a virtuous circle rather than the
17/04/2018	04/04/2018	36	0	Trumpington Residen e-mail	vicious cycle we experience on a daily basis now whereby excessive car use and the congestion it produces strangle the public transport network through poor, sometimes atrocious reliability, inadequate frequency and the higher journey cost arising from lower than potential usage. The quantum leap which
					in 1928 to bring together town, gown and business to try and ensure that future development in the
					Cambridge area is not damaging to places, buildings and views that are of beauty, historic value or public
					amenity. We are the largest local civic/amenity society in Cambridge with over 2,000 members.
					Since World War Two, Cambridge Past, Present & Future has worked to protect the landscape and wildlife of

		Since World War Two, Cambridge Past, Present & Future has worked to protect the landscape and wildlife of the Gog Magog hills from development. In the 1950s we ran a "save the Gogs" campaign and purchased Wandlebury to avert the risk of development and we campaigned for the creaton of the Cambridge Green
		Belt to help protect the Magog Gog hills. As a charity we are working to protect the green setng of Cambridge and its most valuable landscapes and
		to enhance and connect them for people and nature. We care about Cambridge and quality of life. Our response focuses only on proposals to the west of the A11. Phase 2 Proposals
		Strategy 1 🛙 a new segregated Mass Rapid Transit route from the A11 via Sawston and Great Shelford/Stapleford
		to the Cambridge Biomedical Campus I a Park & Ride near the A11/A505 juncton I would most likely form part of the Cambridgeshire Autonomous Metro being proposed by
		Ite Combined Authority We strongly oppose this strategy due to the significant impact that it would have on the landscape and
		wildlife. Whilst the GCP state that an exact route has yet to be decided we are concerned that the route intends to follow the old railway line close to the A505 and result in the complete loss of the Shelford-
		Haverhill Disused Railway (Pampisford) County Wildlife Site (CWS). We are disappointed that the CWS is not shown or acknowledged in the consultaton informaton and there is a statement in the summary table for Strategy 1 that says "Majority of works in open landscape with limited impact on existing trees and
		ecological features." This is inaccurate and misleading. The route of Strategy 1 would also run very close to Nine Wells Nature Reserve (which is already under
19/04/2018 04/04/2018 37 O	Cambridge Past, Pres e-mail	pressure from developments at the Biomedical Campus). As well as the direct environmental impact of transport infrastructure, we are also very concerned that it
		In addition to transport changes that are being considered to the east of Cambridge, I understand the changes are also being considered to the south-east of Cambridge, in the vicinity of Sawston and Whittlesford. The expansion of the Babraham Research Campus and Granta Park will only add to traffic considered to the south-east of Cambridge, in the vicinity of Sawston and Whittlesford. The expansion of the Babraham Research Campus and Granta Park will only add to traffic considered to the South-east of Cambridge, in the vicinity of Sawston and Whittlesford. The expansion of the Babraham Research Campus and Granta Park will only add to traffic conteges are also being considered to the M11. I believe, very strongly, that anyone involved in transport planning in the area should experience this congestion first
		hand.) In order to cater for the certain further increase in traffic congestion that will arise, I suggest that a radical revision should be made to the A505/A1301 junction. I have prepared a Microsoft Word document containing a short discourse, and also a brief PowerPoint presentation that indicates the salient point of my proposed revision to the junction; I would be pleased to submit them for consideration. In the mean-time, I offer my limerick that introduces my view of the change that is needed.
		An old Engineer that I know, Who wanted to aid traffic flow,
		Said "A long-sided square, Where roads cross, must be there, So the planners should give it a go."
19/04/2018 4//4/18 38 I	e-mail	extensive parking space created on the south side of the A505 (once drainage/potential flooding issues have been addressed).
		access the Cambridge Biomedical Campus (CBC) from Haverhill, Linton and the surrounding areas therefore Investments along this corridor are a major opportunity to support inclusive
		growth and development for Cambridge, especially at the CBC. CBC Partners have welcomed the CBC Transport Needs study and hope that along that the
		South East Transport Study can align to provide additional capacity on the network whilst also providing consistently reliable and punctual public transport services. CBC Partners fully support the package of strategies put forward for consultation. We see
		these measures as offering improvements to safety for all users and giving greater priority for public transport. We particularly welcome the bus priority measures at Linton and the
		introduction of the rural travel hub, which we believe will support people in transitioning into multi-modal journeys. Preferences
		The CBC's preferred transport option for this corridor is Strategy 1 which has a new dedicated Mass Rapid Transit route from the All to the CBC via Sawston and a new additional Park and
		Ride site near All/ASOS. The reasons for this are: • It will offer fast and reliable public transport, as well as walking and cycling
		connectivity for residents and commuters along this critical corridor for the CBC and other key employment sites.
		 It offers the greatest opportunity to enable mode shift away from the private car by reaching commuters travelling along both the A1307 and the A1301 . We welcome the introduction of stops at Sawston, Stapleford and Great Shelford
		thereby creating a joined up network of routes for these communities. • Strategy 1 offers greater Punctuality and Reliability of services than any of the
19/04/2018 05/04/2018 39 O	Cambridge Biomedic: e-mail	proposed on-road options due to its segregation from other traffic. • Strategy 1 also delivers the greatest additional sustainable transport capacity. In addition to the creation of a new dedicated Mass Rapid Transit system, the segregated
15/04/2010 05/04/2010 55 0		
		Re: Bridleway between Abington and Babraham I personally have concerns for safety if horses are permitted to pass through a busy farm area onto an equally busy high street. The high street is narrow and invariably cluttered with parked cars and plagued by speeding traffic.
		Horses would need to exit the high street via Rowley lane or Babraham Institute bridleway. Access to Rowley lane would involve use of the very narrow bridge near the church road entrance and the need to pass parked cars outside the school. The alternative exit would involve passing parked cars and a busy pub.
		On these grounds have serious concerns for the safety of riders and the public. Kind regards
19/04/2018 05/04/2018 40 I	e-mail	[redacted] Babraham Parish Councillor
		LAPC is mindful of the recent NICE guidance (NG90 Physical Activity and the Environment) which recommends that local authorities should ensure the footpath and cycle routes are convenient, safe and attractive to use as well as being properly maintained. This consultation and proposed improvements to routes are convenient, safe and attractive to use as well as being properly maintained. This consultation and proposed improvements to routes are convenient, safe and attractive to use as well as being properly maintained. This consultation and proposed improvements to deliver this goal. The A1307 through Little Abington is a busy stretch of road. Data recorded by the local Speedwatch team in the last two months shows that in morning peak hours as many as 1000 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the Fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction and approximately 600 vehicles per hour travel towards the fourwentways junction approximately 600 vehicles per hour travel towards the fourwentways junction approximat
		the late afternoon peak period more than 500 vehicles per hour are recorded heading towards Fourwentways. We note that the South East Cambridge Transport Study's own data, recorded in 2016, showed that this stretch of the route has the highest volume of heavy goods vehicle traffic. Almost 2 years of we would expect that the volume of commercial traffic has increased substantially.
		This has implications for the safety of residents who live on Cambridge Road in Abington, pedestrians, cyclists and for the environment. The road is dangerous. A substantial proportion of traffic exceeds the 40 mph speed limit. LAPC has invested in interactive signs and actively participates in Speedwatch. Speedwatch usually operate in peak hours and recent data shows that more than 10% of the traffic is travelling over the speed limit. Data downloaded from the interactive speed signs shows that over a 24-hour period 8% of the traffic travelling towards Fourwentways exceeds the speed limit.
		Householders who live in Cambridge Road are frequently in danger as they enter and exit their driveways. Reducing the speed limit to 30mph would help to improve road safety. STRATEGIC OPTIONS LAPC supports the concepts within Strategy 1. This is the option that seems to provide the best options for joining communities in the south east corner of Cambridge.
		Although many residents commute to Cambridge many also use shops and facilities in Sawston, Linton and Haverhill. It should be a priority to ensure that there are public transport options to facilitate this including public transport to the Granta Medical Practice surgeries in Sawston and Linton. Whatever public transport solutions are developed they must be regular, reliable, good value for money compared to driving and accessible.
		LAPC recognises that the prime objective of the GCP is to improve travel into Cambridge however a key concern for residents in Little Abington is the growing volume of traffic on the A1307. A significant proportion of it does not continue beyond Fourwentways into Cambridge and even if public transport ca be improved it will not reduce the volume of commercial traffic on the road, much of which originates in Haverbill. This consultation provides several options that will deliver quick fixes on the route between Fourwentways and Haverbill that will go some way to improving traffic flow but they are unlikely to make any material difference to the growing volume of
		traffic on the road, much of which originates in Haverhill. This consultation provides several options that will deliver quick fixes on the route between Fourwentways and Haverhill that will go some way to improving traffic flow but they are unlikely to make any material difference to the growing volume of commercial traffic on the route. Therefore, LAPC urges the GCP to work closely with other local agencies to develop a strategic approach to solving the problems caused by increasing traffic volumes in the area by improving existing networks and considering the options for routing traffic more directly from Haverhill towards the M11.
		Responses to specific options. 1. Options for Park & Ride.
		LAPC does not support any options that would see the development of a Park & Ride at Abington. As discussed above the route through the village is already busy. Routing traffic to a P&R would further increase traffic volume with a consequent impact on noise and air pollution and on road safety for local residents and road users. It is clear that any proposed new site will require a lot of land and, with the exception of good quality farming land, there is no obvious site for large scale P&R facilities. There are also concerns about "rat runs" developing through the village as traffic diverts past congestion to access any P&R.
		The reasons for rejecting the option of a P&R east of Linton need to be reconsidered against the background of improvements to the route between Linton and CBC which will reduce journey times making the option of a bus journey more attractive. We understand that employers on the CBC site are encouraging staff to find alternative modes of transport. Options for increasing the size of the Babraham Park-and-Ride/Cycle site need to be given serious consideration.
		2. Cycle routes. LAPC strongly supports the option of the Greenway. As e-bikes become more popular and prices drop, commuting longer distances is likely to become more attractive and realistic.
19/04/2018 05/04/2018 41 O	Little Abington Parish e-mail	Adequate provision must be made for maintaining cycle routes. Existing routes are often overgrown and surfaces are poor. I have responded to this consultation as I am currently an out of hour's commuter into Cambridge City centre.
		From 2006 until 2015 [redacted] responsible for [redacted]. Through the 24 hour period I travelled daily throughout the district, accessed from my home [redacted] along A1307. I have worked on [redacted] initiatives to improve safety on this road and attended [redacted]. Until recently served as Parish Councillor [redacted] and as a District Councillor [redacted] with local plan responsibly for encouraging the development of sustainable socio-economic transport links. Prior to my transfer to Cambridgeshire I served a full career term with [redacted]. My staff travel experience has relevance to this document.
		This professional and personal experience, knowledge of the district and in particular the A1307 has influenced my responses which have I would suggest some relative authority as a result. Contributory Issues:
		Contributory Issues: • The A1307 is an average rural road suffering from over development peak delays. • The traffic mix is of conflicting HGV's and temporary high density commuters.
		Contributory Issues: • The A1307 is an average rural road suffering from over development peak delays. • The traffic mix is of conflicting HGV's and temporary high density commuters. • It suffers from pinch point delays during bi-directional peak demand. • Has a largely unjustified reputation for being a 'dangerous road'.
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		Contributory Issues: • The A1307 is an average rural road suffering from over development peak delays. • The traffic mix is of conflicting HGV's and temporary high density commuters. • It suffers from pinch point delays during bi-directional peak demand. • Has a largely unjustified reputation for being a 'dangerous road'. • Most RTC's are caused by driver frustration and elderly driver competence. • Planner's propensity to slow traffic down will increase that frustration and risk. • Public transport options are not user friendly reliable or affordable. • Park & Ride is not a fully accessible, sustainable alternative, financially or partically. • New Addenbrookes roundabout traffic management significant delays. • Floating bus stops also cause significant delays. • Floating bus stops also cause significant delays. • Reduce driver frustration. • Improve average journey times. • Alleviate pinch points. • Reduce driver frustration. • Improve average journey times. • Alleviate pinch points. • Reduce and diversify traffic routes. • Prevent introduction of adverse impact traffic management schemes. • Provide affordable, frequent and reliable public transport times.
19/04/2018 05/04/2018 42 1	e-mail	Contributory issues: • The A1307 is an average rural road suffering from over development peak delays. • The faffic mix is of conflicting HGV's and temporary high density commuters. • It suffers from pinch point delays during b-idirectional peak demand. • Has a largely unjustified reputation for being a 'dangerous road'. • Most RC's are caused by driver frustration and elderly driver competence. • Planner's propensity to slow traffic down will increase that frustration and risk. • Public transport options are not user friendly reliable or affordable. • Park & Ride is not a fully accessible, sustainable alternative, financially or practically. • New Addenbrookes roundabout traffic inghts cause significant y exacerbating delays. • Hills Road/Regents Street unco-ordinated traffic lights cause significant delays. • Floating bus stops also cause significant delays. • Floating bus stops also cause significant delays. • Reduce driver frustration. • Improve average journey times. • Alleviate pinch points. • Reduce and diversify traffic routes. • Reduce and diversify traffic routes. • Prevent introduction of adverse impact traffic management schemes.
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	the Cambridge South East Transport Study.
	As background, The Babraham Research Campus encompasses the Babraham
	Institute, Babraham Bioscience Technologies Ltd (BBT) and sixty different commercial bioscience organisations. In October 2017, we launched our
	partnership with BioMed Realty, the owners of Granta Park. This collaboration
	will see a new 108,000 square foot scale-up research space for growing
	bioscience-based companies built on site.
	We currently have approximately 1200 staff on site and those numbers are
	expected to increase to between 1500 and 2000 by the end of 2020.
	The transport infrastructure in and around Cambridge is clearly a crucial
	element for and our staff, as both the means to get to the campus on our daily
	journeys and maintaining and growing our connectivity with the wider
	Cambridge community.
	We are encouraged that the A1307 corridor is considered a key area for
	improvements to the wider transport system in and around Cambridge. We are
	also pleased to see that a number of improvements to the transport system along
	the corridor are proposed to be undertaken independent from (but
	complementary to) the three strategies. In particular, the improvements to the
	crossing at the roundabout outside of the campus entrance (to make it safer to
	cross for users of the Cambridge to Babraham Multi-User Path) are welcomed.
	However, we were concerned that there are no measures included for safety
	improvements to cross from the eastbound bus stop at the A1307 /Babraham
	village junction. We believe that this crossing is exceedingly dangerous for
	pedestrians going to and from the bus stop. If use of public transport per se is to
	be encouraged, improving the safety of accessibility is paramount.
	The improvements of the multi user path from Babraham Village to Abington is
04/2018 06/04/2018 44 O Babraham Research (e-mail	also welcomed, together with its extension to Linton.
	I attach a letter from the chairman of the Association, which speaks on behalf of the residents of Coppice Avenue, Great Shelford. I also copy it below for your convenience. Yours sincerely [redacted] Secretary, Coppice Avenue Residents Association The Coppice Avenue Residents Association ('CARA') strenously objects to Strategy 1 on behalf of residents of Coppice Avenue, on the following grounds: 1. The proposed mass transit route would adversely affect highway safety and/or the convenience of Coppice Avenue Residents as road users, in particular: • The flow of traffic on Hinton Way would be increased as people try to access the proposed guided bus way stop on Hinton Road (and there does not appear to be any proposal to widen Hinton Way or to add a cycle path which could at least mitigate this effect). Already a road on which traffic frequexceeds the speed limit, Hinton way would be dangerous. It is a narrow country road, unsuited to this increased and excessive use; and • The railway crossing can already add eight minutes onto the journey time of any car leaving Coppice Avenue in the direction of the village. If a guided busway is introduced in the other direction, residents will in effect be 'sandwiched' between two crossings. 2. Adverse effect on the residential amenity of those living on Coppice Avenue (effectively neighbours of the development) and especially of the 17 houses adjacent to the field by reason of (among other factors): • The noise of guided bus and other traffic using the bus way together with the noise of the increased traffic down Hinton way accessing the proposed bus way • The disturbance of residents' appears that the busway will run the Coppice Avenue side of the woods which are perpendicular to Hinton Way (this close sitting will exacerbate this effect; if the busway were to be the other side of the woods, this effect would at least be minimi 3. Negative effect of the development on the character of the neighbourhod: Coppice Avenue side of the verney in a generolical to Hinton way (this
9/04/2018 08/04/2018 45 O Coppice Avenue Resite-mail	• As it is close to conservation area, the proposal will have an adverse effect on the character and appearance of the conservation area; trees are generally subject to tree preservation orders and may also be at risk from the proposed risk. 4. The proposed development of a mass rapid transit route is over-bearing, out-of-scale and out of character in terms of it appearance compared with existing peaceful and agricultural nature of the area. By contrast, a widening of the existing roadway would seem a much more logical and satisfact or the proposed rest. Phase 1 - Elements common to all strategies We support the proposed improvements, and leave comment on the detail to interested parties with local knowledge. (a) We commend the proposal for a Wandlebury multi-user underpass in the interests of safety for
	pedestrians and cyclists. However, we have reservations about the suitability of the underpass for
	here a riders. Even if riders were required to dismount and load their stoods through the undernass

horse riders. Even if riders were required to dismount and lead their steeds through the underpass,

					horse riders. Even in riders were required to dismodify and lead their steeds through the underpass,
					we think it would be alarming for a cyclist or pedestrian who is suddenly confronted by a horse in the
					underpass.
					(b) We support the creation of the Linton Greenway. It will enable safer cycle connections to
					employment centres (Babraham Research Campus, Granta Park) and promote health benefits for the
					cyclists themselves.
					(c) While we approve the proposed location of the Park & Ride (P&R) in the vicinity of A11/A1307
					(Strategies 2 and 3), we feel serious consideration should be given to an additional P&R to be located
					at Haverhill as this would encourage car drivers to change to bus services into Cambridge at a much
					earlier stage on the A1307 before it joins the A11. The more people who travel by bus, the fewer cars
					on the A1307.
					(d) We feel that every effort should be made to persuade car owners to leave their vehicles at P&R
					sites. If fifty-six adults can be persuaded to leave their cars at a P&R site and get on one bus, that
					would significantly reduce the number of cars on the road.
					(e) We urge that serious consideration be given to the type of fuel buses use (diesel, petrol, hybrid,
					electric) to ensure the least pollution, and also ensuring that up-todate
					buses are used with comfortable seating, wi-fi etc. and that fares
					are set at affordable levels.
					(f) We approve of the location of a rural hub near Bartlow Road
					roundabout.
					(g) We are concerned about rat-running traffic through the Linton,
19/04/2018	08/04/2018	46	0	CPRE Cambridgeshire e-mail	with its historic narrow streets bordered by listed buildings and equally
					We are responding to the Consultation due to Axis having a legal interest over land which will be directly impacted by Strategy 1.
					Appendix 1 indicates the land under which Axis have a legal agreement with the landowners in order to promote the site for residential development in the future.
					[image of map showing site boundary - see e-mail for image]
					Appendix 2 details our full response to the Consultation as undertaken by our Transport Consultant Paul Basham Associates.
					Axis are keen to continue an open dialogue with the Greater Cambridge Partnership in order to develop a relationship which would look to bring development forward in a collaborative manner.
					If you have any queries then please do not hesitate to contact us.
					Yours sincerely
					[redacted]
					Senior Development Manager
					Axis Land Partnerships
					Appendix 2
					This Highway Letter has been prepared by Paul Basham Associates on behalf of Axis Land Partnerships ('Axis') to comment on the Cambridge South East Transport Study Consultation which outlines a strategy to deliver faster more reliable and sustainable public transport options for journeys between
					Cambridge and the area to the south east.
					The consultation identifies three potential strategies which are briefly outlined below:
					Strategy 1- A new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus including a new Park & Ride near the A11/A505 junction.
					Strategy 2- A new dedicated public transport link between Cambridge Biomedical Campus to the Babraham Road Park & Ride site including a new Park & Ride near the A11/A505 junction.
					Strategy 3- An inbound bus lane along the A1307 from Babraham Research Campus to the Addenbroke's Hospital Roundabout including a new Park & Ride near the A11/A505 junction.
					This letter will largely focus on the Strategy 1 as outlined in the consultation documents given Axis Land Partnerships interests in land within Great Shelford and Stapleford. The proposed Mass Rapid Transit route is shown in Figure 1.
					[image of Figure 1: Strategy 1 - Mass Rapid Transit Route, as shown in consultation leaflet - see e-mail for image]
					It is noted at this stage that the alignment of the route is currently indicative and will be subject to consultation, the purpose of this letter is therefore to raise considerations that would be relevant should this strategy be implemented. The proposed scheme is considered to provide a considerable
					opportunity to improve the public transport connections in this region and connect Cambridge City Centre with its south eastern peripheral regions. This letter also therefore seeks to identify any opportunities that could be enhanced as a result of this strategy.
					The indicative alignment of the route is currently shown to pass through land north of Stapleford and Great Shelford between Haverhill Road to the east and Hinton Way to west. It is noted that this route currently dissects land which is being considered for inclusion within the Great Shelford and Stapleford
					Neighbourhood Plan. Whilst it is noted that this land is currently green belt land, this parcel is currently identified as one of the few areas within the wider Great Shelford area to have the potential to locate residential development.
					With this in mind, it is likely that the Mass Rapid Transit route would form a new settlement boundary to the north of Great Shelford and could result in an opportunity to provide sustainable residential development south of this route which would utilise the improved public transport infrastructure.
					The design and alignment of the route through this land would therefore have to be carefully considered with regard to the impact on any development within the land allowing for a greater scale of development south of the transit route. Development of land south of the rapid
19/04/2018	09/04/2018	47	0	Axis Land Partnership e-mail	transit line would represent an opportunity to take advantage of planned investments in infrastructure and the areas economic potential in line with section 73 of the emerging NPPF (draft text for consultation).
-, - ,			-		
					Transport Study. Investments along this corridor are a major opportunity to support inclusive growth and development for Combridge Association and the Representation of the Rep
					development for Cambridge, especially at the Cambridge Biomedical Campus, the Babraham Research
					Campus and Granta Park.
					We understand that a further significant study into travel and transport at the Cambridge Biomedical Campus
					has also been undertaken to support the development of these proposals, and the University welcomes the
					commitment from the Greater Cambridge Partnership to integrate the proposed solutions.
					The University of Cambridge fully supports the package of proposals put forward for consultation. We see
					these measures as offering improvements to safety for all users and giving greater priority for public transport.
					We particularly welcome the bus priority measures at Linton and the introduction of the rural travel hub,
					which we believe will support people in transitioning into multi-modal travellers.
					Preferences
					The University's preferred transport option for this corridor is Strategy 1-a new dedicated Mass Rapid Transit
					route between the A11 and the Cambridge Biomedical Campus. The reasons for this are:
					• It will offer fast and reliable public transport, as well as walking and cycling connectivity for residents

						route between the A11 and the Cambridge Biomedical Campus. The reasons for this are: • It will offer fast and reliable public transport, as well as walking and cycling connectivity for residents and commuters along a critical corridor for the Cambridge economy. Key employment sites include Granta Park, the Babraham Research Campus and the Cambridge Biomedical Campus. • It offers the greatest opportunity to enable mode shift away from the private car by reaching commuters travelling along both the A1307 and the A1307. • We welcome the introduction of stops at Sawston, Stapleford and Great Shelford thereby creating accessib le routes for these communities. • Strategy 1 offers greater Punctuality of services than any of the proposed on-road options. Punctuality is an area highlighted in the University's transport studies as a key priority for users of its own Universal bus service, in which it has invested heavily in over the last 15 years. • Strategy 1 alot greater reliability of service due to its segregation from other traffic. • Strategy 1 alos delivers the greater additionals bustainable transport capacity. In addition to the creation of a new dedicated mass transport system, the off road solution will enable greater opportunity for
19/04/2018	09/04/2018	48	0	University of Cam	bric e-mail	increased capacity for pedestrians, cyclists and bus services which continue to operate' along the existing The two main issues to be addressed are the congestion created by traffic reaching and entering Cambridge.
						The one that most affects Linton is the traffic from Haverhill, a town without its own traffic or rail network yet being touted as a transport hub and area for cheaper housing for Cambridgeshire, meanwhile, is creating its own housing areas to the west and north, with infrastructure, negating the need for yet further expansion of housing in Haverhill. We feel serious consideration should be given to a new Park and Ride, to be located at or near to Haverhill, as this would encourage car drivers to change to bus services into Cambridge at a much earlier stage on the A1307. This would substantially reduce congestion on the A1307 at peak hours, and automatically resolve many of the issues for the villages along the road The A1307 Villages Forum also supports a new road to link Haverhill to the M11 near Newport/Gt Chesterford - near the mooted transport hub - connected to the bypass around Haverhill, going to the south of Saffron Walden, relieving the heavy goods traffic on the A1307. Provision of this eastern relief road
						for Saffron Walden would also remove commuter and heavy goods traffic through that town centre, and reduce Essex traffic accessing the A1307 at The Grip. The effects of Uttlesford expansion has not been taken intoaccount in this traffic review, and we believe that they should be. None of the three strategies proposed from A11 toward Cambridge have presented a definitive solution. However, strategy 3 seems to be least harmful to the landscape. Options including rail links need to be considered, particularly to link the research and biomedical sites to national transport systems. For that reason the transit vehicles for strategy 1 seems the least appropriate option. Comments on specific elements of the consultation document. 1. Granham's Road - Strongly supported and long overdue.
						2.Cycle storage - Support.
						3.Linton Greenway - Strongly supported, but would suggest that it continues into Linton and that Back Road is the route of the Greenway, to be used by pedestrians, cyclists, horses, agricultural vehicles and as an emergency route only. The protected verges are uffering badly from excessive and thoughtless use of the lane, caused by traffic trying to avoid the delays on the A1307 and rat-running through Linton. 4. Gogs Farm shop - Strongly supported 5. Wandlebury underpass - Supported
						6. Babraham crossing - Supported 7. Bus lane at A11 - No opinion.
						8. A11 crossing - Supported
						9. Hildersham Crossroads - Strongly supported. This is a dangerous junction and signalising would improve safety and bus transit times. 10. Bus Lanes approaching LVC - Strongly opposed, as would have an effect only for a very short period each day. However, the junction improvements would be helpful
						11. LVC signal upgrade - Strongly supported. This should link to signals at the High Street, with perhaps priority given to buses - obviating the need for bus lanes. The signals need to create gaps in traffic flow for village traffic to access the A1307, combined with road markings to give space for cars to move onto A1307.
						12.Linton High Street - Support the traffic signal changes, if they link to those at LVC and allow traffic from the High Street to access the A1307. The tailback of traffic in the High Street impacts on congestion throughout the village, creating air pollution, as just one effect The entire village is very strongly oppose the right turn ban. Traffic on the A1307 seeks to avoid delays and so rat-runs through Linton, using Horseheath, Balsham Back Road and the High Street almost equally (see the traffic data supplied from recent planning applications, and the ANPR data) in a tidal manner at peak times. A right turn ban would lead to extra traffic on the other routes, particularly affecting the narrow, dangerous Back Road with its protected verges which are being badly eroded by the current traffic onto the verges is actually trespass; protective and preventative measures are urgently needed).
19/04/2018	09/04/2018	49	Ο	Linton Parish Cour	ncil e-mail	Traffic would also be likely to turn left, do a U-turn at the Grip and impact on the safety of that junction (which is becoming increasingly busy due to expansion of Saffron Walden) The knock-on effect of this proposal would have a harmful effect elsewhere, for little benefit to bus transit. Priority of the signals 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 note that the above scheme was previously known as the 'A1307, Three Campuses to Cambridge project'. Natural England provided advice on an earlier stage of scheme development, in our letter dated 1 August 2016 (ref. 188487).
						Natural England is fully supportive of schemes to develop sustainable transport where proposals will not have an adverse effect on the natural environment. We will not support options which pose a risk to designated sites, including nationally important Sites of Special Scientific Interest (SSSIs). Natural England would also have serious concerns with any options which could have an adverse effect on the wider natural environment including locally designated sites, Priority Biodiversity Action Plan habitat, other green infrastructure and Best and Most Versatile (BMV) land. In the absence of further details this
						advice applies to all three proposed strategies. We would expect a scheme of this scale to deliver significant net biodiversity gain in line with the aspirations of the Defra 25 Year Environment Plan and the requirements of the National Planning Policy Framework (NPPF). Consideration should be given to how this will be achieved through development at
						the outset of scheme design. Natural England would expect to see details of how the proposals will deliver net biodiversity gain, to provide positive benefits for people and wildlife, at the next consultation stage. Consideration should be given to implementing measures to enhance and improve ecological connectivity at sites such as Nine Wells natures reserve and Magog Down, taking advice from relevant stakeholders including the Wildlife Trust, Council ecologists and Natural England. We note that a new Park & Ride site near the A11 will be required to deliver all three strategies. Without further detail on location we are unable to offer specific comments; however, any scheme should be located and designed to ensure minimal impact to the natural environment and delivery of net
						biodiversity gain. We welcome recognition that strategies 1 and 2 are in close proximity to Nine Wells Local Nature Reserve and support the proposal to mitigate impacts through creation of new tree belts and other
						habitats. Natural England advises that the impacts of any proposed scheme on this ecologically significant site, a former SSSI, will need to be thoroughly assessed. Engagement with Natural England, the Wildlife Trust and other key stakeholders should be sought on the design of biodiversity mitigation and enhancement measures to ensure delivery of long-term benefits for people and wildlife.
						All three strategies include the implementation of a 'Linton Greenway', a new multi-user path alongside the A1307 between the Cambridge Biomedical Campus (BRC). This would consist of widening of existing footways and verges to provide a path for cyclists, pedestrians and horse riders, separated from the carriageway. It is not clear what impacts this will have on Gog Magog Golf Course SSSI, part of which lies adjacent to a length of the proposed Greenway. There no reference to this in the consultation documents and plans. A detailed assessment of the direct and indirect impacts of this proposal, through the construction and operational phases. Any adverse effects and measures to mitigate impacts will need to be discussed with Natural England as soon as possible.
						Strategy 1 includes a proposed new dedicated Mass Rapid Transit route between the A11 and the Cambridge Biomedical Campus via Sawston, Stapleford, Great Shelford with onward connection to the city centre. The route will be through predominantly open landscape / agricultural land. This has the potential for significant adverse impacts to large swathes of countryside including BMV agricultural land and impacts to landscape and visual amenity, particularly from the open countryside of Magog Down. Impacts will need to be robustly assessed and appropriate mitigation measures identified, in liaison with relevant stakeholders, to address adverse effects.
						Based on the level of detail currently available it is difficult to comment in any further detail on the options presented. Further development of options should seek to avoid natural environmental features wherever possible, particularly designated sites, Priority Habitats, landscape, Best and Most Versatile (BMV) land, open space and public access. Detail should also be provided to show how the scheme(s) will deliver net biodiversity gain.
						Further information on SSSIs and their special interest features can be found through the following link: http://www.magic.gov.uk/ You are advised to seek advice from Natural England and other relevant bodies, including the Wildlife Trust, Cambridgeshire and Peterborough Environmental Records Centre (CPERC) and the local authority ecologists, early in the planning process.
						We will be pleased to engage with the Greater Cambridge Partnership on the further development of options for the Cambridge South East Transport Study through our Discretionary Advice Service. I hope these comments are helpful. For any queries relating to the specific advice in this letter only please contact [redacted] on[redacted]. For any new consultations, or to provide further information on this consultation please send your correspondence to consultations@naturalengland.org.uk.
19/04/2018	09/04/2018	50	0	Natural England	e-mail	Yours sincerely [redacted]
						BioMed Realty, L.P., as a major owner of commercial laboratory real estate along the A1307 (Granta Park and Babraham Research Campus) would like to submit this letter of support for Strategy 1 of the Consultation. We believe that strategy 1 would have the greatest impact for commuters going to and from these growing areas of employment and the improved infrastructure will undeoubtedly boost further investment into this part of the Clty, for the benefit of the whole community. Please feel free to contact me if you wish to discuss further.
						Sincerely, Douglas Cuff
19/04/2018	09/04/2018	51	0	BioMed Realty	e-mail	Senior Director, Development
						Thank you for consulting Historic England on the proposed options for the A1207 transport corridor
						Thank you for consulting Historic England on the proposed options for the A1307 transport corridor. Historic England have already provided advice to you through our pre-application service through our response to the previous public consultation in July 2016. Historic England offer an initial free pre-application service, after which we offer extended pre-application advice for ongoing cases. The current public consultation falls within our extended pre-application advice (https://historicengland.org.uk/services-skills/our-planning-services/enhanced-advisory-services/extended-pre-application-advice/). As you are aware, our extended pre-application advice is provided on a cost-recovery basis. Following our meeting in December and our discussions, we offered extended pre-application advice to cover this consultation. As you have not accepted this offer of advice, we are unable to respond to the current consultation. However, if you would like further pre-application advice from us regarding this
						scheme, we will be happy to provide that advice through our extended pre-application service. This service only relates to ongoing pre-application advice. Once a planning application is made, Historic England will respond as a statutory consultee on proposals affecting the historic environment. If you have any further questions, please do get in touch. Yours faithfully
						[redacted] Principal, Historic Places Team
19/04/2018	09/04/2018	52	0	Historic England	e-mail	

						Dear Sir/Madam, This consultation is an opportunity to build an integrated transport network for Cambridge's workers for the next 50 years. We need a real alternative to the car. The alternatives are rail and cycling
						This consultation is an opportunity to build an integrated transport network for Cambridge's workers for the next 50 years. We need a real alternatives are rail and cycling. Integrated rail over the next 50 years access to the UK railway network will become crucial. With electric trains as the backbone for passenger and freight transport across Europe. Cambridge should show the way.
						The new Cambridge South Station is an excellent step. It is a hub for South East Cambridgeshire's future transport network. For this reason it is central to these proposals. There is a railway to Haverhill. This should be reinstated, upgraded and electrified to the form the focus of this transport development. A large proportion of the commuter traffic into Cambridge from the south east comes in from Haverhill. Haverhill is by far the largest relevant town and its almost 28,000 population is set to grow. Buses are not a viable alternative for many commuters because they are sluggish and indirect. The Haverhill to Cambridge cycle, particularly on the A1307, is too far and perilous for most to ride consistently. At the moment commuters beyond Linton up to Haverhill cannot do without cars. 2 & 3 car households should become 1 or 2 car households rapidly. The only way to do this effectively is to provide alternatives. A
						rail service alone offers this capability. I am not a fan of the proposals advanced in the consultation as a Haverhill commuter would still have to drive to the mass transit hub at the A505/A11 interchange. Then park the car and wait to catch a transit, and in all likelihood change onto a further transit (or two) to arrive at work. Is this really going to
						happen? I suggest it may not be realistic. Commuters follow convenience. You mention that the mass transit may be extended to Haverhill. This looks like a hope rather than a costed/budgeted possibility and seems to lack resilience. Building a dual carriageway from Haverhill to the A11 also seems unwise. Build such a road at substantial cost, added air and noise pollution, lost agricultural land and substantial disruption, and you may be sure the road will fill to capacity. If we seek to reduce car use this would seem something of a cul-de-
						sac. Rail is the right way forward. It alone has the capacity to future proof the network.
						The Haverhill Greenway The Roman Road is a public byway and goes straight to Horseheath from Cambridge. It could easily be extended to Haverhill. It is more direct that the proposed Linton Greenway (or indeed the A1307) and crosses far fewer highways plus it would provide cycling commuters from Haverhill. It is more direct that the proposed Linton Greenway (or indeed the A1307) and crosses far fewer highways plus it would provide cycling commuters from Haverhill. It is more direct that the proposed Linton Greenway (or indeed the A1307) and crosses far fewer highways plus it would provide cycling commuters from Haverhill. It is more direct that the proposed Linton Greenway (or indeed the A1307) and crosses far fewer highways plus it would provide cycling commuters from Haverhill.
						The byroad is wide and can easily and safely accommodate walkers and horse riders alongside cyclists. Cycling commuters would find a straight cycleway with a minimum of obstacles and interruptions much the easiest way ahead. Completing the road the Romans never finished seems fitting. Also there is already a bridge over the A11. Why not upgrade this existing byroad to Haverhill and provide spur access from Linton, Balsham, Hildersham, West Wickham, Streetly End, Horseheath and Withersfield? I encourage you to work closely with all stakeholders and particularly Network Rail to develop a truly integrated transport system for 21st century.
2018	09/04/2018	53	I		e-mail	Yours faithfully [redacted]
						as residential allocations in the emerging Cambridge City Local Plan referred to as sites GB1 and GB2. This consultation response dated 1 August 2016 to the A1307 Haverhill to Cambridge Corridor: Initial Ideas which is attached for ease of reference.
						Please do not hesitate to contact either myself or my colleague [redacted] if you wish to discuss this response further. Regards
						[redacted] Principal Engineer
						Bryan G Hall
						Comments on Cambridge South East Transport Study Phase 1 – Elements Common to All Strategies
						The short term proposals notably the Granham's Road junction – right turn lane, extra cycle storage at Babraham Road P&R and the Linton Greenway are supported. As the design of the schemes progresses it will be necessary for these schemes to take into account the access proposals for GB1 & GB2 and vice versa. As noted previously one option could include a single junction in the vicinity of Granham's Road that could also serve as an access to the GB1 and GB2 sites either as identified in the current Cambridge City Submission Local Plan. We would welcome the opportunity to share and discuss our
						technical work with the Greater Cambridge Partnership Team to maximise the opportunities to deliver effective and cost effective infrastructure schemes in the short term. Phase 2 – Three Public Transport Strategies
						We believe that Strategies 2 and 3 that focus on the existing A1307 corridor deliver the most cost effective infrastructure schemes that also maximise the opportunities for return on the investment as a result of being well located to existing and future development coming forward in the emerging plans. Indeed Strategy 2 provides the flexibility of delivering significant public transport infrastructure in the shorter term along an existing corridor but also with opportunities to connect into a future potential Mass Rapid Transport network for Cambridge that is a flexible form of public transport Summary
						We welcome the progress being made by the Greater Cambridge Partnership on the delivery of Cambridge South East Transport Study Schemes (formerly known as the A1307, Three
						Campuses to Cambridge project). We support the concepts of Strategies 2 and 3 that follow the existing A1307 corridor as we believe these maximise the opportunities for delivering
						sustainable travel benefits and hence sustainable economic growth. As the shorter term proposals are now at a more advance stage of design we would welcome the opportunity to
						meet to discuss the proposals in the context of the future delivery of GB1 & GB2. Please do not hesitate to contact me if you wish to discuss this response further.
18	09/04/2018	54	Ο	CEG	e-mail	Yours faithfully [redacted]
						Traffic from Linton High Street accessing the A1307 at peak times.
						Suggestion: Provide part time traffic lights at the Linton High Street. Deleting this route would increase traffic westward on Back Road, Linton and Hildersham and increase the temptation and danger of a u-turn at The Grip junction, which is already busier due to the developments on the north side of Saffron Walden, or the nearby petrol station.
						Linton Village College traffic lights Suggestions: Change the traffic light programming at Linton Village College to provide a better flow as Atkins proposed at the City Deal A1307 Local Liaison meeting. Provide 'Queue in 2 lanes' signs for traffic on the eastbound carriageway – this has been suggested many times before and is essential for safety to overcome the frustrations caused by queue overtakers.
						Dene Road, Horseheath junction with A1307. We strongly oppose the closing of this junction, which will drive yet more traffic through Horseheath and cause real difficulties for crossing farm traffic.
						Suggestions: Reduce the carriageways to single lanes in both directions to enable the provision of a satisfactorily sized refuge for crossing traffic to pause in the central reservation along with the provision of four feeder lanes eastwards and westwards to allow crossing and turning traffic to join at speed. The turnings
						southwards to Bartlow and northwards to West Wratting already have exit lanes to help cars off the A1307. Continue the 50 mph speed limit from Linton to Haverhill by-pass roundabout, this will make the use of average speed cameras viable.
						Trees from the Dene Road eastwards need further removal to the boundary of the Horseheath Lodge estate.
						Junction of A1307 with Howards Lane, Cardinals Green, Horseheath This is the main link for the 2 parts of Horseheath Parish and we are very concerned for the safety of pedestrians and cyclists crossing and cyclists and drivers turning.
						Suggestions: Upgrade the pedestrian paths taking the crossing point further away from the junction – 50 metres has been suggested by CCC Highways. The addition of a cycle path section providing safe crossing for cyclists.
						Signs warning motorists on the A1307 of a potential hazard from pedestrians and cyclists crossing the road. A central lane to help eastward traffic and an exit lane to help westward traffic to turn without slowing the A1307.
18	09/04/2018	55	0	Horseheath Pari	sh Cc e-mail	Park and rides We support the Park and ride near Fourwentways but strongly feel that the addition of a park and ride at Haverhill is a key component to any strategy. This has been dismissed as putting pressure to run a 10 minute service as other Park and rides, which is not necessary throughout the day. However a service that provided a frequent service to Cambridge in the morning rush and out of Cambridge for the evening rush must reduce traffic on the whole stretch into Cambridge and substantially reduce the rat-running through Horseheath and other villages. Bus services need to be quick, reliable and priced to
						I am writing in on behalf of the Wellcome Genome Campus (WGC). The WGC is pleased to have been invited to provide comments on the Cambridge South East Transport Study. The WGC is supportive of the transport work the Greater Cambridge Partnership is doing in the area.
						The WGC has not responded to the questionnaire as this is considered to be aimed at individual employees and residents of the area, many of whom may have responded separately.
						While some of the proposals covered by Phase 1 of this consultation are not directly related to the WGC, the sustainable transport measures being proposed, such as bus priority, road safety and walking cycling improvements, are welcomed.
						Of particular interest to the WGC is the potential new Park & Ride site and associated improved connections to Cambridge in association with Phase 2, at near either the A1307/A11 or A505/A11 interchanges. Strategy 1 utilises the disused railway and brings the corridor relatively close to the WGC. This provides more opportunity to provide a sustainable transport connection between the new Park and Ride and the WGC. We know that circa 38% of current staff live in Cambridge so this could improve access to the WGC and reduce traffic on the A505 if there was an onward connection from the proposed Park and Ride and the wGC and emerging transport strategy for the proposed expansion.
						Therefore, WGC would welcome the opportunity to discuss these emerging proposals further as they progress to ensure that the respective transport strategies are developed in a collaborative manner, where practicable. Happy to discuss these further tomorrow.
						Regards, [redacted]
18	09/04/2018	56	Ο	Wellcome Geno	me C e-mail	Associate Vectos
						Regarding the South East Transport Study, we do not consider that a 'corridor' approach takes a holistic view of the area, nor is it compatible with the City Centre Access Study, which aims to reduce private car traffic by 10-15% from 2011 levels. With car traffic reduced by such levels buses could operate far more efficiently without the need for huge, expensive and intrusive infrastructure.
						operate far more efficiently without the need for huge, expensive and intrusive infrastructure. We strongly object to all three strategies but suggest that a number of the 'elements common to all three strategies' could provide significant benefits in the short term both for those on cycles and those using public transport. Well done, these would provide an incentive and facilities for a mode switch that would benefit all at a far lower cost, and could be achieved in a far shorter timescale.
						Would benefit all at a far lower cost, and could be achieved in a far shorter timescale. We are also concerned that all three options include major park & ride site(s) but documents are silent and unclear about their extent or location. The remainder of this document follows the structure of the survey.
						The remainder of this document follows the structure of the survey. Phase 1 - Elements common to all strategies We comment only on items where we have local knowledge. Any work that makes changes to cycling infrastructure must meet the standards described in the Highways England document Interim Advice Note 195/16 http://www.standardsforhighways.co.uk/ha/standards/ians/pdfs/ian195.pdf) or better.
						We comment only on items where we have local knowledge. Any work that makes changes to cycling intrastructure must meet the standards described in the Highways England document interim Advice Note 195/16 http://www.standardsfornighways.co.uk/ha/standards/lans/pdfs/lan195.pdf) or better. 1 Granhams Road junction: This seems to neglect that, as part of a 'Greenway' and a busy footway from the P&R site, a considerable upgrade of foot and cycle facilities is needed on this stretch. It needs a segregated foot and cycle route set back from traffic lanes. Without this it has not achieved the third bullet point: 'Safety for other users would be improved'
						builet point: "Safety for other users would be improved" 2 Extra cycle storage at Babraham P&R:We strongly support more covered cycle parking. 3 Linton Greenway: We strongly support the concept of the 'Greenway' but we do not believe this is achievable to the standards implied, especially if strategies 2 or 3 are proposed. Within continental Europe we would expect to find the cycle route set back behind a hedge parallel to a busy road, although
						even then the noise and fumes of traffic can make such routes unpleasant for leisure cycling. Placing such routes as close to the carriageway as the existing A1307 sidepath makes them virtually unusable in the dark when travelling against the flow of bright headlights. Only the most determined and experienced riders would use such a route on a daily basis. In addition it is a tough climb for a typical Cambridge cyclist over the Gogs.
						From Abington to Linton there is a minor road, often used as a rat-run. With an appropriate crossing at Abington and 'filtered permeability' or an access restriction to exclude through traffic, that route would make a good section of 'Greenway'.
						To achieve a modal shift to cycling and make a pleasant leisure route, an extension of the current much-used National Cycle Route to Shelford would be a better option for those between Cambridge and Babraham, Granta Park and Abington (see later). 4. 5 Haverbill Road and Wandlebury underpass: If the underpass involves blind corners and sharp.
						4, 5 Haverhill Road and Wandlebury underpass: If the underpass involves blind corners and sharp turns then we prefer an 'at grade' crossing instead. This can be achieved if some turning movements for motor vehicles were restricted (say right out of Haverhill Rd), and the speed limits
						for motor vehicles were restricted (say right out of Haverhill Rd), and the speed limits reduced to 40mph in this area. Then it would greatly reduce turning conflicts and be possible to have an 'at grade' crossing at the location of the suggested underpass. With motor traffic restricted
						to have an 'at grade' crossing at the location of the suggested underpass. With motor traffic restricted to a single 3.75m lane and a large (IAN 195/16-compliant) refuge island within the current cross hatched area, it would feel safer than an underpass with blind corners.
						cross hatched area, it would feel safer than an underpass with blind corners. 6 Signalised crossing at Babraham Research Campus roundabout: This should have formed part of
						S106 agreements for the expanded Babraham Research Campus. We strongly support a crossing

	My comments respond to the proposals set out in the Phase 1 section of the consultation. I support the majority of suggested proposals but highlight some important omissions and concerns.
	Contextual comments
	To quote the 24-page version of the consultation document, the proposals aim 'to deliver fast and reliable public transport links, serviced by a new Park & Ride site, together with high-quality cycling and walking routes, for people travelling between Cambridge and the towns and villages to the south east of the city.'
	Two issues arise from this statement:
	- A need for improvements at current (and / or projected future) bottlenecks; - Proposals suggested in the consultation should have no detriment to those residing in villages along the A1307 corridor.
	Fast and reliable public transport services are currently adversely affected by traffic congestion in Cambridge, and between the Cambridge Biomedical Campus (CBC) and Haverhill at the Granhams Road junction (outbound from Cambridge), at the Four Wentways /A11 junction and at Linton (inbound in the morning peak and outbound from Cambridge in the afternoon / early evening peak).
	With regard to the villages along the broad A1307 corridor, the proposals should not have any adverse effects such as for example, traffic transferring to less appropriate and less safe routes.
	Response in detail to Phase 1 proposals
	1 Granham's Road junction – right-turn lane. This junction is the cause of regular tailbacks, particularly outbound in the afternoon / early evening peak, and is a source of considerable frustration. Public transport vehicles are held up in the queuing traffic as are public service vehicles such as ambulances. Making this junction free-flowing by creating a right-turn lane will address one of the public transport delays on the A1307 and help public service vehicles and emergencies quickly is vital.
	I fully support proposal 1.
19/04/2018 10/04/2018 58 P Councillor Tony Orgere-mail	2 Acta greek stange at Adarbain Park & Ride site [Pages 1-7] Table of cardients Overview
	Sawston has poor provision within the village. The route through Stapleford avoiding the A1301 has many conflict points and unsafe crossings. The route between Babraham and Cambridge is hilly and especially unpleasant in the dark. Further afield, Duxford, Pampisford, the Imperial War Museum Duxford, Granta Park, the Abingtons and Linton have very little provision suited to an 8–80 age range. A44. Invest more resource and urgency into developing a greenways network, not just commuter routes radiating out of Cambridge city.
	AAE Counter and / footune from Count for Counter and the Counter Debraham and the Counter Debrah

						A45. Secure a continuous cycle/footway from Great Shelford station to the north edge of Sawston, connecting with the new Cambridge City football ground and the Sawston–Babraham cycleway. To achieve this, use the existing Sustrans agreement from Network
						Rail and incorporate the permissive path around the recently completed agricultural reservoir. Where the railway alignment now has high ecological value (in particular where it is designated as a County Wildlife Site), the cycleway should run alongside it, preserving the established habitat as a linear park. The
						route may be required in future as a mass transit route – see below.
						A46. If the existing footbridge over the A11 is upgraded to be a cycleway, then continue the cycleway on the east side of the A11 with a new/widened shared use path (wide enough for people cycling to pass safely) on the east side of north-south part of Bourn Bridge Rd and Newmarket Rd between the
						Granta Park roundabout and the Travelodge. Crossing the River Granta will require either the road to be pinched or an extra bridge. Continue the cycleway east to Little Abington with a new shared use path alongside Bourn Bridge Rd east to the edge of the village (where the 30mph zone starts). See map in Figure 10.
						A47. Alternatively, or in addition, create a new path from the existing farm track west of the A11 via the underpass, alongside the River Granta, to Bourne Bridge Rd. Or, route the path to the A505 slip ramp (see next paragraph). See map in Figure 10.
						A48. Complete the cycleway from Whittlesford Parkway to Granta Park, which currently ends disconcertingly and unsafely on the A505 slip ramp. Making the north side slip ramp exitonly, would release space for a high quality segregated cycleway, including under the A505, where space is most constrained.
						The cycleway should continue on the north side of Station Rd (A505 connector) to the Granta Park roundabout. This will require Page 15 of 25 modifications to the bridge over the A11, possibly by slightly narrowing the carriageway and raising the bridge parapet on the north side.
						Mass transit options
						Clearly there is a need to provide additional transport capacity between Cambridge and Haverhill. Bus priority and more bus services along the A1307 will incentivise modal shift.
						However, it is unlikely to provide a quality of service that will attract sufficient modal shift to offset growth in jobs and housing in the 'corridor'.
						This part of South Cambridgeshire, with views of and from the Gog Magog Hills and Magog Down, is of high environmental, ecological and aesthetic value. In order to preserve this exceptional natural asset for future generations, there needs to be a landscape strategy and a Sustainability Appraisal (in
						accordance with the Strategic Environmental Assessment Regulations) underpinning future development and transport infrastructure.
						At the moment we believe there is insufficient evidence to choose either the alignment or the mode. Significant unknowns include:
						MTL = Haverhill–Cambridge mass transit line.
						• Where does traffic on the A1307 originate? How much originates from the A1307 'corridor', and how much from further afield (principally via the A11)?
						• Are there better opportunities to capture that traffic further away, e.g. on existing railway lines, enhanced with new stations and more frequent services?
						• What exactly is the 'CAM' proposal with which GCP are proposing the MTL would link with? The MTL seems to depend on the viability of the 'CAM' proposal, which depends on technology (not just being autonomous, but optical guidance at speed) that does not yet exist in the field. The requirement to be
19/04/2018	10/04/2018	59	0	Smarter Cambridg	ge T e-mail	compatible with the existing guided busway adds a further technical challenge.
						I have read with interest the consultation document, and wish to make the following observations on the stretch of the A1307 between Haverhill and Linton;
						I refer you to item 17 on your consultation document at which you propose to install an average speed camera.
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				Kind Regards [redacted]
				North Uttlesford Garden Community Response 6th April 2018
				Background Peter Brett Associates LLP (PBA) is acting on behalf of Grosvenor Britain & Ireland (Grosvenor) who have been appointed by land owners to promote through the Local Plan process, a site referred to as
				the North Uttlesford Garden Community (NUGC). The Site is located to the north of Great Chesterford, Essex to the east of the A11. The Site is approximately 470ha in extent and lies within the administrative boundary of Uttlesford District
				Council (UDC). The district boundary with South Cambridgeshire forms the northern and western boundaries of the site.
				Currently the site, referred to as the North Uttlesford Garden Community (NUGC), is identified in the Regulation 18 Uttlesford Local Plan where it is described as follows: North Uttlesford – The whole garden community will comprise 5,000 new dwellings, of which a
				minimum of 1,900 homes will be built by 2033 and a range of local employment opportunities and services and facilities including schools, health, retail and leisure. This garden community will maximise opportunities for economic linkages with the Wellcome Genome Campus and Chesterford Research
				Park. Response to Study & Consultation
				Whilst Saffron Walden will continue to provide an important local role for administration, employment and general services for residents in the North Uttlesford District, the emergence of a new community of the scale and location proposed at NUGC will help meet, in part, the employment
19/04/2018	13/04/2018	62	O Grosvenor e-mail	needs of the surrounding Business and Research Parks and the significant job creation forecast to occur in the wider Cambridge area. Therefore, the emerging transport strategy for the site has, and response submitted on 4th April, it is being sent to the GCP office as well.
				Cambridge South East Transport Study Strategy 1: Nine Wells Local Nature Reserve mitigation
				The Association's Committee has agreed that I should write to you with some supplementary information too detailed to include in the formal response are the first two paragraphs on page 4, and in particular the mitigation "with comparable benefits" outlined in the second paragraph.
				The Google satellite map reference is: https://www.google.co.uk/maps/place/52%C2%B009'59.5%22N+0%C2%B008'07.0%22E/@52.168093,0.1337453,931m/data=!3m1!1e3!4m5!3m4!1s0x0:0x0!8m2!3d52.16654!4d0.13527 There is great value in the GCP starting to consult now about the potential impact of the Strategy 1 proposals on Nine Wells Local Nature Reserve and the mitigation that would be required to offset this impact. We appreciate the opportunity this provides and offer these ideas as our initial contribution. If not
				already in mind, we suggest there would be considerable merit in consulting also with Cambridge City Council (Parks department), Great Shelford Parish Council, Hobson's Conduit Trustees, Cambridge PPF, Cambridge University Health Partners (for the Biomedical Campus) and Queen Edith's Community Forum as well as the TRA. It will also be helpful we suggest to consult the 2004-07 Management Plan on the City Council website (http://Inr.cambridge.gov.uk/wp-content/uploads/2014/05/ninewells_mngplan.pdf).
				In mitigation for the impact of Strategy 1, we suggest a number of improvements to the Nine Wells Local Nature Reserve (LNR): 1. Extend the south east boundary of the LNR along the field boundary which travels from the LNR up to the route of Strategy 1 next to the railway line; please refer to the Management Plan, Objective 5, bullet point 1;
				2. Expand the LNR as a meadow within LNR status to the west up to the route of Strategy 1 next to the railway line and into the Campus continuing alongside the cycle path to the north - this to include the canalised section of Hobson Conduit up to the railway line which should be thoroughly protected from incursion by the route of Strategy 1. Please refer to the Management Plan, Objective 5, bullet points 1-3; 3. Expand the LNR to the north east by incorporating within the LNR the established SE-NE hedgerow and the land immediately to the SE of that hedgerow, and carry out additional planting on that land. Our suggestion is for the LNR to extend up to the NE end of the SE-NE hedgerow where it meets the
				established footpath between the Cambridge Biomedical Campus and Granham's Road. This would be consistent with the Management Plan, Objective 5, bullet point 4. 4. Provision of thorough protection to the Nine Wells LNR during construction of the route of Strategy 1 including specific contractual instructions to the construction company and penalties for failure to observe them - together with preservation of access to the LNR as far as reasonably practical during construction company and penalties for failure to observe them - together with preservation of access to the LNR as far as reasonably practical during constructions to the construction.
				These proposals are additional to the other mitigation measures recommended in the two paragraphs of our formal response referred to above.
				We hope this is helpful and are of course more than happy to discuss these ideas with a view to their improvement.
19/04/2018 19/04/2018	18/04/2018 13/03/2018	63 64	O Trumpington Residen e-mail	Best wishes [redacted] Favour strategy 1 as the only viable long term solution. Eastbound bus lane at Babraham to 4 went ways will cause major tailbacks peak time with only one car lane. Strongly support measures for greenway.
19/04/2018 19/04/2018	26/02/2018 26/02/2018	65 66	I consultation event I consultation event	No one answered my questions waste of time Nobody taking physical number of objections. it is clear that this"study" does not look at the broader picture and is largely ignoring the village either side of the A1307 e.g. tiny P&R at Linton. Improving public transport must be the aim & means improving it for all. A lost opportunity more people needed to answer questions and who were they – name
19/04/2018 19/04/2018	26/02/2018 26/02/2018	67 68	I consultation event I consultation event	badges would have been good. Cycleways look good – hope there is money for maintenance.
19/04/2018 19/04/2018	26/02/2018 26/02/2018	69 70	I consultation event I consultation event	a wide range of plans - I am interested in how the siting of the mass transport route fits with the current road system this could potentially offer a useful way of joining up concerns re access to Cambridge with under access to M11 north and A14 west issues. Please keep me informed if no right turn at lights to go to Cambridge, it would be ESSENTIAL to reverse the one way system in the High Street by the co-op. also VITAL that there should be a <u>roundabout</u> at Bartlow Road. What about a roundabout instead of lights at Linton High Street junction?
19/04/2018	26/02/2018	71	I consultation event	I am not convinced that traffic will stay on A1307 to avoid the High Street - possibilit of <u>MILL LANE</u> becoming a route Needs to be thought about especially as it is so narrow. as Linton residents of longstanding - we heartely endorse the proposal concerning to Bartlow and Dean cross roads. However we are very concerned that the proposal to stop right turns out of the Village High Street will cause excessive and ILLEGIBLE traffic along Bartlow Road & through the village centre.
19/04/2018 19/04/2018	26/02/2018 26/02/2018	72 73	I consultation event I consultation event	Suggest a full roundabout at the Hadstock road/A1307 to allow traffic to turn left out of the village then reverse their direction at this roundabout oppose no right turn from Linton high street needs sensible traffic lights to let people join from Linton & hadstock. Mill lane would become a rat run this is not well thought out. oppose the no right turn from Linton High Street. Needs traffic lights. People living in centre of Cambridge side of Linton may well then use the Back Road to Hildersham or will turn left at High Street and then turn into Saffron Walden Road & swing round. Both are dangerous
20/04/2018 20/04/2018 20/04/2018	26/02/2018 26/02/2018 26/02/2018	74 75 76	Iconsultation eventIconsultation eventIconsultation event	options. I think we should go for strategy 1 & go for a large scale solution. All the other options are just messing about at the edges, W/O making sufficient impact. it is a shame none of the strategies are using the dismantled rail line and re-introducing rail line to Haverhill with stops at Linton etc. en route. None of the strategies are addressing huge volume of traffic between Haverhill and Linton
20/04/2018 20/04/2018 20/04/2018	26/02/2018 26/02/2018 26/02/2018	77 78	I consultation event I consultation event	great transport can do nothing other than improve the areas in & around Cambridge. option 1 seems very damaging to the greenbelt, and risks opening up additional areas to other development. A bus lane alongside the A1307 would be almost as effective and do much less damage.
20/04/2018 20/04/2018	26/02/2018 07/03/2018	79 80	I consultation event	none of the strategies even start dealing with the problem of private school opening times & the effect the school opening times & reduction of traffic shows the effect. Queuing along the Babraham Road and Trumpington Road needs some thought. strategy 2 uses a short cut by NINEWELLS NATURE RES. This gross intrusion institution into a greenbelt area is unacceptable. Strategy 1, must be the way forward but will the money be available??
				dead against option 1 grave concerns regarding damage to green belt land an area of natural beauty. With option 1- seems a vanity project to try and offer a high tech solution. The reality is that Shelford and Stapleford will not benefit from the changes, the villages of Stapleford and Shelford all lose greatly through the mauling of the village as it becomes a P&R for the proposed stop (tram).
20/04/2018	07/03/2018	81	I consultation event	We have existing railway station in Stapleford why would I choose a tram over this to get to CBC? Following on from other comments why not develop/ reopen existing train line? Sometimes the best/simplest way forward is to not reinvert the wheel. "Tram" mass transport line - a lot of folkes will want to get closer to cycle -> Transport options should not just be about getting bums on seats but about enabling these to take ILLEGIBLE and cycle - best for enviroment and encourages health
20/04/2018 20/04/2018	10/03/2018 10/03/2018	82 83	I consultation event I consultation event	what about traffic towards Cambridge - all on Bartlow Road & Back Road both fully used already? Is there a plan for improved car route? If not why not!!
20/04/2018 20/04/2018	13/03/2018 13/03/2018	84 85	I consultation event	will all the amendments proposed, four went ways roundabout could do with traffic control either traffic lights or speed restriction on approach to slow the speeding traffic. one reason there is so much rush hour traffic into & out of Cambridge is because, for the majority of people, it is cheaper for them to drive their cars and pay parking, than it is to travel on the bus. Solution make peak bus travel free or cheap! Would cost much less than these "road improvements"
20/04/2018 20/04/2018	13/03/2018 13/03/2018	86 87	I consultation event I consultation event	the mass transit tramway would avoid many problems on the A1307, and hopefully result in safer travel to work we need to make a way of people getting out of their car. By the time the bus 13/13A gets to Abington the bus is full. There is a need to put more buses on in the rush hour & reduce the price. Back road is used by many cars as an alternative shortcut to the A1307 am + pm, there are at least 2 dangerous spots at the Balsham/Hildersham/Back road junction with the brow of the hill and towards the Abington T junction another brow of hill that had a fatal accident. Back road needs speed limits and
20/04/2018	13/03/2018	88	I consultation event	calming measures especially at the Balsham/Backroad junction. Horseheath village would benefit with some measure on the A1307 to allow people to join the rush hour traffic without taking a risk by pulling out into fast moving traffic. A mini roundabout at one end of the village would do plus it would help to slow traffic, the problem is likely to worsen considering the
20/04/2018 24/04/2018	13/03/2018 13/03/2018	89 90	I consultation event I consultation event	additional building proposed for Haverhill. Speed on the A1307 is a major problem considering the amount of fatal accidents there has been. Extend Greenway beyond LVC to at least the top of the High St and further if possible to access Icknield Way.
				Point 1: when underpass is put in place at Wandlebury it would be a good idea to make another cycleway next to the bus lane. This would improve safety for cyclists (not having to ride past entrances) and then would be on the correct side for Babraham campus and other cycle ways. Point 2: Babraham junction onto A1307 very bad turning!! Needs to be sorted. Babraham Parish Council suggests no right-turn out of the village, single lane past the junction going out of Cambridge. DIAGRAM HAS BEEN DRAWN ON PAPER [see scan for diagramm]
20/04/2018 20/04/2018 20/04/2018	14/03/2018 14/03/2018 14/03/2018	91 92 93	I consultation event I consultation event I consultation event	Point 3: Strategy 2. start with the proposed public transport link <u>before</u> the Gogs Roundabout. all in favour of strategy 1 Strategy 1, concerns over how detailed plans will work for P&R at Pampisford end - for cyclists/Granta Park/solopark induestrial area. But NO GUIDED BUS.
20/04/2018 20/04/2018	14/03/2018 14/03/2018	94 95	I consultation event I consultation event	Sawston Parish Council - good to see events for local engagement - hope there will be more as the project develops. Links with rural hub required Excellent explanation.
20/04/2018	14/03/2018	96	I consultation event	lots to think about, thanks. One thing that could/should be done straight away is a slowdown sign before the Wandlebury hill, minimal to no cost & would help. But good to keep traffic out of Cambridge, need free public transport in from all the P&R & frequent in from all the part of this plan, please bump this up the list, all residents have their own parking. Also Red Cross Lane/Greenlands parking should be removed be removed in from all the part of this plan, please bump this up the list, all residents have their own parking. Also Red Cross Lane/Greenlands parking should be removed
				to increase ease of cycling on this important cycling route. Phase 1: please make turns crossing the bike route slower for cars. Copley Business park entrance/exit. Phase 1: There is a need for a pedestrian crossing opposite no 15 Babraham Rd. it's part of a circular walk from Worts Causeway/Addenbrookes; this will be adversely affected by the right turn to Grantham Road that is proposed, as traffic will be travelling without hold ups (which currently allow pedestrians
20/04/2018 25/04/2018	15/03/2018 15/03/2018	97 98	I consultation event	to cross) Stop development in Cambridge with lots of parking - this just encourages traffic use (e.g. Mill Road Depot development). Instead of a concreted multi-user path aka Linton Greenway, it would be vastly better to enhance the Roman road and convert the dismantled railway Ine
25/04/2018	15/03/2018	99	I consultation event	cycling provision insufficient unhappy with the prevention of turning right onto A1307 towards Cambridge. I realise solutions need to be found but this detail will surely cause more traffic congestion within Linton itself and therefore impact on the A1307 further back.
20/04/2018	26/02/2018	100	I consultation event	All those options are feasible but with budgets. Are they likely to be pursued to conclusion? When I moved into Linton [redacted] years ago plans for a swimming pool where sent through to residents that did not happen
20/04/2018	26/02/2018	101	I consultation event	(1) is the main traffic exit planned for Bartlow Road? If yes, Bartlow Road is already narrow with many cars parked alongside- there are already many cars from houses built immediately alongside this road. Will you make Bartlow Road double yellow lines both sides & push cars up/down the side roads to accommodate through traffic (2) is the small plot at the end of Bartlow Road big enough to take 50+ cars? If not the land on each side has development permission
20/04/2018	26/02/2018	102	I consultation event	no right turn out of the top of the high street? Bartlow Road would then be over-used and it isn't big enough to cope – too many parked cars belonging to residents. Back Road will also then have extra traffic - also a disaster! endorse absolutely the objections to stopping rt turn at the top of high street. This would cause perpetual road blocks in Linton, the time saved to buses would be minimal. I cannot put this in terms strong enough to show the impact on Linton - it would effectively cut the village off from the motorway routes as well as Cambridge.
20/04/2018	20,02,2018	103	. consultation event	1. do not want to have no right turn at Linton High Street. This will only force traffic elsewhere, most notably onto Back Road, which is already an accident waiting to happen, it is narrow at some points, and busy particularly at peak periods. it also exits on to A1307 via Hildersham (even more dangerous as a right turn) and the Abington junction. Also very dangerous. Please reconsider.
20/04/2018	26/02/2018	104	I consultation event	2. the overall strategy to reduce traffic by 15% should be at the forefront of the presentation. A positive overview has not been provided. 3. [redacted] was very helpful and informative. Thank you Debbie. shame there is no rail option, re opening the dismantled railway to Haverhill and beyond. Most people commuting to CBC will not be from Sawston, Shelford but further afield, the traffic on A1307 is from Haverhill. I don't think any proposed solutions will help with traffic other than try and force people out
20/04/2018 20/04/2018 25/04/2018	26/02/2018 07/03/2018 07/03/2018	105 106 107	I consultation event I consultation event I consultation event	of cars (which won't happen) interesting! Route 1 looks best!! An unjustified waste of money on un unexitent problem (strategies 2&3) with no supporting evidence. "40% increse in public transport" equals 2 buses per hour!
20/04/2018	07/03/2018	107	I consultation event	we agree with comment previous waste of money – more research needed as to volume of cyclists, walkers using ILLEGIBLE plus loss of village identity. Also if project agreed goes ahead - everything should be integrated in terms of potential disruption & developing 1 phase instead of in tandem. Disagree with loss of greenbelt.
20/04/2018 20/04/2018	07/03/2018 07/03/2018	109 110	I consultation event I consultation event	all this capital expenditure is a bad use of public funds. Instead, the local authority should learn lessons from Brighton and develop an excellent relationship with the local bus operators, so that there are cheap, reliable buses which people will actually want to use. We have the infrastructure already, in our road network what you need to add is a really good bus service! I favour the strategic solution (option 1) given the hoped for growth to the S/East of Cambridge. I also strongly favour the greenway efforts. Off-road cycling from the villages to/from Cambridge would be very beneficial in persuading people that cycling is a safe option.
20/04/2018 20/04/2018	07/03/2018 07/03/2018	111 112	I consultation event	strategy 1 means that residents of Mingle Lane, Orchard Road & Coppice Avenue will face a level crossing delay every time they leave home. Strategy 2 not too bad but use of railway lines would be better. strategy 1: for small villages of Shelford/Stapleford why do we need two stations within ½ mile of each other? Are the stations for locals or commuters who don't want to use the main station at all? The extra traffic from commuters & the parking is not wanted on the village roads/ residential roads of Haverhill Road/Bury Lane. Perhaps a single station behind Mingle Lane (half way between two proposed) would cost least and be within ½ mile of all residents of the villages.
20/04/2018 20/04/2018 20/04/2018	07/03/2018 07/03/2018 07/03/2018	112 113 114	I consultation event I consultation event	think there are a lot of good ideas. More buses as long as they can move! We need to free up city centre - make it car free! Plus the A Metro is a bus!! still think more work needed on turning from Haverhill Rd into Babraham Rd right + left to reduce accidents as still turning into fast moving traffic despite have moved futher away from brow of hill necessary & good work
20/04/2018	07/03/2018	115	I consultation event	strategy 1 looks most likely to meet rapidly increasing local needs. very supportive of strategy 1
20/04/2018 20/04/2018 20/04/2018	07/03/2018 13/03/2018 13/03/2018	116 117 118	Iconsultation eventIconsultation eventIconsultation event	electric trams please!! We'd prefer a P&R at Fourwentways to be on south-east corner (near Shell garage roundabout). In favour of changes between Fourwentways and Addenbrookes. Look to the future, strategy 1 is the preferred option for the South Cambs area and will work out more economical in the long term. Extend along the old railway to Haverhill.
20/04/2018	13/03/2018	119	I consultation event	Stat one is the only viable long term solution avoiding the disruption of implementing improvements to the 1307 Great work! Let's make it happen! Strategy 1 Tick, the rest X
20/04/2018 20/04/2018	13/03/2018 13/03/2018	120 121	I consultation event I consultation event	reducing the A1307 between babraham and 4wentways to one lane + 1 bus lane would be a disaster. yes to strategy 1. Don't waste money on 2 & 3.
25/04/2018 20/04/2018	13/03/2018 13/03/2018	122 123	I consultation event I consultation event	Strategy 1 + Phase 1 taking up the A1307 to do work would be extremely disruptive missed opportunity to take greenway either up to Granta Park roundabout & along Pampisford Road or old railway line?
20/04/2018	13/03/2018	124	I consultation event	all plans very sensible except bus cutting through Bury Farm. This is a beautiful part of the village countryside. It is a popular walk and horse/cycle route it has wild life, including herons and has a delightful view of the Gog Magog Hills. I am very much against creating a bus route through this tranquil scene. every change creates disruption – thank you for consulting, but before giving a resounding yes it would be good to know that the positive impact of all this is sufficient to outweigh the disruption/building work concrete etc. etc I am in favour of keeping cars out of the city centre & providing frequent & free
20/04/2018	15/03/2018	125	I consultation event	(if possible) public transport but publicly owned please!
20/04/2018 20/04/2018	15/03/2018 15/03/2018	126 127	I consultation event	The projected ban on turning right at end of Linton High Street is complete insanity & will only make Back Road used more it is a narrow road unsited to traffic, and wouldn't save buses more time. Hopefully Linton Parish Council will be consulted as they know local problems. the ban on turning right at the end of Linton High Street is total madness. The priority should be to stop through traffic using Linton as a cut through. The old railway line should be re-opened or a guided bus/bus lane put in. Back Road is a narrow country road which is over used already, any plans must make sure time more traffic doesn't use it!
20/04/2018	15/03/2018	128	I consultation event	I am opposed to strategy 2 as it creates a smallish area of field (greenbelt) which would inevitably become a target for property developers. Strategt 1 is the best, but probably the most expensive, and there is little need to connect the existing Babraham Road P&R to the new site will provide a facility for those who want this connection and the existing facility can easily fill up with people going to Addenbrookes and CBC
				Proposals for Consideration Managing concerns for Parishes affected by A1307-Short Term 1 Traffic levels on the A1307 are generally acceptable but the road becomes congested at peak times [0700-0900 & 1630 - 1800]
				1 Traffic levels on the A1307 are generally acceptable but the road becomes congested at peak times [0700-0900 & 1630 - 1800] 2 There is difficulty for traffic from Linton High Street and The Grip and the Abingtons accessing the A1307 at peak times. Suggestion: Provide part time traffic lights at the Linton High Street/Grip Junction and at the Abington/ Back Lane Junction near Acorn Garage.
				Change the traffic light programming at Linton Village College to provide a better flow as Atkins proposed at the City Deal A1307 Local Liaison meeting and encourage 2 lane queuing approaching the LVC traffic lights on the eastbound carriageway. 3 Dene Road Junction with A1307. Speeding along this short section of dual carriageway is a problem for traffic crossing and joining the dual carriageway between Dene Road and Bartlow. Suggestions:
				Continue the 50 mph speed limit from Linton to Haverhill by-pass roundabout, this will make the use of average speed cameras viable. Reduce the Westbound lane of the dual carriageway to a single lane and provide a satisfactorily sized refuge for traffic crossing the central reservation. Trees between Dene Road and the East end of the dual carriageway to be removed to the boundary of the Horseheath Lodge estate.
				4 Reduce the need for cars commuting to Cambridge from Haverhill by providing a better bus service and a Park and Ride site between Haverhill and Horseheath A Park and Ride at Haverhill would be preferable. 5 The proposed Park and Ride (Hub) at Bartlow Road Linton needs to be larger than proposed as it will attract use by the residents in the villages east of Linton.
				6 The short-term cutbacks on bus services by Cambridgeshire County Council intensify the need for car commuting from South Cambridgeshire villages. The proposal from Haverhill Chamber of Commerce, supported by their MP, for dualling the A1307 is a capital expenditure which is essentially not justifiable. If revenue expenditure was increased to provide better bus services timed to suit customers and not the convenience of the bus operators. Major capital expenditure on a dual carriageway would not be needed for a road which would be underused for 80% of its day. 7 Bus services need to be quick, reliable and priced to make their use cheaper than cars.

justifiable. If revenue expenditure was increased to provide better bus services timed to suit customers and not the convenience of the bus operators. Major capital expenditure on a dual carriageway would not be needed for a road which would be underused for 80% of its day. 7 Bus services need to be quick, reliable and priced to make their use cheaper than cars. Long Term Considerations 1 Cambridgeshire's road infrastructure is getting congested due to the provision of connectivity for Suffolk(Haverhill) via the A1307 and Essex (Saffron Walden) via the A505 and A1301 (Duxford/Sawston/ Chesterford) 2 Connectivity between Cambridge and Stanstead via the M11 is subject to uncertainty due to the high possibility of closure due to accidents and congestion. The distance between junction 10 and junction 8 southbound is 17 miles and between junction 8 and junction 9 northbound is 14 miles, some of the longest stretches on the motorway network. Accidents on these parts of the motorway involve long holdups and make arrival at Stansted Airport a bit of a lottery. 3 Suggested improvements. Commuting to Cambridge Greater Cambridge Partnership is looking at making short term improvements in commuting by stressing the needs for buses and cycle ways by modifying existing infrastructure. A long-term view is needed. Looking at transport from an environmental/pollution viewpoint any future transport solution must look at electricity powered solutions either through battery technology or environmentally generated mains power. There are already proposals in place to provide a rapid transit network development for the long term. (See Railfuture and Cambridge Ahead proposals) but these still seem to be under consideration as part of the City Deal when considering the A1307 corridor.

We should support the growth of any such system being extended to serve the technology centres at Haverhill, Granta Park, Babraham, Ickleton and the Addenbrookes Bio-Medical site. This needs to recognise that housing for staff needed to serve these sites will not be affordable in areas immediately adjacent to Cambridge. The villages of Southeast Cambridgeshire could provide additional affordable accommodation, in a sustainable manner, if feeder bus services were provided.

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