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29/03/2018	28/03/2018	21	O	Wildlife Trust	e-mail	<p>Dear Sir/Madam,</p> <p>Thank you for consulting the Wildlife Trust regarding the Greater Cambridge Partnership's Cambridge South East Transport Study.</p> <p>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.</p> <p>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.</p> <p>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, Wandiebury Country Park, and Magog Hills):</p> <ul style="list-style-type: none"><li>Hobson's Brook South City Wildlife Site</li><li>River Granta County Wildlife Site (CWS)</li><li>Shelford-Haverhill Disused Railway (Pampisford) CWS</li></ul> <p>Phase 2, Strategy 1</p> <p>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.</p> <p>The consultation information should be corrected to make clear all of the environmental constraints and potential impacts.</p> <p>Both Phases will need to demonstrate that they will avoid adverse impacts on nearby sites important for nature conservation, particularly Wandiebury 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.</p> <p>Yours sincerely,</p> <p>[redacted]</p> <p>Conservation Officer</p> <p>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.</p> <p>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.</p> <p>All 3 published strategies seek to delivery faster, more reliable and sustainable public transport options for journeys between Cambridge and the south-east.</p> <p>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.</p> <p>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.</p> <p>We look forward to being kept informed of this project and would be grateful if you would confirm receipt of this representation.</p> <p>Regards</p> <p>[redacted]</p> <p>Planning Director Planning Savills, [redacted]</p>
29/03/2018	28/03/2018	22	O	St John's College	e-mail	<p>Savills (UK) Limited have been instructed by the Bursars' Environment and Planning Sub-Committee (BEPS) to make necessary representations to the Greater Cambridge Partnership's current "Cambridge South East Transport Study" which is currently out for consultation purposes.</p> <p>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.</p> <p>BEPS deals with those planning matters which have a general effect on the Colleges. The submission of BEPS comments does not preclude separate representations being made by individual Colleges. In responding to this particular consultation we would highlight the following main concerns as it relates to the Sub-Committee</p> <ul style="list-style-type: none"><li>- 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.</li><li>- 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</li><li>- 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.</li><li>- 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.</li></ul> <p>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 as the Western Orbital Route.</p> <p>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.</p> <p>We look forward to being kept informed of this project and would be grateful if you would confirm receipt of this representation.</p> <p>Regards</p> <p>[redacted]</p> <p>Planning Director Planning Savills, [redacted]</p>
29/03/2018	28/03/2018	23	O	The Bursar's Environr	e-mail	<p>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.</p> <p>Kind regards</p> <p>Jo Mrs Jo Keeler Sawston Parish Clerk</p> <p>The description of the suggested work is as follows in your consultation document.</p> <ol style="list-style-type: none"><li>8. Multi user crossing of A11 via improved footbridge and underpass</li><li>• Adding ramps and taller parapets to the existing stepped footbridge over the A11 would enable use by cyclists and mobility-impaired users.</li><li>• Approach routes would be upgraded to bridleway status, resurfaced and stud lighting provided.</li><li>• 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.</li><li>• The existing bridge is too narrow for use by horses and cannot be widened.</li></ol> <ol style="list-style-type: none"><li>1. Bridleway Status The principle of upgrading the footpath running through [redacted] was challenged at the time when a "permissive right" use for cyclists was changed to the use by 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.</li><li>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 movement 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] towards [redacted] especially if the surface of the potential Bridleway was tarmac with studs.</li><li>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. b) Access for the public to this beautiful stretch of river could produce litter, this being an environmental problem. 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 bringing 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 @GreaterCams e.g. @RallHaverhill. [redacted] on the elephant on the A1307 Over £100k just for a study on the A1307???</li></ol> <p>Nothing substantial GCP is proposing on the A1307 is deliverable within the next 37 Years Really important to consider the Landscape impact of choices re Cambridge South East Transport Study Consultation 2018 as this will affect development</p>
17/04/2018	29/03/2018	25	I		letter	<p>Our response to @GreaterCams 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: <a href="http://www.smartertransportuk/response-to-cambridge-south-east-transport-study-a1307-consultation-2018/">http://www.smartertransportuk/response-to-cambridge-south-east-transport-study-a1307-consultation-2018/</a></p> <p>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 shift towards public transport for the Granta Park users, whereas the other 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.</p> <p>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.</p> <p>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:</p> <p>Made - Percentage - No. of Staff Drive on your own - 67.5% - 1,688 Car Share - 7.1% - 178 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</p> <p>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 reduced if sustainable travel options are further improved. Consequently, it is considered that the provision of Strategy 1 will be of significant benefit to Granta Park.</p> <p>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.</p> <p>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 Total - 37% - 925</p>
17/04/2018	29/03/2018	31	O	Granta Park, Biomed	e-mail	<p>West Wickham Parish Council – Response to the Cambridge South East Transport Study</p> <p>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.</p> <p>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.</p> <p>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.</p> <ol style="list-style-type: none"><li>1 Granham's Road junction improvement - Support</li><li>2 Extra Bicycle storage at Babraham P &amp; R - Support</li><li>3 Linton Greenway - Support</li><li>4 Gog Farm Shop junction safety improvement - Support</li><li>4 Cycleway Addenbrookes to BRC - Support</li><li>5 Non-Motorised Use underpass at Wandiebury - Support</li><li>6 Signalised crossing at Babraham Research Campus roundabout. Part of Linton Greenway system. - Support</li><li>7 Eastbound bus lane approaching A11 - Support</li><li>8 Multi-user crossing of A11 via improved footbridge and underpass - Support</li><li>9 Signalise Hildersham crossroads with Toucan/Pegasus crossing. - Support</li><li>10 Eastbound bus lanes on approach to LVC and safety improvements at Dalehead Foods - Support</li><li>11 Linton Village College signal upgrade - Support</li><li>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.</li><li>13 Measures to ease bus movements in Linton - Support - improve pedestrian access and cycle storage at bus stops near high street junction.</li><li>14 Westbound bus lanes on approach to Linton B1052 junction - Support</li><li>15 Bartlow Road roundabout and Rural Hub - Support - This would be seen to provide P &amp; 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</li><li>16 Dene Road Crossroads - close central reservation - Oppose - The use of this access is part of the transport plans for the West Wickham Warehousing and 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.</li><li>17 Speed Reduction Measures Horseheath to Linton - Support - a speed limit of 50 mph in both directions</li></ol> <p>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.</p> <p>Along with Wandiebury Country Park, owned and managed by CPT, 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.</p> <p>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.</p> <p>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?</p> <p>Summary</p> <ol style="list-style-type: none"><li>1 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.</li><li>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.</li><li>3 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.</li></ol> <p>Comments</p> <p>Strategy 1</p> <p>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.</p> <p>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 of users.</p> <p>Sawston Greenway, currently out for 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.</p> <p>Strategy 2</p> <p>From a user perspective, a journey from Haverhill would require parking a car near the A11, a P&amp;R bus to Babraham P&amp;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 cost of the Greenbelt, farmland and wildlife not to mention its visual impact. We cannot support this proposal.</p> <p>For comments on the inbound bus lane from Babraham Research Campus to the Babraham Road Park &amp; Ride site see Strategy 3 below</p> <p>Strategy 3</p> <p>Whilst we can see that the introduction of a bus lane could improve the traffic flow back from the Babraham Road P&amp;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 peak hours nor will buses run at night.</p> <p>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.</p> <p>CPT welcomes the Cambridge South East transport study, and the emphasis placed on improvements to public transport infrastructure.</p> <p>Phase 1 - Elements common to all strategies</p> <p>How far do you support any of the elements common to all strategies described in the study?</p> <p>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.</p> <p>Phase 2 - The three strategies</p> <p>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 transport strategies should include all 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.</p> <p>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 dedicated two way public transport link between Cambridge Biomedical Campus and Hinton Way. The predicted increase in public transport usage, alongside the positive costs/benefit makes this strategy cost effective and deliverable with significant and measurable benefits.</p> <p>CPT also supports Strategy Three, although without the dedicated link the benefits to public transport users will be less.</p> <p>Q4. Which of the three strategies would most encourage users to switch to an alternative mode of transport?</p> <p>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.</p>
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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](http://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 Cleeve 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.railfuture.org.uk](http://www.railfuture.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](http://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/info/2/transport/1/transport_consultations/8) [http://www4.cambridgeshire.gov.uk/citydeal/download/downloads/id/170/rail\\_viability\\_technical\\_note.pdf](http://www4.cambridgeshire.gov.uk/citydeal/download/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". 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 A1307 to a wider focus 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  
Graham'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 Graham'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 A1307 Strategies 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 AS05 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 the attendant benefits of reduced congestion and pollution. And all of this firmly rooted in frequent and reliable public transport - which it also facilitates in a virtuous circle rather than the 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

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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 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 creation of the Cambridge Green Belt to help protect the Magog Gog hills.  
As a charity we are working to protect the green setting 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  
• A Park & Ride near the A11/AS05 junction  
• Would most likely form part of the Cambridgeshire Autonomous Metro being proposed by the 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 AS05 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 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.  
The route of Strategy 1 would also run very close to Nine Wells Nature Reserve (which is already under pressure from developments at the Biomedical Campus).  
As well as the direct environmental impact of transport infrastructure, we are also very concerned that it

19/04/2018 04/04/2018 37 O Cambridge Past, Pres e-mail  
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 congestion along the AS05, and particularly at its junction with the A1301. (In the "rush hour" westbound traffic is already backed up to Four vent ways, and eastbound traffic 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 AS05/A1301 junction. I have prepared a Microsoft Word document containing a short discourse, and also a brief PowerPoint presentation that indicates the salient points of my proposed revision to the junction; I would be pleased to submit them for consideration. In the mean-time, I offer my limrick that introduces my view of the change that is needed.  
The Square Roundabout  
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 4/19/18 38 I e-mail  
I would also like to see an end to the nonsense of the proposed addition of another story to the Whittlesford station car park. It is likely to increase parking space by only a further 80% or so, and hence will prove inadequate in the longer term. I would rather see a tunnel underneath the road bridge, and extensive parking space created on the south side of the AS05 (once drainage/potential flooding issues have been addressed).  
South East Transport Study. It is known that "2,000 staff and "2,500 patients and visitors 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 A11 to the CBC via Sawston and a new additional Park and Ride site near A11/AS05. 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 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

19/04/2018 05/04/2018 39 O Cambridge Biomedical e-mail  
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 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.

19/04/2018 05/04/2018 40 I e-mail  
Kind regards  
[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 footprint and cycle routes are convenient, safe and attractive to use as well as being properly maintained. This consultation and proposed improvements to routes along the A1307 provide an opportunity for collaboration between the Greater Cambridge Partnership (GCP) and local authorities 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 Linton. In 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 on 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.

19/04/2018 05/04/2018 41 I Little Abington Parish e-mail  
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 can be improved it will not reduce the volume of commercial 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.  
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 District Councillor [redacted] with local plan responsibility 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:  
• The A1307 is an average rural road suffering from over development peak delays.  
• The traffic mix is of conflicting HGVs 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 practically.  
• New Aldenbrookes roundabout traffic management significantly exacerbating delays.  
• Hills Road/Regents Street unco-ordinated traffic lights cause significant delays.  
• Floating bus stops also cause significant delays.  
Consultee's Priorities:  
• 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 links.  
• Provide development infrastructure prior to development.

19/04/2018 05/04/2018 42 I e-mail  
Catchment Area:  
I am writing on behalf of Medimmune, a company located at Granta Park, Great Abington, to inform you that the company supports strategy 1 of the recently outlined options i.e. a 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. It would partly follow the route of the dismantled railway line. The multi-user path alongside the proposed transport route could form part of the Sawston Greenway.  
Our rationale for supporting this strategy is that it will support economic growth in the locale and provide greener, connected transport links in the region  
[redacted]  
VP, Site General Manager

19/04/2018 06/04/2018 43 O Medimmune e-mail

19/04/2018	06/04/2018	44	O	Babraham Research (e-mail)	<p>The Cambridge South East Transport Study.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The improvements of the multi user path from Babraham Village to Abington is also welcomed, together with its extension to Linton.</p>
19/04/2018	08/04/2018	45	O	Coppice Avenue Reske-mail	<p>The Coppice Avenue Residents Association wishes to lodge an objection to Strategy 1 of the new transport proposals for South East Cambridge. 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.</p> <p>Yours sincerely [redacted] Secretary, Coppice Avenue Residents Association</p> <p>The Coppice Avenue Residents Association (CARA) strenuously objects to Strategy 1 on behalf of residents of Coppice Avenue, on the following grounds:</p> <ol style="list-style-type: none"><li>1. The proposed mass transit route would adversely affect highway safety and/or the convenience of Coppice Avenue Residents as road users, in particular:<ul style="list-style-type: none"><li>• 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 frequently exceeds the speed limit, Hinton way would be dangerous. It is a narrow country road, unsuited to this increased and excessive use; and</li><li>• The railway crossing on already 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.</li></ul></li><li>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):<ul style="list-style-type: none"><li>• 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</li><li>• The disturbance of residents' quiet enjoyment of their property, including loss of privacy and open aspect of the neighbourhood.</li><li>• Reduction of value of the 17 properties most affected.</li></ul></li><li>3. Negative effect of the development on the character of the neighbourhood: Coppice Avenue has been pleasant country lane lined on each side with beech trees since approximately 1905. The current field and wood which borders the ends of the gardens of the even numbered houses on the avenue form an intrinsic part of the character of the avenue and are both at risk from the proposed strategy. What is currently a greenfield site will be at significant risk of becoming a brownfield site in time with high risk of future development, and</li><li>• 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.</li><li>4. The proposed development of a mass rapid transit route is over-bearing, out-of-scale and out of character in terms of its 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 satisfactory option</li></ol>
19/04/2018	08/04/2018	46	O	CPRE Cambridgeshire e-mail	<p>Phase 1 - Elements common to all strategies</p> <p>We support the proposed improvements, and leave comment on the detail to interested parties with local knowledge.</p> <p>(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 horse riders. Even if riders were required to dismount 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.</p> <p>(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.</p> <p>(c) While we approve the proposed location of the Park &amp; Ride (P&amp;R) in the vicinity of A11/A1307 (Strategies 2 and 3), we feel serious consideration should be given to an additional P&amp;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.</p> <p>(d) We feel that every effort should be made to persuade car owners to leave their vehicles at P&amp;R sites. If fifty-six adults can be persuaded to leave their cars at a P&amp;R site and get on one bus, that would significantly reduce the number of cars on the road.</p> <p>(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-to-date buses are used with comfortable seating, wi-fi etc. and that fares are set at affordable levels.</p> <p>(f) We approve of the location of a rural hub near Bartlow Road roundabout.</p> <p>(g) We are concerned about rat-running traffic through the Linton, with its historic narrow streets bordered by listed buildings and equally</p>
19/04/2018	09/04/2018	47	O	Axis Land Partnership e-mail	<p>We are responding to the Consultation due to Axis having a legal interest over land which will be directly impacted by Strategy 1.</p> <p>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]</p> <p>Appendix 2 details our full response to the Consultation as undertaken by our Transport Consultant Paul Basham Associates.</p> <p>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.</p> <p>If you have any queries then please do not hesitate to contact us.</p> <p>Yours sincerely [redacted] Senior Development Manager Axis Land Partnerships</p> <p>Appendix 2</p> <p>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.</p> <p>The consultation identifies three potential strategies which are briefly outlined below:</p> <p>Strategy 1- A new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus including a new Park &amp; Ride near the A11/A505 junction.</p> <p>Strategy 2- A new dedicated public transport link between Cambridge Biomedical Campus to the Babraham Road Park &amp; Ride site including a new Park &amp; Ride near the A11/A505 junction.</p> <p>Strategy 3- An inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital Roundabout including a new Park &amp; Ride near the A11/A505 junction.</p> <p>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]</p> <p>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.</p> <p>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 the west. It is noted that this route currently dissects land which is being considered for inclusion within the Great Shelford and Stapleford Neighbourhood Plan. While 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.</p> <p>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.</p> <p>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 with a route further north within the land allowing for a greater scale of development south of the transit route. Development of land south of the transit route 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).</p>
19/04/2018	09/04/2018	48	O	University of Cambric e-mail	<p>Transport Study. Investments along this corridor are a major opportunity to support inclusive growth and development for Cambridge, especially at the Cambridge Biomedical Campus, the Babraham Research Campus and Granta Park.</p> <p>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.</p> <p>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.</p> <p>Preferences</p> <p>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:</p> <ul style="list-style-type: none"><li>• 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.</li><li>• It offers the greatest opportunity to enable mode shift away from the private car by reaching commuters travelling along both the A1307 and the A1101.</li><li>• We welcome the introduction of stops at Sawston, Stapleford and Great Shelford thereby creating accessible routes for these communities.</li><li>• 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.</li><li>• Strategy 1 would provide a greater reliability of service due to its segregation from other traffic.</li><li>• Strategy 1 also delivers the greatest additional sustainable transport capacity. In addition to the creation of a new dedicated mass transport system, the off road solution will enable greater opportunity for increased capacity for pedestrians, cyclists and bus services which continue to operate' along the existing</li></ul> <p>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 Cambridge. 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.</p> <p>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.</p> <p>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 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 into account in this traffic review, and we believe that they should be.</p> <p>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.</p> <p>Comments on specific elements of the consultation document.</p> <ol style="list-style-type: none"><li>1. Granta's Road - Strongly supported and long overdue.</li><li>2. Cycle storage - Support.</li><li>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 offering 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.</li><li>4. Gogs Farm shop - Strongly supported</li><li>5. Wandlebury underpass - Supported</li><li>6. Babraham crossing - Supported</li><li>7. Bus lane at A11 - No opinion.</li><li>8. A11 crossing - Supported</li><li>9. Hildersham Crossroads - Strongly supported. This is a dangerous junction and signalling would improve safety and bus transit times.</li><li>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</li><li>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.</li><li>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 volume (this incursion of traffic onto the verges is actually trespass; protective and preventative measures are urgently needed). Traffic would also be likely to turn left, do a U-turn, or 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. 1388487). 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 nature reserve and Magog Down, taking advice from relevant stakeholders including the Wildlife Trust, Council ecologists and Natural England. We note that a new Park &amp; 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 and Babraham Research 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 carriage way. 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 will deliver net biodiversity gain. Further information on SSSIs and their special interest features can be found through the following link: <a href="http://www.magic.gov.uk/">http://www.magic.gov.uk/</a> 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 <a href="mailto:consultations@naturalengland.org.uk">consultations@naturalengland.org.uk</a>.<p>Yours sincerely [redacted]</p></li></ol>
19/04/2018	09/04/2018	50	O	Natural England e-mail	<p>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 undoubtedly boost further investment into this part of the City, for the benefit of the whole community.</p> <p>Please feel free to contact me if you wish to discuss further.</p> <p>Sincerely, Douglas Cuff Senior Director, Development</p>
19/04/2018	09/04/2018	51	O	BioMed Realty e-mail	<p>Thank you for consulting Historic England on the proposed options for the A1307 transport corridor.</p> <p>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 (<a href="https://historicengland.org.uk/services/skills/our-planning-services/extended-pre-application-advice/">https://historicengland.org.uk/services/skills/our-planning-services/extended-pre-application-advice/</a>). As you are aware, our extended pre-application advice is provided on a cost-recovery basis.</p> <p>Following our meeting in December and our discussions, we offered extended pre-application advice to cover this consultation. As you have not accepted this offer of advice, we are unable to respond to the current consultation. However, if you would like further pre-application advice from us regarding this scheme, we will be happy to provide that advice through our extended pre-application service.</p> <p>This service only relates to ongoing pre-application advice. Once a planning application is made, Historic England will respond as a statutory consultee on proposals affecting the historic environment. If you have any further questions, please do get in touch.</p> <p>Yours faithfully [redacted] Principal, Historic Places Team</p>
19/04/2018	09/04/2018	52	O	Historic England e-mail	



