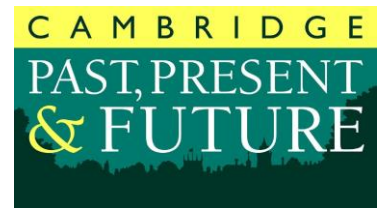


Greater Cambridge Partnership

By email to:

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13/07/22

Dear Greater Cambridge Partnership

Response to consultation on new road classification for Cambridge

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxton Watermill.

CambridgePPF supports proposals which will result in improvements to the historic environment of Cambridge by reducing pollution and structural damage to buildings and by creating a safer and more amenable environment for people to enjoy the world class heritage of the city centre.

We welcome your recognition that the Making Connections proposals would see a significant increase in the number of buses operating in the city and that St Andrew's Street, Drummer Street and Emmanuel Street interchange area is at capacity and would struggle to take the proposed increased number of buses. This an issue we raised in response to the Making Connections consultation, and we highlighted that a Heritage Impact Assessment was needed in relation to the impact of a significant increase in buses.

We also highlighted that such an increase in buses was incompatible with the aspiration to create more and safer space for the increasing number of pedestrians and cyclists. In this respect it would be useful to understand the perceived volumes of traffic, existing and with the proposed hierarchy, for each of the modes.

It is not acceptable to carry out a consultation without at least indicating what some of the solutions for relocating buses away from the current interchange would be. It is possible that the solutions are unacceptable and therefore it is not possible for people to be sufficiently informed to say whether they support this approach or not.

One such solution we ask you to consider has been suggested by Smarter Cambridge Transport of a [Ring-and-Spoke or 'lollipop' routing](#) where buses would enter Cambridge along the main radial roads but instead of continuing into the city centre, they circle the centre on an inner ring road (e.g. Gonville Pl, East Rd, Maids Causeway, Victoria Ave, Chesterton Rd, Northampton St, Queen's Rd, The Fen Causeway, Lensfield Rd). They make a complete circuit of the ring in an anticlockwise direction, then return along the route they came in on. By hopping off and onto another bus at a stop anywhere around the inner ring, people can reach all destinations on all other express bus routes. Complementary services follow different routes using size-

appropriate vehicles to fill gaps in the network (e.g. minibuses through the city centre) and add capacity to popular routes.

On initial inspection this proposal appears to solve many of the problems you have identified, but a more detailed analysis is needed. It removes buses from the city centre, it provides an increased public transport network for people to move into and across the city, it provides a shuttle bus into the city centre and it supports the prioritisation of pedestrians and cyclists in the city centre. It also avoids the need to have a new bus station, the provision of which is likely to be problematic or damaging given possible locations.

However, traffic congestion during peak times is likely to be a problem unless the proposal is supported by a scheme to reduce private car use on these routes during peak hours, such as a congestion charge.

Your consultation references the Making Space for People SPD Baseline Report (June 2019). This has the potential to be a very important document in ensuring a coordinated approach is taken by different parties in delivering infrastructure in the City. We are disappointed that work on the SPD has not progressed since 2019. We encourage the GCP to continue working with the City Council in preparing and adopting this SPD.

We note that some of your proposals could have impacts on local communities, examples include funnelling more traffic onto main routes and thereby exacerbating pollution and congestion for people living alongside those roads; creating situations where an accident or emergency in one location could result in people being stranded in their neighbourhood; or by making it difficult for a business' customers to access their services. We encourage you to seriously consider the views of local people regarding their local area.

I trust that you will take our comments into consideration.

Yours sincerely


Principal Planning Officer