### Q10. Please indicate your age range.

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<td>55-64</td>
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### Q13. How did you hear about this consultation? (Please tick)

- [ ] On social media
- [ ] Email
- [ ] Flyer
- [ ] Local radio
- [ ] Poster
- [ ] Local newspaper
- [ ] TV commercial
- [ ] Other

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**Q2. Do you have any comments on any of these elements?**

- Does this mean making it no longer a cross-roads?
- Many of these are vital to have safe options to driving along
- Consider the horse riders please
- Horse riding community.
- Consider the horses and riders as this transport mode
- Does this mean make it a fast road, location for the town?
- A reduction in speed would be a better way of reducing the risk for people cycling.
- What about the horse riders, would it be possible to safe zone for them?
- The horse riding community.
- Horse riders please.

**Q3. Strategy 1**

- Bedford
- Cambridge
- Horseheath, Linton etc.

**Q4. Strategy 2**

- Whittlesford Station has been discussed for 2 years now but nothing has been done.
- A railway is a sensible option for Haverhill, Cambridge for a lot of shopping, a bus service is not enough.
- Right turns from Haverhill Rd. and into the B1052 (Linton Rd) in which they will u-turn to rejoin the main road.
- Leaving the junction from Bartlow is lethal, as is the junction into the B1052 (Linton Rd).
- The current bus service from Haverhill to Cambridge is very bad, only a few buses a day, hardly any in the evening.
- The bus to Cambridge has a lot of stops to make, which means there is a lot of walking.
- The current bus service from Haverhill to Cambridge is not fit for purpose.
- A bus service is not enough, you have totally forgotten people in Haverhill again.
- Haverhill has no train service or other means only buses.

**Q5. Strategy 3**

- The dual-carriageway approach to Linton eastbound gets more drivers to use it to access Cambridge.
- Force more drivers to use it to access Cambridge.
- The horse riding community need a safe way to get around.
- Horse riders please.
- Horse riding community.
- Horse riding community.
- Horse riding community.
- Horse riders.

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**Q6. Strategy 4**

- Technology Park
- The White Lines are wearing out.
- The White Lines are wearing out.
- Many of these are vital to have safe options to driving along
- The White Lines are wearing out.
- Horse riders please.
- Horse riding community.
- Horses and riders.
- Horse riding community.
- Horse riding community.
- Horse riders please.
- Horse riding community.
- Horse riding community.
- Horse riding community.

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**Q7. Strategy 5**

- Does this mean make it a fast road, location for the town?
- A reduction in speed would be a better way of reducing the risk for people cycling.
- Does not seem necessary to add a cycle path.
- Does not seem necessary to add a cycle path.
- Does not seem necessary to add a cycle path.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.
- Horse riders and cyclists.

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**Q8. Strategy 6**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q9. Strategy 7**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q10. Strategy 8**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q11. Strategy 9**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q12. Strategy 10**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q13. Strategy 11**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q14. Strategy 12**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q15. Strategy 13**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q16. Strategy 14**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q17. Strategy 15**

- Bedford
- Cambridge
- Horseheath, Linton etc.

---

**Q18. Strategy 16**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q19. Strategy 17**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q20. Strategy 18**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q21. Strategy 19**

- Bedford
- Cambridge
- Horseheath, Linton etc.

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**Q22. Strategy 20**

- Bedford
- Cambridge
- Horseheath, Linton etc.
In respect of measure 12, the proposal for a right turn ban on Babraham road extra bike storage - I know lots of people...

None of the above address the traffic choke points inbound

Having a single car lane for such a major roundabout, if this is not done according to the volume of traffic that is passing through the roundabout. Bus lanes also add to traffic (car) congestion, which directly affects the bus and public transport. Ref scheme 6: Why are traffic signals proposed in this location? They are not beneficial at this location. The interchanges would not be made...I am extremely concerned about development close to Nine Wandlebury. I am aware of the current dangers posed by the roundabout and the safety issues that are being faced. I have seen no mention of cycle lanes?

Over a short distance. It is essential that speed restrictions are actively policed and enforced before it. In the mornings at peak times the 13 buses come onto the High Street, which cups traffic congestion, and it is dangerous for local people who are walking. Similarly traffic lights on the A1307 for Linton High Street has been installed in the past, they have affected all the local and central government taxpayers due to accidents. I understand that this area is a problem but this is not the way to go about it.

I note that in recent years there were two proposals which have been started, they will most likely use Back Road to join the A1307 before they reach the Biomedical Campus roundabout for access to A1307

Strategy 3 does not go far enough to increase public transport, vehicle lanes will be removed/change to become bus lanes. Overcrowding or (preferably) use council-run buses to help those travelling from SE Cambridgeshire/Essex/Suffolk. I live in [redacted]. In order for me to get to work, I have to change buses three times at the University of Cambridge and also to get to the Biomedical Campus. Hence the proposed based on high usage of buses however the fare network along the A1307 as it's a dreadful road for the people travelling from SE Cambridgeshire/Essex/Suffolk. I have seen no mention of cycle lanes?

The proposals in your document are unclear, whether you want to reserve the green belt land in Strategy 1. After it has been built there will be no possibility of expansion or extending it. I would likely take the busway from Sawston to the Botanic gardens and walk the rest of the way to help those travelling from SE Cambridgeshire/Essex/Suffolk.

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Signalise Hildersham crossroads with Toucan/Pegasus

Item 12, right-turn ban. I understand that it is hard to come

3 - please implement asap -

Proposed solution still makes the crossing of the A1307

- - - No No Yes No Anything electric All for the greater good Considered progress. Look to the future. Well done to all

A1307 heading to Cambridge.

connections into each of the villages along the route. That

Village College lights?

not long enough

enough to enable access for all. The bridge may need to be

>> Have you measures the usages of road users crossing this

up with an alternative to this. However I have concerns for

turning right onto A1307 in rush hour from back road from

Haverhill. Currently the route takes too long a route and over

noise and pollution

very much hope that new hedges will be planted to minimize

spooked.

junction improvement is urgent. I have myself been involved

E. 9: Agree but the signals must be set up to encourage traffic

Consideration should be given to reopening the Cambridge-

train ior tram nto the city., comfortably, and return home

- No Yes No No Yes No No No No Yes Yes No Yes No No Yes Yes No No No No No No No No 

much the better

- No Yes No No Yes In my job I am required to have a car to enable me to

Strategy 2: No - disagree. The bus lane on the A 1307 is ok

beneficial impact on increasing physical activity, decreasing

them to burn fat not fuel and help the environment? This

Sawston, Stapleford, Shelford residents to use public

- No Yes No No No No No No No Yes Yes No Yes No No Yes Yes No No No No No No No No 

important in view of the increased amount of housing

environmental impacts. But it is not clear that ecological

would be transformed into ribbon development, and then

into a coherent transport plan for Cambridge and

passes down the high street alongside children going to

- No Yes No No Yes No No No No Yes No No No No No No No No No No No No No No No 

time or you have to leave very early

much welcome!

- No Yes No No No No No No No Yes Yes No No No No No No No No No No No No Yes No 

55 - 64 No No Yes No No No No No No No Yes No No No No No No No Yes No No No 

65 - 74 No No No No No No Yes No No No Yes No No No No No No No No No Yes No 

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I am limited getting to Linton so that I can travel to Cambridge.

Cambridge has become the principal victim of its success.

People do not like underpasses.

Cam - refer to as bus or bendy bus.

The ability to turn right from the A1307/B1052 junction.

We also strongly support numbers 10+11 as currently its very needed to make right turn from the A1307 safer. turning out or do a U-turn at Hadstock road in order to gain access to the passage onto the A1307.

We also strongly support numbers 10+11 as currently its very needed

Very unsafe crossing atm.

16) Close dean rd central reserve - we support however how

Hildersham/Abington to avoid this, I don't have any trouble

needed to make right turn from the A1307 safer. turning out or do a U-turn at Hadstock road in order to gain access to the passage onto the A1307.

We also strongly support numbers 10+11 as currently its very needed

Very unsafe crossing atm.