Dear Sir,

I am in receipt of your brochure, and have the following question regarding Point 4 of your elements common to all strategies – it is not clear either from the picture or the few words written above.

Please see the link below:
[Link]

Sincerely,
[Your Name]
Dear Sir/Madam,

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:-

1. Access to the underpass would allow illegal entry of vehicles and materials into the farm. I have always strongly advised for security reasons to the farm to not use this route for any vehicle movement.

2. The underpass is for pedestrians only and because of the nature and location of the land the underpass is not safe for working farm vehicles to use.

3. The underpass is a narrow passage and any vehicle could easily obstruct the entire way making it impossible for scheduled vehicles to pass through.

4. The underpass is not a suitable location for vehicles to access the fields on the farm.

I believe that to use this underpass is not only dangerous for the vehicles using it but also for the farm workers and livestock on the farm. I would strongly advise that the underpass is not used for vehicle movement.

Yours sincerely,
[Signature]

[Name]
Adequate provision must be made for maintaining cycle routes. Existing routes are often overgrown and surfaces are poor.

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.

- Alleviate pinch points.

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.

It is clear that any proposed new site will require a lot of land and, with the exception of good quality farming land, it is unlikely that there would be little or no impact on the local environment. However, with the increasing number of cars, residential pressure from developments at the Biomedical Campus, the A1301 and Trumpington, as well as the A1307, in terms of daily and am / pm peak traffic flow changes as estimated by the GCP

Where roads cross, must be there,

This has implications for the safety of residents who live on Cambridge Road in Abington, pedestrians, cyclists and for traffic which exceeds the 40 mph speed limit. LAPC has invested in interactive signs and actively participates in Speedwatch.

I have responded to this consultation as I am currently an out of hour’s commuter into Cambridge City centre.

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The following questions and answers explore the information in this report and the way ahead.

The CBC Partners welcomes the opportunity to respond to the proposals for the Cambridge

- Mass Rapid Transit route from the All to the CBC via Sawston and a new additional Park and

We are strongly seized of the important future proofing advantage of Strategy 1. Unlike the other two strategies, the existing links will not be at the same level of infrastructure and the Cambridge Biomedical Campus removes any reliance on on-highway bus lanes which provide “little opportunity for future proofing”.

The TRA welcomes the evolution of this important project from a particular concern with congestion on the A1307 to a focus on the needs of South Cambridge as an integral part of the Cambridge sub-region’s transport network. The many opportunities and benefits of a fast rail service to the Biomedical Campus are entirely compatible with the important public transport link proposed as part of Strategy 1.

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In addition to transport changes that are being considered by the A11 Cambridge Improvement Project, new infrastructure is also being constructed around the perimeter to the north of the Babraham Research Campus and Whittlesford. The expansion of the Babraham Research Campus and Granta Park will only add to traffic pressure from developments at the Biomedical Campus.

We strongly support the option of a rural travel hub, which we believe will support people in transitioning into new forms of transport.

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We strongly support the option of a rural travel hub, which we believe will support people in transitioning into new forms of transport.
The University's preferred transport option for this corridor is Strategy 1—a new dedicated Mass Rapid Transit (MRT) line. This line would run from Babraham Village to the Addenbrooke's Hospital Roundabout, with intermediate stops at the Babraham Research Campus (BRC), the University of Cambridge (UoC), and the Newnham College. This strategy offers the greatest punctuality of services than any of the proposed on-road options. Punctuality is assessed on the basis of a range of factors, including the frequency of service, the duration of the journey, and the reliability of the service. Strategy 2 involves the creation of a new park and ride site near the A11/A505 junction, which would be used to reduce traffic congestion on the A1307. This strategy is seen as a complementary measure to the other strategies, providing an additional means of transport for those who do not wish to use public transport. Strategy 3 involves the creation of an inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital Roundabout, including a new park and ride near the A11/A505 junction. This strategy is seen as a more cost-effective option than the other two, but it is also seen as less effective in terms of reducing traffic congestion.

We note that a new park and ride site near the A11 will be required to deliver all three strategies. Without further detail on the location and design of this site, it is not clear how it will be able to meet the needs of commuters. It is also not clear how the site will be able to cope with the demand for parking, which is expected to increase over time. The University has stated that it will be responsible for the design and operation of the park and ride site, but it is not clear how this will be achieved.

We are concerned that the above scheme was previously known as the ‘A1307, Three Campuses to Cambridge project’. Natural Environment provided advice on an earlier stage of scheme development, in our letter dated 1 August 2016 (ref. 188487). We note that a new park and ride site near the A11 will be required to deliver all three strategies. Without further detail on the location and design of this site, it is not clear how it will be able to meet the needs of commuters. It is also not clear how the site will be able to cope with the demand for parking, which is expected to increase over time. The University has stated that it will be responsible for the design and operation of the park and ride site, but it is not clear how this will be achieved.

We are also concerned that the alignment of the route is currently indicative and will be subject to consultation. It is not clear how this will be achieved, or how the University will be able to ensure that the consultation process is fair and transparent. We are also concerned that the University has not provided any details on the likely impact of the scheme on the local environment, including the impact on wildlife and the natural landscape. We are also concerned that the University has not provided any details on the likely impact of the scheme on the local economy, including the impact on businesses and the local workforce.

We note that the A1307 Villages Forum also supports a new road to link Haverhill to the M11 near Newport/Gt Chesterford—near the 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 carriageway. It is not clear what environmental impacts this will have on Gog Magog Golf Course. There is no reference to this in the consultation documents and plans. A detailed assessment of the direct and indirect environmental impacts of the scheme will need to be carried out, and appropriate mitigation measures will need to be identified.

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Dear Sir/Madam,

Thank you for the opportunity to submit comments on the consultation. The Cambridge City Council is undertaking a consultation on transport plans for Cambridge for the next 50 years. The response period is 19th April 2018 to 9th April 2018.

This consultation is an opportunity to build an integrated transport network for Cambridge’s workers for the next 50 years. We need a real alternative to the car. The alternatives are rail and cycling.

While some of the proposals covered by Phase 1 of this consultation are not directly related to the WGC, the sustainable transport measures being proposed, such as bus priority, road safety and walking/cycling improvements, are welcomed.

We strongly oppose the closing of this junction, which will drive yet more traffic through Horseheath and cause real difficulties for crossing farm traffic.

WGC parking and rides

The 2011 Census indicates that 24.6% of commutes within the Greater Cambridge area are by bicycle. There is therefore still huge potential for modal shift in places that are not currently well served. Improving cycle links between villages (especially those with secondary schools), employment sites and Cambridge typically has the highest benefit-to-cost ratio of all infrastructure schemes.

We welcome the progress being made by the Greater Cambridge Partnership on the delivery of a cycle network. Section 7 of the Greater Cambridge Partnership Cycle Strategy: Framework document 2012-2021 states that the cycle network should underpin future development and transport infrastructure. The 2011 Census indicates that 24.6% of commutes within the Greater Cambridge area are by bicycle. There is therefore still huge potential for modal shift in places that are not currently well served.

Improving cycle links between villages (especially those with secondary schools), employment sites and Cambridge typically has the highest benefit-to-cost ratio of all infrastructure schemes.

Nevertheless, while such proposals are welcome, more opportunity needs to be provided for a sustainable transport connection between the new Park and Ride and the WGC. We propose to use Ashwell Road as a cycling link from the new Park and Ride to the WGC, as it is in line with the proposed route. We also propose to upgrade the cycling route at Fellows Road, because this could improve access to the WGC and reduce traffic on the A505 if there was an onward connection from the proposed site.

We strongly oppose the closing of the振南 crossroads, which will drive yet more traffic through Horseheath and cause real difficulties for crossing farm traffic.

The remainder of this document follows the structure of the survey.

Contextual comments

The addition of a cycle path section providing safe crossing for cyclists.

In accordance with the Strategic Environmental Assessment Regulations) underpinning future development and transport infrastructure.

The 2011 Census indicates that 24.6% of commutes within the Greater Cambridge area are by bicycle. There is therefore still huge potential for modal shift in places that are not currently well served.

A significant unknown is whether the investment is justified. Significant unknowns include:

That switch to the WGC, which is an essential part of the plans.

This consultation is an opportunity to build an integrated transport network for Cambridge's workers for the next 50 years. We need a real alternative to the car. The alternatives are rail and cycling.

We strongly oppose the closing of the junction, which will drive yet more traffic through Horseheath and cause real difficulties for crossing farm traffic.

By contrast to the A505, this junction is at-grade and, on completion, will be completely pedestrian friendly, which, it is suggested, makes it ideal for daily use and likely more suitable for a walk than cycle. While we note that the location of the junction appears close to the existing A1307, this could be overcome by appropriate landscaping, perhaps including a riverside underpass. The site has significant potential for flood risk and it is recommended that further study is undertaken to ensure that the proposal is sustainable.

Significant unknowns include:

With regard to the villages along the broad A1307 corridor, the proposals should not have any adverse effects such as for example, traffic transferring to less appropriate and less safe routes. With regard to the villages along the broad A1307 corridor, the proposals should not have any adverse effects such as for example, traffic transferring to less appropriate and less safe routes.

A47. Alternatively, or in addition, create a new path from the existing farm track west of the A11 via the underpass, to the River Granta, to Bourne Bridge Rd. Or, route the path to the A505 slip ramp (see next paragraph). See map in Figure 10.

A significant unknown is whether the investment is justified. Significant unknowns include:

The proposal initially proposed an at-grade crossing at the site of the current level crossing. However, this was rejected by the residents of Sawston as it was considered to be a safety hazard. The proposal was then revised to include a lift crossing at the level crossing, which was accepted by the residents. The lift crossing was considered to be a safer and more sustainable option.

We welcome the consultation process for the development of a cycle network for Cambridge. The consultation provides an opportunity for the public to provide feedback on the proposed cycle routes and improvements.

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Favour strategy 1 as the only viable long term solution. Eastbound bus lane at Babraham to 4 went ways will cause major tailbacks peak time with only one car lane. Strongly support measures for greenway.

An unjustified waste of money on un unexitent problem (strategies 2&3) with no supporting evidence. “40% increse in public transport” equals 2 buses per hour!

missed opportunity to take greenway either up to Granta Park roundabout & along Pampisford Road or old railway line?

strategy 2 uses a short cut by NINEWELLS NATURE RES. This gross intrusion institution into a greenbelt area is unacceptable. Strategy 1, must be the way forward but will the money be available??