

A to B1102

Improving the quality of the lives of those who ride, cycle, walk and live alongside the B1102 by helping residents to campaign for better transport.

Position Statement: Cambridge Eastern Access Consultation 2020

The Eastern Access consultation document provides, at best, sketchy detail of transport arrangements beyond the city boundary and East of the Quy interchange. There are some outline maps and proposals for Phase 2 but with insufficient detail to be able to assess the impact on the villages to the East. Yet those communities are a vital and integrated part of the development of Cambridge as a city and region and should not be ignored:

- The villages to the East are part of Cambridge's travel to work area and provide key workers for the city's businesses and services both public and private. Those workers need to be able to access the city and their workplaces efficiently and sustainably;
- Many of the sixth form students of the villages to the East are educated in the sixth form and FE colleges in the city and need to be able to access those establishments efficiently and sustainably. Equally, Teversham and parts of Cherry Hinton are part of the catchment areas of colleges such as Bottisham Village College and therefore require equally efficient and sustainable access in the other direction. Education determines the life opportunities of young people and creates the human capital that is needed for the city and region to thrive;
- The residents of the villages shop and access local services and amenities in the city and their spending and patronage sustains those businesses and services. The vitality and viability of city businesses relies on a wider catchment than the city alone. Transport solutions need to accommodate that movement and to be sensitive to the needs of the communities to the East;
- The villages to the East of the scheme will be affected environmentally by the proposals adopted. It is vital that the wider environmental impacts are considered in assessing proposals and not simply the impacts within the study area. Displaced environmental impacts remain environmental impacts affecting both the local community and the wider region;
- The communities to the East of the scheme will be affected economically by the proposals adopted and this economic impact needs to be factored in to any evaluation of proposals.
- The needs of potentially disadvantaged groups in the villages and communities, including the elderly and the disabled who may not be able to benefit from some of the transport proposals, need to be fully accounted for in evaluations and assessments.

We feel it is vital that these points are taken into account and that the voices of the villages and communities along the B1102 are heard clearly as part of the planning and evaluation process and that any consultation efforts include those communities. 2011 Census figures suggest that there are some 12,000 residents and 5,000 households in the parishes from Stow cum Quy to Burwell and a further 13,500 residents in Fordham and Soham whose natural transport link to Cambridge is the B1102. Economically activity levels are high and over three quarters of travel-to-work journeys were by car. This represents a very substantial population playing a key social and economic role in the wider city-region.

We note some specific points in relation to the Eastern Access Consultation.

The Phase 1 public transport proposals.

The Phase one proposals (A1 and A2) set out proposed changes to improve access to locations across the city and seek to accommodate residential growth within the city boundaries. However, they largely stop at the Quy interchange with little detail about what happens to the North and East of that point. We recognise that East Cambridgeshire is not part of the GCP, but the impact on the wider community and catchment area needs to be considered. Without adequate and reliable public transport connecting to the new routes, the communities to the East will be forced to rely on private transport, on cars, negating many of the environmental gains and potentially creating congestion and an increase in traffic from Quy and further East.

Consideration of public transport to the East must be mindful of the dispersed nature of the population and must be of sufficient density that all groups (including those disadvantaged) can access the services. Much more detail is needed on proposed routes and stops and the technology that can make the network more efficient. More detail is also needed on service provision – a major constraint to bus transport from the Eastern villages is the low frequency of services and the short period of operation which precludes its use for shift workers, for those working longer hours and for those wishing to use the services and amenities of the city in evenings and at weekends.

While we welcome a widening of routes and destinations from the Eastern edge of the city, there needs to be proper and efficient integration of those transport links (for example, use of the P&R as a hub). This integration needs to be sensitive to the requirements of disadvantaged and vulnerable groups. Transport interchanges also need to accommodate greener forms of transport, for example with adequate and secure cycle storage. Transport proposals need to cater for the widest range of users and transport modes and to emphasise the safe sharing of routes by all users.

Phase 2 Proposals

The proposed schemes set out for Phase 2 (B1, B2, B3) again provide little detail on access and provision beyond the city boundary. Improvements in services on the Cambridge – Newmarket line are welcome as would be opening of new stations and provision of new stations, but the benefits of those depend critically on the location of those stations and access to the stations from the dispersed communities. As part of the Phase 2 consultations, much more detail is needed and the views of the communities to the East should be sought out to ensure that the most appropriate network is found that provides efficient and sustainable transport for the whole of the city-region without displacing environmentally damaging traffic elsewhere.

Longer Term Plans

The consultation and other documents discuss in outline detail major developments such as the CAM metro and the consultation document notes the metro's alignment. Once again, however, what happens beyond the Eastern extent of the study area is left vague beyond a statement about an extension to Mildenhall. It is important that routing, frequency and access proposals fully consider the needs of the dispersed communities to the East and along the B1102 corridor. A route that by-passed the villages or that had infrequent stops would simply displace environmentally unsustainable transport activity away from the city and impose costs on the villages. As with the other proposals, there needs to be proper integration of transport networks and the accommodation of greener transport modes, while recognising that not all residents can use such options.

Consultation Processes

Consultation on proposals needs to be comprehensive and it should actively seek out the views of those residents to the East and North East of the study boundary, who are profoundly affected by the proposals. We also feel that the bundling of multiple proposals into large packages precludes effective consultation, particularly where surveys are used. Nuance and detail are too easily lost and general support for the package of proposals might hide deep concerns and objections to specific proposals.

About the A-to-B1102 Group

The A-to-B1102 Group formed to provide a voice for the communities that live along the B1102 in relation to transport developments. We represent the communities of Stow-cum-Quy, Bottisham, Lode, Longmeadow, Swaffham Bulbeck, Commercial End, Swaffham Prior, Reach and Burwell. We are not a campaign group against change, nor do we have political affiliation – our aims are to ensure that all residents are aware of the changes proposed and that, as a joined set of communities, we can influence those changes. Our overall aim is *“To improve the quality of the lives of those who ride, cycle, walk and live alongside the B1102 by reducing noise, improving air quality & the local environment and improving road safety”*. We draw on the expertise of concerned residents in the parishes and villages along the B1102, are liaising with the Parish Councils and village associations and are developing an active internet and social media profile and will seek to reflect the views of residents in discussing transport proposals that affect us profoundly.

FEN DITTON PARISH COUNCIL

Eastern Area Access Study Survey Team
SH1317 Shire Hall
Cambridge
Cambridgeshire CB3 0AP

Attn Mr Joe Baker
18

18 December 2020

Dear Sirs,

FDPC Survey Response for 18 December 2020

Further to our response in our earlier letter of 3/8/2020, we wish to respond to the above consultation with some points that do not sit easily in your on line survey. We have however, tried to align our response with your questions to facilitate your evaluation.

Q2. FDPC fully supports the concept of improving the public transport and active travel system in Cambridge because we expect it should lead to a reduction in road traffic through our community, including Marleigh, as well as environmental and health benefits here and across the city. However, we think it is important that conditions for motorists should be improved where possible and do not deteriorate where this is avoidable. We agree with your aim to reduce congestion and improving air quality. We do not consider that reducing junction capacity and thus increasing overall congestion for motorists is a legitimate aim, as noted in the consultation proposals, even if it is intended to be a mechanism to promote modal shift from cars. There is a risk otherwise that people who are unable to readily switch to an active or public travel mode due to their personal circumstances or the distances and timings involved will be unfairly penalized.

Another issue is the extent to which mainly safety related proposals for cyclists on existing road corridors should be implemented if this does not promote the use of existing cycleways or those already planned for completion in the short term future.

We suggest it might be helpful if the diagrams for Phase 1, Options A1 and A2 also showed Phase 1 of the Chisholm Trail and Cycleways 11 (due to reopen in in early 2021) and 51 (improvements partially completed through the Marleigh development). The points being that, firstly, these routes largely avoid the need for many cyclists to pass through Elizabeth Way Roundabout and along the short, narrow section of Newmarket Road to Coldhams Lane and longer, wider section up to the Leper Chapel. Secondly, the Chisholm underpass by the Leper Chapel will reduce the need to use the existing controlled crossing on Newmarket Road which in turn will ease the passage of buses, cars etc especially if the phasing of the lights is suitably altered.

Further to our previous detailed suggestions about potential improvements to cycleways and footpaths, we are pleased that the footpath widening on Ditton Lane is complete and some branches have been cut back on Route 51 west of Ditton Lane.

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Q3 – Option A1. We oppose Option A1 as presented. We consider that the overcrowding on Newmarket Rd adversely affects the buses so giving more priority for buses and aiming for fewer traffic jams will help. We fully support some of the measures proposed such as improving the capacity of Quy, do not object to some other elements proposed but oppose the following:

1. Expansion of park and ride without also considering if a direct one way entry from Airport Way roundabout can be constructed since this would avoid the need for inbound traffic from the west to queue at lights on Newmarket Rd as at present. Such an entry road need not conflict with NP51 since this will eventually link behind the P&R through Marleigh under the Greenway Scheme.
2. A segregated cycleway on Newmarket Rd in the section between Elizabeth Way and the Chisholm Trail if this reduces the scope for existing or future bus lanes or if it removes existing 2 lane sections of road used by all vehicles or if it necessitates the removal of the trees along the road.
3. Improving all traffic lights and changing Airport Way roundabout, Coldhams Lane junction and Elizabeth Way roundabout if this increases congestion or reduces junction capacity. Conversely, we support integrating the system to take advantage of the increase in vehicle capacity at the Leper Chapel and, potentially, the P&R entrance due to reductions in movements crossing Newmarket Rd. We previously noted that measures to stop traffic backing up from MacDonalds onto Barnwell roundabout might help and that the opening of the junction into Tesco seemed to result in much more congestion than was there before. The problem appears to stem from the extra phases in the traffic lights and is especially noticeable on Sunday mornings. We would fully support improvements to the traffic lights if this meant they were better matched to demands at different times of day and days of the week and decreased congestion.
4. The new link across Coldhams Common if this is to be fenced off and reduce the scope for grazing or if it is not accompanied by a resurfacing of the pedestrian and cycleway along Barnwell Drive.
5. Removing subways at Elizabeth Way if this leads to reduced vehicle capacity. Can use of the subways be increased to reduce the use by pedestrians and cyclists at ground level? To what extent do the busy pelican crossings on Newmarket Road, and East Road already provide an alternative route that is considered reasonable by existing active travellers?
6. Blanket reduction in capacity at Barnwell roundabout and Ditton Lane junction. We suggest that a useful reduction in southbound traffic on Ditton Lane could be achieved by resetting the lights to favour through traffic on Newmarket Rd so that more A10/A14 users favour an improved Quy roundabout and inbound/outbound Newmarket Rd. The share of traffic between Ditton Lane and Newmarket Rd may be highly dependent on these lights. Was traffic flow on Newmarket Rd improved when Ditton Lane was shut or when the recent road works were underway? If the lights at Ditton Lane are not linked to the pedestrian crossing on Newmarket Road and traffic at Barnwell roundabout, they should be. If, as proposed, the roundabout is replaced by lights, the objective should be to link/integrate all three sets of lights or possibly move the pelican crossing to the new Barnwell lights.

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The overall objective should be to safely increase overall junction capacity along Newmarket Road and Barnwell Drive.

Q3 – Option A2. We oppose Option A2 as presented due to the points raised for A1 above. In addition, we oppose Option A2 for the following reasons:

- 1) There is insufficient detail as to what reconfiguration of the junction Horningsea Rd and the A14 might entail and to what end. We would not wish the junction to be remodelled to allow connection to the eastern section of A14 nor to promote any development in Horningsea or the Green Belt. We would also expect the, welcomed, reduction in capacity through Fen Ditton to be largely matched by increases through Quy roundabout and Newmarket Road.
- 2) The proposal to relocate the P&R to the southeast corner of the Airport Way junction is less favourable than relocation to the south west corner for three reasons. Firstly, the South east corner is farmland in the Green Belt and using it would merely increase the urban spread around Cambridge. Secondly, the south west corner site could have a way in on Newmarket Rd west of the Airport Way roundabout and a way out onto Airport Way with no right turn. By this simple means it would reduce the need for users (other than buses) to turn across the main traffic flows and cause congestion. This technique seems to work quite well at the Milton P&R. The third reason is that the south west corner of the roundabout would provide a better location for connection to the future Cam in options B (especially useful for any of our residents at Marleigh who wished to access the CAM.)

Q3 – Option B1. We oppose Option B1 as presented due to the assumed relocation of the P&R as discussed in Option A2 above. We are otherwise supportive of this option. It has the potential to reduce traffic on Newmarket Rd by providing public transport links to the more distant catchment area

Q3 – Option B2. We oppose Option B2 as presented due to the assumed relocation of the P&R as discussed in Option A2 above. We are otherwise supportive of this option. It has the potential to reduce traffic on Newmarket Rd by providing public transport links to the more distant catchment area

Q3 – Option B3 We support this option. It has the potential to reduce traffic on Newmarket Rd by providing public transport links to the more distant catchment area.

Q4 – Items 1 to 3. We consider these to be neither low or high priority. Items 4 and 5 (shops and business) are a somewhat high priority. Please note that individual residents will respond on their own account,

Q5 – No comment. Please note that individual residents will respond on their own account,

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Q6 – No comment. Please note that individual residents will respond on their own account,

Q7 Our scoring is based on the schemes as presented. Were the points we have raised to be taken on board, our scores would be generally more positive.

A1 Somewhat Negative

A2 Negative (due to the position of the P&R)

B1 Negative (due to the position of the P&R whereas the CAM element is positive)

B2 Negative (due to the position of the P&R whereas the CAM element is positive)

B3 Positive

Q8 – Additions we would like to see over and above those described above are:

- 1) Implement a scheme at the Wadloes - NP51 junction to improve conditions for active travellers - this has been raised by us in response to the Greenways Scheme.
- 2) Widen the wooden bridges, cattle grids and gates on NP11 between the junction above and Green Dragon Bridge.
- 3) Implement a scheme to remove the emerging dog leg and cattle gates on NP51 where it joins the new section of Chisholm Trail under construction at the junction with the short link path to Ditton Walk- this has been raised by us in response to the Chisholm Trail and Greenways Scheme.
- 4) Implement Phases 2 and 3 of the Chisholm Trail.
- 5) Resurface the southbound cycle/footpath on the east side of Barnwell Drive
- 6) Consider if a bus route through Fen Ditton to the P&R could be implemented.
- 7) Ensure a smaller size of bus is used on the bus route through to Green End. The existing buses are sometimes blocked on account of their size and turning circle.
- 8) Take on board issues raised by others about the needs of equestrians.
- 9) Sort out the surface water flooding on Ditton Lane at the junction with Newmarket Rd.
- 10) Check the phasing of lights at the Mill Road -Perne Road junction to increase vehicle capacity in the morning rush hour. It was notable in the past that, before 9 am, pedestrians and cyclists had cleared the carriageway well before the lights changed to allow traffic to pass. The resulting tailbacks then fed back onto Barnwell Drive and could affect Newmarket Rd.
- 11) Introduce smarter parking at the City Car parks around the Grafton Centre to avoid traffic backing up and affecting Elizabeth Way roundabout
- 12) Consider if all three junctions into Cambridge Retail Park should have both eastbound and westbound connections with Newmarket Road. Removal of one or two turning movements should help traffic flow on Newmarket Road. By observation, eastbound vehicles turning in at the easterly junction can cause traffic congestion in the Coldhams Lane junction.

FEN DITTON PARISH COUNCIL

We hope that the issues we raise will be taken into account and we would be happy to answer any queries you may have about our comments.

We look forward to hearing from you.

Yours faithfully,



Parish Clerk
Fen Ditton Parish Council
email: clerk@fenditton-pc.org.uk

C/C Councillor Anna Bradman CCC
Councillor Claire Daunton SCDC
Councillor Graham Cone SCDC



Tel: [REDACTED]
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email:charlotte.cane@eastcambs.gov.uk

31 December 2020

Dear Madam/Sir,

Response to GCP Eastern Access Consultation

I am a District Councillor for the Bottisham ward, which covers villages which will be directly impacted by the plans – Bottisham, Brinkley, Lode, Reach, Swaffham Bulbeck, Swaffham Prior and Westley Waterless. Residents of these, and other villages to the east of Cambridge make a significant contribution to the economy of Cambridge, as students, workers and consumers. They must be considered throughout the process and be fully consulted on future plans, including the proposed CAM Mildenhall route. I should like to take this opportunity to thank you for extending the consultation deadline for Parish Councils to 31 December and for offering to join remote Parish Council meetings to discuss your plans.

I understand the urgent need to improve traffic flow along the Newmarket Road into Cambridge. I fully support the aim of reducing car journeys into Cambridge from the east, but am deeply concerned that the public transport improvement plans are part of phase 2 rather than phase 1. I worry therefore about the impact of these plans on the villages to the east of Cambridge, notably Stow cum Quy, Bottisham, Lode and Swaffham Bulbeck and on their residents and the residents of other eastern villages, including Swaffham Prior, Reach and Burwell.

At present, public transport principally takes people into Cambridge city centre, from where they have to take transport out to other parts of Cambridge. This makes public transport journeys long, unreliable and expensive. If the Park and Ride site was moved to the north side of the Quy roundabout, buses could be offered to a range of locations, making the P&R a more popular option and reducing over-demand on routes in Cambridge city centre. A bus could go to Cambridge North station, the Science Park and Cambridge Regional College. Another bus could go to Addenbrookes, Long Road and Hills Road Sixth form colleges and Cambridge station via Peterhouse Technology Park and Netherhall Sixth form college, with the third bus going into the City Centre. This would mean people could get buses which went directly to, or close to where they were working or studying and make using the bus much more attractive.

I support the improved cycle and walking routes. But these will not be fully effective unless the cycle routes through the eastern villages are improved so that people can cycle safely between the villages, to the park and Ride and to the improved routes within the GCP boundary.

I understand that the GCP is not directly responsible for the villages outside its boundary, but we cannot relieve traffic issues for one set of people if it is at the expense of another set of people. I would therefore ask that full traffic surveys are done along the A1303 and B1102 between Cambridge and Newmarket/Fordham before implementation so that modelling can be done to assess likely impact and necessary mitigations can be put in place and so that the impact can be measured as the plans progress. These should measure traffic volumes, air quality and noise to assess traffic flows and environmental impact.

I support the plans to increase capacity on the Newmarket-Cambridge rail line and re-open the station at Six Mile Bottom. This is a popular route which is already over capacity at peak times.

I look forward to working with the GCP as these projects progress.

Kind regards,



Clr Charlotte Cane

To: The Greater Cambridge Partnership (GCP), Eastern Access Consultation
CC: [REDACTED] GCP

December 2020

To whom it may concern,

Re: Eastern Access Consultation Response

We write as Cambridge City Councillors for Abbey ward in response to the Greater Cambridge Partnership's (GCP) Eastern Access consultation.

Firstly, we would like to welcome the GCP's focus on resolving the perennial issues on Newmarket Road and the encouragement of active travel. As you will know, Newmarket Road runs right through the centre of Abbey ward, and the traffic and congestion issues along the highway are longstanding, unresolved, and have a severe impact on the daily lives of Abbey residents including in terms of highway safety and air pollution.

We strongly believe that reducing car use and encouraging active travel should be at the heart of these plans, in order to help efforts to tackle climate change and improve health and wellbeing both within Abbey, and across the city.

Improvements to Newmarket Road

In terms improvements to Newmarket Road, there is an urgent need for both better cycling and walking provision. We are strongly supportive of installing segregated cycleways, wherever possible. The current cycle lanes along Newmarket Road are not fit for purpose and their poor condition and safety discourages active travel at a time when it should be encouraged.

Works to improve the provision of pedestrian crossings along the whole of Newmarket Road should be undertaken as a priority, as this is crucial for pedestrian safety. As it stands, Newmarket Road and its junctions divides Abbey ward into smaller and often badly-connected neighbourhoods, making it difficult for pedestrians to move safely and easily from one area to another. Improved pedestrian crossings are very important for improving connectivity within the ward. The Newmarket Road footpaths are also currently in poor condition, including potholes and puddling, and cause access issues particularly for residents who use wheelchairs and/or mobility scooters. We would urge that improvements to the footpaths also be included in the works.

We have some concerns regarding proposals to remove inbound bus lanes on Newmarket Road and would be keen to hear the views of bus users and companies, and to have further information on the effectiveness of smart sensors. Bus journeys

from East Barnwell into the City Centre are currently far too slow, and if we want to increase public transport use the journey time must be shortened. We understand that the proposal is that smart sensors are placed along Newmarket Road to prioritise buses over cars. We would need further information and testing to be sure that the proposal will not be to the detriment of the desired outcome of more efficient bus journeys. We are concerned that if the smart sensor technology does not work as we hoped, there is a risk that removing the bus lanes could slow down bus journeys further. We also want to highlight the fact that most senior school children from Abbey ward currently have to get two buses to get to senior schools such as Coleridge school.

In relation to all improvements to the Newmarket Road streetscape, we would wish to maintain and improve the existing green amenity, including the trees lining the road.

With regard to the major junctions on Newmarket Road, we are supportive of plans to reconfigure and improve the Elizabeth Way roundabout and note that the need for such plans have been highlighted for many years. Likewise, improvements to the junctions of Newmarket Road with Coldham's Lane and with Ditton Lane would be welcome, especially given that the options for pedestrians to cross are currently very poor (particularly on the Coldham's Lane junction).

Drastic improvements to the Newmarket Road/Barnwell Road roundabout are needed urgently and should be delivered as a top priority. The junction has been unsafe, congested, and unfit for purpose for far too long and is a cause of deep frustration and daily concern to Abbey residents. Measures to increase cycle and pedestrian safety, such as a Dutch-style roundabout, at this junction would have our strong support, coupled with wider measures to reduce car-use, and by extension the traffic using the roundabout.

We also note that the location of the McDonald's Drive Thru causes particular congestion in this area, and would ask that particular attention be given to whether the junction could be reconfigured to reduce this impact. This is a point on which communication with the One Public Estate consultation team will be critical, given many residents' views that the McDonald's location is not appropriate.

Park and Ride Expansion

With regard to the Newmarket Road Park and Ride, we support measures to increase the use of public transport and cycling into the City. Encouraging public transport and active travel are key to reducing the number of cars that travel through Abbey ward, causing severe congestion problems and air pollution. We would urge that any proposals relating the Park and Ride to be coupled with an increased frequency of bus services into the City, a speedy transition to using electric buses, and the installation of high-speed electric vehicle charging points for resident use.

Proposed pedestrian and cycle path on Coldham's Common

With regard to all of the proposed options, we would have concerns about installing a new wide/major cycle path across Coldham's Common to link up the airport site and the Chisholm Trail. In terms of cyclist provision, rather than installing a new major cycle highway over the Common, an alternative could be to improve the existing infrastructure so that cyclists could join the Chisholm Trail by travelling north up the existing segregated cycle path on Barnwell Road (which could be improved for this purpose), and then turn left along an improved Newmarket Road.

Further, while Newmarket Road is rightly the focus of the improvements and should remain so, given that Barnwell Road connects Newmarket Road and Coldham's Lane (both of which are included in this consultation), it may also be worth considering including Barnwell Road within the scope of works. There are some obvious candidates for possible improvements on Barnwell Road, such as the existing cycle path and underpass.

Option 3 – Rail

We appreciate the importance of rail connectivity for Abbey residents. With regard to option 3, we would want to see further details regarding to what extent double tracking the railway line could impact on Coldham's Common.

Connections to the South of the City and Addenbrookes

Lack of connection between Abbey and the south of city (particularly Addenbrookes hospital) is a longstanding issue. As such, we would encourage the GCP to enhance the existing connectivity between Abbey and the South of the city and Addenbrookes hospital in the short to medium term (before phase 2). For example, could bus routes from Abbey to Addenbrookes be installed until such time new infrastructure is put into effect?

Yours sincerely,

Cllr Richard Johnson, Cllr Haf Davies, Cllr Nicky Massey

City Councillors for Abbey Ward



Liberal Democrat Group

Greater Cambridge Partnership
Shire Hall
Cambridge
CB3 0AP

By email to contactus@greatercambridge.org.uk

Thursday 17 December 2020

Cambridge Eastern Access Better Public Transport & Active Travel Consultation

East Cambridgeshire communities in the area of the B1102 make a significant contribution to the economy and society of Greater Cambridge. Substantial changes to transport options within Cambridge have major impacts on accessibility and mobility of residents outside the study area.

The geography of the City Deal does not help the Greater Cambridge Partnership to engage with the views of East Cambridgeshire residents in the vicinity of the B1102. The study area ends at the A14/A1303/B1102 Quyy interchange, and is largely silent about the impact of proposed changes to access to Cambridge on the villages and communities along the B1102. These villages should also be consulted throughout any planning of the speculative CAM route to Mildenhall.

It is also not clear how much baseline information the Greater Cambridge Partnership has about transport movements to and from East Cambridgeshire into the City Deal area, without which it will be difficult to ensure the concerns of East Cambridgeshire residents are addressed. We need baseline measurement of traffic volumes, air quality, and noise levels to inform environmental impact assessments for these proposals. Strategically the consultation is connected to potential major developments which will change the whole nature of the area.

We understand the need to reduce car journeys into Cambridge. If done well, B1102 villages will benefit from a reduction in congestion. If done badly, villages will suffer. Beneficial changes for Cambridge could be negated if problems are simply pushed North and East—greater congestion at the Quyy interchange,

longer journey times, and significant difficulties in reaching city amenities for less mobile groups.

Many East Cambridgeshire residents have to travel into Cambridge from the East. If restrictions are enforced with no public transport improvements, congestion and pollution will stretch beyond Quy to Lode, Bottisham and even Swaffham Bulbeck. Better public transport must be in place before road changes are made.

Lack of public transport options pressurises residents into relying on their cars—much improved public transport is needed. The train to Cambridge from Newmarket and Six Mile Bottom is already over capacity at rush hour, so cannot take more commuters without more capacity.

Commuting traffic and shopping traffic differ in their timings and destinations. P&R buses should not serve only the centre of Cambridge. The Science Park, Business Park, and Cambridge North station are increasingly popular journey destinations for East Cambridgeshire residents.

Buses are irregular, expensive, and were unreliable, although that was starting to improve before the pandemic. Buses do not run on Sundays and Bank Holidays—meaning no access for leisure or retail, or from Cambridge to Anglesey Abbey, or for sixth formers sitting International Baccalaureate exams on UK Bank holidays, or for people coming to events such as Reach Fair.

Relocation of the Park & Ride to the north east side of the Quy roundabout would ease congestion round the roundabout and allow the B1102 through Quy to be free of through traffic. If it remains south of the A14 roundabout then the roundabout should be redesigned. A bridge over the Quy roundabout could enable a dedicated bus lane from a Park & Ride site on the east side of the roundabout, or a dedicated car lane solely to a Park & Ride site south of the A14.

Buses from the Park & Ride could run to and from the centre of Cambridge, meeting with a Cambridge ring service; to and from Newmarket and Ely; to and from Cambridge North station, the Science Park, and Cambridge Regional College; and to and from Cambridge station, the sixth forms at Hills Road and Long Road, and Addenbrookes. Buses should be fully accessible for people with disabilities and buggies, with full accessibility at interchange hubs. We would also support an underpass to Addenbrooke's.

Without much improved public transport, people will still use their cars however inconvenient that is for them and the communities they travel through. The Greater Cambridge Partnership needs to liaise with transport providers to ensure an integrated service happens.

Cycle paths beyond Quy are badly maintained, making active travel difficult. Cycle paths from Lode to Burwell, Bottisham to Cambridge (both via Lode and along the A1303), and Swaffham Bulbeck to Bottisham all need upgrading, made wider and with lighting like the new Lode to Quy path.

Liberal Democrat Group
East Cambridgeshire District Council

Cllr Roger Hickford
Chair
Greater Cambridge Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

14 December 2020

Dear Cllr Hickford

Re: Cambridge Eastern Access project consultation

West Suffolk is pleased to see Greater Cambridge Partnership's focus on improving transport to the east of Cambridge.

While West Suffolk understands the City Deal funding focus on Greater Cambridge, it is important to recognise that traffic congestion in Cambridge originates much further out than the Cambridge Eastern Access (CEA) project area. This is particularly true for West Suffolk which forms part of Cambridge's travel to work, housing market and functional economic areas. Consequently, the impact of trips from West Suffolk should be considered when developing a comprehensive package of initiatives to address congestion when accessing Cambridge from the East.

As regards the CEA project, West Suffolk agrees with the need for intervention and the need to focus on viable alternatives to the car for anyone who travels to and from the East of Cambridge. As we emerge from Covid-19, sustainable transport options will be vital to access work, study, healthcare and other opportunities.

West Suffolk is pleased to see inclusion of the Cambridge to Newmarket rail line within the CEA project. The current hourly service does not provide a robust alternative to the car and increasing passenger rail services to a half hourly frequency is a long standing priority, which is being advanced by the East West Rail Eastern Section Executive Board with the support of the East West Rail Consortium. This project is also recognised in the *Cambridgeshire and Peterborough Local Transport Plan* as well as Network Rail's *Anglia Route Study*.

Given our priority of establishing half hourly rail services between Cambridge and Ipswich West Suffolk has focused our consultation response on consultation *option B3: Long Term Rail Opportunity – this could include new and reopened stations as well as a more frequent train service.*

Having reviewed the consultation materials and supporting reports, West Suffolk offers the following comments:

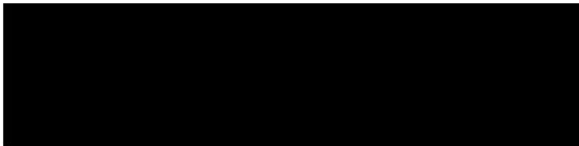
- West Suffolk notes that increasing the frequency of passenger rail services to both Newmarket and Bury St Edmunds has been raised in the initial project consultation.
- It is worth noting that according to the *Cambridgeshire Corridor Study (Network Rail)* the Cambridge to Ipswich line has had the highest rate of growth out of all Cambridge rail lines. According to the study, over the last ten years there has been a doubling of rail passenger demand between Cambridge and Newmarket/Bury St Edmunds.
- Regarding development of new railway stations, it is important to understand the pros and cons in terms of the benefits to the local inner Cambridge commute (Cambridge East) vs strategic end to end journey times and associated impacts on East West Rail.
- Objective B3 could be better aligned with the East West Rail Eastern Section work underway to deliver the Eastern Section, including references to existing and future work to deliver this project and how both this project and Cambridge Eastern Access can work together to deliver more frequent passenger rail services. This is not a plea for funding, but a call for greater alignment and mutual partnership support given the interrelated nature of both EWR Eastern Section and CEA projects.
- West Suffolk understands that the economic case for a more substantial intervention would need to be informed by the emerging Local Plan and the development of the Cambridgeshire Autonomous Metro. We suggest that it would also need to be informed by the development of East West Rail including capacity at Cambridge station.
- West Suffolk also notes the potential risk that a CAM to or near Newmarket could duplicate the service provided by a half hourly Cambridge to Newmarket rail line and may compete for the same market of commuters possibly diluting the business case for both projects.
- West Suffolk notes that option B3 is based on package 2.3 of the Options Appraisal Report, particularly RA.02 and RA.07:
 - RA.02 Double track the Cambridge to Newmarket line [in order to provide increased frequency of services on the Cambridge to Newmarket line]
 - West Suffolk is given to believe that the Cambridge to Newmarket line was originally double tracked to Newmarket Station, the double track can still be seen at Dullingham and is believed to have been removed in the mid-1980s.
 - West Suffolk respectfully requests that any plans for the CEA project safeguard the rail corridor in terms of the need to reinstate double tracking of the line.

- In addition we note that double tracking the Cambridge to Newmarket line could also provide increased services to Soham (changing at Kennett) in advance of the Ely Area Enhancements reaching completion near the end of 2028 assuming funding is secured.
- RA.07 Provide a new Parkway Station at Six Mile Bottom
 - West Suffolk welcomes the concept of a parkway station due to limited parking at both Dullingham and Newmarket stations.
 - A parkway station combined with increased frequency of rail services would provide a strong alternative to the car for trips originating from the east of Cambridge. The location of any parkway station would need to be informed by the relevant Local Plans.

West Suffolk notes that links have already been made between the Cambridge Eastern Access project and the East West Rail Eastern Section Executive Board and Officer Steering Group, who together operate as the task force for the project.

West Suffolk would appreciate the support of the Greater Cambridge Partnership in working with the Eastern Section Executive Group to deliver the Cambridge to Newmarket section of East West Rail. Through working together we can address issues and constraints in delivering half hourly rail services between Cambridge and Newmarket, including platform capacity at Cambridge Station.

Yours sincerely



Councillor Susan Glossop
Portfolio Holder for Growth

CAMBRIDGE AHEAD RESPONSE CAMBRIDGE EASTERN ACCESS CONSULTATION

Cambridge Ahead represents 49 of the most influential organisations in Cambridge and the surrounding region, representing a collective workforce of over 40,000 people. We welcome this opportunity to respond to this consultation. The Greater Cambridge Partnership (GCP) is right to examine the strategic options available to ensure that there is high quality connectivity between Cambridge and the market towns, employment centres, and other communities in the corridor running east from the city. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) noted that “in Cambridge specifically, though there are limitations to the growth of the city in other directions, the east side of the city offers significant scope for housing and commercial development.”¹

Cambridge Ahead welcomes and supports the work of the GCP to carry out detailed examination of how a combination of public transport modes, and active travel schemes, could best support the sustainable growth in this corridor.

We advocate that the longer-term options (labelled in the consultation as the “B” options) are considered the priority by the GCP, and the shorter-term “A” options are seen as measures which could build towards those longer-term options being delivered. This opportunity to scope and deliver the long-term solutions needed for the eastern corridor should not be missed.

With regard to the options being considered, it is the view of Cambridge Ahead that option B3 which considers the role of rail connectivity alongside the role of the CAM Metro should be assessed in more detail. As set out in the Cambridge Ahead *Suggested Spatial Vision to 2051* submitted to the Greater Cambridge Local Plan Issues & Options consultation in February 2020, both the CAM route and the railway provide opportunities to support the future sustainable growth of the Cambridge economy, and both can act as complimentary and necessary transport infrastructure as part of the overall network.

The options contained within B3 to analyse the case for the dualling of the Cambridge to Newmarket railway, and the associated creation/re-opening of railway stations along that route, should be taken forward in this study as a priority. The current levels of commuting on the Cambridge to Newmarket railway demonstrate the acute need for urgent upgrades, not only to serve the Cambridge economy but also as an important component of the future growth of the Newmarket economy, which like Cambridge is a world-leading cluster of knowledge intensive industry. The Network Rail *Cambridgeshire Corridor Study 2019* highlighted this need in identifying the Ipswich Corridor as being the highest growth rail corridor² for Cambridge, with 7% annual growth in passengers. The GCP is right to identify this line as a priority, alongside the CAM, and should continue to highlight this with Network Rail and others through the further outputs of this project.

Exploring ambitious active travel options within this corridor is also supported fully by Cambridge Ahead. Every opportunity should be taken within the design process to maximise the attractiveness of cycling and walking, particularly by connecting new infrastructure into the planned Greenway routes.

¹ <https://www.cpier.org.uk/final-report/>

² <https://www.networkrail.co.uk/wp-content/uploads/2016/12/Cambridgeshire-Corridor-Study-2019.pdf>

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The Scheme

+

1. I am responding:

- as an individual
- on behalf of a group or business
- or as an elected representative

2. If you are responding on behalf of a group or business, please state its name (we will publish this in our public reports)

Newmarket Town Council

22/255

3. How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City?

Strongly support

x ▼

4. How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City?

| | Strongly support | Support | No opinion | Oppose | Strongly oppose |
|--|----------------------------------|----------------------------------|-----------------------|-----------------------|-----------------------|
| Option A1: Newmarket Road Improvements | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Option A2: Newmarket Road Improvements + PnR move | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Option B1: High Quality Public Transport via Coldhams Lane | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Option B2: High Quality Public Transport via the Tins | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Option B3: Long term Rail Opportunity | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

5. Please indicate how you would prioritise each of the statements in the table below

| | No opinion | Very low priority | Somewhat low priority | Neither low or high priority | Somewhat high priority | Very high priority |
|--|-----------------------|-----------------------|----------------------------------|----------------------------------|----------------------------------|-----------------------|
| access to Cambridge Main Railway Station | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| access to Addenbrooke's/Cambridge Biomedical Campus | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| access to Cambridge Science Park | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| access to Cambridge City Centre shops and business | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| access to Beehive Centre and other shops on Newmarket Road | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

6. How often, if at all, would you use this route to travel into Cambridge?

7. If you indicated that you would use such a route, what would be your main mode of usage?

8. Thinking about the environmental impact of each of the five options please indicate what

impact there might be

| | Negative environmental Impact | Somewhat negative environmental Impact | Neither positive or negative environmental impact | Somewhat positive environmental Impact | Positive environmental Impact |
|-----------|-------------------------------|--|---|--|----------------------------------|
| Option A1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/> |
| Option A2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Option B1 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Option B2 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |
| Option B3 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input checked="" type="radio"/> |

9. Are there any other interventions that you feel would complement or improve upon the new public transport and associated active travel (routes) measures we have identified so far in the east Cambridge area?

Improved cycle way path from NM to Quy, link cycle path from Quy into Cambridge

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About your travel

The Covid-19 pandemic has undoubtedly impacted on the way in which people travel into and around Greater Cambridge..

Please answer the following questions regarding the way you would usually have travelled pre-Covid-19.

12. The following information will help us better evaluate the consultation response.

Please indicate your interest in the project. Tick all that apply

- Resident in Cambridge
- Resident in South Cambridgeshire
- Resident elsewhere

- Local business owner/employer
- I regularly travel in the area
- I occasionally travel in the area
- Other (please specify)

Newmarket Town Council

13. If you do usually travel in the area, please indicate how you do so. Tick all that apply.

- Car driver
- Car passenger
- Van or lorry driver
- Motorcycle
- Bus
- Cycle
- On foot
- Not applicable
- Other (please specify)

Responding on behalf of residents of Newmarket, who use park and ride, bus and train.

14. If you travel in the study area for leisure or any other reasons, please indicate your usual destinations. Tick all that apply.

- Central Cambridge
- East Cambridge
- South Cambridge (including Addenbrooke's and Biomedical Campus Site)
- West Cambridge
- North Cambridge (Including Science Park, Business Park)
- South Cambridgeshire
- Other (please specify)

Most residents of Newmarket will go to central Cambridge to use the shops and historic city centre.

15. If you commute in the area, please indicate your usual workplace

- Central Cambridge
- East Cambridge
- South Cambridge (including Addenbrooke's and Biomedical campus Site)
- West Cambridge

North Cambridge (Including Science Park, Business Park)

Villages in South Cambridgeshire

Other (please specify)

Not applicable

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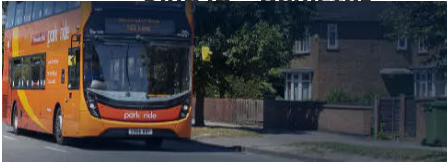
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Personal information +

16. Please indicate your age range

- Under 15
- 15-24
- 25-34
- 35-44
- 45-54
- 55-64

- 65-74
- 75 and above
- Prefer not to say

17. Are you:

- In education
- Employed
- Self-employed
- Unemployed
- A home-based worker
- A stay-at-home parent, carer or similar
- Retired
- Prefer not to say
- Other (please specify)

Newmarket Town Council

18. How did you hear about this consultation? Tick all that apply

- Leaflet/flyer
- Advert in local newspapers
- Advert at Park & Ride site/Bus
- Advert at Railway Station
- Radio Advert
- Website
- Social media
- Local community news
- Email
- Word of mouth
- Other (please specify)

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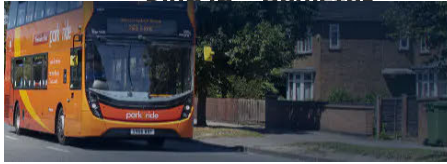
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All fields marked with an asterisk (*) are required.

Equalities impact and other comments

+

We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the **Equality Act 2010**.

10. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

n/a

11. We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below.

Please continue on a separate sheet/s if needed.

Improved public transport and improved cycleways will reduce the reliance on the use of cars.

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To: Greater Cambridge Partnership
Date: 18 November 2020
Subject: Cambridge Eastern Access consultation
Contact: [REDACTED]@smartertransport.uk

Response to Eastern Access consultation

This consultation response offers ideas and commentary on the Greater Cambridge Partnership proposals for improving access to Cambridge from the east by cycle, bus and rail. Codes in brackets refer to scheme components in the [Options Appraisal Report](#).

About Smarter Cambridge Transport

[Smarter Cambridge Transport](#) is a volunteer-run think tank and campaign group. It was formed in 2015 to advance sustainable, integrated and equitable transport for the Cambridge region. It is run by a team of around 30 people, with a wide range of expertise and interests, and led by Edward Leigh, a qualified transport economist.

We believe that transport policies should offer car-independent travel options for as many people as possible as quickly as possible with the aim meeting these urgent objectives:

1. Decarbonise transport by reducing vehicle miles.
2. Halt and reverse ecological damage from roads and road transport.
3. Improve public health by minimising toxic air pollution and promoting physical activity.
4. Promote social justice by enabling people of all ages, abilities and wealth to lead fulfilling lives without requiring a car.

Until the entire energy supply is zero-carbon (which will not happen before the 2030s), replacing petrol/diesel engine vehicles with battery-electric does not significantly reduce carbon emissions. The only ways to reduce carbon emissions from transport in line with a 1.5C carbon budget are to reduce car usage and ownership, and increase the efficiency of freight movements.

Cycleways

Cycleways in east Cambridge are of mixed quality with few direct routes being of high quality (see Figure 1). There are many busy junctions and roundabouts that are difficult for people walking and cycling to negotiate safely and quickly. Much more investment is needed to improve safety at those junctions, and to create new protected cycle lanes on key desire lines, such as along Coldhams Lane (west and east of the Barnwell Drive roundabout), Newmarket Rd, Cherry Hinton Rd and Brooks Rd.

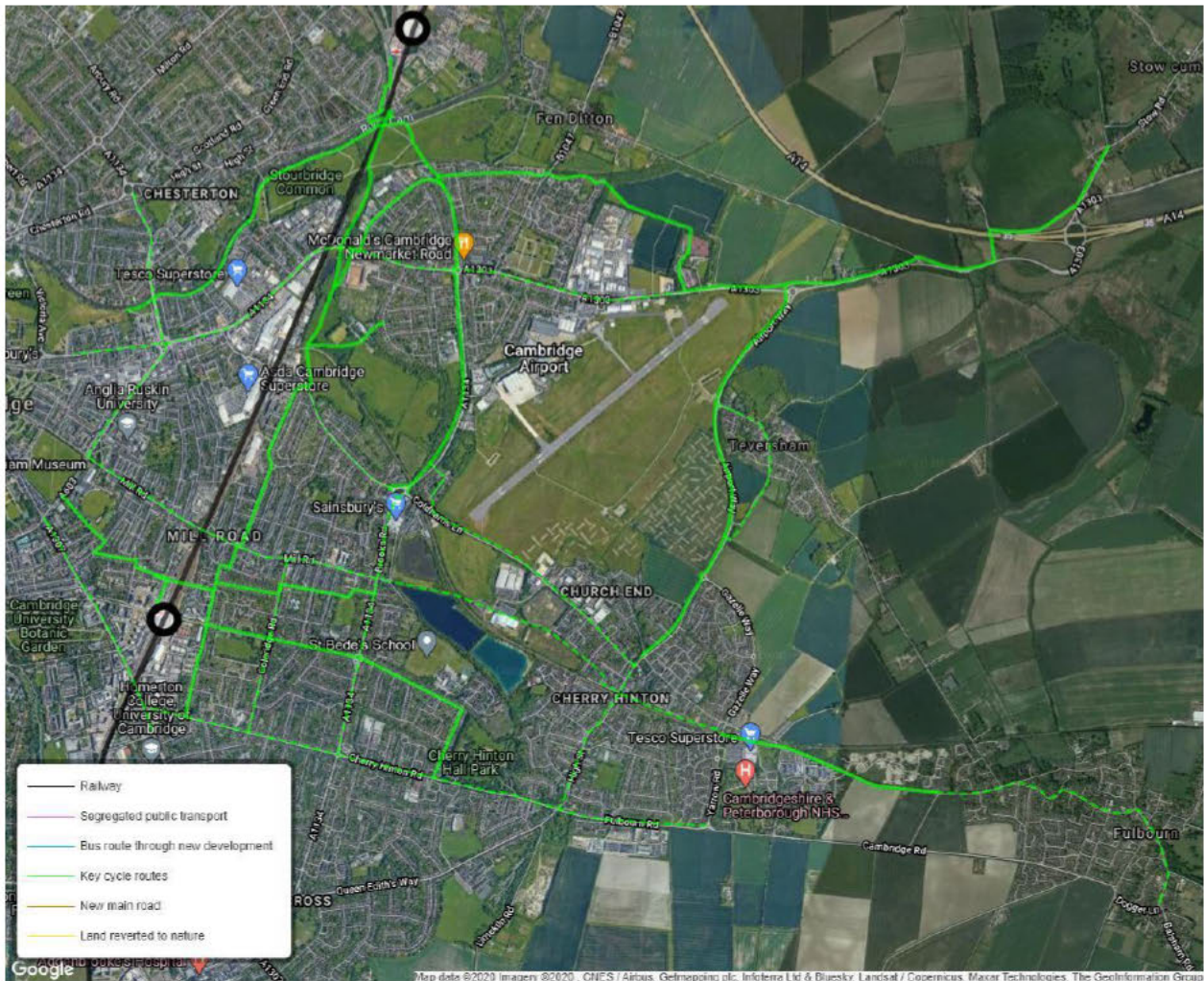


Figure 1: Cycle routes into the east of Cambridge (dashed are of notably poor quality or relatively unsafe)

Coldhams Lane (AT.06)

The challenge with creating a safe cycle route alongside Coldhams Lane is greatest at the railway bridge, which is too narrow to accommodate protected cycle lanes, yet alone standard-width footways (see Figure 2). The only viable alternative route is via Nuttings Road, which works for people heading for Barnwell Rd, but less well for the majority heading for Brooks Rd.

There could be value in having:

- a two-way cycle lane on the north side of Coldhams Lane between Nuttings Road and Rosemary Lane;
- a parallel (pedestrian and cycle) crossing of Barnwell Road opposite Uphall Rd;
- a parallel crossing of Coldhams Lane just to the east of The Paddocks;
- protected or raised cycle lanes along both sides of Coldhams Lane between the roundabout and Cromwell Road junction.

Although not ideal, it would provide a safer cycling route between Cherry Hinton, the Beehive Centre and the Chisholm Trail before the roundabout is redesigned and the railway bridge is widened or dismantled.

Priority parallel (pedestrian and cycle) crossings should be added to the Barnwell Drive and Brooks Rd arms of the roundabout in advance of a comprehensive redesign of the roundabout to make it safe for people walking and cycling.



Figure 2: Railway bridge over Coldhams Lane

Coldhams Common (AT.07)

We are unclear who would use the cycleway proposed between Barnwell Drive and the Chisholm Trail as it's not on an obvious desire line. Much of it would be poorly surveilled after dark, and therefore it is unlikely to be appealing unless heavily used. People are likely to prefer safe cycle routes along Coldhams Lane and Newmarket Rd. However, if a cycle route from Cherry Hinton via Nuttings Road is developed (see above), the proposed cycleway would provide a more direct route to the Abbey Leisure Complex.

The Tins

This is a valuable cycling route, compromised by the narrow bridge over the railway, which has blind turns either side and steep ramps. The minimum intervention must be to replace and re-orientate the bridge so that it can safely carry a large volume of people walking and cycling. Until then, we recommend installing mirrors on the blind corners.

If a busway is constructed through The Tins, we would want reassurance that the cycle/footway will also be widened and remain open for the duration of the construction period, as there are no convenient alternative cycling or walking routes.

East of Cambridge

Demand for good cycling infrastructure has been evident during the pandemic, when use of the Wicken Vision paths and National Cycle Route 51 (see Figure 3) has increased substantially – as has the number of people cycling on pavements in villages. The need for safe, convenient cycle

links east of Cambridge extends well beyond the planned Swaffham Greenway. Burwell is the fourth largest settlement in East Cambridgeshire with a growing population, but has no protected cycleways linking it to Cambridge or Newmarket.

As part of the Eastern Access programme, we would like GCP to start planning, with East Cambridgeshire and Forest Heath District Councils, the rest of the cycle network, linking all the villages between Cambridge and Newmarket (see Figure 4).

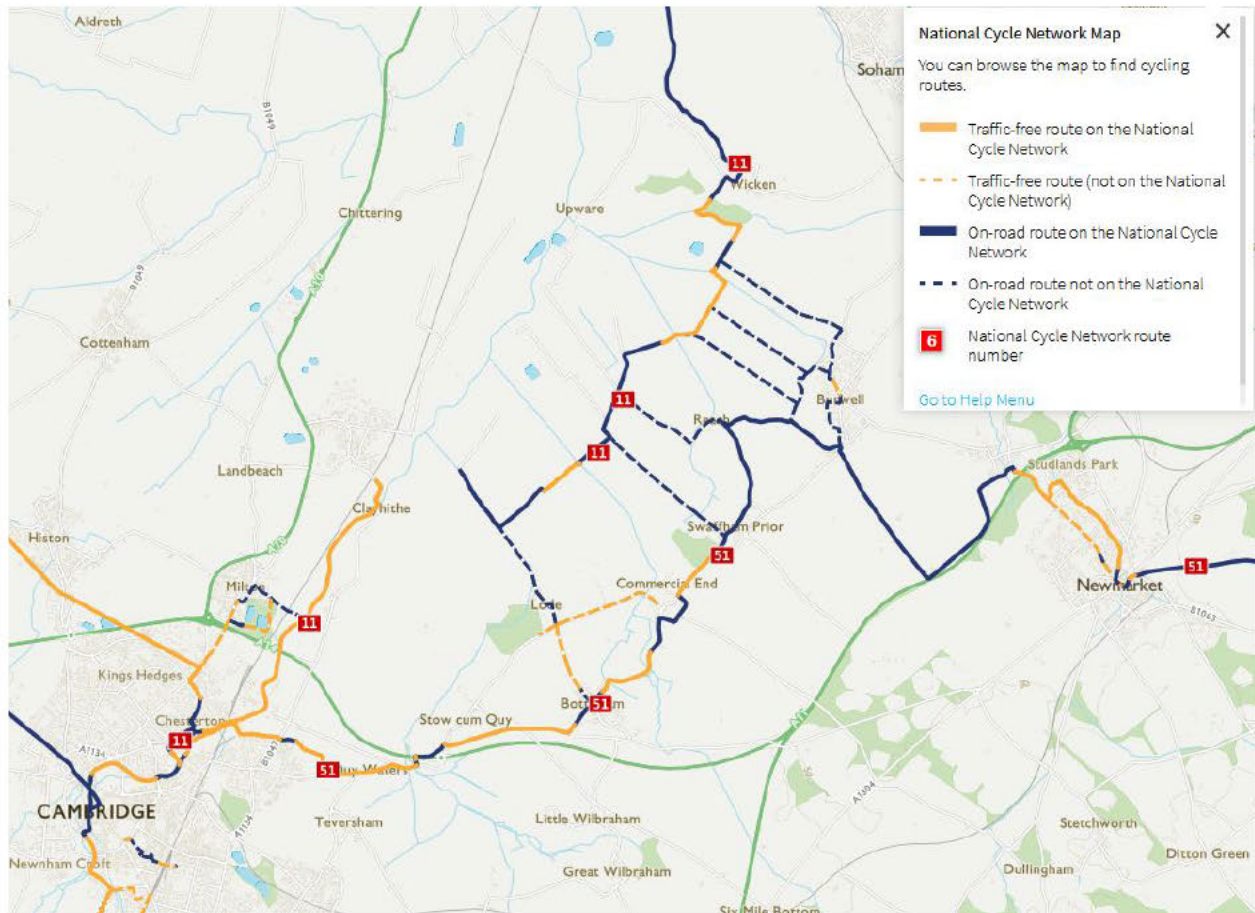


Figure 3: Map of the National Cycle Network east of Cambridge

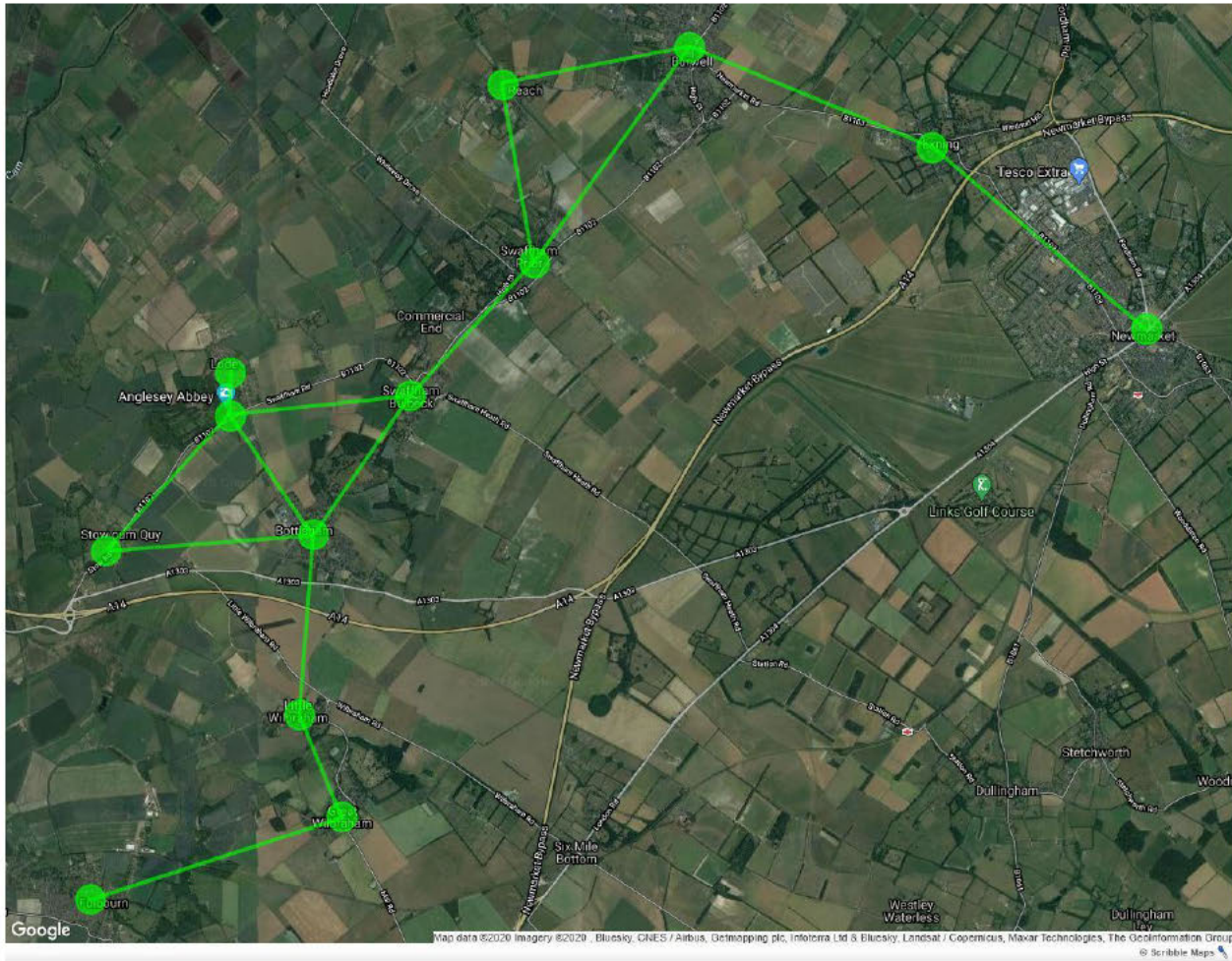


Figure 4: Cycleways needed to link up the villages between Cambridge and Newmarket

Park & Ride

We are **opposed** to the relocation of the Newmarket Park & Ride (PR.02 & PR.03 & PR.04). Instead, we want to see travel hubs – not huge car parks – built in all the larger villages, with safe foot/cycleways from the surrounding areas.

Paired with ‘express’ bus services that run along direct routes with limited stops, these would give many more people a way to get to Cambridge and neighbouring villages without needing a car. Add interchange hubs within Cambridge and rural services can link with higher-frequency city services, giving people convenient access to all parts of the city.

We support the proposal for additional Park & Ride bus services (BS.02 & BS.03), but we want these to be integrated with rural bus services with no fare penalty for interchanging. We want to see all Park & Rides developed as interchange hubs, connecting rural, city and intercity services. We also want land to be reserved for future interchange hubs in the most appropriate locations in and around the city, such as railway stations, the Girton Interchange, and other intersections of major transport routes.

As a concept, park-and-ride was an appropriate, indeed progressive, solution in the 1990s. That is no longer the case as priorities have changed, in particular the urgent need to decarbonise

transport through a rapid and sustained reduction in vehicle-miles. Driving to the edge of Cambridge in order to catch a bus into the city centre still requires a car and makes little difference to carbon emissions. (The [Hauxton car park](#) has been shown to increase emissions.) Only by cutting out the car trip can emissions be reduced significantly.

Public transport from east of Cambridge

GCP is looking down the wrong end of the telescope, focusing mainly on small time savings for buses within Cambridge, but ignoring the long journey times and infrequent services from the market towns and villages from which people are travelling.

Bus services wind their way through the villages, taking an hour and twenty minutes between Newmarket and Cambridge bus stations. If you miss the 06:59 from Newmarket, the next service doesn't arrive in central Cambridge until just before 10am. Coming from Bury St Edmunds, there are just two express services in the morning and one returning in the evening; otherwise, you have to change at Newmarket – without a guaranteed connection – making the journey nearly two hours each way.

Train services are not much better: they are only hourly from Bury St Edmunds and Newmarket, and two-hourly from Dullingham and Kennet. Onward bus connections from Cambridge station to, say, the Science Park, Biomedical Campus or West Cambridge, add considerable time and cost to an already inconvenient journey.

This is only partially resolved by reducing journey times between the Stow-cum-Quy A14 interchange and central Cambridge. In any case, most of the benefit being proposed cannot be realised until the airport is redeveloped, which might be ten years hence.

We would like to see proposals from GCP for new bus services, and travel hubs in the larger villages to provide convenient and safe access to express bus services that:

- Follow a direct route to Cambridge and are time-competitive with driving.
- Offer quick interchange opportunities, e.g. at rail stations and Newmarket P&R, to reach multiple destinations in and around Cambridge.
- Have simple and attractive fares that include connecting services.

Newmarket Road

We support implementation of an [integrated traffic management system](#) (ITS.01).

We support the reallocation of space and signal time from general traffic to buses, cycles and pedestrians. This should be prioritised in accordance with the user hierarchy set out in local transport strategies:

1. Provide safe pavements throughout and pedestrian crossings on key desire lines.
2. Provide protected cycle lanes (AT.01 & AT.02) and junctions along the length of the road.
3. Reallocate carriageway to a bus lane where sufficient space remains.

Bus lanes in the city should be regarded as short-term measures while demand-management and other incentives are introduced. Once new options and incentives achieve enough modal shift from single-occupancy cars to active, public and shared transport to eliminate congestion on Newmarket Rd, bus lanes may be reallocated to public realm, for instance as an avenue of trees between the carriageway and cycleway.

Ideas for the replacement of the East Rd–Elizabeth Way roundabout (JC.01) should be developed through engagement and workshops led by Cambridge architects, who have long used this site as an imaginative exercise in how to improve the public realm.

Coldhams Lane

We are unclear what is proposed by “carriageway widening along Coldhams Lane” (HW.05). This could provide benefit if it comprised a westbound bus lane with a flow-control gate at the point where it merges with the general traffic lane before the railway bridge.

The Land North of Cherry Hinton development and future airport redevelopment provide a unique opportunity to re-route through-traffic away from the north of Cherry Hinton (Church End) by creating a bypass link through undeveloped land between Coldhams Lane and Gazelle Way (see Figure 7). This would allow the eastern end of Coldhams Lane and Teversham Drift to be treated as part of a Low Traffic Neighbourhood, with significantly more priority given to walking and cycling.

Mill Road

Retaining the bus gate on Mill Rd bridge (BG.02) would improve safety for people walking and cycling, as it reduces conflicts on the roads and at major junctions, such as Devonshire Rd/Kingston St. It will also help make Mill Rd a more inviting leisure destination. However, issues would still remain for Mill Rd:

- No cycle route to/from Parkers Piece.
- No cycle route to/from Anglia Ruskin University’s main entrances.
- Motor traffic west of Tenison Rd will increase significantly once station pick-ups/drop-offs return to pre-pandemic levels.
- Motor traffic between Brooks Rd and Coleridge Rd remains relatively high (around 4,000 vehicles/day).

These need to be addressed as part of a wider vision and strategy for Mill Rd as a major city destination, a safe place to walk and cycle, and a key public transport route.

GCP needs to engage directly with businesses in the city, including on Mill Rd, to accelerate development of zero-carbon delivery services so that customers do not need to bring their own car to shop in Cambridge.

A bus stop on the bridge could be linked by an upgraded stairway to the Chisholm Trail, 550m to the north of Cambridge station entrance. This would enhance the attractiveness of the Citi 2 and proposed new Park & Ride bus service via Mill Rd (BS.02).

Busway via The Tins

We support further work on the costs and benefits of creating a bus-only link between Coldhams Lane and Mill Rd via The Tins. Combined with retention of the bus gate on Mill Rd, this would create a congestion-free route from Coldhams Lane to central Cambridge. If this is in future extended through the airport site to the Airport Way roundabout on the A1303, buses would have a 5.5km congestion-free route into central Cambridge without any need for tunnelling or other engineering works.

The Tins route would also provide car-free access to/from:

- Church End (north Cherry Hinton)
- The Land North of Cherry Hinton development
- Future airport development
- Holiday Inn Express hotel
- David Lloyd gym
- Coldhams Lakes and country park (as [proposed by Anderson Group](#))
- Other retail and leisure sites on Coldhams Business Park
- New housing on and around the airport site

However, consideration must be given to:

- The environmental and ecological impacts of building and operating the busway
- The social impact on residents of Brookfields: noise, pollution (from diesel buses) and loss of on-street parking

Railway

We support reinstating the twin track between Coldhams Lane Junction and Newmarket (RA.02), which we understand is being planned as part of East West Rail in the 2030s, if a realignment of the line is not deemed viable (see below). In either case, we would like to see GCP work with the rail industry to install enough new track to enable a reliable half-hourly service between Cambridge and all stations out to Bury St Edmunds as soon as practicable.

With the new station at Soham due to open at the end of 2021, we would like GCP and the Combined Authority to accelerate discussions with the rail industry about reinstating the chord connecting Newmarket directly with Soham (Figure 5) and reinstating a second track and platform at Newmarket station. This would enable direct services to run between Ely, Soham and Newmarket. With a half-hourly service from Newmarket to Cambridge, waiting times to change trains at Newmarket would be tolerable.

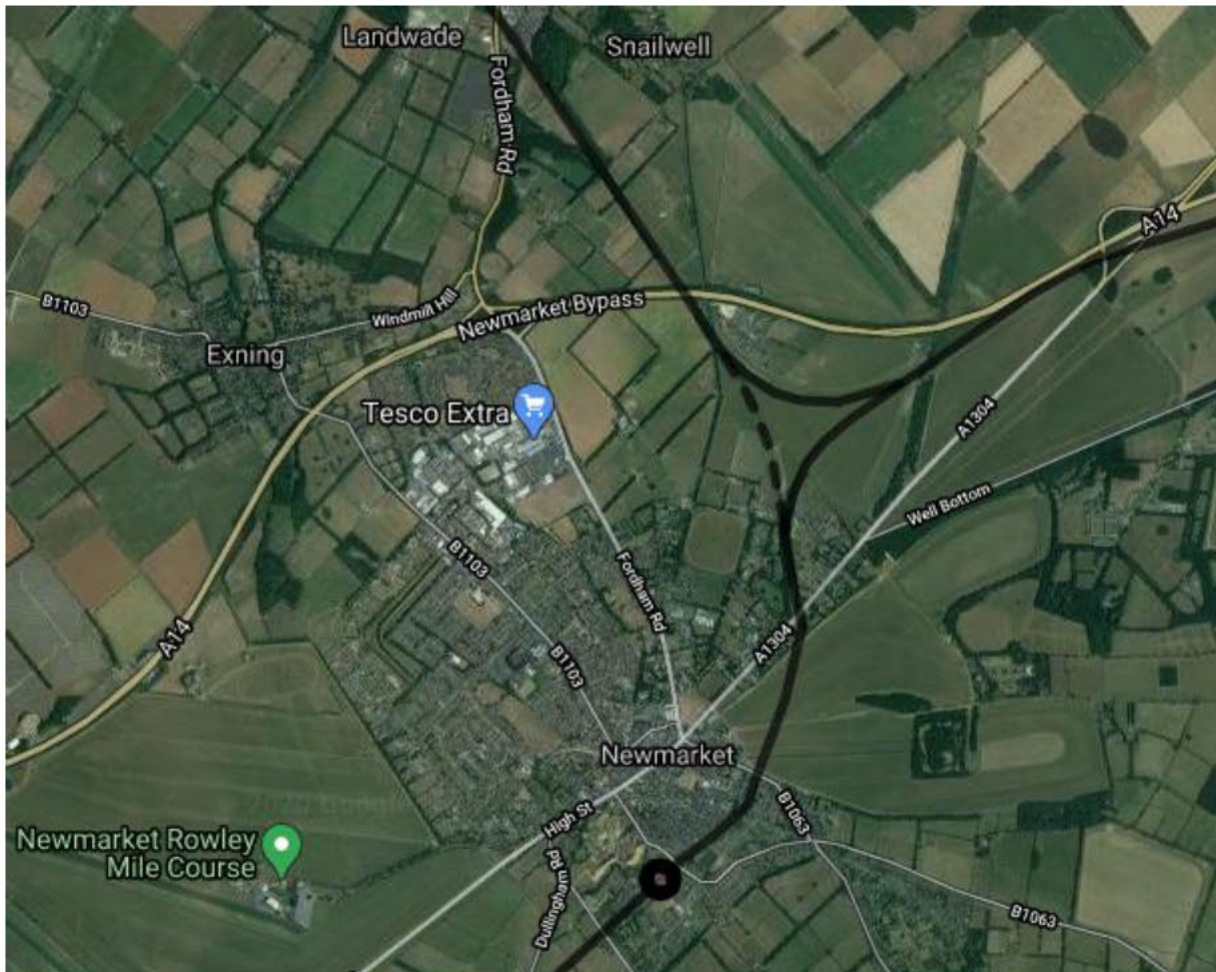


Figure 5: Reinstating the disused chord (dashed line) would enable direct train services to run between Soham and Newmarket

New stations

We **support** the proposal for a new parkway station at Six Mile Bottom (RA.07), with direct access from the A11, as this would provide a railhead for a large catchment area.

We **support** the proposal for a new station where Fulbourn Old Drift used to cross the railway line (RA.05) **if and only if** the railway alignment will not change in future (see below). If it will change, then the technical requirements for a station here, whether for a light rail or BRT station, will be different. As a railway station, it would serve Fulbourn, Capital Park, Fulbourn Hospital, Ida Darwin Hospital, Peterhouse Technology Park, and accessible from most of Cherry Hinton, Fulbourn and Teversham. If it were a tram or bus stop, then other stops to the east and west would serve some of those locations better.

We do not believe that the proposed location for a Cambridge East station (RA.04) is appropriate: it is not convenient to any major employment sites, and would be on land that should be protected for nature (which we understand is part of emerging plans for the [Land South of Coldhams Lane](#)).

Re-alignment of the railway line

We support further work on options RA.01 and RA.03 for realigning the Newmarket railway line, even though GCP have rejected these. The Options Appraisal Report states:

The realignment of the existing Cambridge–Newmarket line could generate significant benefits, for all modes of travel. Rail journey times and capacity would both benefit, as would the potential for the provision of East-West Rail in the future. At a more local level, the realignment would enable the removal of the level crossings which currently cause delays to general traffic and a safety concern for all road users.

Further benefits include:

- The existing railway alignment could instead carry a high-frequency local public transport service, based on light rail or electric buses.
- If the existing alignment were connected with The Tins busway, that would create an almost completely congestion-free route between Cambridge city centre and Capital Park, Fulbourn Hospital, Ida Darwin Hospital, Peterhouse Technology Park and Cambridge Steiner School.
- A more northerly alignment for the railway would provide a better location for a Cambridge East station, which could be at the centre of a new business and leisure zone within the airport development.
- Four level crossings could be avoided: Cherry Hinton High St, Gazelle Way, Teversham Rd and Fulbourn Station Rd. Frequent closure of these crossings in future, as East West Rail and more freight services use the line, will have a negative social and economic impact.
- Removing freight trains from the centre of Cherry Hinton would remove a major source of noise, vibration and, for as long as diesel locomotives are used, air pollution. All of these would otherwise significantly reduce the quality of life of people living by the railway line.
- Releasing land in the middle of Coldhams Common would reduce the severance effect of the existing railway line, improving access and usability of the common. The existing line between Coldhams Lakes and close to Coldhams Lane junction could be released in a land-swap to ensure no net loss in ecologically valuable land.
- Being able to dismantle the bridge over Coldhams Lane would create space for protected cycle lanes to continue to the roundabout.

We urge GCP to engage with the East West Rail Consortium and Marshall to develop a strategy and a plan for realigning the railway. From this will follow much else about the design of the airport redevelopment and public and active transport links through the site.

We have suggested a slightly different alignment to RA.03, which could enable the railway and an access road from Gazelle Way roundabout to be run together in a cutting or cut-and-cover tunnel to reduce the severance and noise impacts (see Figure 6 and Figure 7).

If this option is likely to progress, then it may not make economic sense to build a busway bridge over the railway line in the short term, as this would no longer be required once the railway line is vacated.



Figure 6: Suggested realignment of the Newmarket railway line



Figure 7: Zoomed-in detail of suggested railway realignment and public transport routes in east Cambridge

A14 junctions

Although we agree with the ambition to reduce traffic on Ditton Lane, closing access to/from the A14 at Junction 34 (JC.08) would have a disproportionately negative impact on residents in Horningsea. It would also divert some traffic bound for the south-east of Cambridge, including the Biomedical Campus, through the centre of Cambridge (via Milton Rd, Elizabeth Way, East Road and Hills Road).

We recommend Highways England and the Highway Authority consider replacing the westbound on and off slips from both junctions 34 and 35 with a new access from north of Airport Way (see Figure 8). This would remove much of the traffic from the A1303 between Airport Way and the Quy interchange, obviating the need to widen this road (HW.01 & BW.04), which would have more significant ecological impacts. Traffic, including buses, from Burwell, Swaffham Prior, Swaffham Bulbeck, Bottisham and Stow-cum-Quy would experience less congestion as it would not be mixing with A14 traffic in and out of Cambridge.

The change would also remove some of the traffic on Ditton Lane and Horningsea Rd, reducing congestion at the Newmarket Rd junction. Closure of the westbound slip at junction 34 would eliminate a right turn, improving safety in a collision hotspot (see Figure 9).

There is also an opportunity to create a new cycle route between the Marshall Millennium cycleway behind Newmarket P&R and Stow-cum-Quy via Low Fen Drove Way bridge.

In the longer term it may be desirable to replace both junctions 34 and 35 with:

- An E-W junction at the end of a northward extension of Airport Way.
- New all-ways junction between the A14, A11 and A1303. This would, amongst other benefits, increase the [resilience of the strategic road network](#).



Figure 8: New A14 westbound junction to replace westbound slips on A14 Junctions 34 and 35 (pink = road, green = cycleway, red cross = access closed)

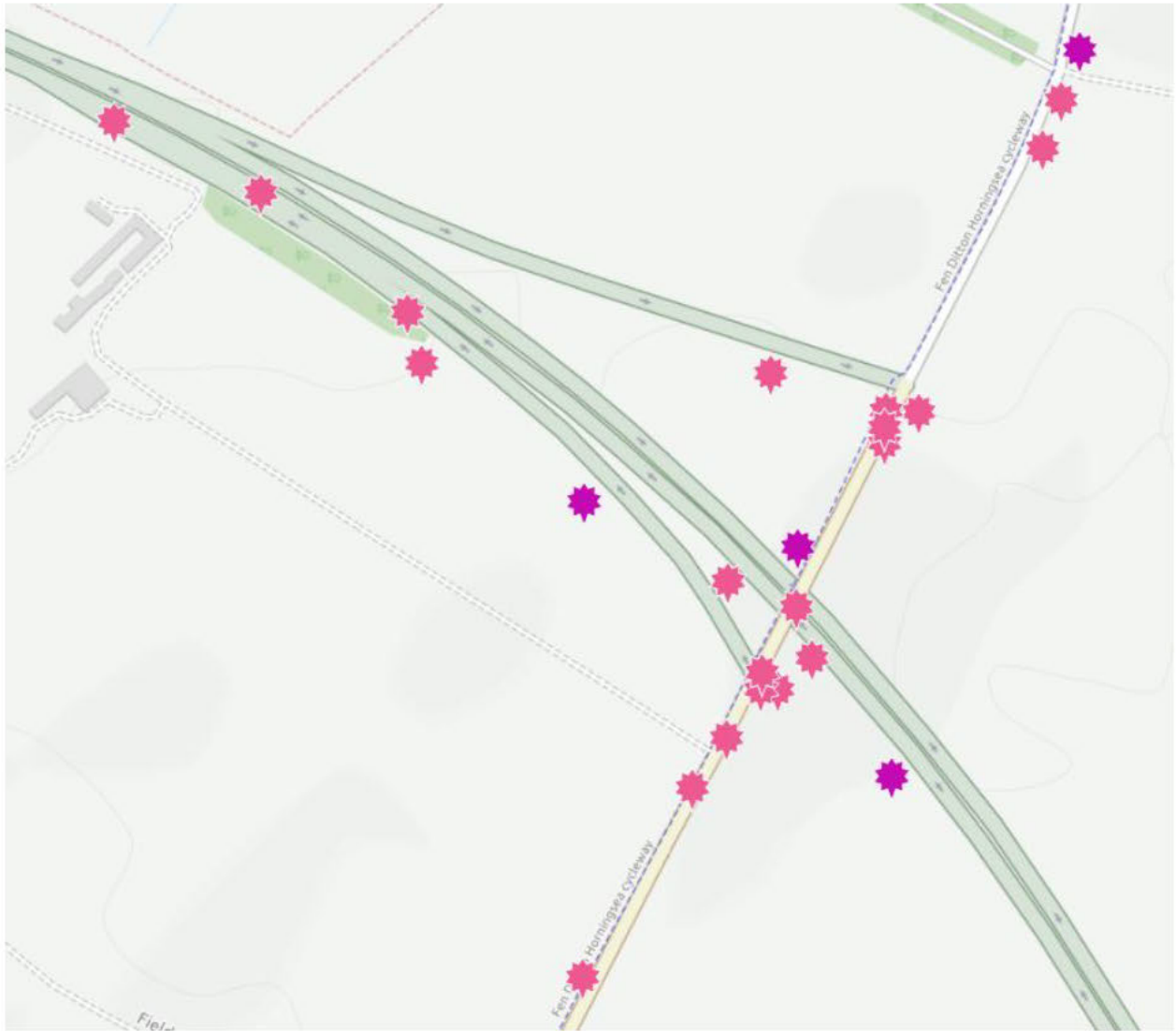


Figure 9: Collisions (serious = purple, slight = pink) around A14 Junction 34 in 2005–19. Source: STATS19 via bikedata.cyclestreets.net

Alasdair McWilliams

From: Greater Cambridge Partnership
Subject: RE: GCP - LHE Working Group - Waterbeach and Cambridge Eastern Access consultation response

From: [REDACTED]
Sent: 14 December 2020 16:57
To: [REDACTED]
Subject: GCP - LHE Working Group - Waterbeach and Cambridge Eastern Access consultation response

Hi All,

Please see below consultation comments from the Environment Agency.

Kind regards,

[REDACTED]

From: Anglian Central, Planning_Liaison [REDACTED]
Sent: 14 December 2020 11:49
To: [REDACTED]
Subject: RE: GCP - Landscape Heritage and Ecology Working Group

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[REDACTED]

Thank you for your consultation.

We have carried out an environmental constraints checking of all the routes and our comments are set out below.

Waterbeach to Cambridge

There are no significant environmental impacts. Please note that a minor portion of the West Area of interest falls within flood zone 3. On the other hand, small portions of the Central and East areas of interest are in flood zone 2. In accordance with the NPPF, a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3.

Cambridge Eastern Access

All four routes are underlain by the Cam and Ely Ouse Chalk groundwater body which consists of principal aquifer; protected waterbodies under the EU Water Framework Directive (WFD). Any future works should address risks to controlled waters from contamination along the preferred route following the requirements of the National Planning Policy Framework and the Environment Agency Guiding Principles for Land Contamination, which can be found here: <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>

Option B1, B2 and B3 partly fall within flood zone 2 & 3. In accordance with the NPPF, a site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3

Option B2 - the route crosses a historic landfill site (Coldhams Lane). If this is a preferred route, a detailed assessment of associated potential pollution risks should be carried out.

We hope that this information is of assistance to you. If you have any further queries please do not hesitate to contact us.

Kind regards
[REDACTED]

[REDACTED]
Sustainable Places
East Anglia Area (West)

[REDACTED]
Phone: [REDACTED]
Direct Dial: [REDACTED]
Email: [\[REDACTED\]](#)

| | | |
|---|---|--|
|  | For the latest guidance: - INTRANET.EA.GOV - NHS.UK/coronavirus - GOV.UK/coronavirus |  |
|---|---|--|

From: [REDACTED]
Sent: 12 November 2020 16:17
To: [REDACTED]
Cc: [REDACTED]
Subject: GCP - Landscape Heritage and Ecology Working Group

Dear all,

Please see the links below to the following consultations:

- [Cambridge to Waterbeach](#)
- [Cambridge Eastern Access](#)

Best wishes,

[REDACTED]

[REDACTED]
[REDACTED] | Greater Cambridge Partnership
T: [REDACTED]
E: [\[REDACTED\]](#)

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From: [REDACTED]
Sent: 18 December 2020 11:46
To: Greater Cambridge Partnership <contactus@greatercambridge.org.uk>
Cc: [REDACTED]
Subject: Cambridge Eastern Access Consultation - representation

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Dear GCP

I have been having prolonged difficulty in submitting reps through the online form, it keeps freezing on me.

Could you confirm that the following rep can be lodged, noting the noon deadline of today.

On behalf of:

- **Anderson O&U Limited**

Question 8:

We write on behalf of our client, Anderson O&U Limited, which owns a significant portion of land to the south of Coldhams Lane that would be affected by the Option B1 – B3 routes, as proposed. Please treat this representation as a duly-made response to Question 8 of the consultation document.

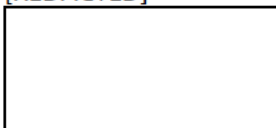
It is requested that discussions take place with key landowners along the route. It is noted in table 4.1 of the consultation documentation that discussions have been held with some of the landowners in this part of the City. Regrettably, this has not included our client – in spite of the evident impact that the published proposals could have on their landholdings.

Whilst Anderson O&U Limited is supportive of the principle of enhancing sustainable transport options in and around Cambridge, including to the eastern part of Cambridge, it is essential that the GCP's emerging proposals are discussed with our client so that they can brief you on their aspirations and also share with the Partnership site-specific information to help inform these early stage plans.

I would be grateful for your confirmation of receipt

Kind regards

[REDACTED]



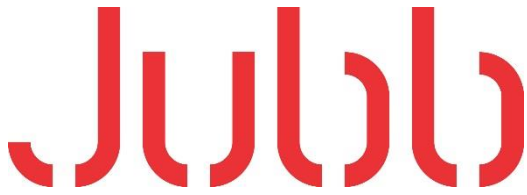
[REDACTED]
[REDACTED]

M: [REDACTED] | bidwells.co.uk

Business continuity during Covid-19 outbreak. Click [here](#) to find out more.



Bidwells LLP, a limited liability partnership trading as Bidwells, is registered in England & Wales (registered number OC344553). The registered head office is Bidwell House, Trumpington Road, Cambridge, CB2 9LD, where a list of members is available for inspection. To read our full disclaimer please click [here](#)



Title: Westley Green Cambridge Eastern Access Transport Study Consultation Response

Date: December 2020

1.0 Introduction

1.1.1 Jubb has been commissioned by L&Q Estates and H ll to provide transport and highways representation in response to the Cambridge Eastern Access (CEA) Transport Study which was published in August 2020 by WYG on behalf of the Greater Cambridge Partnership. This representation has been produced in response to a call for consultation responses to further inform the development of the CEA strategy. The response builds upon the positive dialogue that Jubb has had with WYG and Cambridgeshire County Council with regard to the CEA.

1.1.2 This representation note considers the shortlisted transport strategy options within the WYG "Options Appraisal Report" in the context of a strategic, residential-led, mixed use development, known as Westley Green, that is being promoted on land in the proximity of S x M le Bottom. Figure 1.1 below sets out the illustrative site location boundary for the proposed development area. As shown, the proposed site (shown in red) lies to the east of Cambridge just west of Dullingham Railway Station and is mostly situated east of the A11.

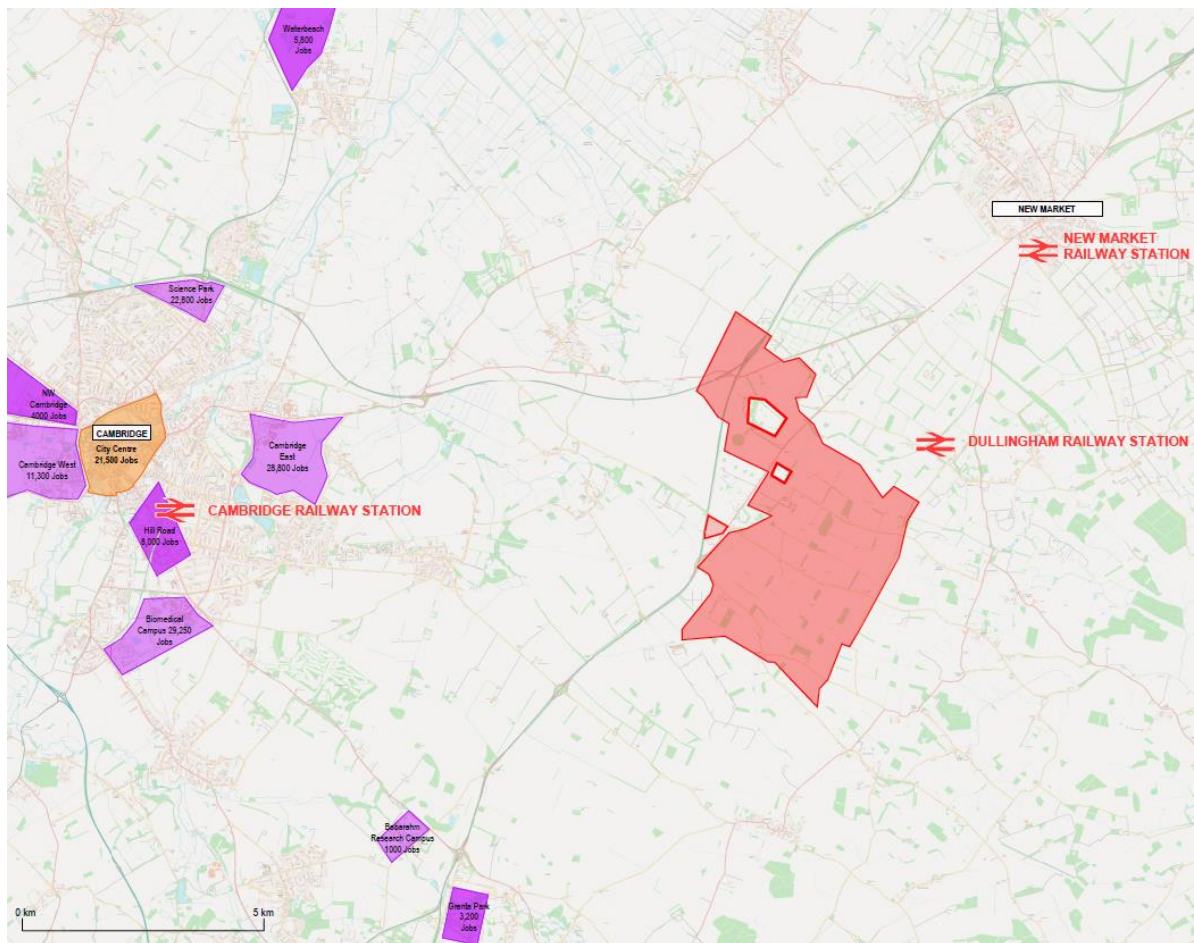


Figure 1.1 – Site Location (illustrative)

- 1.1.3 The Westley Green Transport Vision Framework document has been included as **Appendix A** which is referred to within this consultation response. This vision has been formulated to take account of the exciting opportunities offered by the land and presents a genuine approach that would capitalise upon the location to influence the lifestyles and travel patterns associated with a new community in this location.
- 1.1.4 The National Planning Policy Framework defines new settlements as one of the most effective methods for accommodating growth, provided that they are suitably-located and supported by necessary infrastructure and facilities. It is evident from the Transport Vision Framework document that the proposals at Westley Green would fulfil these criteria.

2.0 Review of Phase 1 Options

- 2.1.1 The enhancement of sustainable transport infrastructure on Newmarket Road, as presented in Phase 1 Options A1 and A2, is in accordance with the Westley Green transport strategy which seeks to build a community with sustainable travel as its cornerstone. Jubb therefore confirms full support for both identified strategies.
- 2.1.2 It is understood that this would involve the reallocation of road space from private vehicle use to pedestrians, cyclists and public transport use. In addition, the strategy would also include signalised traffic control that would prioritise the movements of sustainable modes over cars.
- 2.1.3 The reallocation of road space to sustainable modes is in accordance with the Westley Green development strategy and therefore the implementation of these proposals would further complement the proposals within the proposed community itself.
- 2.1.4 We consider Option A2, which also seeks to relocate and expand the existing Park & Ride on Newmarket Road, to be the most favourable option in this regard. This option should enable more vehicle traffic to be intercepted prior to Newmarket Road which should free up capacity to provide greater flexibility to reallocate more road space to sustainable routes. The option should therefore serve to enhance journey times for sustainable modes and would serve to enhance the local environment (through reduced private vehicle use) on this main strategic route.

3.0 Review of Phase 2 Options

- 3.1.1 All three options (i.e. Options B1 to B3) would provide a dedicated segregated route for the Cambridge Autonomous Metro (CAM) into Cambridge. These proposals should serve to create more reliable journey times for this sustainable transport route, given that these journeys would be transferred from the existing Newmarket Road route which experiences significant demand. Thus, this proposed strategy is supported.
- 3.1.2 It is considered that Option B3 would be the preferred option as this will provide the most options for sustainable travel. These proposals would not only include for CAM diversion but would also include rail enhancements to include the twin tracking of the line between Cambridge and Newmarket and the introduction of further local stations for example at Six Mile Bottom. This option is therefore Jubb's recommended strategy and support is therefore confirmed for this option on behalf of the client.

3.1.3 It is evident that the proposals to further enhance sustainable transport connections are in accordance with the Westley Green proposals which proposes a community with sustainable travel at its cornerstone. Furthermore, as discussed below the Westley Green proposals would also assist with the delivery of the CEA strategy.

4.0 Further Recommendations

4.1.1 As discussed in the Transport Vision Framework document, included as **Appendix A** of this consultation response, it is proposed that the Westley Green development will provide a community with sustainable travel at its cornerstone that will be future proofed to cater for emerging technologies such as electrification, automation and enhancements in information technology. It is also proposed that the community will include a series of Mobility Hubs that would provide focal points for sustainable travel with associated bus stop connections; bicycle / scooter charging, parking, and hire; and real time information boards. Furthermore, the proposals would also present the opportunity to introduce a single larger hub that could act as an interchange serving a potential additional / diverted CAM route and potentially allow provision for the addition of a connection by rail as identified in Option B3 of the CEA Transport Study.

4.1.2 The Westley Green Transport Vision Framework document sets out these connections in the final transport strategy plan. It is evident that the proposals at Westley Green will enable significant enhancements to the CEA strategy through the provision of land to include a transport interchange, the provision of additional patronage from the proposed sustainable community, and potential developer contributions towards these strategic improvements. Thus, the proposals at Westley Green have the potential to not only complement but enable the further enhancement of the CEA strategy.

5.0 Summary

5.1.1 Jubb confirms support, on behalf of the Client, for the strategies as outlined within the CEA Transport Study that enhance connections not only for the existing community but also for the areas of growth around Cambridge including to the East where the Westley Green proposal is located. These proposed strategies include, in particular, the provision of a dedicated off-road CAM connection into Cambridge and provision for potential long-term rail enhancements passing through Sx Mile Bottom and the Westley Green Community and linking with Newmarket.

5.1.2 Furthermore, it is also noted that the Westley Green Proposals would not only complement this strategy through its philosophy of sustainable growth but could also offer significant benefit through provision of land to facilitate the delivery of a transport interchange and additional patronage for the proposed public transport connections. In addition, developer contributions could also be provided towards the sustainable transport improvements as part of the Westley Green proposals.

5.1.3 It is proposed that further connections could also be provided to the CAM network through Westley Green where a transport interchange could be introduced connecting with the CAM and rail network and providing mobility hub facilities such as real time information, electric charging infrastructure for cars, bikes, and scooters, and cycle and scooter parking. These proposals would both complement and further enhance the offer brought forward for links to and from the east of Cambridge as set out in the CEA Transport Study.

Appendix A: Westley Green Transport Vision Framework Document



Westley Green

Transport Vision Framework





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| A Self-Contained Community | 4.0 |
| A Community with Reduced CO2 Emissions and External Vehicle Trips | 5.0 |
| A Future Proof Network | 6.0 |
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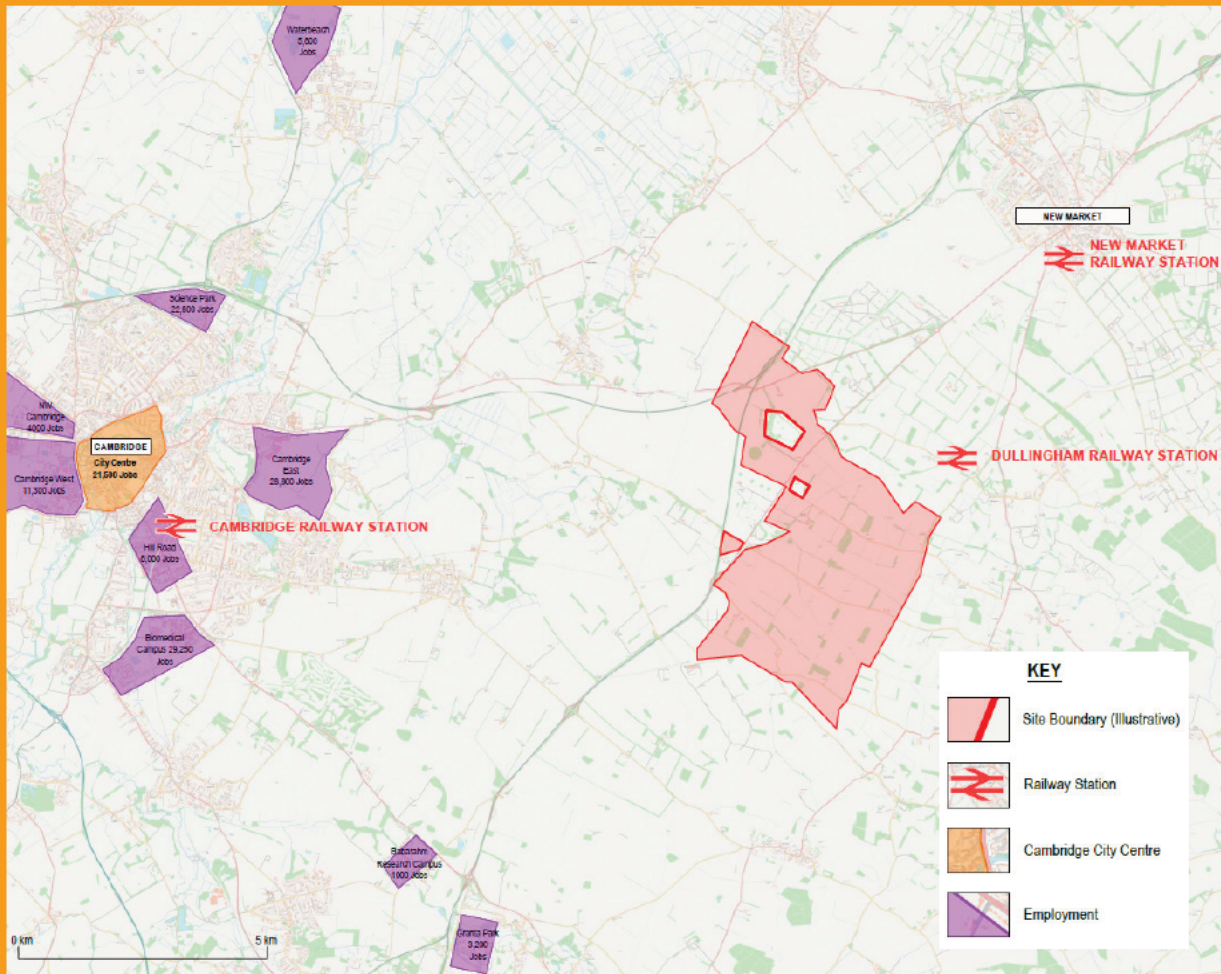
1.0

The Characteristics of Westley Green

- Westley Green will be located in South and East Cambridgeshire in the vicinity of the village of Six Mile Bottom approximately 7km east of Cambridge and 4km south west of Newmarket. The proposals will bring forward a sustainable new, mixed use community with associated facilities. This community will be future proofed to support its potential for up to 10,000 homes in a planned way to ensure that sustainable travel is established at the cornerstone of the villages growth.
- A community of this scale is able to provide a range of facilities to minimise the need to travel off site. Furthermore, the site is also located to connect with existing and proposed high quality sustainable transport links to enable sustainable travel for offsite trips.
- The sites location therefore provides significant opportunity to support the growth of employment, knowledge, commercial, and leisure facilities already accessible within the wider area. Cambridge itself has a higher proportion of personnel employed in the more knowledge intensive employment group comprising professional / research roles (equating to 44.5% of all roles compared to 22.2% nationally). Furthermore, South and East Cambridgeshire also have a higher rate of employment in these types of roles.
- Employment facilities include a number of high quality employment locations on the eastern approach of Cambridge such as Babraham Research Campus (providing 1,000 jobs), Granta Park (providing 3,200 jobs) Cambridge Science Park (providing 22,800 Jobs), Cambridge Biomedical Campus (providing 29,250 Jobs), and the high tech engineering / Airport employment area at Cambridge East (providing 28,800 jobs). Thus, the proposals themselves would provide further work force to serve this vibrant employment area whilst at the same time providing further high quality employment within the community itself.



Site Location Drawing



- The proposed community is located in close proximity to the proposed eastern route of the Cambridge Autonomous Metro (CAM) that would link Cambridge, Newmarket and Mildenhall.
- The site lies on the line of the Cambridge-Newmarket-Ipswich rail route and therefore presents opportunity for a significant volume of trips to be undertaken by train with hourly train connections running between Cambridge and Ipswich through this line. Furthermore, the Greater Cambridge Partnership have also identified, in their recent Cambridge Eastern Access Transport Study, the line from Newmarket to Cambridge as offering potential for a step change in rail capacity in the area through the provision of double track and potential additional stations at Cambridge East and Six Mile Bottom.
- This presents an opportunity to link the proposals with these high-quality sustainable transport routes to ensure that a high proportion of journeys outside of the community are undertaken by sustainable modes. The proposals at Westley Green would therefore both benefit from these enhancements and would also be able provide potential land to enable delivery (for example the station at Six Mile Bottom).

2.0

The Design Philosophy of Westley Green

- The vision of the proposals is to create a low carbon community where a large proportion of day to day needs are met within the site to reduce the need to travel. These facilities will include high quality employment and houses designed to accommodate the growing demand for Home Working. Furthermore, where travel outside of the community is required this will be achieved primarily by high quality, convenient and high-capacity sustainable transport links with reduced focus on the delivery of large scale highway infrastructure.
- The design philosophy is also to create a future proof community to allow for developing technologies in terms of travel that build on advancements in telecommunications and real time travel data, electrification of modes of transport, and greater automation of travel.
- This well connected highly sustainable community would exhibit traffic flows that would be only a small percentage of a similar sized community today. Notwithstanding this all movement junctions would be provided connecting with the A11 and other local roads to ensure that these relatively small number of journeys would be carried out in an efficient manner. This highway infrastructure will also assist in reallocating movements at existing all movements junctions (e.g. at the Balsham Road junction) to more appropriate and direct routes.



3.0

National Travel Trends

- Existing travel trends show following prevailing changes in travel pattern nationally:
 - Reducing vehicle trip numbers per person
 - Reducing time spent in car per person
 - Reducing distance travelled per person in private cars
- Assuming these trends continue at the same rate this would point towards a subsequent 12% reduction in car use towards the completion of the community in 2040.
- However, current traditional transport models and previous trends do not consider the recent acceleration of transformative impacts in terms of travel. These include;
 - The changing nature of work (e.g. greater propensity for home working,
 - The change in social norms (e.g. less status attributed to car ownership), and
 - Forthcoming technologies such as autonomous vehicles, vehicle electrification, micro-mobility and sharing.
- It is evident that these changes would significantly reduce vehicle travel demand and therefore opportunity exists at Westley Green to capitalise on these changes to build a community with sustainable travel as its cornerstone.

4.0

A Self-Contained Community

Home working

- Recent control measures introduced nationally as a result of the Covid 19 pandemic appear to have resulted in major behavioural change that has resulted in more home working that is likely to result in subsequent permanent long term changes even after these measures are lifted. These changes in travel pattern are discussed in the Royal Town Planning Institute document titled "Plan the World We Need", which was released in June 2020, that in section 3.1 states the following:

"In the UK during April, 39% of those in employment reported working only from home, while 6% both worked from home and travelled to work. This contrasts with 5% of the workforce who reported working mainly from home during 2019."

- Given the areas draw as a centre for Professional, Scientific and technical activities, and the already high levels of home work that is associated with that sector, there would be great potential for homeworking at Westley Green. Even prior to the Covid 19 pandemic an annual population survey showed these types of industry as having high levels of home working (i.e. almost 50% of the workforce had worked from home).
- Properties within the community would be designed to capitalise on this so that Home Working is possible through the use of enhanced telecommunications and the establishment of appropriate work areas within each property and areas to support recreation.

Mixed Use Community

- The proposals will include a range of uses that will establish Westley Green as an established community with a range of facilities that would support this community and serve to retain journeys within the proposals. These uses will include:
 - Education Facilities comprising Nursery, Primary and Secondary Education provision
 - Community facilities such as local centres, community halls and community shops
 - Health and wellbeing facilities such public open space, parks, and sports facilities.
- These facilities will also be linked with the proposed residential community by a network of high-quality walking and cycling routes that will serve to encourage journeys to be made by active modes of travel (e.g. on foot and by bicycle).
- Given that data from the Department for Transport National Travel Survey identifies that for the average person only 25% of all journeys during a typical day are work related journeys with the remaining journeys comprising other purposes such as shopping, leisure, and education there is high potential to remove vehicle journeys from the network, in favour of walking/cycling journeys, by providing these facilities within the community.

5.0

A Community with Reduced Transport CO2 Emissions and External Vehicle Trips

- The CAM Strategic Outline Business Case, published in February 2019, forecasts that 44% of CAM demand will originate from users who would otherwise have travelled by car for the entirety of their journey. It is therefore clear that CAM has huge potential to reduce private car trips from Westley Green.
- The proximity of the Westley Green proposals to the CAM provides opportunity for an extension route to be introduced linking the proposals. This therefore provides huge potential for a high proportion of external trips from Westley Green to be carried out by public transport particularly given Cambridge's draw as a centre of commerce, education, retail and leisure.
- In addition, it is also noted that there are significant employment areas within 10km, including Cambridge, Ely, Newmarket and South East Cambridge cluster. It is proposed that the potential for an additional link along Little Wibraham Road also be reviewed to link in with the National Cycle Network that links with these two urban areas. The provision for electric charging infrastructure (as discussed below) and greater uptake of electric bicycles should reduce cycle travel times to make this an attractive travel option for external journeys.

A Future Proof Network

Mobility Hubs

- The proposals will be future proofed to account for forthcoming changes in the way people travel in England in future years. This will include provision of a central mobility hubs within the community with smart connectivity linked to a community app that will allow for real time journey planning. Mobility hubs will be located at local centres where people can interchange mode, park bikes/electric scooters and access the CAM for external journeys. These will be social places where parcels and delivery hubs can also be located i.e. Amazon pick up centres etc. In addition, the hubs could also provide a depot for robot deliveries or drone landing areas.

5G delivery will be important to enable the smart cities type approach to connectivity that is proposed at Westley Green.

- These hubs could also provide potential connections and charging depots for electric buses. These buses could offer either a supplementary service to CAM (linking Westley Green with key travel destinations) or a potential replacement should CAM not be delivered or be potentially delayed.
- The provision of these mobility hubs also provides the potential to deliver "Mobility As A Service" (MAAS) within Westley Green where people pay a fixed amount each month for all of their travel needs, including electric bike hire, scooter hire, electric bus/CAM, car club membership etc. Such a system gives residents the ultimate flexibility in terms of travel options.
- A case study of the Møhlenpris area of Bergen in Norway as referenced in the "Mobility Hubs Guidance" document as published by CoMoUK in November 2019 showed that the inclusion of mobility hubs led to a 30% decrease in private car ownership in 2 years. In the case of Westley Green, the mobility hub will be provided in the early phase of development to set sustainable travel habits from the outset.



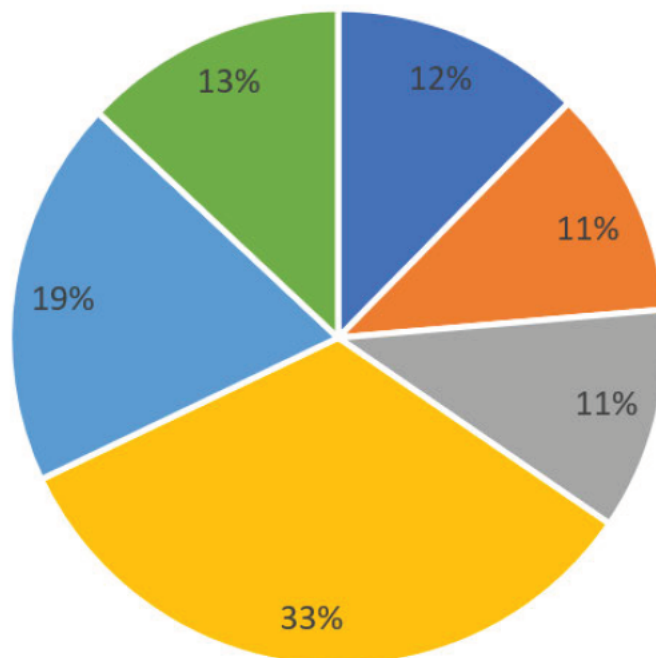


Future Vehicle Technologies

- It is noted that the "Future of Mobility" document published by the Government Office for Science has forecast that electric cars will be widespread by 2030. Thus, vehicle journeys that would be significantly reduced in number, would also be less polluting and would therefore have reduced impact on nearby air quality.
- The "Future of Mobility" document also forecasts that full (i.e. level 5) vehicle automation whereby private vehicles perform all tasks previously undertaken by the driver, will be widespread by 2040. This could potentially also permit vehicle journeys to also be provided "as a service" that would reduce the requirement for car ownership. In this regard an automated electric car club vehicle could be provided within each community hub to facilitate this service.
- Automation would also allow greater flexibility for public transport services allowing for further cost effective rural services linking Westley Green and nearby villages to link these areas with key travel destinations.

Summary

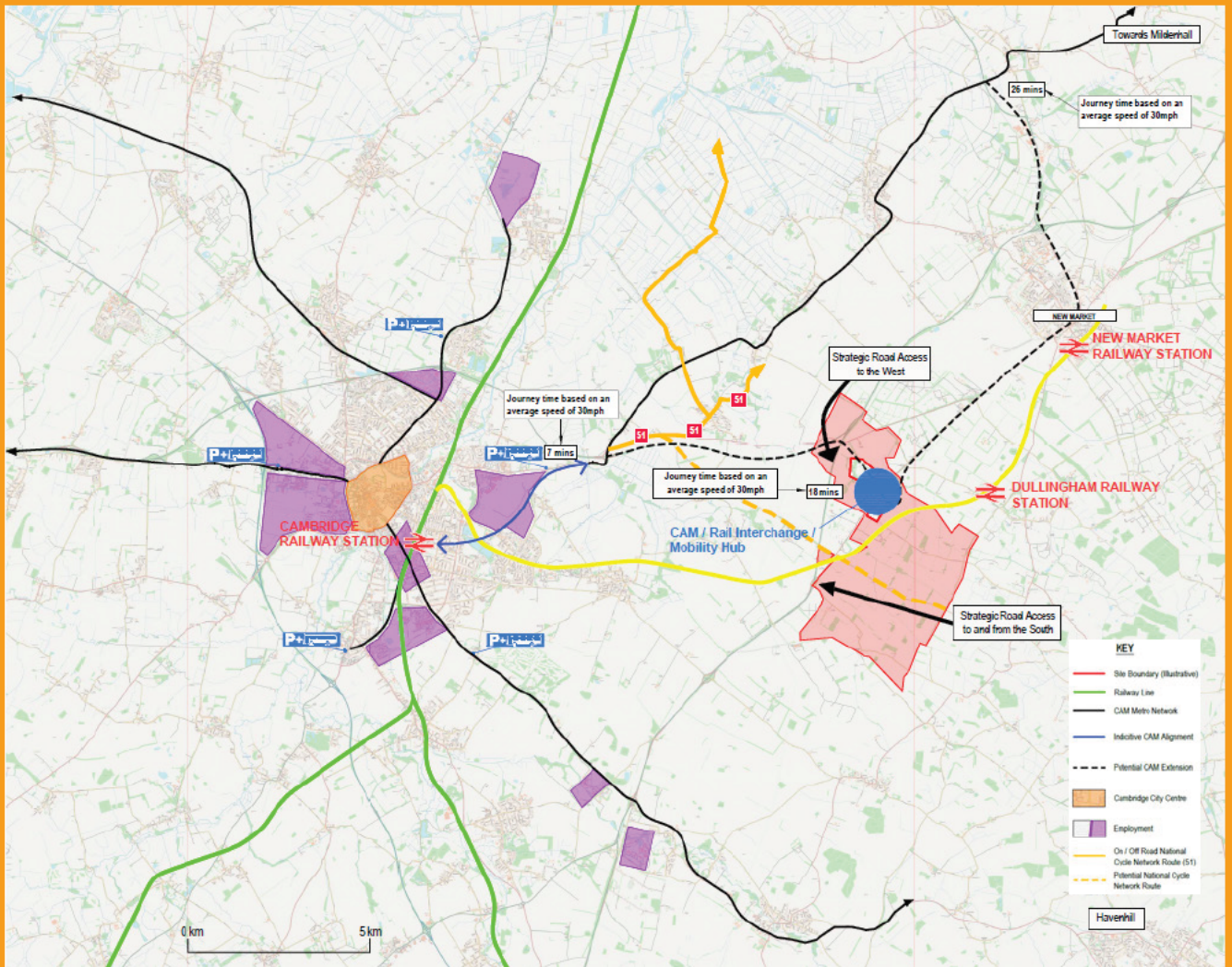
- As set out in this transport vision Westley Green will be planned as a sustainable community from the outset and will also be future proofed to allow for new technologies that will further reduce reliance on the private motor vehicle. Thus, in consideration of changes in travel and the planned nature of the proposals to capitalise on these changes, the resultant future vehicle journeys from these proposals would be a fraction of what would typically be expected to be generated by a similar size community today. This is identified in the chart below which shows how current trends and the planned nature of the proposals as identified within this Vision document will serve to reduce vehicle movements. Furthermore, these journeys would mostly be undertaken in automated/electric vehicles and would therefore have a far lower impact in terms of air quality.



- Trend reduction
- Internal Trips
- Remaining Vehicle Trips
- CAM Users
- Home Working
- Mobility Hub



Transport Vision Diagram



From: [REDACTED]

Sent: 18 December 2020 11:41

To: Greater Cambridge Partnership <contactus@greatercambridge.org.uk>

Subject: Cambridge Eastern Access

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Hi Cambridge

Newmarket

It is very important to note for the purposes of this Consultation, that Newmarket is the centre for the Internationally important British Horseracing and Breeding Industry (HRI) which contributes in excess of £4 billion annually to Great Britain and is the largest employer in West Suffolk, and the joint second largest employer in the Cambridgeshire/East Anglian sub-region.

It is NOT (and should not be considered to be) a commuter town for Cambridge, not least because there are other towns/areas which can serve this purpose rather than damaging one of the few internationally significant British world renown success stories.

We have gained the impression that the people conducting this Consultation are unaware of the above facts so specifically draw your attention to them for the purposes of this Consultation.

Cambridge Eastern Access Consultation 2020

This response is sent to you by Suffolk County Councillors, West Suffolk District Councillors and Newmarket Town Councillors who all represent Newmarket. All full list may be found below.

We will now answer all the question asked in the Consultation Document .

- **Option A1:** Newmarket Road improvements – this could include bus lanes, cycle lanes and improved facilities for pedestrians.

This option overlooks the problems caused in other cities where road traffic lanes are reduced and the back log causes more problems. This will cause problems on the A14 at Quy when at peak times traffic cannot leave the A14.

Option A2: Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city

This option can work provided we relocate the Park and Ride to an area East of Quy and take traffic from the A14 off at Quy. This option should include the provision of a Congestion Charge Area Starting from West of the Quy Roundabout. This should take all the traffic from the Swaffham, Bottisham and Newmarket Area out of Cambridge.

Option B1: High Quality Public Transport Route via Coldhams Lane – this could include an off road route for public transport vehicles connecting to the city via Coldham’s Lane

This Option could work only if it was put further East to include a park and ride off the Haverhill Route and before a Congestion Zone. This would pick up the traffic from Haverhill to Cambridge.

However the Haverhill solution may need a Park and Ride just outside the town.

Option B2: High quality Public Transport Route via the Tins – this could include an off road route for public transport vehicles connecting to the city via the Tins

This Option may not be needed if we introduce Congestion Charges as the City will have less than 50% of the traffic taken out by a new Park and Ride locations.

Option B3: Long Term Rail Opportunity – this could include new and reopened stations as well as a more frequent train service.

This Option is one we have considered at West Suffolk Council which we open old railway stations and provide new stations as we develop new housing settlements. We understand that the service by rail from Ipswich to Cambridge will run every 30 minutes in 2021.

Summary.

Congestion Charging will be introduced in Cities across the UK in 2021 going forward and Park and Ride will be introduced beyond City boundaries. Our solution asks that for Mildenhall and Haverhill traffic that you consider Park and Ride for Cambridge as close to these towns as possible.

Air Quality.

Throughout the UK traffic control in Cities will be a priority to protect people from the fumes generated by traffic and the solution is to separate traffic from our streets.

This report is sent to you on behalf of:

Councillor Rachel Hood, Suffolk County Council, West Suffolk Council, Newmarket Town Council.

Councillor Andy Drummond, Suffolk County Council, West Suffolk Council, Newmarket Town Council.

Councillor Robert Nobbs, West Suffolk Councillor.

Councillor James Lay, West Suffolk Councillor, Newmarket Town Councillor.

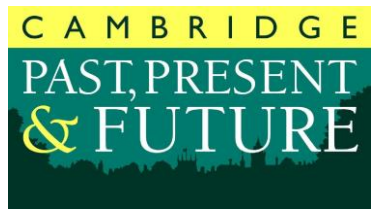
Please come back to me if I can help in any way.

Kind regards

James Lay F.Inst.SMM

t: [REDACTED]

m: [REDACTED]



Greater Cambridge Partnership

By email to:

contactus@greatercambridge.org.uk

17/12/2020

Dear Sir/Madam

Cambridge Past, Present & Future
Wandlebury Country Park
Cambridge CB22 3AE

Phone 01223 - 243830

www.cambridgeppf.org

Cambridge Eastern Access Consultation

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 Hinxtton Watermill.

We have considered the proposals and consultation material that you have produced and below is our response:

1. Response to survey questions

Q2. How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City?

We support this in principle, providing that it is not at the expense of ecology, heritage and the quality of life of local residents.

Q3. How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City?

Option A1: Newmarket Road Improvements

We strongly support new segregated cycle routes along Newmarket Road. However, there is already an off-road cycle route from the Park & Ride into Cambridge which will also have a spur to the Leper Chapel area of Newmarket Road (once Chisholm Trail is completed). We would prefer to see that route better promoted as the main eastern cycle route into Cambridge as it more attractive and avoids cyclists having to navigate the dangerous Barnwell Road roundabout. There is a much stronger case for Newmarket Road cycle routes from the Barnwell Road roundabout into Cambridge because the route described above would not serve the communities to the southeast and southwest of the roundabout.

New pedestrian and cycle link from the airport site to connect into the Chisholm Trail; we do not understand why this is included in Phase 1 of the project. Until (if) the Airport site is developed there is

Cambridge Past, Present & Future — The local charity that cares about Cambridge and its green landscapes Registered Charity No 204121.

very little demand for this infrastructure* which would have an impact on the common. This route also needs to be tied into the master planning for the Airport site – something which will not take place until (if) the development is allocated in the next Local Plan, which is not planned to be adopted until 2024. This proposal is clearly premature and should be included as part of Phase 2 proposals.

[* Residents of Barnwell will have access to the Chisholm Trail via Pool Way].

Option A2: Newmarket Road Improvements + PnR move

We strongly oppose the proposal to move the Park & Ride for the following reasons:

- The Park & Ride is proposed to be close to Little Wilbraham Fen SSSI and surrounding wetland, which is a nationally important wildlife site which has one of the rarest breeding birds in the UK (a species that is prone to disturbance and requires large areas of undisturbed space). The construction of a Park & Ride would have direct and indirect impacts on this important site and protected species as a result of significantly increased disturbance. This would mainly be caused by:
 1. People using the P&R as a car park to access the SSSI for recreational purposes. This is already happening to a small degree via the layby in this location. The construction of the Airport site will mean more people in this location who would be inclined to use the P&R as a recreational use car park (eg to walk their dog).
 2. Impacts of lighting.
 3. Impacts caused by increase in other species that may be attracted by human waste/activity, eg rats, foxes, crows.
- In order to minimise these impacts, if the P&R were to be relocated, it should be as close as possible to Airport Way roundabout and as small as possible.
- The wide highway verge around the Airport Way roundabout and along Newmarket Road next to the Airport is botanically rich, including a large colony of Bee Orchid. Relocating the Park & Ride to this location would mean that this is likely to be harmed by a busway and possibly also by any new cycle route on the southern side of Newmarket Road.
- It is in the green belt. Under national planning policy a green belt location could only be justified if there was no alternative. As there is already a P&R site, there is clearly an alternative. If increased capacity is needed then this could be achieved through multi-storey.
- The P&R location is also proposed for housing and a new football stadium. Whether these are appropriate uses will be determined by the Local Plan process. It is therefore premature to be taking forward proposals for a P&R.
- It is further away from Cambridge and therefore less attractive for Park & Cycle than the current P&R site.
- Assuming that the development of the Airport site takes place then it is also assumed that there would be a public transport service for it. This might possibly run through the development on a route similar to that proposed in Option B. However, the Local Plan process will determine whether the Airport site is developed and any transport requirements. The Local Plan will not be adopted until 2024. At that point it might be appropriate to consider whether the P&R could be re-located close to Airport Way in order to connect to a public transport service through the Airport site. Until that point it is premature to do so.
- Park & Ride encourages car journeys and competes with public transport (thereby reducing patronage, which in turn reduces service frequency, which in turn reduces patronage, etc). A more environmentally sustainable approach is to support better public and active transport from surrounding areas.
- Park & Ride encourages car journeys and therefore a new large P&R will result in an increase in carbon emissions. This has been recognised in the planning application for the Hauxton/M11 P&R. This is not compatible with zero carbon planning.

- We are concerned that a motivation behind the proposed location is that the land is owned by the County Council and because the current P&R would be proposed for housing development. Why is locating the P&R in the Airport development not being considered (the roundabout could be relocated within the development in order to provide a P&R to the east of a roundabout)? We note the arguments given as to why a P&R next to the A14 roundabout is not being considered but these do not hold any water given that the Milton P&R clearly operates on the same basis. If the GCP wishes to go ahead with a P&R relocation we would urge you to think again about other locations.
- We would like to see proposals from GCP for new bus services, and travel hubs in the main villages to provide convenient and safe access to express bus services that:
 - Follow a direct route to Cambridge that is time-competitive with driving.
 - Offer quick interchange opportunities.
 - Have simple fare structures that include connecting services.

Option B1: High Quality Public Transport via Coldhams Lane

We strongly oppose the proposal to move the Park & Ride. See above for reasons.

Assuming that the development of the Airport site takes place then it is also assumed that there would be a public transport service for it. This might possibly run through the development on a route similar to that proposed in Option B. However, the Local Plan process will determine whether the Airport site is developed and any transport requirements. The Local Plan will not be adopted until 2024. Closer to that point would be appropriate to consider the location and nature of transport provision. Until that point it is premature to do so.

The area of green land between the railway and Coldhams Lane/Airport has also been proposed as a new country park, required to support a housing development at Coldham's Lakes.

Surely it would make more sense for the cycle route from the Airport to cross Coldhams Lane and the green space (proposed for country park) and join the Tins Path – rather than to go via the Sainsbury's roundabout?

Option B2: High Quality Public Transport via the Tins

We strongly oppose the proposal to move the Park & Ride. See above for reasons.

Assuming that the development of the Airport site takes place then it is also assumed that there would be a public transport service for it. This might possibly run through the development on a route similar to that proposed in Option B. However, the Local Plan process will determine whether the Airport site is developed and any transport requirements. The Local Plan will not be adopted until 2024. Closer to that point would be appropriate to consider the location and nature of transport provision. Until that point it is premature to do so.

The area of green land between the railway and Coldhams Lane/Airport has been identified as a new country park, required to support a housing development at Coldham's Lakes.

Surely it would make more sense for the cycle route from the Airport to cross Coldhams Lane and the green space (proposed for country park) and join the Tins Path – rather than to go via the Sainsbury's roundabout?

Option B3: Long term Rail Opportunity

In principle, we strongly support the better use of the rail infrastructure because this already exists and it has the potential to move large numbers of people and potentially goods, including from further away from Cambridge. This should encourage people to travel from places like Newmarket and Bury by train rather than driving to a P&R on the edge of Cambridge. However, any impacts on green spaces and habitats will need careful consideration (ie Coldham's Common and adjacent to the Tins/Coldham's Lakes).

We understand that the current rail line was once dual track and therefore space exists to re-introduce dual track in order to provide a better rail service – without major environmental impacts.

We would question if stations close to central Cambridge (eg serving the Airport) would be used for local commuting given that local journeys can be made by cycle, which is likely to be as quick and cheaper. We would be concerned that such stations would attract London commuters and thus new housing would provide for London overspill rather than meeting the needs of the local employment market. This would potentially exacerbate the Cambridge housing crisis and would not help the GCP to achieve its overall objectives.

A Fulbourn rail station does not make much sense other than as a 'Trojan horse' for major development in the Green Belt to the north of the village. When the railway still operated from Fulbourn Station it was not much used because it lies well to the edge of the settlement and most people used the buses which were much more conveniently placed and services were of greater frequency. Since the 1960s expansion of the village has spread westwards towards the city and further from the station. If a further station is sought then the suggestion of one near the Tesco store off Yarrow Road makes more sense, as this would serve the Petersfield Technology Park, Capital Park, Ida Darwin site and the eastern parts of Cherry Hinton.

Q7. Thinking about the environmental impact of each of the five options please indicate what impact there might be

Option A1: Newmarket Road Improvements

This is impossible to answer from the information provided in the consultation, for example it is unclear whether any trees or verges would need to be removed in order to provide increased road space for a cycle lane. It is likely that a cycle route through Coldham's Common would result in a negative environmental impact.

Option A2: Newmarket Road Improvements + PnR move

This would have a very negative environmental impact due to P&R move. See answer to Q3 for reasons.

Option B1: High Quality Public Transport via Coldhams Lane

This would have a very negative environmental impact due to relocation of P&R. See answer to Q3 for reasons.

There would also be a negative impact caused by building on green spaces through the airport site (unless the runway was used).

Option B2: High Quality Public Transport via the Tins

This would have a very negative environmental impact due to relocation of P&R. See answer to Q3 for reasons.

There would also be a negative impact caused by building on green spaces through the airport site (unless runway used) and across the land between Coldham's Lane and the lakes and a very negative impact caused by building on the narrow strip of land (habitat) between the two lakes. The construction of a tunnel would likely avoid the ecological impacts to the south of Coldham's Lane.

Option B3: Long term Rail Opportunity

This is impossible to answer from the information provided in the consultation, depending on what is required for track widening. It could have negative environmental impacts on habitats on Coldham's Common and adjacent to the Tins/Coldham's Lakes.

2. Other comments:

Phasing

We support the phasing of this project into improvements which can be carried out in the next few years and for the need to plan other improvements in conjunction with the emerging Local Plan – in particular whether Cambridge Airport is included in the Local Plan and, if so, the requirements put upon that development and its subsequent master planning. We note that other large developments have also been proposed (in the Local Plan call for sites) on the eastern edge of Cambridge and if these were included in the Local Plan then it would require a rethink of the work that the GCP is currently carrying out.

The consideration of a new settlement at Six-Mile Bottom will also be considered as part of the Local Plan and so clarity on this would inform thinking around a parkway station there (which would obviate the need for some commuters to drive to the P&R on Newmarket Road).

The timetable for the new Local Plan has been set out, which would involve an examination in public in the final half of 2023. It is essential that the planning of transport infrastructure is carried out in parallel with the Local Plan process and therefore it would be premature to conclude an outline business case prior to the examination in public of the Local Plan. We note that the timetable for the GCP work includes an outline business case in 2022, this is clearly premature **and we urge that the GCP work on Phase Two should be reprofiled to match that of the Local Plan.**

Work is also underway considering railway upgrade as part of East-West Rail; putting back the timing of Phase Two would also allow for greater clarity on whether any upgrades are likely and any opportunities in relation to east Cambridge.

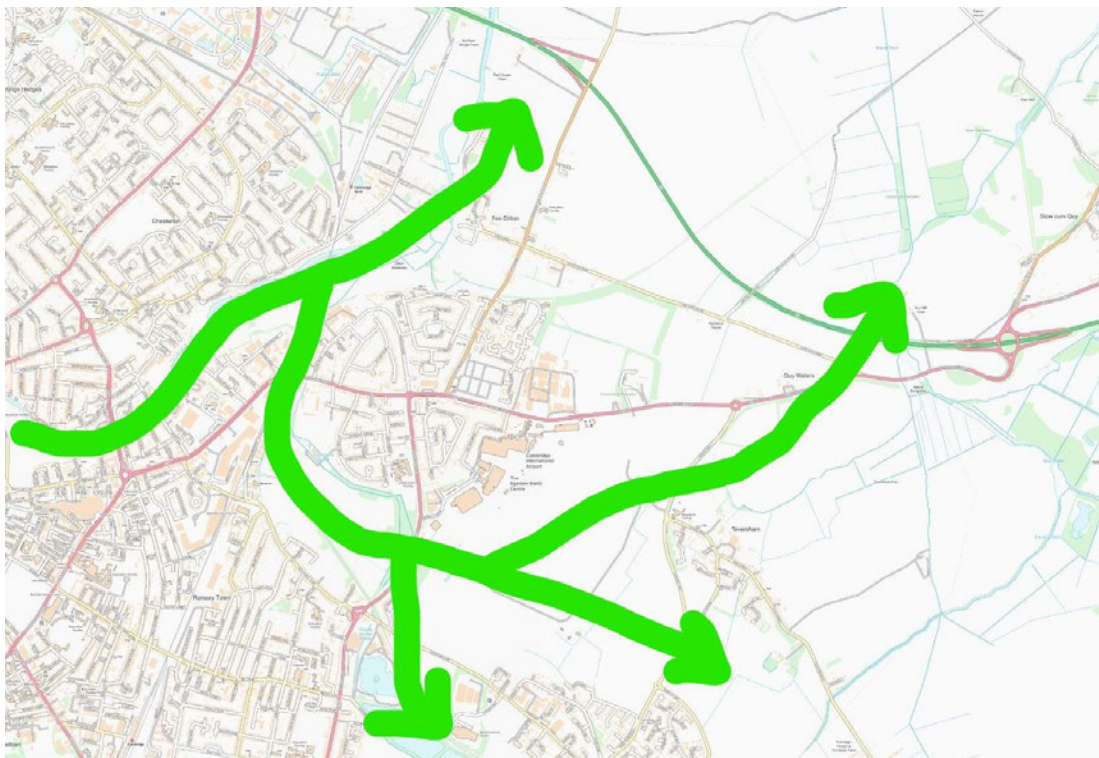
Environment & Heritage

There are two significantly important green corridors in (or in the vicinity) of this study corridor, these include:

- The River Cam corridor, which includes Stourbridge Common, Ditton Meadows and the village of Fen Ditton before extending out to Milton Country Park and into the wider countryside.
- The green corridor that runs from the River Cam, Ditton Meadows, Coldham's Common, Cambridge Airport and into the fens on the western edge of Cambridge.

We (and we suspect most of the community) would be opposed to the development of large and damaging engineering schemes in these corridors. The fact that they are “corridors” implies that they are narrow and therefore the impact of large schemes is likely to be significant on the green and open aspects of the corridors and people's enjoyment of them.

However, we consider that there are opportunities for these green corridors to provide better facilities for walkers and cyclists (there are already paths along the River Cam corridor and the Chisholm Trail will go through part of the Coldham corridor). There may also be opportunities for ecological enhancement within these corridors. At this stage, we would highlight that these are sensitive locations and that even small-scale engineering works for footpaths and cycle routes need very careful consideration and consultation.



At a more local level, there are a number of mature and young trees planted along Newmarket Road which help to ameliorate the impacts of traffic and which are important for local communities.

In terms of built heritage, we would highlight the Barnwell Conservation Area around the Cambridge Leper Chapel/Mill/Toll House. We would also highlight the row of vegetation at the cemetery and Abbey Church (near the junction with Elizabeth Way).

City Access & Managing Demand

Of critical relevance to all transport in this corridor is the ability to manage demand and achieve modal shift. This could involve car parking restrictions or some kind of city centre road-charging. Such measures, which CambridgePPF supports, would free-up road space making active travel more appealing and allowing public transport (for example buses along Newmarket Road) to run much more quickly and reliably. Removing traffic in order to improve speed and reliability has already been demonstrated to work during the Covid-19 pandemic. Such measures were also supported by the GCP Citizen's Assembly. We would like to see this type of approach taken as a priority, ahead of expensive and damaging engineering schemes, such as busways.

The Beehive and Cambridge Retail Parks are largely occupied by car-based retailers. They provide significant free car parking for their customers and this generates car traffic into east Cambridge. We are aware of people parking in these Retail Parks and then walking into Cambridge. There ought to be questions about whether this retail model is now suitable in this location and how this car parking model relates to other car parking restrictions that may be put in place around the city (eg park & ride). Removing traffic to Newmarket Road retail parks could free-up roadspace for buses and cycles and result in quicker and more reliable public transport.

CambridgePPF has repeatedly proposed that the large car parks off Newmarket Road could be redeveloped to provide much needed housing for the city on brownfield sites, helping to save the countryside. If necessary, car parking could be retained as basement or ground floor parking, with flats above. This has been done in other cities. We have proposed this for the next Local Plan.

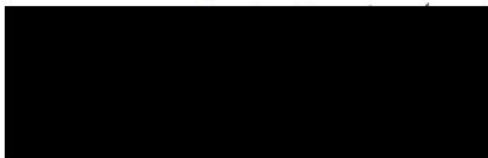
Access to employment sites

There is still too much focus from the GCP on radial routes into central Cambridge. With the exception of the redevelopment of the station area, nearly all of the future employment growth is on the fringes of the city and

the challenge is getting people to these locations. In relation to East Cambridge, with the exception of the airport, the main employment areas are to the south (Cambridge Biomedical Campus and Fulbourn) and to the northeast (Cambridge Science Park, North-East Fringe). Serious consideration is needed as to how walking, cycling and public transport can be provided to link these up. For example, there is very poor cycle access from Cherry Hinton to the Biomedical Campus, which means there will be very poor access from the new Airport development to the Biomedical Campus. We are aware that many of the people using the Babraham Road Park & Ride (to access the Biomedical Campus) drive from the A14/Cherry Hinton direction.

I trust that you will take our comments into consideration.

Yours sincerely



From: [REDACTED]
Sent: 11 December 2020 11:39
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: LLFA Response to Cambridge Eastern Access Consultation

Thanks [REDACTED]

[REDACTED] can log this

Best regards

[REDACTED]

[REDACTED]
[REDACTED] – Greater Cambridge Partnership
Mobile: [REDACTED]
Email: [REDACTED]

Greater Cambridge Partnership
Cambridgeshire County Council | SH1310
Shire Hall | Cambridge CB3 0AP

<https://www.greatercambridge.org.uk/>

From: [REDACTED]
Sent: 11 December 2020 11:31
To: [REDACTED]
Subject: FW: LLFA Response to Cambridge Eastern Access Consultation

Hi [REDACTED],

I hope all is well.

Please see below the CCC Floods and Water team's response to the CEA consultation. They've mentioned that they prefer to respond via email to provide more detailed comments so I believe comms will not have received this email. Is [REDACTED] the lead comms officer for this project? If so, I'm happy to forward this on so he can log this in the right place.

Best wishes,

[REDACTED]

From: [REDACTED]
Sent: 11 December 2020 10:15
To: [REDACTED]
Subject: LLFA Response to Cambridge Eastern Access Consultation

Dear [REDACTED],

We have been invited to respond to the Cambridge Eastern Access consultation, which is currently live. As the Lead Local Flood Authority, we would prefer to respond to the consultation via email as this allows us to provide flood risk and drainage comments on each of the proposed options. Therefore, please see our formal response to each option below:

Option A1: Newmarket Road improvements – this could include bus lanes, cycle lanes and improved facilities for pedestrians.

This option appears to involve works crossing Coldham's Brook and a further awarded watercourse. Any works to either of these watercourses would require evidence that the works will not impact watercourse capacity or obstruct flows. You would therefore need to apply for Ordinary Watercourse Consent from ourselves. As the area is located in Flood Zone 3, associated with Coldham's Brook, any development within the flood plain would require flood zone compensation to be provided. The risk of pollution to the existing watercourses from runoff from the development and the construction phase will also need to be appropriately considered. This area has low surface water flood risk, so it is unlikely that the proposals would have an impact on surface water flood risk as long as appropriate, sustainable drainage features are proposed for any development.

Option A2: Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city

The area proposed for the Park & Ride relocation is associated with very low surface water flood risk and is located in Flood Zone 1, so it is unlikely that the proposals would have an impact on surface water flood risk as long as appropriate, sustainable drainage features are proposed for any development. The area lies adjacent to an awarded drain (6th Public Drain) to the south, Teversham Fen Award drain to the east, and an ordinary watercourse to the north. Ordinary Watercourse Consent requirements and pollution control must therefore be considered.

Option B1: High Quality Public Transport Route via Coldhams Lane – this could include an off road route for public transport vehicles connecting to the city via Coldham's Lane

This area is associated with low to medium surface water flood risk, so it is again unlikely that the proposals would have an impact on surface water flood risk. The risk of pollution to awarded drain to the east associated with runoff from the development and during construction should again be considered.

Option B2: High quality Public Transport Route via the Tins – this could include an off road route for public transport vehicles connecting to the city via the Tins

This area is associated with low to medium surface water flood risk, so it is again unlikely that the proposals would have an impact on surface water flood risk. The area lies adjacent to Cherry Hinton Brook and associated ponds to the south. Ordinary Watercourse Consent requirements and pollution control must therefore be considered.

Option B3: Long Term Rail Opportunity – this could include new and reopened stations as well as a more frequent train service.

This option appears to involve development crossing Cherry Hinton Brook, meaning ordinary watercourse consent would likely be required. The impact of the development on flood risk to the south associated with the brook and adjacent ponds should also be considered.

If you have any questions or require additional information from us, please do not hesitate to contact me.

Kindest regards,

[REDACTED]

[REDACTED]

T: [REDACTED] | M: [REDACTED]

Flood Risk & Biodiversity Team





Unit 5
The Maltings
Burwell
CB25 0HB



Greater Cambridge Partnership
Eastern Access Consultation Team
SH1317
Shire Hall
Cambridge
CB3 0AP

17 December 2020

Dear Sir / Madam

Eastern Access Consultation Response

I write in my capacity as Chairman of the A to B 1102 Group to respond to the Eastern Access Consultation.

The A to B 1102 Group was formed in the summer of 2020 to represent the travel needs of the residents of Burwell, Reach, Swaffham Prior, Swaffham Bulbeck, Commercial End, Lode with Longmeadow, Bottisham and Stow cum Quy, campaigning for better transport now and in the future. We communicate with residents, Parish Councils and engage with the relevant local authorities, including the GCP to ensure that our communities know about transport issues that affect them and to ensure their needs, ideas and concerns are heard. We have held an introductory meeting with your colleagues Jo Baker and David Charlesworth.

At the outset, I must make clear that the A to B 1102 Group recognise and appreciate the need for Cambridge City to make changes to the way people access the city, to meet the Government's carbon commitment, to address levels of congestion, pollution and to create a sustainable environment for the residents of the City. As this consultation response makes clear, however, we believe the types of change proposed can only be carried out once viable alternative public transport solutions have been put in place to facilitate the modal shift away from the private car to other forms of transport. This conclusion is based on the feedback we have received from our communities.

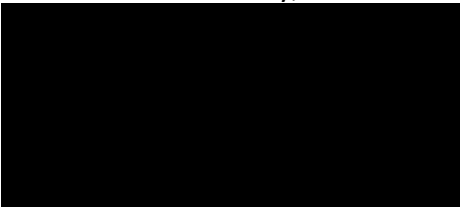
The A to B 1102 Group has also conducted a survey of our own which has generated over 200 responses. This provides us, and indeed the GCP with valuable information about the preferences and needs of our communities, information which we share as part of this submission and which we will use to lobby for the viable alternative public transport solutions



our communities want to see put in place **before** the changes which are proposed are acted upon.

As was expressed to Jo and David, we look forward to positive engagements with GCP to progress this important agenda.

Yours faithfully,



Chairman

Copied to:

Josh Schuman, County Councillor

James Palmer, Mayor of Cambridgeshire & Peterborough

Charlotte Cane, District Councillor

John Trapp, District Councillor



Summary

After reviewing the proposals and engaging with GCP and members of our communities, whilst the A to B1102 Group recognises and appreciates the needs for the types of measures proposed (in order to reduce congestion and consequent pollution within the City and ensure a sustainable quality of life for residents), we are concerned that unless innovative public transport alternatives are put in place in advance of such measures being implemented, the roll-out of the kinds of proposals contained in the consultation are likely to cause significant detriment to residents in the communities that use the B1102 / A1303 entry point into Cambridge. Detriment is likely to be caused by significantly increased journey times, congestion 'backing up' along the B1102 and the associated pollution and noise in the event that commuters are unwilling or unable to access viable public transport alternatives to complete their journeys into Cambridge and beyond.

Discussion

The needs of our communities are largely neglected in the documentation, yet the impact of the changes are profound. While the need to move towards more sustainable forms of transport are recognised, these must be efficient, feasible and inclusive and take into account the movement patterns of our communities.

The B1102 communities form a significant element of Greater Cambridge's economy and society. We represent the equivalent of 10% of the population; many of our residents work in Cambridge and must travel there; our children attend schools and colleges in the city; our communities use the retail, leisure and other services of the city and contribute substantially to the vitality and viability of the Cambridge regional economy. The B1102 is also an important transport link for many other users of the city's services and facilities from the wider catchment and TTWA. Thus, the needs of those communities and residents should not be ignored.

Second, substantial changes to transport *within* Cambridge have major impacts on accessibility and mobility of residents *outside* the study area and accommodating them has to be a key feature in the evaluation of proposals. While restricting private car access to the city and creating a public transport hub may have beneficial environmental sustainability outcomes for the city, these would be negated if environmental issues and access problems are simply pushed North and East with greater congestion at the Quy interchange, longer journey times for the parishes and significant difficulties in reaching city amenities for less mobile groups.

Third, if the emphasis is to be on public transport and low impact private transport modes such as cycling, then these need to be part of the development programme for the wider catchment area. From our engagement with GCP, it is clear issues such as the provision of bus services are considered beyond the GCP's remit as they are delivered privately. For an efficient and environmentally sustainable transport network to be developed there has to be a proper integration of transport services that goes beyond the boundaries of the consultation, via active collaboration between the councils, communities, planning teams and transport providers. It cannot be appropriate to have an environmentally sound set of proposals within the city which the surrounding residents can only effectively access by private car. That simply displaces the problem, with adverse effects on the B1102 communities. To meet the needs of our communities, a mesh-network of transport hubs around the city needs to be created, enabling people to use bus travel or private cars to access Park & Ride hubs



and then on to hubs such as Addenbrookes, the Science Park etc.. without having to go through the City Centre.

It is noticeable that, while there are proposals for better public transport and cycle links to the station and to the bio-medical campus in addition to the traditional city centre routes, there is very little which considers the substantial movement to the science park and, increasingly, the greater use of Cambridge North as a rail hub. The proposals **do not** facilitate access to these key transport nodes and work places for our villages? Our villages contain a significant London commuter population which has been encouraged to move from Cambridge Central Station to Cambridge North Station. Now the development permitted around Cambridge North Station is to make this access point more difficult. It is clear to us that a reliable, fast and efficient public transport service must be put in place to offer these people a viable commuting future.

Fourth, there is limited baseline information to assess the impact of the proposals on the B1102 communities. We wish to see much better monitoring of transport movement patterns, pollution levels and other key indicators as part of this programme of scheme concept development. Whilst GCP may argue that these should be the responsibility of local councils, the proposals outlined will require GCP to conduct environmental impact assessments and for these to be valid, we need to establish baseline monitoring of traffic flows, air quality etc..

The longer term “B” proposals have profound implications for the B1102 communities and it is of great importance that our Parish Councils are integrated at the earliest possible stage in the development work that is proposed, in particular in the development of the route and infrastructure for the CAM beyond the city’s Eastern boundary. Routing, frequency, the positioning of stops and linkage and integration with other public and private transport modes are all key issues we, and our Parish Councils, wish to engage upon.

See attachment with this document for a summary of the A to B 1102 Group Travel Survey, data compiled to 17th December 2020.



A to B1102

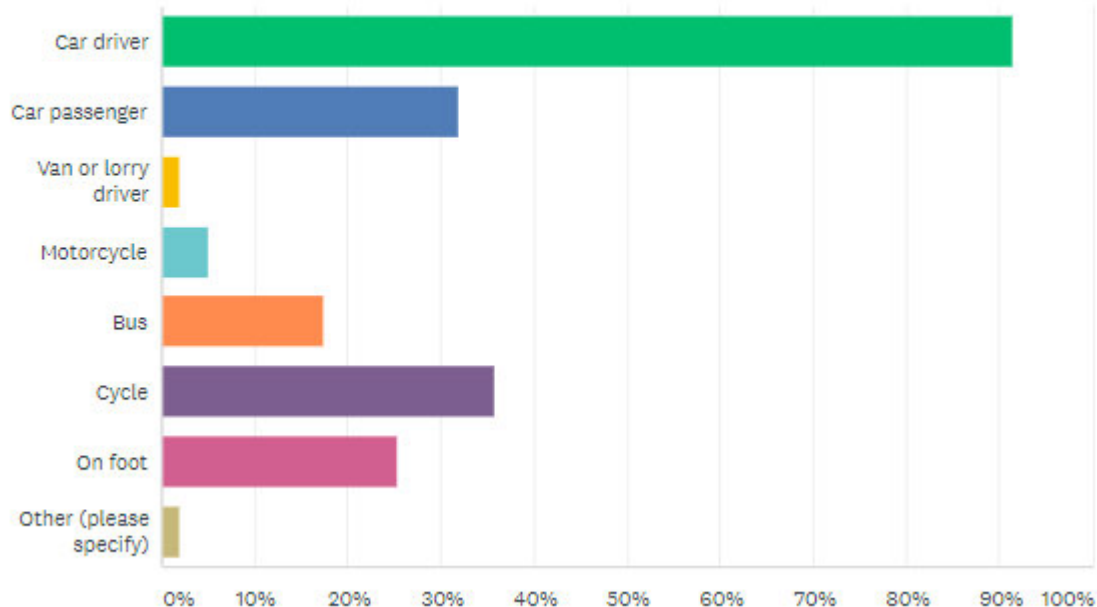
Improving the quality of the lives of those who ride, cycle, walk and live alongside the B1102 by helping residents to campaign for better transport

Traffic Survey Results – December 2020

The survey opened on 17 November and been completed by 202 people to date. Unsurprisingly car use is the usual mode of travel, we managed to reach a broad age range and is reflective of both the working and retired population.

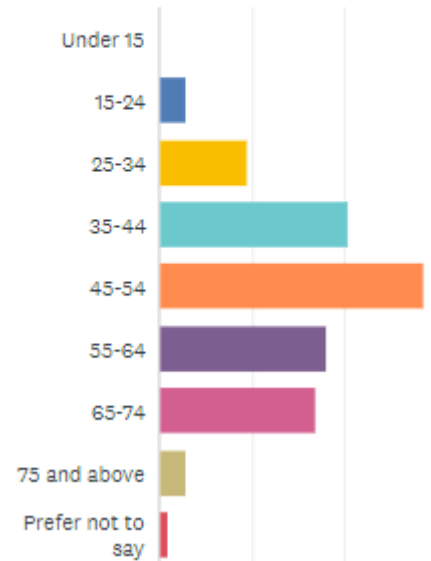
How do you usually travel in the area? Tick all that apply

Answered: 201 Skipped: 1



Please indicate your age range

Answered: 201 Skipped: 1

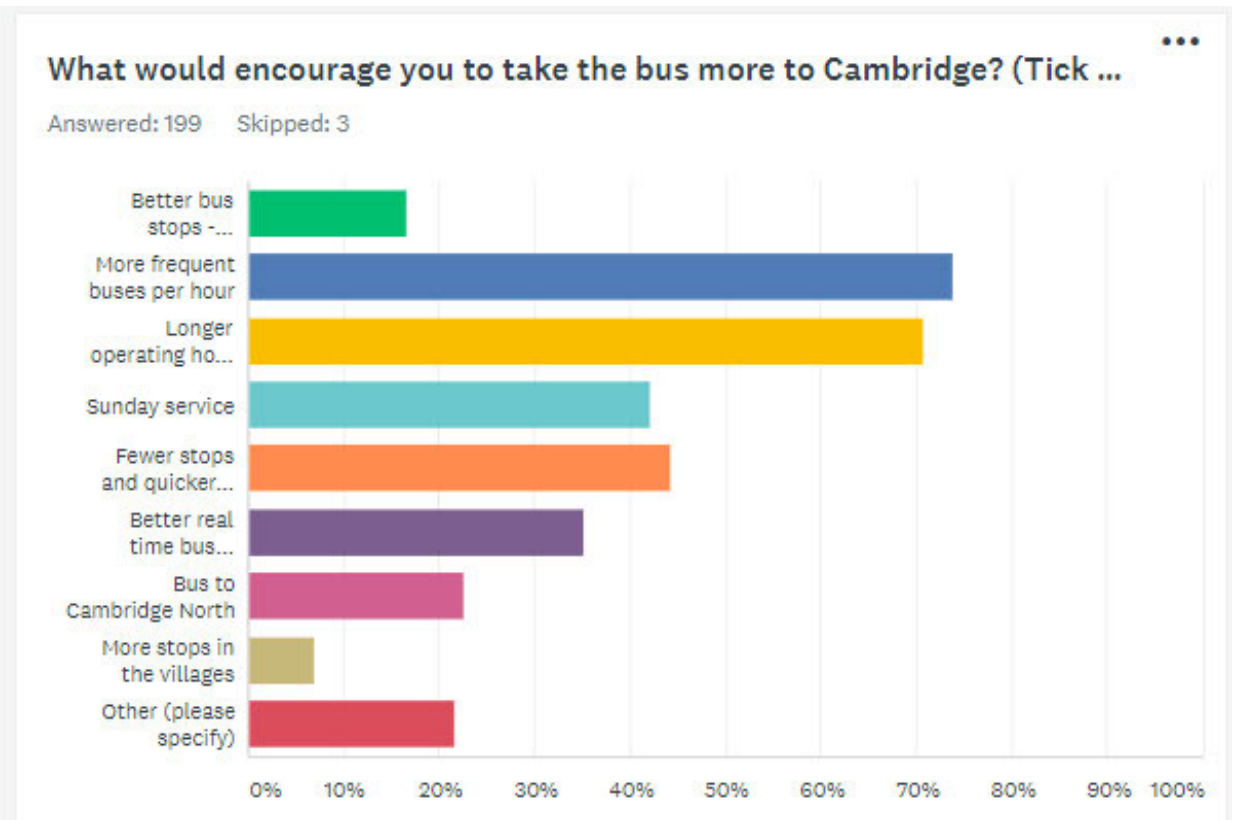
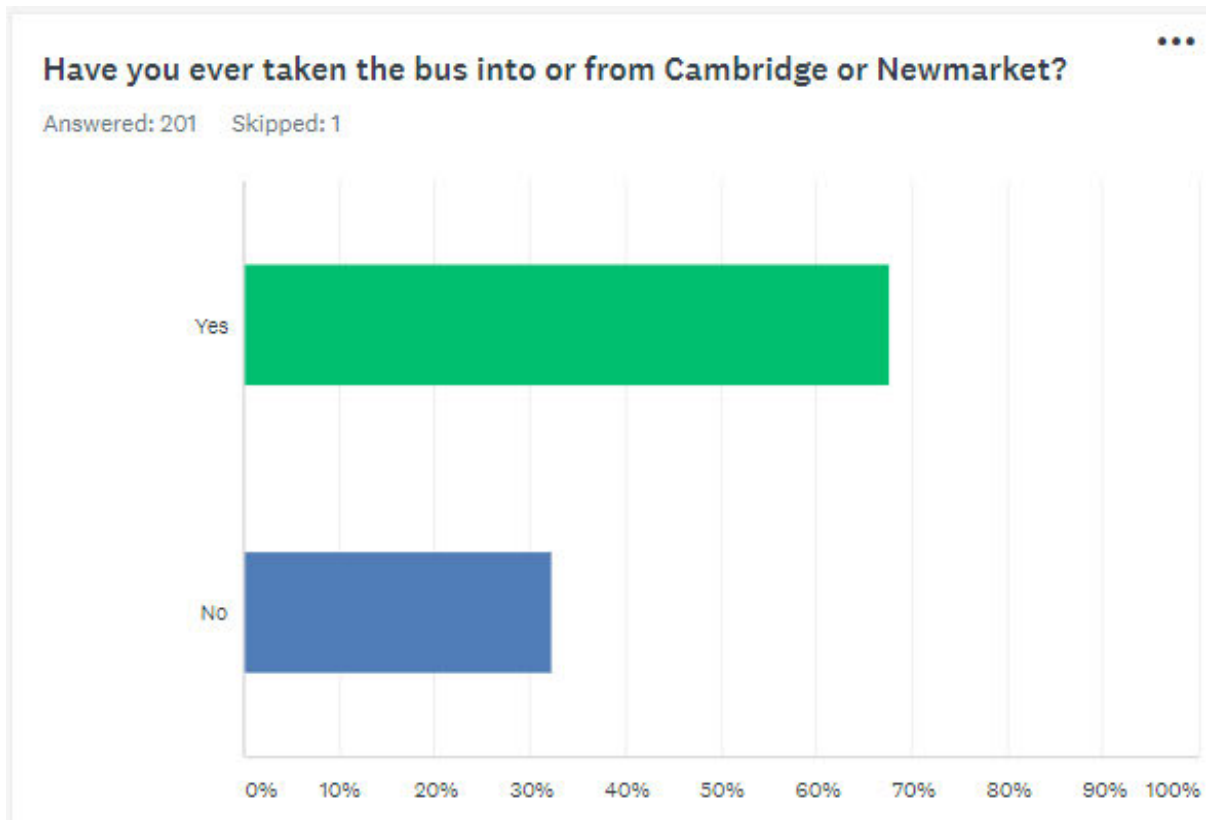


Are you:

Answered: 200 Skipped: 2



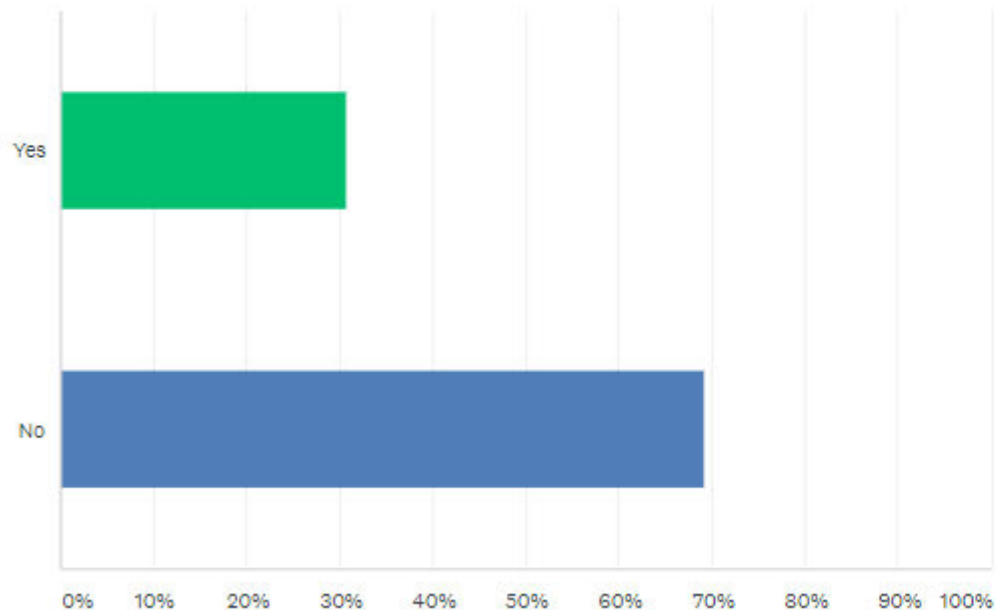
Approximately 2/3rd of respondents have taken the No. 11 bus from the villages to Cambridge or Newmarket with around 1/3 never having taking the bus. Frequency of buses and longer operating hours were the main key factors to encourage greater use of the bus. This is followed by Sunday services and fewer stops. Cheaper fares feature highly as a response in 'Other' – also friendlier drivers and greener, quieter electric buses.



In a reverse of the bus question, 1/3rd of respondents have cycled to Cambridge as a commuter whilst 2/3rds have not. Better, segregated cycleways would encourage some to take to their wheels however a fair proportion still believe they would not cycle. Safe, secure, weather-proof cycle storage and shower facilities at work together with a safer crossing at Quy are specifically mentioned by respondents in 'Other'.

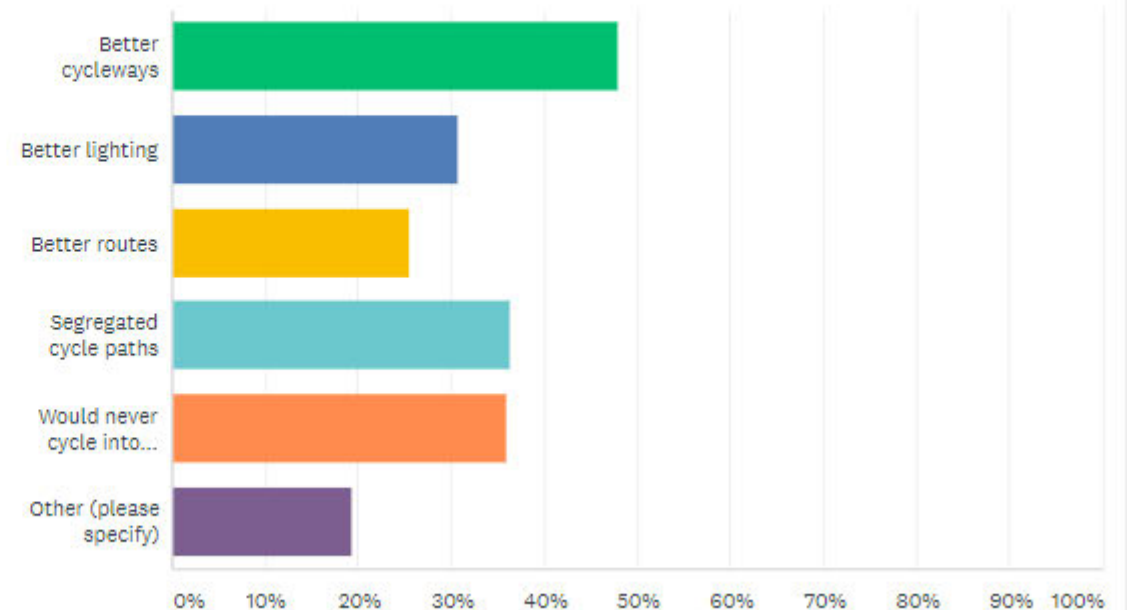
Have you ever cycled into Cambridge as a commuter?

Answered: 202 Skipped: 0



What would encourage you to cycle more into Cambridge?

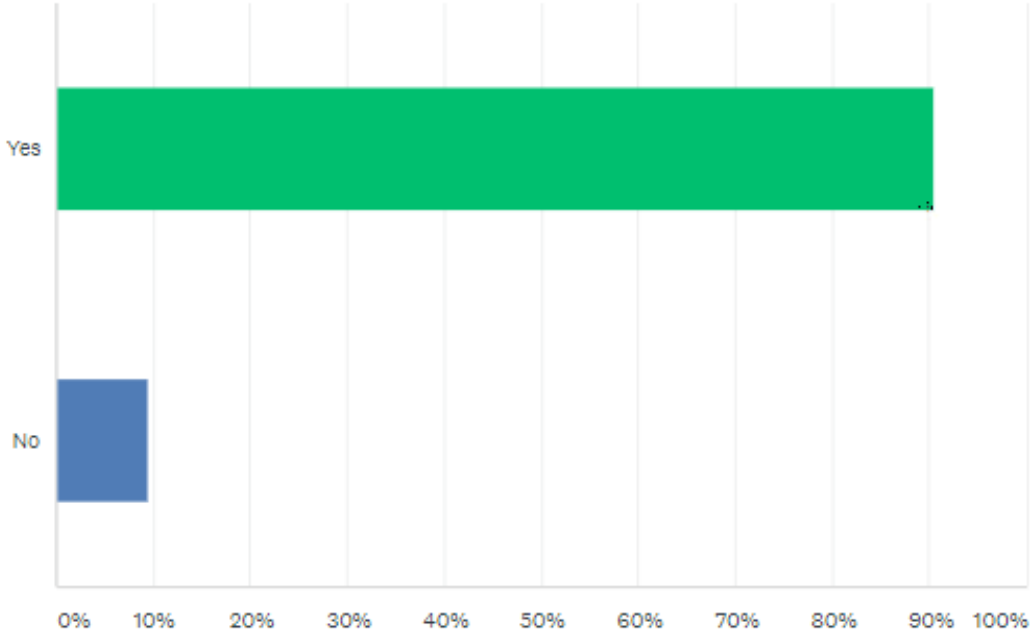
Answered: 192 Skipped: 10



Following on from the bus use response, there is a clear result with respect to the use of the Newmarket Road Park and Ride – over 90% have used the facility. Free parking appears to be key (as shown by the drop off in usage when a charge was previously trialed) together with longer hours of opening, greater frequency of buses and tap to pay on buses (which is offered but not many people are aware). Using the P&R as a true transport hub to reach other locations around Cambridge was a strong message in ‘Other’ together with the need to have traffic free access i.e. no long queues as experienced now.

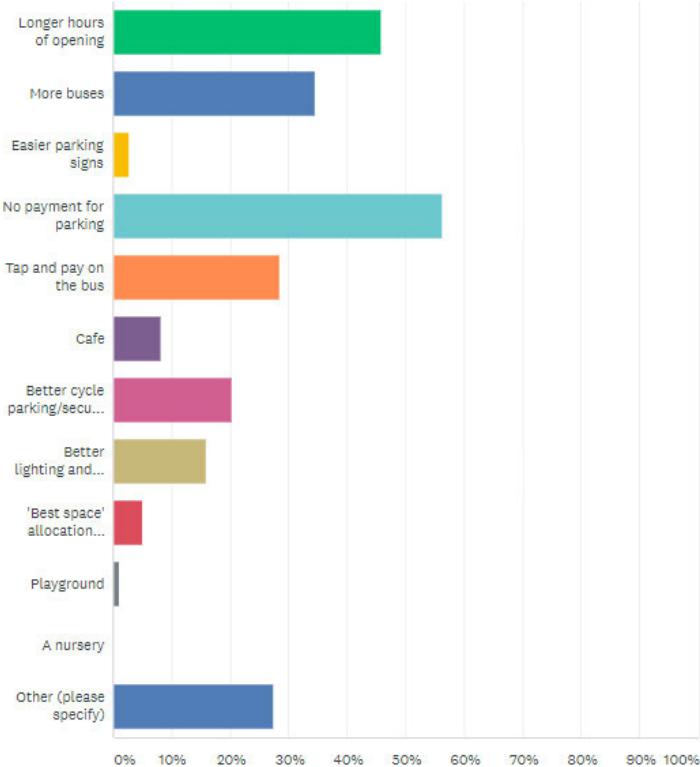
Have you ever used Newmarket Road Park and Ride?

Answered: 201 Skipped: 1

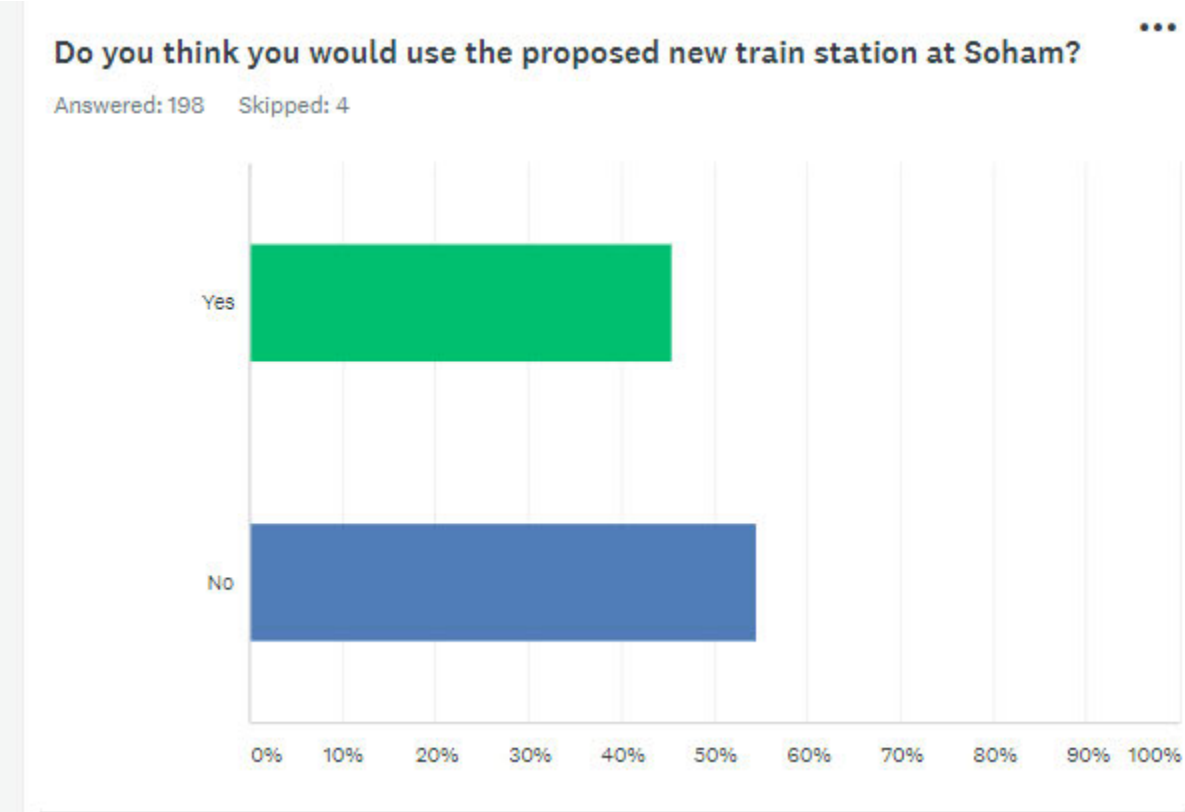
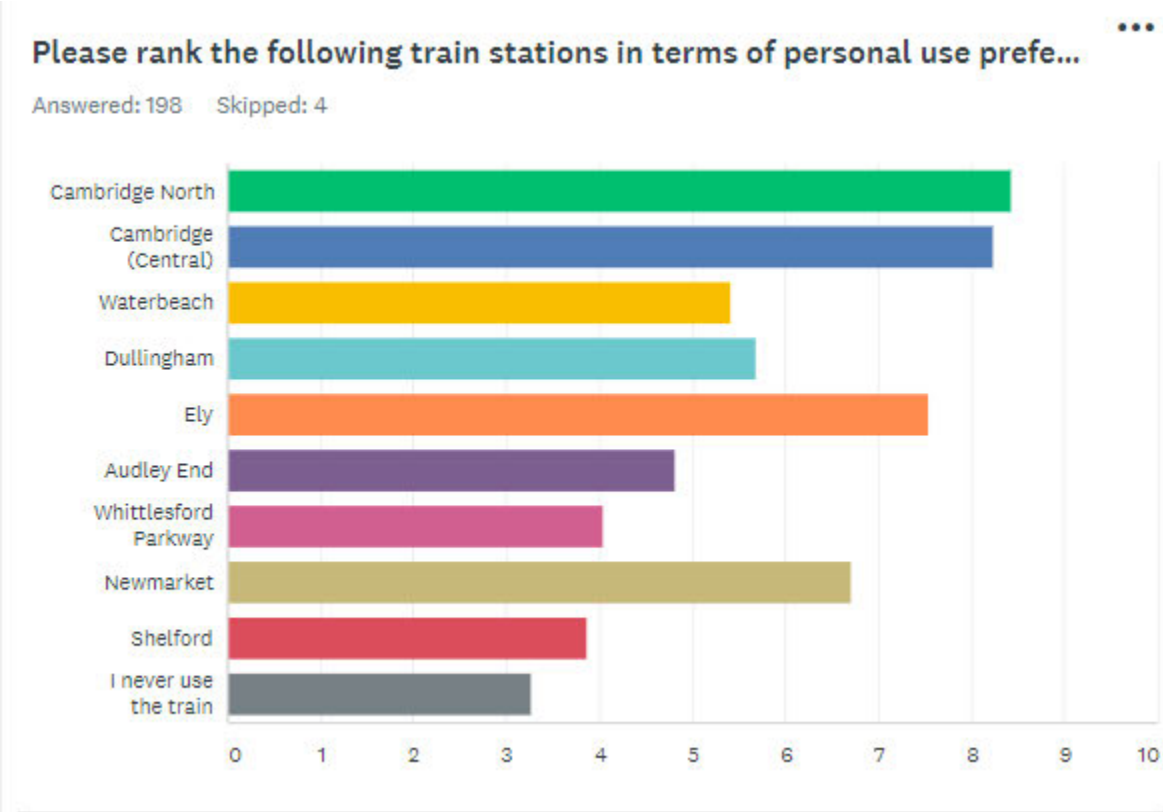


What would encourage you to use Newmarket Road Park and Ride more - either the existing location or a far larger one nearer Quy?

Answered: 183 Skipped: 19



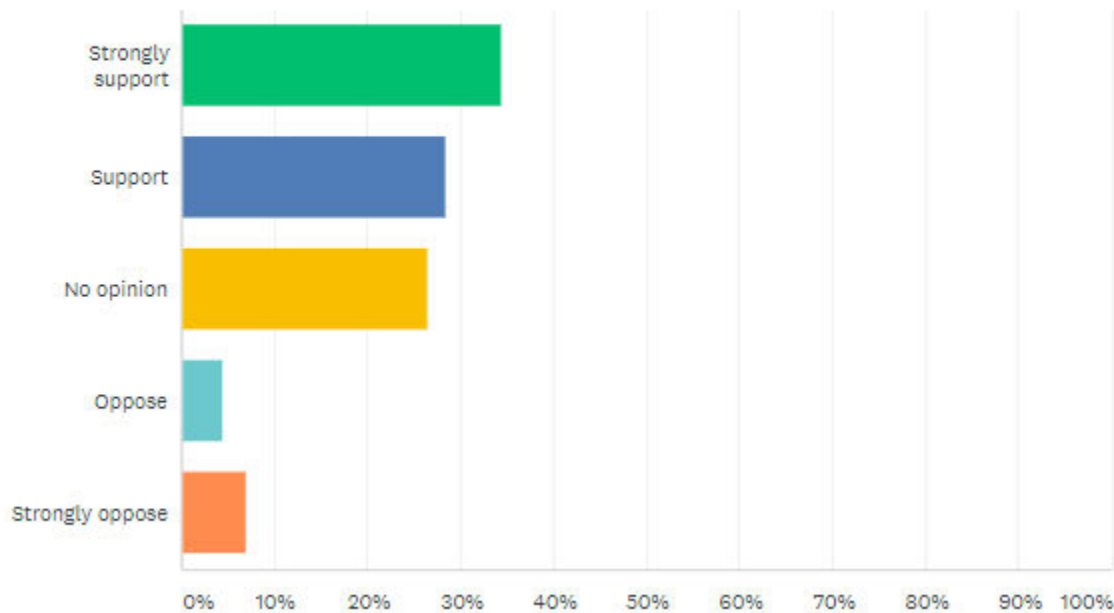
The addition of Cambridge North to the local station offering has seen a rise in popularity, ranking next to Cambridge central station. Ely and Newmarket are still key locations for station use. Whilst possibly not an obvious station over 45% thought they would use the new Soham station. With no bus link or cycle path, it would suggest that people would probably drive to the station therefore car parking will be key for patronage unless these connections are fixed.



The suggestion of the CAM metro received 63% of responses in support or strong support. This suggests that many people are willing to make a modal shift but want a frequent liable service, akin to a tube station or the park & ride where services appear at least within a 10-15 minute window and not once an hour. In reverse there was 52% opposition to the closure of the junction at Horningsea but the 43% lack of opinion suggests possibly a lack of information or understanding of the consequences.

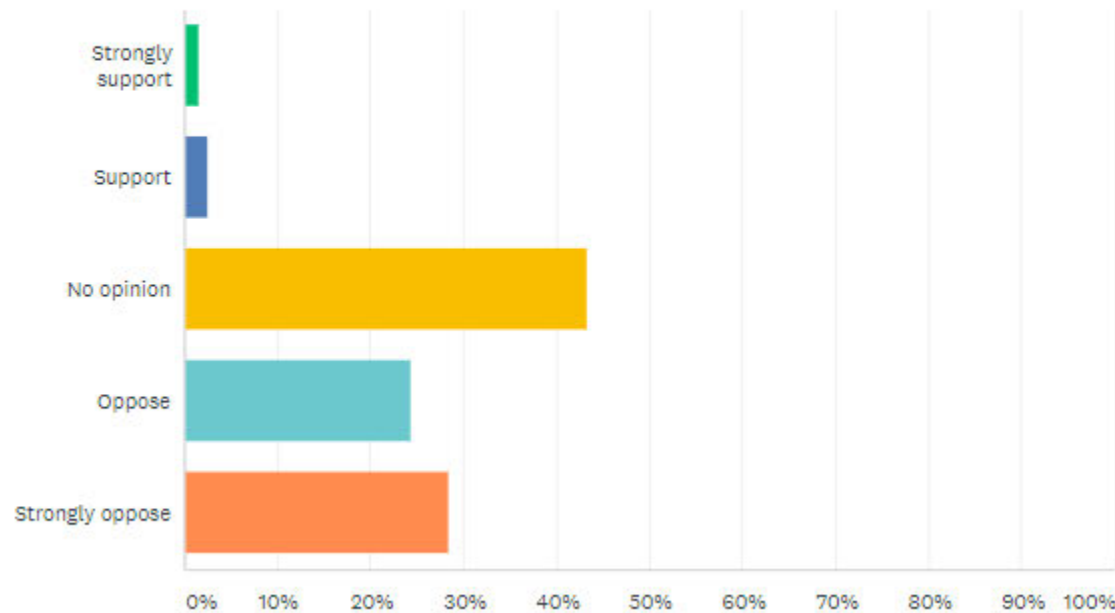
Would you support a CAM metro style busway connecting from Cambr...

Answered: 200 Skipped: 2



How do you feel about the proposed closure of the A14 junction at Hor...

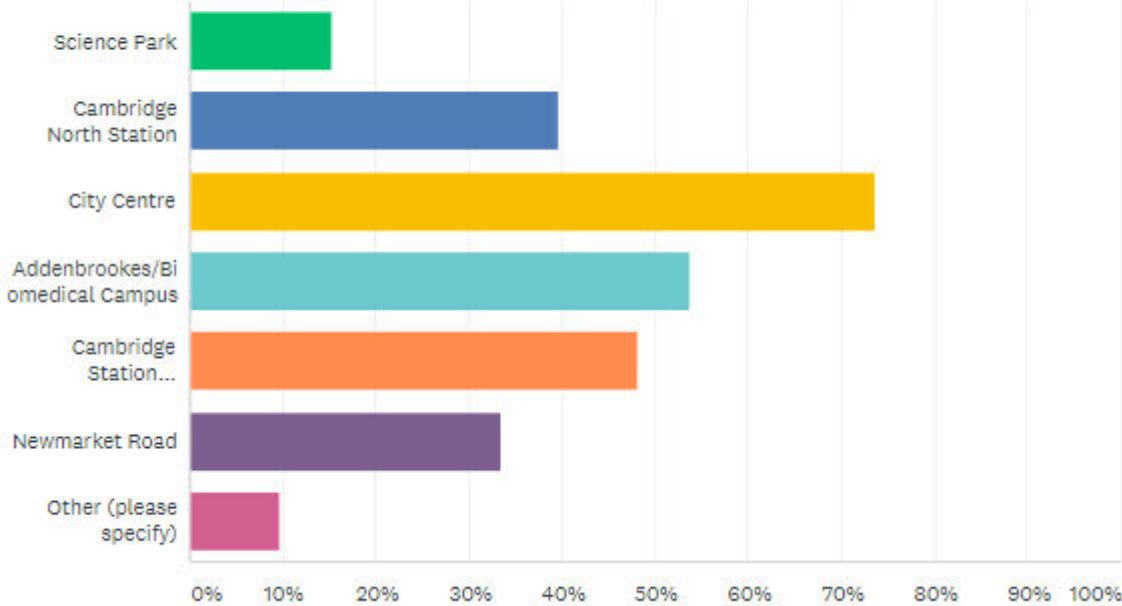
Answered: 201 Skipped: 1



A key question however is really where people wish to go. On its own the City Centre appears to be the major pull, however when the Science Park and Cambridge North are combined, they poll neck and neck with Addenbrookes/Bio-medical campus, with Cambridge Central station close behind. This reinforces the many comments about the need for a hub at the Park & Ride to provide a far wider access to the City via public transport/cycle networks. For many the preference is however still to drive in their own car to the P&R rather than take the bus. For any significant modal shift taking a bus instead would appear to be key to getting our community out of their car, at least in the short to medium term when the much-discussed CAM might appear.

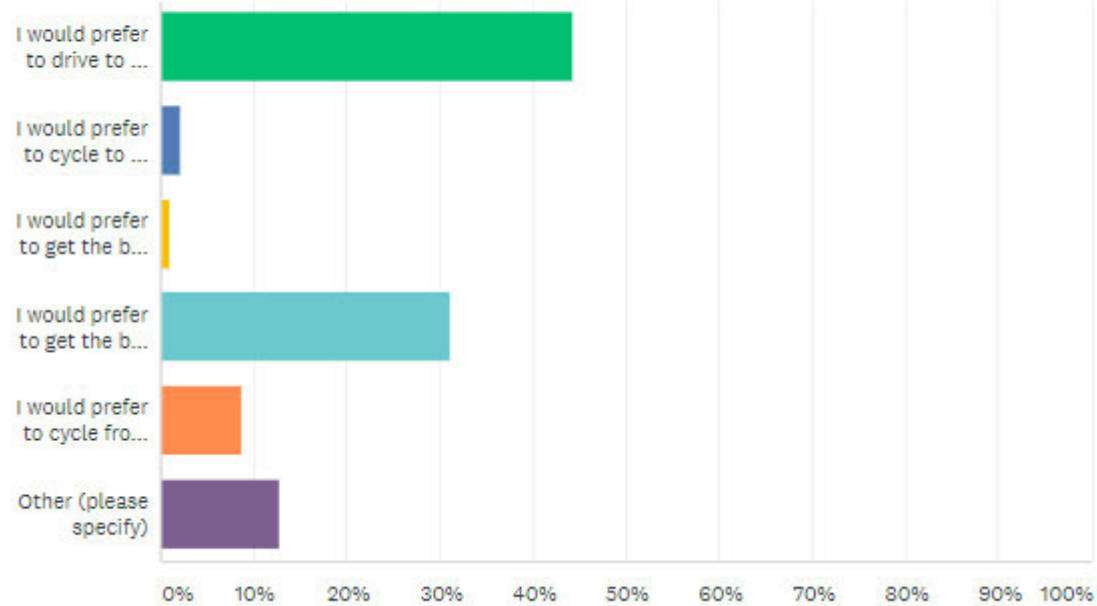
Where would you like public transport to go after Quy?

Answered: 197 Skipped: 5

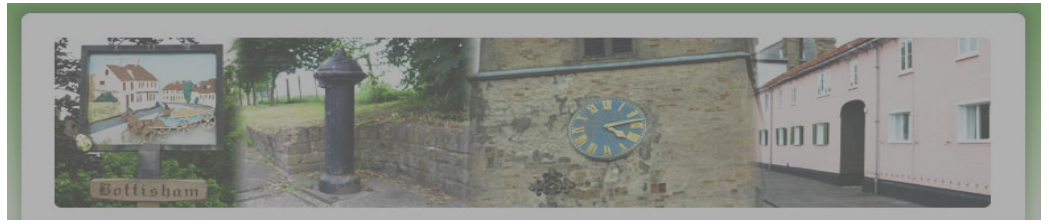


Many of the proposals stop or significantly restrict car access along N...

Answered: 196 Skipped: 6



Bottisham Parish Council



Clerk: [REDACTED]
tel. [REDACTED]

[REDACTED]

This document is the response from Bottisham Parish Council to the Greater Cambridge Partnership's Consultation on the Cambridge Eastern Access Project.

BACKGROUND

Bottisham is a large Parish some 7 miles from the Centre of Cambridge City. It lies in the district of East Cambridgeshire. The district council does not have anyone on the board of the GCP and therefore does not take part in any discussions. The communities that are on the boundaries of East Cambridgeshire do not receive funding from the GCP, but the residents of the Parish do work, shop, and spend leisure time in the city. Traffic also moves the other way as the Parish has a large academy school whose catchment area extends to part of Cambridge. The parish suffers from poor public transport links to the city.

The Parish Council has a representative on the newly formed A to B1102 group.

RESPONSE

The Parish Council understands the traffic issues that face the city of Cambridge and agrees they have to be tackled -the resultant congestion and the pollution cannot continue indefinitely. However, we have our concerns:

- The inclusion of the Greenways Cycle scheme is supported but cannot be seen as a viable alternative to the private car. Its use would be very seasonal due to inclement weather; many residents would then use their cars to access the city's amenities.

- The Public Transport service is not fit for purpose. The bus which runs Monday to Saturday only goes once an hour in each direction and there is no service in the evenings, Sundays, and bank holidays. So how would a resident access the city using this form of transport?
- The GCP appears only to be concerned about the traffic issues within its footprint. The congestion along the B1102 and A1303 will increase and this would have a detrimental effect on the Parish and its neighbours.
- As the space in the Park and Ride site is limited, the Parish may suffer; many commuters may consider the Greenway as an alternative route to the Park and Ride. They may park inside the Parish and cycle to the site.
- Moving the congestion outside the City footprint will also impact the lives of the residents of Bottisham. As there will be more traffic in each direction residents will spend more time getting to other communities and to reach services not available in our own community.
- In the longer term there is no guarantee that the Cambridge Autonomous Metro would be accessible to residents of the Parish and a rail station to be built at Six Mile Bottom would not benefit our residents. Such a development would create its own traffic issues.
-

Conclusion

While Bottisham Parish Council supports the overall objective of the Eastern Access Project to ameliorate traffic pressures in Cambridge, it wishes to ensure that any proposed solutions do not shift the problem of congestion and pollution to the villages in the southern part of the East Cambridgeshire District. They already experience problems arising from the density of traffic coming to and from the City on the eastern side, particularly around the heavily used Quy roundabout.

It proposes that resolving these concerns will be best achieved by East Cambridgeshire District Council having a formal voice in the Greater Cambridge Partnership Board as it develops its proposals.

LODE PARISH COUNCIL

[REDACTED]

[REDACTED]

Tel [REDACTED]

[REDACTED]

Greater Cambridge Partnership
Eastern Access Consultation Team
SH1317
Shire Hall
Cambridge
CB3 0AP

23 December 2020

Dear Sir / Madam

Eastern Access Consultation Response

The parishes of Burwell, Reach, Swaffham Prior, Swaffham Bulbeck (including Commercial End), Lode & Longmeadow, Bottisham and Stow-cum-Quy comprise a population which equates to 10% of the total population of the City of Cambridge. As such we are a significant contributor to the Cambridge economy and to the resources which Cambridge residents use for business, education and leisure. Any decisions which negatively impact the ability of members of our communities to access the City, and City residents to access our geographical area, will have economic consequences.

Recent traffic surveys along the B1102 (pre-Covid) at Swaffham Prior show that this route regularly achieves vehicle numbers of in excess of 25,000 vehicle movements in each direction per week. This demonstrates the importance of the route into Cambridge and beyond. The B1102 carries traffic not only from our villages, but a significant number of vehicles from the Ely, Mildenhall, Isleham, Fordham and Newmarket areas who use the road as an alternative to the A10 and A14 routes. Any decisions which restrict traffic from entering Cambridge via the A1303/Newmarket Road will have a negative impact on our villages. This is particularly the case for Stow-cum-Quy as vehicles will queue there even more than they do already, given the road configuration around the A1303/ A14 junction.

In the next 30 years, there need to be changes in the transport infrastructure of the City to meet Government commitments to Net Zero emissions by 2050. However, if private cars are restricted from accessing Cambridge there must be a very good public transport system that allows the residents of the villages to access the city for work, leisure, education and retail purposes. If this is not coordinated with developments in the City, then traffic congestion, pollution and noise will just be moved further out towards the B1102 and the A1303, blighting our villages in the process.

Lode Parish Council is particularly concerned with the lack of public transport going to Addenbrookes, Cambridge North Station, Cambridge Station, the Science Park, and the Long Road, Hills Road and Cambridge Regional schools and colleges. There are no buses in the evening or on Sundays, so if Lode residents need to go to any of these places they have to go by car, or on the Park and Ride into Cambridge and then change. From the AtoB1102 survey, 90% of residents have used the park and Ride, but barely 5% commute by bike. The Greenways improvements to the cycle paths might well encourage more to commute by bike, but for most people it is simply too far

Anglesey Abbey (a National Trust property) adjacent to Lode attracts up to 400,000 visitors each year and only a handful come by bike or on the bus, so car journeys from Cambridge could well be reduced if the bus system was faster, more frequent and available at weekends.

It is important for the CGP to realise that its remit might just go to the Newmarket Road, but in practice, there needs to be a joined up approach with other agencies to put in place viable alternatives for the villagers to use, certainly in the short term.

Lode Parish Council would like to see:

1. More regular and faster buses to allow people access to not only the city centre, but also to different parts of Cambridge including Addenbrookes, Cambridge Station, the city centre, Cambridge North, the science park and the 6th form colleges and CRC which are used by many of our youngsters.
2. Shuttle services from the Park and Ride hub to all the other parts of the city mentioned above.
3. The Greenways projects being fully coordinated with the other wider proposals and to include improved signage and other safety enhancements at Stow cum Quy and at junctions such as the Lode/Bottisham crossroads. This would encourage increased use of the cycle paths as the restrictions on the use of cars in Cambridge come into force.

In the longer term, we wish to be included and consulted on the possible CAM route which at the moment appears to be scheduled to go from Newmarket Road to Mildenhall, with no mention of any of the villages in between. Were stops to be added that our communities could access, this would provide a fast and viable route into Cambridge and then to other parts of the city.

REDACTED

[REDACTED]

On behalf of Lode Parish Council

SWAFFHAM PRIOR PARISH COUNCIL

Chairman: [REDACTED]. Clerk: [REDACTED]

[REDACTED]

Tel: [REDACTED] email: [REDACTED]

Greater Cambridge Partnership

Wednesday 23rd December 2020

To whom it may concern

Swaffham Prior Parish Council would like to take this opportunity of thanking you for agreeing to extend the deadline to 31st December, enabling us to comment in the consultation process.

Swaffham Prior is a village of some 300+ homes situated on the B1102. Its residents use the B1102 to access what is being termed by your Group and Consultation as the 'Cambridge Eastern Access' for employment, education, retail, leisure and medical facilities, to name but a few. The B1102 also acts as an arterial feed into Cambridge from villages beyond Swaffham Prior, as well those villages between Swaffham Prior and Cambridge. According to figures from the 2011 census, the population along the B1102 corridor including Soham and Fordham is more than 28000. The Parish Council has traffic movements supporting this; traffic numbers can reach close to 1000 vehicles an hour moving through the village, east to west in the morning rush and a similar number returning in the evening.

Substantial changes to transport and access within Cambridge have major impacts on accessibility and mobility of residents outside the study area and accommodating them must be a key feature in the evaluation of proposals. While restricting private car access to the city and creating a public transport hub may have beneficial environmental and sustainability outcomes for the city, these would be negated if environmental issues and access problems are simply pushed North and East with greater congestion at the Quy interchange, longer journey times for the parishes and significant difficulties in reaching city amenities for less mobile groups. If the emphasis is to be on public transport - which we support - and low impact private transport modes such as cycling, then these need to be part of the development programme for the wider catchment area. For an efficient and environmentally sustainable transport network to be developed, there must be a proper integration of transport services that goes beyond the boundaries of the consultation. This integrated approach should be from the beginning of the programme, not after the event. Closing roads, when surrounding residents do not have access to integrated public transport, simply displaces the problem.

Although there is consideration of an extension to the Cambridge Metro to Mildenhall, it would be unforgivable if the routing, frequency, positioning of stops and integration with other public and private transport modes was not discussed and shared with the communities between Cambridge and Mildenhall that was inclusive of our residents.

There is no question that Cambridge City needs to consider its responsibility to its residents regarding levels of congestion, pollution and a sustainable environment but it cannot and should not be done in isolation, without full consideration of those changes' effects on the residents straddling the B1102 and the actions needed to mitigate them. The B1102 is one of the arteries that provides the oxygen to Cambridge City; limiting the oxygen, limits the growth and success of the city.

Yours sincerely

[REDACTED]

On behalf of Swaffham Prior Parish Council

CC

Lucy Frazer MP

James Palmer – Mayor, Cambridge and Peterborough Combined Authorities

Cllr Joshua Schumann – Cambridge County Council

Cllr Charlotte Cane – East Cambridgeshire District Council

Cllr John Trapp – East Cambridgeshire District Council

[REDACTED], A to B1102 Transport Group

From: [REDACTED]

Sent: 17 December 2020 11:45

To: Consultations Greater Cambridge <consultations@greatercambridge.org.uk>

Subject: Eastern Access Consultation response from Waterbeach and District Bridleways group

CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it: <https://camweb.cambridgeshire.gov.uk/spam/>

Dear GCP,

As [REDACTED] of the Waterbeach and District Bridleways Group, our group represents the horse riders and owners of circa 100 local horses including the local the local riding school Hall Farm Stables in Waterbeach.

We would like to make the following comments regarding GCP plans for active travel routes in and around Cambridge. These routes should they be built, have potential to be accessible via the existing ROW network to our riders, hence our interest in providing comment to represent local equestrians.

These comments do not replace consultation responses we have sent already on specific local greenway or busway or active travel proposed routes, but rather they add to them and this message should be received in that manner.

1. We support the principle of an Active Travel route alongside new transport corridors and appreciate horse riders being included on brochures and in discussions about non motorised users. It has been a pleasing advance since GCP first started consulting on these routes where back then horse riders had not been considered at all. Thank you.

2. The maps provided in the Eastern Access consultation do not seem to indicate existing PROW's. Whichever route is chosen, it should be ensured that there are links provided within the design and route that link into all the rights of way network and no barriers should be created for equestrians – for example, road, rail or river crossings or restrictive pedestrian / cyclist paths. All these should be available to all user groups. Please indicate at the next planning stage the PROWs on maps.

Without this the great potential for links for all users to the wider PROW network is being lost in translation and the potential of each active travel route is being limited. This information could also inform plans to change existing PROWs from restrictive access to access for all.

3. The new active travel routes planned for the Marleigh site are not included in this consultation . Those routes include equestrian access and therefore should be part of this consultation and on maps.

4. Horse riders are still being excluded from the Chisholm Trail even though it links with PROWs that equestrians can already use. This non-motorised route is being designed in a way that excludes a minority group. The reasons for this need explaining please or even better, the trail needs to be made welcoming and accessible to horse riders.

4. Although, we understand defining which routes in the Eastern Access Consultation need to be made accessible for equestrians will become clearer once the decisions are made about which routes to take forward, but the principle of equestrian inclusion needs to be established from the outset. It had now been accepted on a number of greenway planned routes so there needs to be better joined up thinking - we shouldn't have to keep asking for equestrian access inclusion on every GCP non-motorised travel route plan for the considerations of horse riders by GCP to begin.

We echo the more specific comments on some of the Eastern Access routes below that has been provided to you by our local BHS [REDACTED] ([REDACTED]):

Option A1 Newmarket Road, Option A2 Newmarket Road, Option 31 HQPTR via Coldhams Lane, Option 32 HQPTR via the Tins:

1. The proposed cycle pedestrian path across Stourbridge Common needs to be Public Bridleway so that equestrians can also use it.
2. The proposed development at "land north of Cherry Hinton" will put much extra traffic onto perimeter roads. Therefore, this development should have a safe perimeter Public Bridleway allowing safe passage of equestrians, cyclists and walkers through this development without needing to use the existing perimeter roads.
3. Any links to the development at "Marleigh" need to be available to all Active Travellers to link into the active travel routes within the development and beyond.

Option 31 HQPTR via Coldhams Lane, Option 32 GQPTR via the Tins:

1. The proposed Public Transport route should include a parallel Public Bridleway for its entire length to allow safe passage of equestrians, cyclists and walkers.
2. The proposed cycle lane at Romsey to "land north of Cherry Hinton" should be Public Bridleway to allow safe passage of equestrians, cyclists and walkers.

Option 33 Rail:

There should be a parallel Public Bridleway alongside the proposed railway, with appropriate safety fence, for safe passage of equestrians, cyclists and walkers.

The Chisholm Trail

This needs to be Public Bridleway for its entire length to ensure it is inclusive expenditure (of a vast sum) of public money so that equestrians are included and are not discriminated against.

From
[REDACTED]

Sent from my iPhone

Date: 18th December 2020

Enquiries to: [REDACTED]

Tel: [REDACTED]

Email [REDACTED]

Greater Cambridge Partnership
Cambridge

Dear Sir or Madam,

Re: EASTERN AREA ACCESS CONSULTATION RESPONSE

Thank you for providing Suffolk County Council with the opportunity to respond to your consultation on the Eastern Area Access proposals.

Suffolk County Council (SCC) supports the Greater Cambridge Partnership's (GCP) proposals to improve sustainable transport links from the centre of Cambridge to growth locations in its eastern quarter.

Cambridge is a daily destination for 6,000 people commuting from Suffolk. It is therefore important that commuters can make use of the sustainable transport options being proposed between the eastern area and the rest of the City. This includes improving access from the Newmarket Road Park and Ride site by bus, by foot and by cycle to key areas within Cambridge, as well as improving rail access to Cambridge through the provision of a half-hourly passenger rail service from Suffolk.

Newmarket Road Park and Ride

SCC recognises the value of the Newmarket Road Park and Ride site in reducing vehicular demand in Cambridge. The location of the Park and Ride site on a key arterial route into Cambridge means that it is well placed for people commuting from Suffolk. However, access from the A14 can sometimes be congested at peak hours, tailing back to the A14 slip road. SCC therefore welcomes any highway capacity improvements from J35 to the Newmarket Road Park and Ride site.

With regard to SCC's views on the four transport options, it seems sensible to keep the Park and Ride site at its current location (indicated in Option A1), as opposed to relocating the Park and Ride site, which is included in the A2, B2 and B3 options. However, there are elements of all options that could be implemented, such as achieving greater cycling and walking links and connecting with the Cambridge Autonomous Metro (CAM).

SCC supports the Greater Cambridge Partnership's proposals to improve bus lanes from the Newmarket Road Park and Ride site, with an emphasis on delivering a step change in the

provision of a more express bus service. This will go some way in reducing the travel time into Cambridge by bus, which can be lengthy. However, further information is required on whether proposals will be made to make it easier for people to buy tickets to use the Park and Ride bus, for example will tickets be available to purchase online? Also, details are required on whether electric charging points will be installed at the Park and Ride site and whether travel information will be provided to allow for onward travel.

Cycling and Walking Links

SCC welcomes the proposal to provide a more direct pedestrian and cycle link from the Newmarket Road Park and Ride site, as this can be lengthy and often disjointed. As indicated in Options B1 and B2, SCC is supportive of cycling/walking links to other areas, such as the railway station, the science park, hospital and the new station that could be developed at Cherry Hinton or the Marshalls site if either is unlocked for housing. Walking and cycling routes should be enhanced and clearly signposted, as much as possible. Provision should also be made for bike hire at the Park and Ride site.

It is important that the delivery of enhanced walking and cycling links do not disrupt the passenger rail service between Ipswich and Cambridge, and that the proposals tie-in with plans to improve the Eastern Section of the East West Rail Main Line. This includes using land to double track the railway line between Newmarket and Cambridge, ensuring that space is available for W10 track gage, which will allow freight movement, and space for electrification. These issues need to be considered when planning the new pedestrian and cycle bridges over the railway line at Coldham's Lane. It is important that GCP works closely with the East West Rail Eastern Section Group, East West Rail Consortium and East West Rail Company in the development of proposals that pass over the railway line to Cambridge.

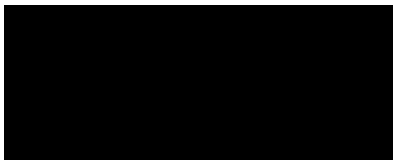
Railway Provision

SCC welcomes improvements to the Ipswich to Cambridge Line and agree that enhancement of the line is required to deliver a much-improved passenger rail service. An Interim Strategic Outline Business Case (SOBC) is being developed on the Eastern Section, which is seeking to deliver a half-hourly passenger rail service between Ipswich and Cambridge. Local authorities across Suffolk, Norfolk and Cambridgeshire are leading on the work to improve the Eastern Section on behalf of the East West Rail Consortium. To ensure work on the Interim SOBC aligns with the GCP's access ambitions, it would be useful if the GCP and Eastern Section Executive Group work closely together on their proposals. This joint-working could also see improvements made to platform capacity at Cambridge Station, which needs to be addressed.

Cambridge Autonomous Metro (CAM)

SCC supports in principle alignment from the Park and Ride site with the CAM route. However, a balance needs to be achieved to ensure that any proposals for the CAM to reach Newmarket complements and does not compete with work being undertaken by the East West Rail Consortium to improve the passenger rail frequency between Suffolk, Cambridge and Oxford.

Yours faithfully



**Principal Transport Planner
Suffolk County Council**

Greater Cambridge Partnership Cambridge Eastern Access Consultation

Response on behalf of the British Horse Society 17 December 2020

As the [REDACTED] for Cambridgeshire, I represent the riders and owners of the approximately 25,500 horses (excluding the racing industry) in Cambridgeshire on behalf of the British Horse Society. This response is therefore a Stakeholder Response from a specific user group.

BHS Role

My role is not to comment on which route / site should be chosen but to provide information about what would be required to meet the needs of equestrians should a particular route be chosen and to identify any opportunities or barriers on a given route. Many of my comments will be applicable to all the routes and will be similar to those provided for the CSETs project east of Cambridge.

We very much support the principle of an Active Travel route alongside new transport corridors and appreciate horse riders being included on the diagrammatic for non motorised users.

The map provided in the consultation does not indicate the PROW's and therefore it is difficult to determine their location but whichever route it chosen, it would need to link into all the rights of way network and no barriers should be created for equestrians – for example, road, rail or river crossings or restrictive pedestrian / cyclist paths. All these should be available to all user groups. Please can I ask that at the next stage of the process, the Rights of Way are indicated on the maps and that the Definitive Map is used so that the paths and their status are correctly included? This has not happened on the majority of GCP consultations.

No mention is made of the new active travel routes planned for the Marleigh site which includes equestrian access. It is important to note and highlight permissive and public rights of way for others to recognise the potential links, the need for any new active travel routes to be available to all active travellers and, in some case, the need to change existing restrictive access so that it becomes available for all users – in particular the hugely expensive Chisholm Trail which we have requested access to on many occasions but have been denied for no good reason.

Defining which routes need to be made accessible for equestrians will become clearer once the decisions are made about which routes to take forward, but the principle of equestrian inclusion needs to be established from the outset.

For guidance and information, we would make the following comments:

Option A1 Newmarket Road, Option A2 Newmarket Road, Option 31 HQPTR via Coldhams Lane, Option 32 HQPTR via the Tins:

1. The proposed cycle pedestrian path across Stourbridge Common needs to be Public Bridleway so that equestrians can also use it.
2. The proposed development at "land north of Cherry Hinton" will put much extra traffic onto perimeter roads. Therefore, this development should have a safe perimeter Public Bridleway allowing safe passage of equestrians, cyclists and walkers through this development without needing to use the existing perimeter roads.
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Option 33 Rail:

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The Chisholm Trail

This needs to be Public Bridleway for its entire length to ensure it is inclusive expenditure (of a vast sum) of public money so that equestrians are included and are not discriminated against.

I look forward to working with the GCP Team on this project as it develops.

[REDACTED]

British Horse Society

From: [REDACTED]

Sent: 18 December 2020 11:09

To: Consultations Greater Cambridge <consultations@greatercambridge.org.uk>; [REDACTED]

Subject: Camrbide Easter Access consultation

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Response from Stow-cum-Quy PC.

During our last PC meeting we discussed this consultation. Also one of our councillors and several residents attended the zoom workshop. Having filled in the consultation page online personally I felt there was no room for a nuanced answer. It was just support / don't support, rather than having the option to say which parts of each option we support. I've therefore written a freeform response to the consultation below.

Broadly speaking, we're in support of any efforts to improve access into and out of Cambridge by public transport or active transport means. However there are also some concerns with the proposed options. We find ourselves not whole against, or in support of any of the options. I'd also like to note that several residents have told me they did not receive the consultation leaflets and we've made some efforts to advertise it in the village magazine, but since that was only delivered yesterday, I suspect there may be some residents who don't respond and would like it; the consultation period does feel far too short at only eight weeks.

Some of the main themes from that meeting were:

1. Support for moving the P&R. On the whole people support moving the P&R site further out, but NOT to the proposed location opposite Darwin. All at the meeting felt very strongly that the right place for the P&R was outside of the A14 ring (perhaps on Church Farm which is also County land). That way the P&R traffic would not also be trying to go into Cambridge from the Quy Junction.
2. Support for better Cycle and bus routes into Cambridge along Newmarket Road. Many Quy residents cycle to do the school run / get to work. Improvements to this mode of transport are always good. Likewise some residents use the bus to get into and around the city.
3. Concern that several of the proposals will likely increase trafficking at the Quy A14 junction. Reducing the capacity at the Fen Ditton A14 jn (34) and/or reducing capacity at the Newmarket Road / Ditton Lane junction, will likely push more traffic to jn 35. Particularly if the new P&R is to be a transport hub, the number of users of the P&R is likely to increase.
4. Concern that closing or restricting access into the city along Newmarket Road from the Leper Chapel (as was talked about on one of the online workshops), cannot be done without first establishing a viable alternative. For some people cycling will not be an option and the busses tend to go only to the bus station. It needs to be possible to get anywhere within Cambridge by regular public transport, without having to change in the centre, before considering closing the road. We're also not convinced you can close the road; no-one is going to transport a fridge-freezer from Currys or pick up garden/building supplies from B&Q on a bus! Are those businesses going to be forced to close or relocate?
5. Exporting of pollution and traffic to surrounding villages. By forcing commuters to use the transport hubs outside of the city, the pollution and traffic levels in the city decrease concomitantly, the pollution and traffic is going to increase in the neighbourhood of the new transport hubs.
6. Pre covid traffic through Quy was a standstill every morning. Anything that brings more traffic to jn35 will be bad for Quy. Note this doesn't just impact people going into Cambridge. You have to sit in the traffic jam to get to the A14, to get to the

science park, or to take your children to school in teversham, or to go to work in Addenbrookes. Let's not make life worse for people trying to move around the surrounding area for the sake of improving access to city.

[REDACTED]

Stow-cum-Quy PC

From: [REDACTED]

Sent: 03 December 2020 15:35

To: Consultations Greater Cambridge <consultations@greatercambridge.org.uk>

Subject: GCP Better Public Transport and Active Travel Projects: 334026 Cambridge to Waterbeach & 334029 Cambridge East Access

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Dear Sir / Madam

Thank you for your email below seeking Natural England's views on the above schemes.

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 support the objectives of these schemes to contribute to the development of a better, greener transport network connecting with existing infrastructure, and proposed schemes such as Cambridge Autonomous Metro (CAM) and key areas of growth within the City. Enhanced public transport, walking, cycling and equestrian routes can deliver significant health, wellbeing and connectivity improvements for people whilst improved air quality will benefit the natural environment and contribute towards climate change mitigation. We have no specific comments to make on the proposed options and 'areas of interest'; however, our advice is that preferred route options should seek to avoid adverse impacts to the natural environment including statutorily designated Sites of Special Scientific Interest (SSSIs), locally designated sites and priority habitat. Consideration should be given to the potential for direct and indirect impacts associated with the construction and operation of proposed schemes; appropriate measures to address any adverse impacts will need to be identified. Reference should be made to Natural England's Impact Risk Zones (IRZs), available through www.magic.gov.uk. This also provides further information on the SSSIs and their special interest features.

We would expect schemes of this scale to deliver environmental enhancements that significantly contribute towards the biodiversity net gain aspirations of the National Planning Policy Framework (NPPF), the Combined Authority's Doubling Nature targets for Cambridgeshire and the objectives of the [Cambridgeshire Green Infrastructure Strategy 2011](#).

You may find it helpful to refer to the Cambridgeshire Biodiversity Partnership's [Mapping Natural Capital and Opportunities for Habitat Creation in Cambridgeshire](#) (May 2019) and to seek further advice from the Council's ecologists and the Wildlife Trust.

Should you wish to seek detailed technical advice from Natural England, as the projects progress, we will be pleased to consider requests submitted through our [Discretionary Advice Service](#) (DAS).

I hope you will find the above comments helpful.

Yours faithfully

[REDACTED]

During the current coronavirus situation, Natural England staff are working remotely and from some offices to provide our services and to support our customers and stakeholders. Although some offices and our Mail Hub are now open, please continue to send any documents by email or contact us by phone to let us know how we can help you. See the latest news on the coronavirus at <http://www.gov.uk/coronavirus> and Natural England's regularly updated operational update at <https://www.gov.uk/government/news/operational-update-covid-19>. Wash hands. Cover face. Make space

Thriving Nature
for people and planet



Please send all planning related consultations to: consultations@naturalengland.org.uk

Alternatively, if it is not possible to consult us electronically then consultations should be sent to the postal address below.

Natural England
Consultation Service
Hornbeam House
Electra Way
Crewe Business Park
Crewe
Cheshire
CW1 6GJ

Please be advised that we will respond to your query within our statutory response timeframe and Customer Service standards .

If you are a Local Planning Authority and this request is in relation to Development Management, we will respond within 21 days from the receipt of your email. If it relates to Forward Planning, we will respond to your query within your specified timeframe.

If you are a member of the public, we will respond to your query within 10 working days from receipt of your email.

www.gov.uk/natural-england

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing.

Natural England offers two chargeable services - the Discretionary Advice Service ([DAS](#)), which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service ([PSS](#)) for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

From: [REDACTED]

Sent: 12 November 2020 16:17

To: [REDACTED]

Cc: [REDACTED]

Subject: GCP - Landscape Heritage and Ecology Working Group

Dear all,

Please see the links below to the following consultations:

- [Cambridge to Waterbeach](#)
- [Cambridge Eastern Access](#)

Best wishes,

[REDACTED] | Greater Cambridge Partnership

T: [REDACTED]

E: [REDACTED]

The information in this email could be confidential and legally privileged. It is intended solely for the addressee and they will decide who to share this email with (if appropriate). If you receive this email by mistake please notify the sender and delete it immediately. Opinions expressed are those of the individual and do not necessarily represent the opinion of Cambridgeshire County Council. All sent and received email from Cambridgeshire County Council is automatically scanned for the presence of computer viruses and security issues. Any personal data will be processed in line with the Data Protection legislation, further details at www.cambridgeshire.gov.uk/privacy Visit www.cambridgeshire.gov.uk

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Cambridge Eastern Access Consultation – Abbey People Response

Introduction

Abbey is often referred to as a forgotten community. It is separated from the rest of the City by the river, by the greenbelt, and is divided by the major artery roads running through the ward.

Many residents feel things just seem to happen ‘to’ Abbey rather than ‘with’ Abbey, the views of the residents are ignored, are asked for and then nothing changes, or just seen as irrelevant. Promises are made and come and go.

There is a feel within the Eastern Gate Consultation documents that Abbey is only an area for people to move through to get to other areas. This is not how the community sees the area, and we would like to see further plans and consultation documents recognise that it is an area with a diverse community and needs of its own, including needs for transport routes within / across the ward, not just in / out of it.

Abbey People underscores the importance of ongoing engagement with the public as more detailed plans start to emerge.

Connectivity

In addition to the improved integration with the City Centre and Science Park via the Chisholm Trail mentioned in the document, we would however like to see integration and transport links to the south, Cherry Hinton and Queen Edith’s as key secondary school locations and the BioMedical Campus as a major employment hub.

As part of further work Abbey People would like to see work carried out to track journeys within the ward, to quantify the number of journeys south to the Biomedical campus as well as those into the City Centre.

In addition, Abbey People would like to highlight the need to look at journeys within the ward as part of the master plan process. For example:- What are the walking /cycling routes to the Dr Surgery? How do people get from (for example) Thorpe Way / Jack Warren Green to the primary schools / secondary schools? What are the safe crossing points for the main roads?

We would also highlight the need to review the junction layout and safety at Rayson Way / Barnwell Road / Peverel Rd Junction in light of any potential regeneration of Abbey leisure complex. This is already an unsafe junction at peak times, and increased traffic to the Abbey Leisure Complex could increase the pressure on this junction.

Newmarket Rd

As well as being a major arterial road into Cambridge, Newmarket Road is also the “High Street” in Abbey. Many residents have no option but to use this road, and also use it regularly to access our

local facilities. Any changes to the bus lanes and junction layouts need to take into the consideration the needs of local residents as well as car drivers, cyclists and pedestrians. Additionally, it is worth noting that traffic caused by the McDonald's drive-through has considerable impact on travel times and quality of life in the area.

Any potential reconfiguration of the Newmarket Rd / Ditton Lane junction needs to reflect the importance of this junction in school journeys for both primary and secondary school.

Green Spaces and Biodiversity

Abbey has a good amount of green space and tree cover along transport routes. Abbey People calls on the GCP to ensure that any transport work preserves this tree cover and improves the biodiversity and natural drainage along these routes.

It is also worth noting the link between tree-cover and poverty levels. Increasing tree cover should be included as an aim in any regeneration work.

Impact on People

Any potential regeneration needs to be handled sympathetically, especially considering the people who already live locally and whose regular journey may be impacted by the project.

Abbey People would like to see consideration for local businesses and the impact of long-term road works on these businesses.

Cambridge Eastern Access Better Public Transport and Active Travel: Consultation Survey

The Scheme

1. I am responding:
(Choose any one option)
- as an individual
 - X** • on behalf of a group or business
 - as an elected representative

If you are responding on behalf of a group or business, please state its name. If you are responding as an elected representative, please state your position (we will publish this in our public reports)

Cambridge Group, Ramblers

Our Proposals

2. How far do you support the proposal to improve public transport and associated active travel routes into Cambridge from the East of the City?

| | |
|----------|------------------|
| | Strongly support |
| | Support |
| | No opinion |
| X | Oppose |
| | Strongly oppose |



3. How far do you support each proposal to improve public transport and active travel options to Cambridge from the East of the City?

| | STRONGLY SUPPORT | SUPPORT | NO OPINION | OPPOSE | STRONGLY OPPOSE |
|--|-------------------------|----------------|-------------------|---------------|------------------------|
| Option A1 Newmarket Road Improvements | | | | X | |
| Option A2 Newmarket Road Improvements + P&R move | | | | X | |
| Option B1 High Quality Public Transport via Coldhams Lane | | | | X | |
| Option B2 High Quality Public Transport via the Tins | | | | | X |
| Option B3 Long term Rail Opportunity | | | X | | |

4. Please indicate how you would prioritise each of the statements in the table below

| The proposal to improve public transport and associated active travel routes into Cambridge from the East of the City should prioritise: | No opinion | Very low priority | Somewhat low priority | Neither low or high priority | Somewhat high priority | Very high Priority |
|--|------------|-------------------|-----------------------|------------------------------|------------------------|--------------------|
| access to Cambridge Main Railway Station | X | | | | | |
| access to Addenbrooke's/ Cambridge Biomedical Campus | X | | | | | |
| access to Cambridge Science Park | X | | | | | |
| access to Cambridge City Centre shops and business | X | | | | | |
| access to Beehive Centre and other shops on Newmarket Road | X | | | | | |





8. Are there any other interventions that you feel would complement or improve upon the new public transport and associated active travel (routes) measures we have identified so far in the east Cambridge area? Please continue on a separate sheet if needed.

The move of Marshalls away from Cambridge and the potential development of the huge airport site, should be taken into account now; it will be vital to ensure there is a major new slice of access land which will also provide access through to Barnwell Road, Coldhams Lane and Airport Way. This site, combined with Land north of Cherry Hinton, will change the whole environment of the eastern side of Cambridge through to Teversham.

Equalities impact and other comments

We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010.

9. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

10. We would like to thank you for completing our survey. If you have any further comments on the project or the proposed options, please add these in the space available below. Please continue on a separate sheet/s if needed.

1. Further comments on options for Cambridge Eastern Access Transport consultation.

2. Your proposed options each contain a number of different sub-options or possible interventions. Some of these interventions are sensible, some are bad ideas.

3. Each of the options that you present contains both good and bad interventions. So we have no choice but to oppose each of your proposed options as they all contain some bad interventions.

4. You do not ask for any feedback on why we oppose your options, or on any of the individual interventions. But here we outline our reasons for opposing some of the bad interventions.

5. Option Rail. In principle we would support a new station at Fulbourn. However, this option shows a wide yellow path "Indicative CAM alignment" through a chunk of eastern Cambridge, linking with a possible new station, with no explanation of what it might involve. Without explanation, it's impossible to support such an option. If the CAM were underground it might be acceptable, but you make no such suggestion. If it were overground, it would be unacceptable as it would involve demolishing a large chunk of housing and the environment.

6. Option B1. This option also shows the CAM route which would be unacceptable for reasons explained above. In addition this option includes two more bad ideas:

7. Busway along the TINS path. This intervention would involve the destruction of the environment along the route, including a long line of trees, close to the lakeside on both sides, and unnecessary urbanisation of a pleasant through route for walkers and cyclists. The TINS path is important both for access and as walking recreation. The proposed busway would doubtless need to take more land from the sides of the lakes on each side.

contd...

Q10 contd.

8. Cycleway between Barnwell Road and the Chisholm Trail. The building of a cycleway across common land is a bad idea. The Common is one of the few open spaces that is available to all to enjoy, including both informal and organised sports like football and parkrun. The cycleway would introduce vehicles (cycles) over and close to sports pitches and running routes which would necessarily introduce conflict and danger.

9. The proposed route may be schematic (you don't say) but would involve destruction of trees, grassland and pitches. It is possible that a sensible route could be made from the swimming pool to connect to the Chisholm Trail. However, any route from Barnwell Road to the swimming pool across the Common would be unacceptably bad. There is an obvious cycling alternative route from Barnwell Road to the swimming pool, along Rayson Way, Rawlyn Road, Thorleye Road, Whitehill Road, and Pool Way. If necessary, this alternative route could be made more cyclist friendly. The only apparent advantage of the route across the Common is that it would be prettier and maybe a bit shorter for cyclists. But the disadvantages outweigh the advantages by many times.

10. The cycletrack across the Common appears in all the other options which suggests that you think it is a given. It therefore automatically renders all the other options as unacceptable.

11. Moving Newmarket Road P&R. If the present P&R is relocated, it is important that the existing site does not become a built-up extension of the Marleigh development. It has great potential as a recreational open space.

About your travel

The Covid-19 pandemic has undoubtedly impacted on the way in which people travel into and around Greater Cambridge.

Please answer the following questions regarding the way you would usually have travelled pre-Covid-19.

11. The following information will help us better evaluate the consultation response.

Please indicate your interest in the project.
(Choose all that apply)

| | |
|-------------------------------------|-----------------------------------|
| <input checked="" type="checkbox"/> | Resident in Cambridge |
| <input type="checkbox"/> | Resident in South Cambridgeshire |
| <input type="checkbox"/> | Resident elsewhere |
| <input type="checkbox"/> | Local business owner/employer |
| <input checked="" type="checkbox"/> | I regularly travel in the area |
| <input type="checkbox"/> | I occasionally travel in the area |
| <input type="checkbox"/> | Other (please specify): |

12. If you do usually travel in the area, please indicate how you do so. Tick all that apply.

| | |
|-------------------------------------|-------------------------|
| <input checked="" type="checkbox"/> | Car driver |
| <input type="checkbox"/> | Car passenger |
| <input type="checkbox"/> | Van or lorry driver |
| <input type="checkbox"/> | Motorcycle |
| <input type="checkbox"/> | Bus |
| <input checked="" type="checkbox"/> | Cycle |
| <input checked="" type="checkbox"/> | On foot |
| <input type="checkbox"/> | Not applicable |
| <input type="checkbox"/> | Other (please specify): |



13. If you travel in the study area for leisure or any other reasons, please indicate your usual destinations. Tick all that apply.

| | |
|----------|--|
| x | Central Cambridge |
| x | East Cambridge |
| x | South Cambridge (including Addenbrooke's and Biomedical Campus Site) |
| | West Cambridge |
| x | North Cambridge (Including Science Park, Business Park) |
| | South Cambridgeshire |
| | Other (please specify) |

14. If you commute in the area, please indicate your usual workplace.

| | |
|--|--|
| | Central Cambridge |
| | East Cambridge |
| | South Cambridge (including Addenbrooke's and Biomedical campus Site) |
| | West Cambridge |
| | North Cambridge (Including Science Park, Business Park) |
| | Villages in South Cambridgeshire |
| | Other (please specify) |





Personal information

15. Please indicate your age range
(Choose any one option)

| | |
|---|-------------------|
| | Under 15 |
| | 15-24 |
| X | 25-34 |
| X | 35-44 |
| X | 45-54 |
| X | 55-64 |
| X | 65-74 |
| X | 75 and above |
| | Prefer not to say |

16. Are you:
(Choose any one option)

| | |
|---|---|
| | In education |
| X | Employed |
| | Self-employed |
| | Unemployed |
| | A home-based worker |
| | A stay-at-home parent, carer or similar |
| X | Retired |
| | Prefer not to say |
| | Other (please specify) |



17. How did you hear about this consultation?
(Choose all that apply)

| | |
|---|--------------------------------|
| x | Leaflet/flyer |
| | Advert in local newspapers |
| | Advert at Park & Ride side/Bus |
| | Advert at Railway Station |
| | Radio Advert |
| | Website |
| | Social media |
| | Local community news |
| | Email |
| x | Word of mouth |
| | Other (please specify) |

Thank you very much for completing this survey.

Please return it, marking the envelope clearly 'Cambridge Eastern Access' to:

Cambridgeshire County Council
Business Intelligence Service
OCT 1224
Castle Hill
Cambridge
CB3 0AP

Closing date: Friday 18th December 2020





CC/GCP

**Greater Cambridge Partnership
Cambridge Eastern Access
Consultation**

██████████
Cambridge University Hospital NHS Foundation
Trust
Capital, Estates and Facilities Management
Management Offices
Box 102
Hills Road
Cambridge CB2 0QQ

16 December 2020



Dear Sir,

Consultation response to 'Cambridge Eastern Access Consultation' on behalf of Cambridge Biomedical Campus

I write on behalf of the Cambridge Biomedical Campus to first and foremost express our firm support for the proposals associated with the Greater Cambridge Partnerships scheme to support developments in terms of improved public transport and active travel options to support access into Cambridge from the east of the city.

The campus is pleased that the scheme has reached this stage of consultation, and is excited by the opportunities the new route, will bring.

About the Cambridge Biomedical Campus

The Cambridge Biomedical Campus (CBC) is located at the heart of the UK's and Europe's leading life sciences cluster, located in the city of Cambridge. The CBC is a vibrant, international healthcare community and a global leader in medical science, research, education and patient care.

The site has grown considerably in recent years and the organisations on the site reflect the strength of healthcare and life sciences in Cambridge:

- Healthcare and the NHS: Cambridge University Hospital NHS Foundation Trust, Royal Papworth Hospital NHS Foundation Trust and Cambridgeshire and Peterborough NHS Foundation Trust
- Education: The Deakin Centre and Cambridge Academy for Science and Technology
- University: University of Cambridge School of Clinical Medicine is housed in multiple buildings across the CBC and comprising twelve Academic Departments, five Research Institutes and five Medical Research Council (MRC) units. In 2022 the School will open the new Heart and Lung Research Institute.
- Research Institutes: The Medical Research Council Laboratory of Molecular Biology (MRC LMB)
- Industry & Expansion: AstraZeneca Strategic R&D Centre, GlaxoSmithKline's (GSK) Experimental Medicine and Clinical Pharmacology Unit, Abcam PLC Headquarters and ideaSpace – a co-working community of start-ups

As the largest employment site in Cambridge – the CBC is focused on ensuring patients benefit from the campus' world-leading research. The international nature of the collaborations cut across traditional boundaries to allow us to work together on care, research and training. Our success is based on everyone's

willingness to unite to exert a powerful global influence as the campus attracts world class companies, investment and talent to Cambridge with the aim of improving healthcare and knowledge.

Why this consultation is important to the Cambridge Biomedical Campus

With world-leading academic and industry scientists on the same site as the teaching hospitals of the University of Cambridge, the campus is the optimum environment for the rapid and effective translation of research into routine clinical practice.

With the cost of healthcare set to increase as the demand from an aging population soars, we are set to develop the treatments of the future also creating the next generation of UK life sciences companies. We have the foundations in place to generate the ideas, products and revenue to deliver the future success of the UK's flourishing life sciences industry.

The campus will therefore continue to grow, creating jobs and bringing investment to Cambridge but we do this in collaboration with the city and its residents. Our achievements and success reflect the endeavour, persistence and brilliance of the people who live and work here.

As of today, there are 21,000 researchers, industry and clinicians all working on the site. By 2021, it is estimated there will be 26,000 people working on the campus and up to 30,000 beyond 2031. It is thought that approximately 7.5% of staff on site live east of Cambridge (toward Stow Cum Quy, Burwell, Newmarket and beyond). The expansion of housing in the area leads campus partners to anticipate that this number will increase.

Sustainable access to the CBC is a key factor alongside affordable housing to ensure the campus can attract and retain the best staff. With the further predicted growth in and around Cambridge as well as the predicted growth on the Campus, improved connectivity proposed via sustainable links will become even more pressing.

The proposal:

The CBC has reviewed the consultation documentation which has been issued, and supports the work of the GCP to carry out detailed examination of how a combination of public transport modes, and active travel schemes, could best support the sustainable growth in this corridor.

The CBC supports the approach of phase 1 and phase 2 schemes, and recognises that the long term plans are ambitious, but will be of great benefit in terms of sustainable access from the east of the city. The CBC advocates that the longer term options (labelled in the consultation documentation as the 'B' options – Phase 2) are considered as the priority by the GCP. The CBC has noted that the shorter term options (labelled as the 'A' Options) will no doubt be the basis of the building blocks to deliver the longer term schemes and considers that they should also be developed to manage need for the next 3-5 years.

With regard to Phase 2 the options being considered, it is the view of the CBC that option B3 which considers the role of rail connectivity alongside the role of the CAM Metro should be assessed in more detail. This is because the Campus supports the development of the CAM networks and the connectivity which that will bring toward sustainable access to the campus. The campus sees approximately 3000 members of staff currently access the campus from the eastern direction, Newmarket, Bury St Edmunds and further afield. The opportunity for access to integrated, reliable public transport, with appropriate capacity to manage demand for staff access from that direction is very attractive.

Whichever option is chosen during Phase 2, the CBC would want to see the installation of infrastructure to support active travel such as cycling and walking. The CBC note that the consultation is predominantly

looking at routes into the city centre, but would be keen to understand longer term aspirations to link the routes which are creating the central 'spokes' on the network being established.

Personal safety is a high priority for the Campus. Concerns are often raised by staff that use off-road pedestrian, cycle and busway routes. The installation of this new infrastructure has a great part to play in addressing the concerns. The CBC therefore advise that the footpaths and cycle ways should be designed to be in open, well laid out in spaces, particularly where away from strategic routes, which enable the paths to be protected. Adequate street-style lighting; suitable CCTV coverage and pro-active monitoring of CCTV cameras along with good quality surfaces and on-going maintenance are essential to encourage users onto these routes and to support them in feeling safe whilst doing so. These are the most common reasons our staff tell us why they do not feel safe cycling or walking to and from the Campus.

For the work being undertaken by the GCP, realising the opportunity to be truly transformational, it is imperative that the overarching travel and transport strategy take due cognisance of the existing networks and other transport schemes underway and that the relationships between each of the developments are carefully integrated.

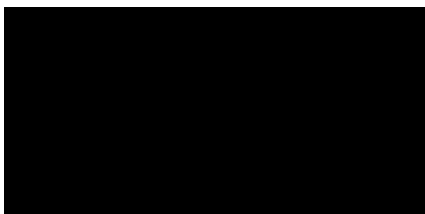
Summary

The CBC welcomes the positive intentions of this consultation and believes the Cambridge Eastern Access route will provide an important link in connecting the east of the City into Cambridge, and onto the campus.

The campus supports both the approaches of the phases 1 and 2 believing these to be of great benefit in terms of sustainable access into the city from the east. The campus advocates that the longer term options (Phase 2) are considered as the priority by the GCP but notes that the shorter term options (Phase 1) will provide some support in the short term. In order for these routes to be successful in its aims to reduce transport by motor vehicle, the user concerns relating to personal safety on off-road pedestrian and cycle paths need to be addressed and the CBC strongly encourages the installation of street-style lighting, the installation of CCTV in addition to its proactive monitoring. Provisions of these facilities are essential when listening to what users tell us deters them onto these routes -importantly the scheme should support users to feel safe.

The CBC recommends joined up planning with other transport infrastructure schemes, as part of the next stage of planning and development and welcomes the proposed additional work to fully assess the impact of the station on the local green space, biodiversity and how any impact on the surrounding country side can be minimised.

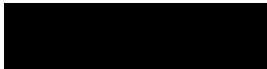
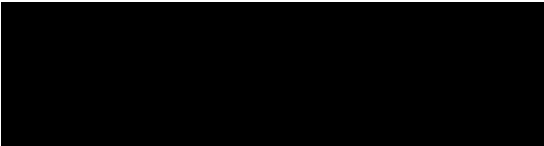
Yours faithfully



Director of Capital Estates and Facilities Management – On Behalf of Cambridge Biomedical Campus

CC/GCP

**Greater Cambridge Partnership
Cambridge Eastern Access
Consultation**


**Capital, Estates and Facilities Management
Management Offices
Box 102
Hills Road
Cambridge CB2 0QQ**


16 December 2020

Dear Sir,

Consultation response to ‘Cambridge Eastern Access Consultation’ on behalf of Cambridge University Hospitals

I write on behalf of the Cambridge University Hospitals (CUH) to first and foremost express our firm support for the proposals associated with the Greater Cambridge Partnerships scheme to developments in terms of improved public transport and active travel options to support access into Cambridge from the east of the city.

CUH is pleased that the scheme has reached this stage of consultation, and is excited by the opportunities the new route, will bring.

About the Cambridge Biomedical Campus

The Cambridge Biomedical Campus (CBC) is located at the heart of the UK’s and Europe’s leading life sciences cluster, located in the city of Cambridge. The CBC is a vibrant, international healthcare community and a global leader in medical science, research, education and patient care.

Cambridge University Hospitals NHS Foundation Trust (CUH) is situated at the heart of the Campus and has over 1,000 beds, 11,000 members of staff and is one of the largest and best known acute hospital Trusts in the country. The ‘local’ hospital for our community, delivering care through Addenbrooke’s hospital and the Rosie maternity hospital, CUH is also a leading regional and national centre for specialist treatment; a government designated comprehensive biomedical research centre; a partner in one of six academic health science centres in the UK – Cambridge University Health Partners (CUHP); and a university teaching hospital with a worldwide reputation. CUH with its health system partners have recently secured funding from Government to develop a new specialist children’s hospital serving the eastern region and following a further public announcement of additional significant funding CUH now has the opportunity to plan a new hospital, including specialist cancer care facilities, on the CBC as part of an integrated healthcare system for Cambridgeshire and Peterborough.

Other Cambridge Biomedical Campus (CBC) partners include The Royal Papworth Hospital, one of the largest specialist cardiothoracic hospitals in Europe and the UK’s main heart and lung transplant centre which treats 24,000 in-patients and day-case patients, and 73,600 outpatients per year supported by 1,800 members of staff.

Within the last year, University of Cambridge have opened two buildings dedicated to healthcare research on the Campus and Abcam, a commercial business supplying clinical sources for research work, have occupied their building. The three developments bring an additional 1200 members of staff to site. AstraZeneca will occupy their new building in 2021, bringing with them a further 2800 members of staff.

Why this consultation is important to the Cambridge Biomedical Campus and Cambridge University Hospitals

With world-leading academic and industry scientists on the same site as the teaching hospitals of the University of Cambridge, the campus is the optimum environment for the rapid and effective translation of research into routine clinical practice.

With the cost of healthcare set to increase as the demand from an aging population soars, we are set to develop the treatments of the future also creating the next generation of UK life sciences companies. We have the foundations in place to generate the ideas, products and revenue to deliver the future success of the UK's flourishing life sciences industry.

The Campus will therefore continue to grow, creating jobs and bringing investment to Cambridge but we do this in collaboration with the city and its residents. Our achievements and success reflect the endeavour, persistence and brilliance of the people who live and work here.

The Campus has 21,000 researchers, industry and clinicians all working on one site. By 2021, it is estimated there will be 26,000 people working on the Campus and up to 30,000 beyond 2031. Investment in the Campus over the past three years totals more than £750m. The CBC is the biggest employment site in Cambridge, with further space to grow.

Sustainable access to the Cambridge Biomedical Campus is a key factor alongside affordable housing to ensure the Campus can attract and retain the best staff. With the further predicted growth in and around Cambridge as well as the predicted growth on the Campus, improved connectivity proposed via sustainable links will become even more pressing. This route will be a key enabler to open up new housing corridors, linking to the Campus, which means that our staff will have greater options for housing which in itself is a wider determinant of health. The opportunities presented by the Cambridge Eastern Access route to enhance cycling and walking routes, reduction in congestion, anticipated improvements to air quality, and connecting homes with places of work or study, are welcomed.

The proposal:

CUH has reviewed the consultation documentation which has been issued, and supports the work of the GCP to carry out detailed examination of how a combination of public transport modes, and active travel schemes, could best support the sustainable growth in this corridor.

CUH supports the approach of phase 1 and phase 2 schemes, and recognises that the long term plans are ambitious, but will be of great benefit in terms of sustainable access. CUH advocates that the longer term options (labelled in the consultation documentation as the 'B' options – Phase 2) are considered as the priority by the GCP. CUH has noted that the shorter term options (labelled as the 'A' Options) will no doubt be the basis of the building blocks to deliver the longer term schemes and considers that they should also be developed to manage need for the next 3-5 years.

With regard to the options being considered, it is the view of CUH that option B3 which considers the role of rail connectivity alongside the role of the CAM Metro should be assessed in more detail. This is because CUH supports the development of the CAM networks and the connectivity which that will bring toward the campus. The campus sees approximately 3000 members of staff currently access the campus from the

eastern direction, Newmarket and further afield. The opportunity for access to integrated, reliable public transport for staff access from that direction is very attractive.

Whichever route is chosen, CUH would want to see the installation of infrastructure to support active travel such as cycling and walking. We would like to see the inclusion of pathways, cycle repair stations and bicycle pumps, to allow cyclists to make any minor repairs necessary to support their onward journey, particularly where assistance may be needed between communities. These should be situated in well-lit and ideally covered areas.

Personal safety is a high priority for CUH. Concerns are often raised by staff that use off-road pedestrian, cycle and busway routes. The installation of this new infrastructure has a great part to play in addressing the concerns. CUH therefore advise that the footpaths and cycle ways should be designed to be in open, well laid out in spaces which enable the paths to be protected. Adequate street-style lighting; suitable CCTV coverage and pro-active monitoring of CCTV cameras along with good quality surfaces and on-going maintenance are essential to encourage users onto these routes and to support them in feeling safe whilst doing so. These are the most common reasons our staff tell us why they do not feel safe cycling or walking to and from the site.

For the work being undertaken by the GCP, realising the opportunity to be truly transformational, it is imperative that the overarching travel and transport strategy take due cognisance of the existing networks and other transport schemes underway and that the relationships between each of the developments are carefully integrated.

Summary

CUH welcomes the positive intentions of this consultation and believes the Cambridge Eastern Access route will provide an important link in connecting the east of the City into Cambridge, and onto the campus.

In order for these routes to be successful in its aims to reduce transport by motor vehicle, the user concerns relating to personal safety on off-road pedestrian and cycle paths need to be addressed and the CUH strongly encourages the installation of street-style lighting, the installation of CCTV in addition to its proactive monitoring. Provisions of these facilities are essential when listening to what users tell us deter them onto these routes -importantly the scheme should support users to feel safe.

CUH recommends joined up planning with other transport infrastructure schemes, as part of the next stage of planning and development and welcomes the proposed additional work to fully assess the impact of the station on the local green space, biodiversity and how any impact on the surrounding country side can be minimised.

Yours faithfully



Director of Capital Estates and Facilities Management – On Behalf of Cambridge University Hospitals NHS Foundation Trust

East Barnwell Conversation Part 2

Feedback summary

Methodology

The East Barnwell Conversation Part 2 is centred on the interim masterplanning document “East Barnwell – a framework for Change”

Local residents were asked to review and comment on the document and were asked a series of seven questions

The consultation ran from 2020-10-to DATE and was primarily run through the Cambridge City Council website. In addition, a virtual “town hall” meeting was held on the 1st of December 2020 with approximately 30 attendees.

Feedback was primarily received online with 38 responses through the consultation survey as well as four direct responses via email.

The responses were qualitative – residents were asked to provide detailed answers to seven questions which are discussed below with a summary of the responses:

Response summary

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| 1. Working with the local community, the council has drafted a “vision statement” that will see East Barnwell develop over the next five years. Do you agree with the vision statement and how would you like to see the development of the area over this period? | |
| Responses overall | 32 |
| Support overall | 78% |
| Mention local centre | 22% |
| Mention walking/cycling | 41% |
| Mention community rooms | 22% |
| Mention affordable housing | 16% |
| Mention market housing | 6% |
| Want sustainability to be prioritised | 25% |
| More public transport infrastructure | 16% |
| More public open space | 16% |
| More permeability in the ward | 34% |

Notes: In general the vision statement was well received. Several contributors stated that they would like to see more clarity about the sustainability of new developments – i.e. committing to meet a particular standard. One resident wanted more use of plain English mentioning a café or pub instead of “food and beverage establishments”. Another resident commented that there is no mention of education in the vision. Several residents mentioned positive examples of similar change such as Marmalade Lane in Cambridge or recent housing developments in Liverpool.

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| 2. Do you agree with the basic aims of the regeneration of East Barnwell which focus on developing new housing, commercial, community and recreational facilities? | |
| Responses overall | 36 |
| Positive response | 75% |
| Mention placemaking of local centre | 19% |
| Want new shopping facilities | 19% |
| Focus on environment | 28% |
| Want new community facilities | 19% |
| Want affordable housing | 11% |
| Want market housing | 8% |
| More permeability in the ward | 33% |

Notes: This question acted effectively as a repeat of the previous question and residents again were positive but qualified support with a strong desire for high environmental standards and increased permeability and off-road travel routes in the area. This trend was reflected in the Town Hall meeting as well as online.

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| 3. The proposed new local centre assumes that a mix of new facilities will be built around the Barnwell Road / Newmarket Road crossroads including new shops and community space. What facilities or activities would you like to see in the new local centre? | |
| Responses overall | 36 |
| Outdoor meeting space | 42% |
| Indoor meeting space | 31% |
| Public art | 17% |
| Small independent shops | 42% |
| Large anchor stores | 19% |
| Multi-use community centre | 39% |
| Local market | 6% |
| Public toilets | 6% |
| Re-provided library | 28% |
| Pub / café | 39% |
| Nursery | 11% |
| Pharmacy / medical facilities | 14% |
| Youth facilities | 22% |

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| More healthy food options | 19% |
| Post office | 6% |

Notes: There were a wide range of views about the function of a new local centre but the overall consensus was supportive. Flexible space appears to be the best option as this will facilitate a range of activities. Placemaking with an outdoor meeting space is key and will have to be delivered as part of the development.

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| 4. The high level of traffic along Newmarket Road is a major issue influencing the development of East Barnwell. How would you improve or change the road to benefit the area? | |
| Responses overall | 37 |
| Segregated foot and cycle ways | 43% |
| More trees | 14% |
| Reduce speed and traffic flow | 41% |
| More public transport infrastructure | 19% |
| More crossing points | 43% |
| Dutch roundabout | 14% |
| Congestion charge | 14% |
| Move leisure and shopping out of Cambridge | 19% |

Notes: The question of traffic was commented on extensively with high degrees of support for segregated travel routes and more crossing points in the ward. Enhancing measures like these, where possible, should be the major objective in any central redevelopment. A few comments received about removing the McDonald's but this was not mentioned often.

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| 5. What improvements to the road network, footpaths or cycle paths would encourage you to walk or cycle more? | |
| Responses overall | 36 |
| Integrate with Chisholm Trail | 19% |
| More trees | 6% |
| Reduce volume of traffic | 14% |
| Segregate cycle and pedestrian routes | 47% |
| Priority for cyclists and pedestrians | 22% |
| More cycle routes | 33% |
| Reduce speed of traffic | 8% |
| Improve existing cycle routes (better surfaces, widening, lighting etc) | 61% |
| More crossing points | 42% |

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| More bike parking | 11% |
| Dutch roundabout | 8% |
| More surveillance | 6% |

Notes: Residents were keen to see a strong commitment to cycling and walking with a focus on improving existing routes with greater capacity and better safety measures. Creating new routes was a relatively popular measure as well. Mentioning integration with the Chisholm trail would be a quick win for the masterplan.

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| 6. The Framework for Change document proposes the development of new areas of housing and other facilities across Abbey Ward outside the local centre which could help to deliver the objectives of regenerating the community. Do you know of any sites that you believe should be developed in this way? | |
| Responses overall | 17 |
| Opposition to building on green spaces | 29% |
| Develop Coldhams' Common | 6% |
| Develop industrial areas between Abbey and Marleigh | 12% |
| Develop football stadium | 12% |
| Develop Peasgood & Skeates industrial site | 6% |
| Develop Marshall's Airport | 12% |
| Develop McDonalds site | 12% |
| Develop Ekin Road | 12% |
| Develop Swann Road | 6% |
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Notes: No strong narrative emerged from this area of the consultation. Residents are overall more reluctant to discuss housing but stressed the importance of sustainable design in any future housing scheme. There is stronger interest in regenerating already built-on areas than building entirely new developments. There were several suggestions to look at the "15 minute neighbourhood" concept currently being developed in Paris.

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| 7. How would you like to see Abbey Leisure Complex improved, and what new facilities would you use if the centre were expanded? | |
| Responses overall | 33 |
| Concern over loss of open space | 15% |
| More sports pitches | 18% |
| Pump track | 9% |
| Climbing wall | 3% |
| Children's play area | 12% |

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| Family destination generally | 15% |
| Improve bike and foot access to facility | 24% |
| Increase size of pool | 9% |
| General refurbishment of facility | 18% |
| More exercise classes | 15% |
| Skate park | 12% |
| Gym | 12% |
| Food and refreshments | 12% |
| Nature trails | 6% |
| Opposed to any development | 3% |

Notes: This section saw a great diversity of ideas contributed by residents – the strongest themes focus on enhancing the facilities already there and improving access to the leisure complex. Existing facilities are overused and the access road is narrow and in poor repair and these were mentioned several times. Residents were also concerned about the loss of open space, so the case for enhancing the existing facilities must come with a proportional environmental enhancement.

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| 8. Other issues raised | |
| Responses overall | 31 |
| Overall positive | 39% |
| Overall negative | 6% |
| Made suggestions about the masterplan | 90% |

Notes: In addition to the specific questions, there were also a range of feedback about the plans more generally. Residents highlighted again the need for development to be sustainable. Strong opposition to increasing parking and traffic.

Conclusion:

Public feedback on stage 2 of the East Barnwell conversation identifies a number of immediate changes which can be made to the masterplanning document:

1. Include mention of the Chisholm trail in discussion about transport links
2. Revisit green spaces plan to include community orchard, Barnwell Road, Whitehill Road
3. Note that Ditton Meadows is private open space not public open space
4. Consider incorporating proposals for the Leper Chapel as an opportunity area (CCC action)
5. In vision statement mention sustainability as a key focus of new developments.
6. In site plans, mention the quality standards proposed for new builds.
7. Include discussion of new foot and cycle routes in site plans.

8. Explain that the local centre will provide a range of flexible spaces that will be usable for businesses or community focused activity.



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16 December 2020

Greater Cambridge Partnership Eastern Access consultation

Camcycle is a volunteer-led charity with over 1,550 subscribed members. We work for more, better and safer cycling, for all ages and abilities in and around Cambridge.

We support the intention of the GCP's proposals to improve public transport and associated active travel routes into Cambridge from the east of the City, subject to the caveats and details outlined below.

The Eastern Access initiatives must prioritise active travel improvements along strategic routes including Newmarket Road as well as other key routes not indicated in the consultation. The Eastern Access proposals have been debated in the Camcycle members' forum and we have provided a summary of our recommendations for the improvements required to increase the number of people walking and cycling. Many of these changes, outlined in our Camcycle Eastern Access Recommendations document, should be implemented as soon as possible. The Department for Transport's Cycle Infrastructure Design Guide (Local Transport Note 1/20) must be applied to all new infrastructure and the existing road and cycling network should be assessed and then brought up to LTN 1/20 standards.

These are our views on the specific proposals put forward by the GCP:

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| <p>Option A1: Newmarket Road Improvements</p> | <p>Overall, we support this proposal. The improvements must include:</p> <ul style="list-style-type: none"> ● Dutch-quality segregated and protected cycleways with priority over side roads. ● Remove all shared-use provision, restoring this properly to pedestrian use ● Replace the Newmarket Road/Barnwell Road roundabout with a Dutch-style intersection that is safe and convenient for people walking and cycling ● Improve all junctions to ensure cycling and walking journeys are prioritised with separation in time and space and with better management of signals. <p>In comparison to all of the above, we do not regard consideration of any new routes across Coldham's Common (such as that suggested to connect development at the airport site to the Chisholm Trail) as a priority. It is more important that improvements to existing routes (both on and off road) are delivered with some urgency, and investment focussed on these.</p> |
| <p>Option A2: Newmarket Road Improvements + P&R move</p> | <p>We do not have a position on the relocation of the Park & Ride. If the Park & Ride is moved it must include sufficient secure and accessible cycle parking, cycle routes between the Park & Ride and the city, and links connecting with cycle routes to major employment sites as well as the local area and any nearby residential and employment sites. Note that all the improvements listed under Option A1 should also be applied.</p> |
| <p>Option B1: High Quality Public Transport via Coldham's Lane</p> | <p>Coldham's Lane must be made safer for walking and cycling with improvements to the pavement, provision of separated and protected cycleways and junctions, or by implementing a bus gate. Road space should be reallocated from on-street car parking and turning lanes at the Cromwell Road junction and Coldham's Lane Sainsbury's roundabout.</p> |
| <p>Option B2: High Quality Public Transport via the Tins</p> | <p>If there are any public transport links via this route they must preserve and enhance the Tins cycleway and the important active travel link via Brookfields which is an essential part of both the Snakey Path and Fulbourn Greenway routes as well as the Tins.</p> |
| <p>Option B3: Long term Rail Opportunity</p> | <p>Any rail infrastructure must be integrated with the cycling network and must preserve and enhance any existing cycling infrastructure. Lessons must be learned from recent railway station developments to ensure stations are safe and accessible to people walking and cycling to and through</p> |

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| | the area and that sufficient secure and accessible cycle parking is included. |
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There are other Eastern Access interventions that we recommend

We urge the GCP and the Combined Authority to consider our Eastern Access recommendations list and to begin these improvements while more infrastructure-heavy proposals are considered. The cycling infrastructure in many of the areas considered is deadly (a cyclist died in a collision on the Newmarket Road/Barnwell Road roundabout this year). Improvements will save lives and cannot come too soon.

The Eastern Access proposals from the Greater Cambridge Partnership are unnecessarily restricted to journeys along particular transport corridors – Newmarket Road and/or a new public transport route – and fail to consider properly either the wider range of start points and destinations in the east of Cambridge itself or the different ways people will be travelling into Cambridge from the surrounding villages. None of the current or proposed major cycle routes (e.g. the Chisholm Trail, The Tins path, Barnwell cycleway, NCN 51, Bottisham/Horningsea/Swaffham/Fulbourn Greenways) are marked on the maps and there is no reference to the East Barnwell Framework for Change consultation going on at exactly the same time.

The GCP needs to look more closely at all journeys in the area, considering the needs of other eastern access routes such as Coldham's Lane and Mill Road and prioritising urgent changes to junctions such as Newmarket Road/Barnwell Road Roundabout and Coldham's Lane/Barnwell Road roundabout. Upgrades need to be made to the existing Barnwell Road cycleways (on both sides) and to existing routes into and around the Abbey Leisure complex which will connect up with the Chisholm Trail. Work needs to be integrated with existing GCP projects (such as the Greenways) but also projects from other transport authorities such as the Cambridgeshire and Peterborough Combined Authority which has plans for a Dutch-style roundabout at Coldham's Lane/Barnwell Road.

Improving public transport in this area is clearly of high importance, but this goal must not damage the concurrent aim to rapidly increase the number of people choosing to walk and cycle for their journeys. New public transport routes should not damage existing cycleways and the first priority in the east overall should be to improve existing dangerous roads and junctions for those travelling by sustainable transport. This project also needs to be closely linked with city access schemes as reducing the number of car journeys will free up the roadspace needed for better footways and cycleways and more reliable bus journeys. Working with Stagecoach is also important to restore services in this area – many have been considerably cut in recent years meaning people living in villages such as Lode, Bottisham and the Swaffhams have very limited choices in terms of public transport. These maps do not make clear what would happen to the High Quality Public Transport Route after it reaches the Stow cum Quy junction from Cambridge. Those living in rural locations should not be expected or required to drive to Park & Ride sites as this will further lock in car dependency when better bus services and active travel options should be being provided, particularly for those villages closest to the city.

We must emphasise that car dependency harms everyone. Providing more ways that people can get around without using a car is beneficial to us all and reduces the costs that high usage

of motor traffic impose on individuals and our communities in terms of health, pollution, road danger, carbon emissions and lack of independence for children, older people and those with mobility issues. While it is important to improve accessibility for everyone with protected characteristics we should not assume that private cars are the answer - of course, they will be the correct solution for some people, but we need to remove as many unnecessary car journeys from the city as possible and invest in walking, cycling, bus and train services as well as new options such as community or on-demand shuttle buses and taxis.

In addition to this, all cycleways and footways should be designed to be accessible, comfortable and convenient for those using a variety of ways to get around including wheelchairs, mobility scooters, handcycles and tricycles. Designs for cycleways must follow the government guidance laid out in LTN 1/20 published this year.

Camcycle members would also like to make it clear that this has been a poor and confusing consultation missing crucial information and not allowing for important context and nuance.

The consultation has made it difficult for people to consider the proposals in context. The existing cycling infrastructure has not been included on the maps so that people cannot assess the cycling routes and connections. The proposals have not made it clear whether the 'B' options will remove, change or improve the existing cycling infrastructure of the Tins route. The proposals also fail to provide information about what is being considered for other infrastructure in the area either by the GCP, the County Council or the Combined Authority, for example the Coldham's Lane 'Sainsbury's' roundabout, the Chisholm Trail, the Greenways and the Local Cycling and Walking Infrastructure Plan. There is also no reference to the East Barnwell Framework for Change consultation or the proposed move of the Abbey Football Stadium.

The survey has made it very difficult for people to consider concerns about different aspects of the environmental impact of each scheme - for example, carbon emissions, pollution, biodiversity or noise - as there was only the broad and ill-defined question about 'environmental impact'. We would like to know what exactly the GCP is trying to measure here and how they will interpret these results. Are they considering the positive environmental impacts of a reduction in car traffic or the negative impacts of loss of green space? How will meaningful feedback be gathered when the questions are so vague?

Yours sincerely,



Executive Director

Camcycle



Camcycle Eastern Access active travel audit and recommendations

16 December 2020

All Eastern Access routes should be reviewed against the criteria set out in the Department for Transport's Local Transport Note 1/20 *Cycling Infrastructure Design Guide*. All of our recommendations should be implemented to LTN 1/20 standards or greater. This assessment and the subsequent recommendations have been created with contributions from Camcycle members and should not be considered a complete assessment of the area. There may be further improvements that have not been mentioned.

| Section | Camcycle assessment of the current state | Camcycle recommendations |
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| Newmarket Road Park & Ride | <ul style="list-style-type: none"> ● Jubilee cycleway is in good condition ● The reinstated bollard at the connection to the Park & Ride site leaves insufficient hard-surface width on each side. There is room between the wooden fences on either side for a much better arrangement. ● Cycle path through Park & Ride cuts across the middle of the car park with blind spots between people driving and cycling ● Cycle access around Park & Ride is narrow, awkward and crosses the driveway with difficult turns near the bus station causing riders to take alternative routes | <ul style="list-style-type: none"> ● Ensure Jubilee cycleway condition is maintained during and after construction of Marleigh site ● Improve the arrangement of the bollard at the Park & Ride to ensure adequate width on all sides ● Ensure cycling access from the local area to the Park & Ride ● Ensure cycling access from the Park & Ride to the city and connecting with cycle routes to employment sites ● Ensure provision of sufficient secure and accessible cycle parking including cycle parking lockers ● Improve cycle routes to and around the Newmarket Road Park & Ride with sufficiently wide and protected cycleways, priority over side roads/driveway and safe route with priority for people cycling through the carpark. |
| Newmarket Road from Park & Ride to Barnwell Road roundabout | <ul style="list-style-type: none"> ● Very poor pavement-based provision or on-road cycle lanes ● Lack of priority over side roads ● Poor/unsafe junctions and crossings for people walking and cycling | <ul style="list-style-type: none"> ● Segregated and protected cycleways ● Remove all shared-use provision, restoring this properly to pedestrian use ● Improve crossing at south end of Ditton Lane to for people walking and cycling |
| Cycle routes from Newmarket Road P&R to Chisholm Trail | <ul style="list-style-type: none"> ● No attractive and direct cycle route from P&R to then go south on the Chisholm Trail | <ul style="list-style-type: none"> ● Appropriate development/planning of the Airport site to ensure active travel is built into the site |

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| | | <ul style="list-style-type: none"> ● Multiple active travel connections in/out of the Airport site, separate from, and more than, motor vehicles route ● Improve Newmarket Road route to ensure protected and direct access to Chisholm Trail connections. |
| The Newmarket Road and Barnwell Road roundabout | <ul style="list-style-type: none"> ● Hostile roundabout, with fast-moving transport ● Problems with drivers queueing for McDonalds, which causes chaotic behaviour; residents have been pushing for this to be dealt with | <ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling ● Support residents' work to require McDonalds either to move or to prevent queueing |
| Wadloes Road | <ul style="list-style-type: none"> ● Poor surface ● Lack of priority over side roads ● Awkward connection to path to Ditton Meadows and Chisholm Trail ● Unsafe junction at Newmarket Road roundabout | <ul style="list-style-type: none"> ● Resurface existing cycle path ● Rework junctions to give the cycle path priority over the side streets ● Install a new or improved or reinstated connection between Ditton Walk and the Mildenhall Line NCN/Trail link. |
| Newmarket Road from Barnwell Road roundabout into the city | <ul style="list-style-type: none"> ● Unsafe on-road cycle lanes ● Dangerous junctions at the retail park, Tesco entrance, Aldi entrance, with Coldham's Lane and East Road ● Scary for pedestrians as paths are narrow and motor traffic is close and fast ● Some people feel so unsafe they cycle on the pavement | <ul style="list-style-type: none"> ● Install cycleways that are protected from car traffic and separate from people walking. The cycleways must have priority over side roads ● Improve junctions to ensure cycling and walking journeys are prioritised with separation in time and space and with better management of signals ● Improving cycling on Newmarket Road will reduce demand for cycling along the river route |
| Barnwell Road between the roundabouts | <ul style="list-style-type: none"> ● Shared-use path on the eastern side is not suitable for cycling ● Pedestrian underpass that floods ● Poor maintenance of the cycleway on the western side ● Cycle journeys interrupted by give ways at minor side roads and junctions ● Sufficient road width is available for substantial improvements | <ul style="list-style-type: none"> ● Refresh the west-side cycleway ● Install cycling and walking priority over the minor side roads and driveways ● Make the junctions with the roundabouts at each end safer ● Improve access to the underpass for smoother cycling journeys ● Explore options to improve the underpass ● Fix flooding issues with the underpass |

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| | <ul style="list-style-type: none"> ● Dangerous roundabout junctions at each end of the road | <ul style="list-style-type: none"> ● Install separate and protected cycleways on the eastern side of Barnwell Road ● Improve all junctions with roundabouts to ensure protected space for cycling |
| Coldham's Lane to the east of the 'Sainsbury's' roundabout | <ul style="list-style-type: none"> ● Shared use paths with inadequate widths and uneven surface in places ● Lack of priority over numerous side roads ● Generally hostile environment for cycling, particularly the 40mph limit section adjacent to the airfield and the narrow carriageway at railway bridge. Unless the rail bridge issue is resolved then this route will continue to be avoided by many cyclists ● Developers are in discussion with councils about 'land south of Coldham's Lane' and the 'lakes' but the Eastern Access project makes no mention of the impacts of this development and how it will connect to active travel routes | <ul style="list-style-type: none"> ● Segregated and protected cycleways ● Remove all shared-use, restoring this properly to pedestrian use ● Create priority over side roads or install protected junctions ● Rebuild the railway bridge with a wider span or make space for safe cycling by reducing the carriageway to single-lane bi-directional working underneath the existing bridge. ● If the railway bridge is not made safe for cycling then the nearest alternative cycle routes from Cherry Hinton to the centre via Newmarket Rd and the Tins should be prioritised for cycling improvements and an equivalent route across the Airport site be mandated ● Liaise with developers of 'land south of Coldham's Lane' about active travel routes across their site and about the bridge over the railway. There must be multiple active travel connections in/out of the site, separate from, and more than, motor vehicle routes |
| The Coldham's Lane 'Sainsbury's' roundabout | <ul style="list-style-type: none"> ● High-speed multi-lane roundabout with poor crossings for people walking or cycling | <ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling ● Potential solutions for the junction could be: <ul style="list-style-type: none"> ○ Remove the north part of the gyratory so that the remaining parts can form a two-way road with simpler T-junctions ○ Reduce to a single motor vehicle lane each entrance and exit, using the reclaimed space around the outside for a protected, segregated, cycle lane ● Barnwell cycle lane and footpath should be connected to Coldham's Lane through a new pocket park formed |

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| | | from reclaimed road space |
| Coldham's Lane from 'Sainsbury's' roundabout to Cromwell Road junction | <ul style="list-style-type: none"> ● A residential road (C-road) that has been allowed to become a high-traffic arterial route ● Narrow on-road cycle lanes that many are too scared to use ● Narrow pavements with issues of people cycling on them due to the danger of using the on-road lanes | <ul style="list-style-type: none"> ● Install separate and protected cycle lanes. Space for these can be found through the removal of the on-street car parking bays ● Alternatively, take the cycle lane past existing trees using space from the carriageway and creating single lane traffic calming for motor vehicles at these pinch points ● Alternatively, explore traffic reduction methods such as a bus gate |
| Cromwell Road Junction | <ul style="list-style-type: none"> ● The junction is confusing and unsafe for people cycling. Insufficient room at Cromwell Road for the volume of people walking, cycling and crossing onto/accessing the bridge | <ul style="list-style-type: none"> ● Replace the junction with a protected junction that is safe and convenient for people walking and cycling. Ensure a clear, direct route between Cromwell Road, Coldhams Common and the cycle bridge ● Road space can be reallocated from the junction by removing turning lanes for vehicles to create safe space for walking and cycling |
| Coldham's Lane bridge over railway to Newmarket Road | <ul style="list-style-type: none"> ● The cycling and pedestrian crossing at the west end of the bridge is completely inadequate for the volume of users and the way it needs to be used, particularly for people cycling | <ul style="list-style-type: none"> ● Improve the cycling/pedestrian crossing at the bottom of the bridge ● Protected crossing implemented with the retail park junction improvement could replace the need for this crossing ● Install a safer junction between the two retail parks that will enable safe walking and cycling ● If the junctions and crossings cannot be made safe then more substantial reengineering of the bridge or road space reallocation away from cars will be required |
| Chisholm Trail | <ul style="list-style-type: none"> ● Construction still incomplete | <ul style="list-style-type: none"> ● The Chisholm Trail must be completed as soon as possible. Including the Newmarket Road underpass, the works on Coldham's Common and the crossing of Coldham's Lane |
| Coldham's Common cycling and walking routes | <ul style="list-style-type: none"> ● Poor quality surfaces in places ● Inadequate width in places | <ul style="list-style-type: none"> ● Improve the surface of existing paths and where required improve the width |

| | | |
|-------------|--|--|
| | <ul style="list-style-type: none"> ● Blind corners and sharp turns | <ul style="list-style-type: none"> ● Ensure completion of the Chisholm Trail as soon as possible ● Improve the junction of the cycleway/footpath at the base of the underpass ● Fix the height clearance of the railway underpass ● Ensure sensible junction with Newmarket Road cycleways to Coldham's Common and Chisholm trail cycleways ● In comparison to other recommended improvements, we do not regard consideration of any new routes across Coldham's Common (such as that suggested to connect development at the airport site to the Chisholm Trail) as a priority. It is more important that improvements to existing routes (both on and off road) are delivered with some urgency, and investment focussed on these |
| Brooks Road | <ul style="list-style-type: none"> ● No protected safe cycle ways | <ul style="list-style-type: none"> ● Continue cycleway improvements from Barnwell Road on the west and east sides of Brooks Road ● Install protected cycling and walking infrastructure at the signalised junction of Brooks Rd, Perne Rd, and Brookfields |
| Perne Road | <ul style="list-style-type: none"> ● No protected safe cycle ways. ● East-side path is inadequate for bidirectional shared pedestrian/cycle traffic. | <ul style="list-style-type: none"> ● Install segregated and protected cycleways on both sides of Perne Road ● Install protected junctions ● Improve connections to Fulbourn Greenway, Tins, and Snakey Path |
| Mill Road | <ul style="list-style-type: none"> ● Insufficient cycle parking discourages cycling trips to the Mill Road stores | <ul style="list-style-type: none"> ● Make the Mill Road bus gate permanent ● Maintain initiatives to keep car traffic volume low and cycling and walking volume high ● Improve bus services on Mill Road ● Improvements to Mill Road to make it a people-friendly high street ● Improve pedestrian accessibility ● Implement a new accessible shuttle-bus service along Mill Road |

| | | |
|-------------------------|---|---|
| | | <ul style="list-style-type: none"> ● Install more cycle parking along Mill Road |
| The Tins cycleway | <ul style="list-style-type: none"> ● Too narrow for the volume of people cycling ● Some sections can be dangerous in low light conditions ● Bridge ramp is too steep ● Narrow sections ● Blind corners | <ul style="list-style-type: none"> ● Improve surfacing ● Where required, improve the width ● Replace/improve the bridge over the railway so that it is not so steep and does not have blind corners ● Priority crossing for the Tins through the Holiday Inn/David Lloyd business park ● Ensure that any public transport improvements further enhance and DO NOT involve removing this cycle route ● Ensure that any works on this route are programmed to minimise disruption or temporary closure given the the lack of alternative safe and direct cycling routes from northern Cherry Hinton to the city ● Do not allow the GCP's proposed 'B' plans to damage the Brookfields (east) element of this route |
| Snakey Path | <ul style="list-style-type: none"> ● Narrowness of path limits capacity ● Can be dangerous in low light conditions | <ul style="list-style-type: none"> ● Improve alternative routes, such as Perne Road, to accommodate cycling journeys and reduce pressure on this path and the important surrounding habitat and chalk stream ● Better maintenance of fencing and trees to remove hazardous encroachments ● Better maintenance of edges of path, and more frequent clearance of debris and rubbish ● Widen bridge at connection to Daws Lane ● Explore opportunities for sensitively widening the path |
| Brookfield East section | <ul style="list-style-type: none"> ● Not good for existing active travel (Tins+Snakey) demand on top of resident parking | <ul style="list-style-type: none"> ● Any attempts to add high quality public transport *must* include high-quality active travel paths and changes to this section to ensure safe provision for walking and cycling. |
| The retail park | <ul style="list-style-type: none"> ● Removal of the bollard has increased volume of through traffic ● It is inappropriate for a privately owned car | <ul style="list-style-type: none"> ● Replace the roundabout with a protected junction that is safe and convenient for people walking and cycling |

| | | |
|-----------------------|--|--|
| | <p>park to be part of the designated cycle network</p> <ul style="list-style-type: none"> ● Inadequate and dangerous walking and cycling access to the site ● Inadequate painted cycle lanes through the cycle park ● Painted cycle lanes in dangerous locations behind parked cars ● Cycle lanes symbols painted in wrong directions which could result in confusion, collisions and injury or death of people cycling for which the landlords of this site should be held liable | <ul style="list-style-type: none"> ● Reinstate modal filter to prevent through traffic ● Remove dangerous painted cycle lanes and symbols in the retail park ● Make it safer and more convenient to access the retail park on foot and by bike, especially at the junctions ● Create alternative protected safe cycle routes |
| New links | | <ul style="list-style-type: none"> ● Install a walking and cycling link between the airport development and The Tins ● Establish more links to the Eastern greenways - e.g. Burwell would like a link up to the Swaffhams Greenways |
| Other recommendations | | <ul style="list-style-type: none"> ● Better bus services from all the eastern villages. ● Improve the walking and cycling access from Romsey to Sainsbury's (Seymour Street cut-through) |

Cambridge Eastern Access Better Public Transport and Active Travel Consultation – Response from East Cambridgeshire District Council

East Cambridgeshire District Council supports the proposals to improve public transport and associated active travel routes into Cambridge from the East of the City. We are aware of the positive environmental impacts and improvements to air quality these will have and the benefits to those who use public and active travel modes.

However, we are concerned that the proposals will restrict private vehicle access along Newmarket Road into Cambridge City.

For many of the residents from the south of our district, this is their primary route into Cambridge to access the city centre shops and businesses, Addenbrookes Hospital and Cambridge Main Railway Station. Not everyone can use public or active modes of transport and some people rely on their car to be able to access services in and around Cambridge. Many companies, particularly those that require the transportation of equipment and materials or carry out deliveries are unable to use active or public transport modes to conduct their business. Those that work before or after public transport services operate also rely on private vehicles to access their place of work.

With regard to the options, the Council favours Option A2: Newmarket Road Improvements + Park and Ride Relocation. An enlarged P&R site will enable and encourage more people who take to take the bus into the city, rather than drive. Although Quy as a location has been discounted, further research should be carried out to identify potential P&R relocation sites to the North of the A14.

Of the Phase 2 options, the Council strongly supports Option B3: Long term Rail Opportunity. Any increase to train services on the Cambridge - Newmarket – Ipswich line will benefit residents in Dullingham, Kennett and Newmarket and make the public transport offer more attractive.

Increased use of public transport and active travel modes will have a positive environmental impact, improve air quality and improve public transport and active travel along the busy Newmarket Road A1303/A1134 corridor.

Whilst reducing vehicle movements along Newmarket Road will reduce congestion, a balance needs to be struck that does not disbenefit one group of users over another and allows easy access to those that need to drive along Newmarket Road to the city centre and Addenbrookes Hospital.



Anglian Water Services Ltd
Lancaster House
Lancaster Way
Ermine Business Park
Huntingdon
PE29 6XU

Tel [REDACTED]
www.anglianwater.co.uk

14 December 2020

Dear Sir/Madam,

Cambridge Eastern Access consultation

Thank you for the opportunity to comment on the proposals for the Cambridge Eastern Access Consultation. The following response is submitted on behalf of Anglian Water as sewerage undertaker for the location of proposed access and public transport improvements.

General comments

At this stage the preferred option(s) relating to the proposed access and public transport improvements has yet to be confirmed and further consultation is anticipated.

Anglian Water would wish to assist the Greater Cambridge Partnership in relation to the location of our existing sewerage infrastructure and how this could be safeguarded or relocated if required so that we can continue to serve our customers. Consideration should also be given to the implications of the proposed improvements for the proposed relocation of existing Cambridge Wastewater Treatment Plant and the recent site options consultation as referenced below.

The location of our existing infrastructure and assets (including both underground infrastructure and aboveground assets such as pumping stations and water recycling centres) is available on request to view at the following address from digdat Utilities:

<https://www.digdat.co.uk/digdatUtilities>

Phase 1, Option A1 – Newmarket Road

We note that it is proposed to make a series of highway improvements from the Elizabeth Way roundabout to the Quay junction on the A14. There are existing foul and surface water sewers within Newmarket Road including the Elizabeth Way roundabout.



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Registered in England
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an AWG Company

There is also a rising main (pressurised sewer) that crosses the A1303 in the vicinity of Quy Water.

Phase 1, Option A2 – Newmarket Road Park and Ride

We note that it proposed to relocate the existing Newmarket Road Park and Ride and we welcome further discussion with Greater Cambridge Partnership to develop a suitable strategy so that foul flows can be drained from any new buildings effectively to the public sewerage network.

Anglian Water has a pre-planning service which can be used to identify feasible drainage solutions for applicants, and which can used to identify the expected costs of making a connection(s). Further details of this service can be found at the following address:

<https://www.anglianwater.co.uk/developers/planning--capacity/pre-planning-services/>

As above there is existing sewerage infrastructure located within Newmarket Road and crosses the A1303 in the vicinity of Quy Water.

Phase 2, Option B1 – High Quality Public Transport via Coldhams Lane

We note that it is proposed to develop high quality public transport routes located on Brooks Road and Mill Road to connect to Coldhams Lane. There are existing foul and surface water sewers located within Brooks Road, Mill Road and Coldhams Lane

Reference is also made to the development of new pedestrian and cycle bridges to cross the railway line and Coldhams Lane. There are existing foul sewers in the vicinity of the Brookfields/Burnside junction.

As with Option A1 there is existing sewerage infrastructure located within Newmarket Road and crosses the A1303 in the vicinity of Quy Water.

Phase 2, Option B2 – High Quality Public Transport via Binns

We note that it is proposed to develop high quality public transport routes on Mill Road and cycle lands on Brooks Road to connect to Coldhams Lane. There are existing foul and surface water sewers located within Brooks Road, Mill Road and Coldhams Lane.

Reference is also made to the development of new pedestrian and cycle bridges to cross the railway line and Coldhams Lane. There are existing foul sewers in the vicinity of the Brookfields/Burnside junction.

As with Option A1 there is existing sewerage infrastructure located within Newmarket Road and crosses the A1303 in the vicinity of Quy Water.

Phase 2, Option B3 – Long Term Rail Opportunity

We note that it proposed to double track the existing rail line from Cambridge to Newmarket.

There are number of foul and surface water sewers which cross the existing rail line. As such these would need to be considered as part of any rail improvements.

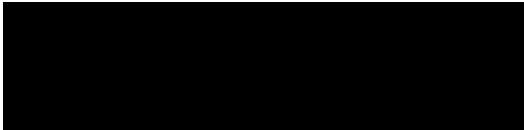
Cambridge Waste Wastewater Treatment Plant relocation

As the Combined Authority will be aware, Anglian Water has recently consulted on its own proposals to relocate the Cambridge Wastewater Treatment Plant (www.cwwtpr.com). Anglian Water has identified three shortlisted options for the new site. Site 3 is located to the north of A14 in the vicinity of Junction 34. Option A2 refers to reconfiguration of the existing A14 Junction 34 (with Ditton Lane) and improved capacity at Quy Junction. We would be grateful if more detail could be provided on how this junctions are likely to be reconfigured.

As both projects are in the early stages it would be useful to keep in touch over progress to ensure any issues are managed and addressed as both projects proceed in due course.

Should you have any queries or require any further information from Anglian Water to assist in the development of this project please let me know.

Yours sincerely



Spatial Planning Manager, MRTPI

Greater Cambridge Eastern Access Transport Scheme consultation – December 2020

Response from Friends of Cherry Hinton Brook

Friends of Cherry Hinton Brook (FCHB) are primarily concerned with ensuring the health of Cherry Hinton Brook as a vital habitat for wildlife with, in many places, its adjacent footpath providing an important public amenity allowing the brook also to be enjoyed by local residents.

We are writing in response to this consultation as we are very concerned about the potential impact of **Option B2 (High Quality Public Transport via the Tins)** on Cherry Hinton Brook, particularly the statement in the consultation document that “... *in the interim, prior to opening of the CAM, the route would proceed into Cambridge via the Tins* ...”

We are very concerned about the potential route of the CAM under the lakes. Although we recognise that, with modern engineering technology, this route for the CAM might be technically feasible, we believe that construction would cause immense disruption to the wildlife and the brook itself. Given the well documented fragility of Cambridge’s chalk streams and associated aquifer, we think it foolish to have introduced this as an option at this stage, with so little explanation.

Below we are providing our submission to the “Greater Cambridge Local Plan – evidence gathering on green infrastructure” as this lays out many of our concerns.

Further consideration of Option B2 will need to take into consideration the future plan for an “urban country park” in this location, which is also subject to much discussion and consultation.

Consultations and evidence gathering on the two initiatives need careful integration at a very early stage.

 Chair, Friends of Cherry Hinton Brook

Greater Cambridge Local Plan – evidence gathering on green infrastructure

Information from Friends of Cherry Hinton Brook

17th June 2020

Friends of Cherry Hinton Brook (FCHB) are primarily concerned with ensuring the health of Cherry Hinton Brook as a vital habitat for wildlife with, in many places, its adjacent footpath providing an important public amenity allowing the brook also to be enjoyed by local residents. Given that the brook is the key element in the green corridor that links the Wandlebury/Gog Magogs area with the centre of the city, we also take an interest in this larger area. It is unique in that it is essentially a blue-green corridor due to the presence of the three large lakes, Cherry Hinton Brook, fields, hedges, road verges and some small areas of woodland. The lakes and brook, in particular, are tightly linked with some wildlife dependent on both habitats, such as kingfishers which feed in one and nest in the other.

The corridor is recognised by a number of organisations as being a vital network of green spaces that will need to be addressed in the future Greater Cambridge Local Plan. It is, however, an area that is often over-looked in discussions about Cambridge's biodiversity and green spaces. Indeed many residents have only recently discovered the area, as a result of the COVID-19 lockdown drawing attention to lesser known green spaces accessible for exercise.

The following information is taken from the FCHB report "*Wildlife and conservation of the Cambridge lakes and Cherry Hinton Brook: A summary overview of existing information*", updated with information in the 2018 Local Plan. Additional information on the wildlife and conservation work undertaken along Cherry Hinton Brook is available on our website:

<https://friendsofcherryhintonbrook.org.uk/>

Cherry Hinton Brook is a chalk stream, arising from springs at Giant's Grave in Cherry Hinton and flowing through Cherry Hinton, the eastern suburbs of the City and north-west through Coldham's Common to the River Cam. Chalk streams (a priority habitat under the European Habitats Directive and in the UK Biodiversity Action Plan) are a globally threatened and rare habitat. There are only a few hundred chalk streams in the world, confined to north-west Europe. The vast majority (just over 200) are in England, with many of them now, like Cherry Hinton Brook, under threat from a range of pressures. The stretch of chalk stream running from Daws Lane, near Cherry Hinton Hall, north-west for approximately 1.7km before being swallowed by a culvert just past Coldham's Lane, is **City Wildlife Site 11 (Cherry Hinton Brook)**, which recognises its rare status as a chalk stream and the important wildlife such as the Water Vole that is found within it.

The lakes and open spaces adjoining the Brook are equally important, as testimony to the little known but important industrial past of Cambridge, and also for the wildlife habitat and healthy green spaces that has now taken its place. A century ago this area was dominated by the Norman and Saxon cement works and the marl pits from which the raw materials were extracted. Since the closure of the last factories in the early 1980s, the area has become an important haven for wildlife of many kinds.

Under Policy 16 of the 2018 Cambridge Local Plan, the lakes are part of an area that has been approved for primarily passive outdoor recreation opportunities in the form of a new urban country park (see map on p.3). The Local Plan states that development of this area will only be supported where, among other things, a detailed feasibility report is submitted, the form and nature of public access to the urban country park are established, and existing sites of local nature conservation importance are recognised. The Local Plan states that: “Future uses will need to be sensitive to the nature conservation value of some of these sites. The former landfill sites at Coldham’s Lane include areas of potential ecological importance.”

Over 90% of the area south of the railway line comprises a designated City Wildlife Site and/or protected open space. The lakes were included in the *2006 Cambridge City Council Nature Conservation Strategy* as one of a number of potential new Local Nature Reserves to be designated by 2016, indicating the importance of these bodies and the adjacent brook and open spaces for wildlife. The following spaces are designated as City Wildlife Sites:

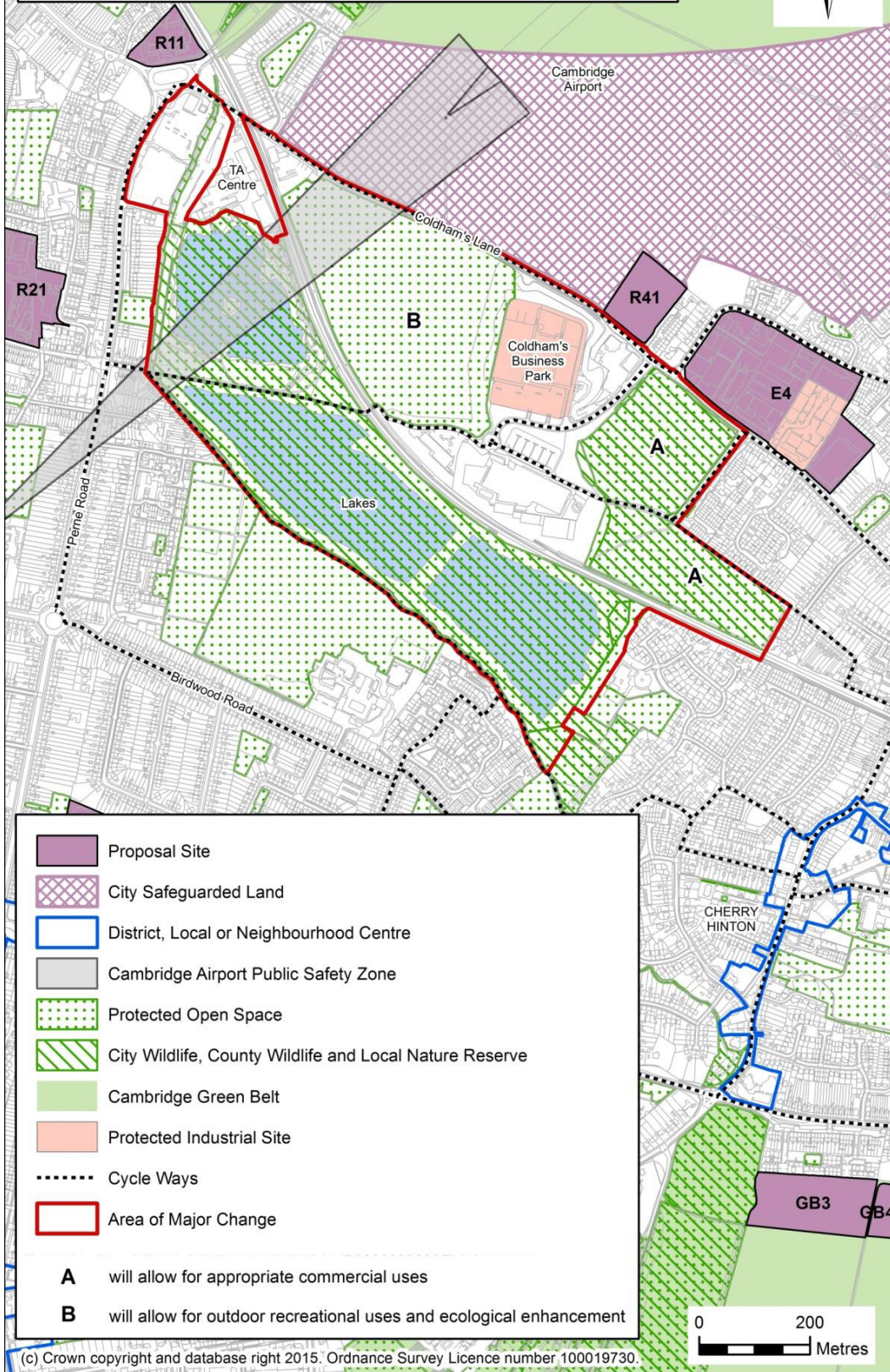
City Wildlife Site 48: The Spinney and Hayster Open Space – the Brook runs adjacent to this site, and through the grounds of Cherry Hinton Hall.

City Wildlife Site 17: Coldham’s Lane Old Landfill Site (areas marked A in 2018 Local Plan): this is also protected open space. The vegetation on this site was controversially cleared in 2013 and again more recently, which has led to significant loss of wildlife habitat. The Local Plan states “Any redevelopment of the eastern portion of the landfill sites marked as areas A on Figure 3.4 will require ecological enhancement as part of any redevelopment on site and provision of enhanced wildlife habitat and publicly accessible open space on the western portion of the landfill sites marked as area B on Figure 3.4.”

City Wildlife Site 40: Norman Cement Pits – covers the two main lakes that are accessible only to members of Cherry Hinton and District Angling Club and other permitted users such as emergency services. It is also designated as protected open space. This area in particular has been subject to a long-running debate about its future development as part of the proposed “urban country park”. The Council has established a Lakes Working Group to facilitate stakeholder discussions. There are multiple interests in the area which for many years has also been subject to trespassing and anti-social activities in warm weather. There is very limited land around the water bodies and a number of safety and access issues, which will present challenges to opening the site to the public and which are likely to limit the range of activities that could be undertaken there. There is a broad consensus that this should be limited to the quiet enjoyment of the natural history of the area, primarily through walking.

City Wildlife Site 18: CU Officer Training Corps Pit - grassland around the Territorial Army Pit (one of the three “lakes”)

Figure 3.4: South of Coldham's Lane Area of Major Change





PARISH COUNCIL

[REDACTED]

29th December 2020

Dear [REDACTED],

EASTERN ACCESS CONSULTATION

Reach Parish Council has considered the Greater Cambridge Partnership's (GCP) proposals for improving access to Cambridge from the east of the city. The Parish Council wishes to make the following observations, based in large part on returns from a recent residents' survey conducted in support of our emerging Neighbourhood Plan.

The Parish Council welcomes work to improve the quality of access and believes that such an initiative is essential to reduce congestion, reduce the carbon footprint of transport activity to the east of Cambridge and to improve the quality of life for local residents.

However, the Parish Council considers that current proposals give insufficient consideration to the impact on communities living along the B1102 corridor beyond the Quy interchange, including Reach. The Parish Council judges that, if implemented as proposed, i.e without investment in high quality public transport to serve those communities, the net result will be a significant deterioration in the quality of life for our residents. Many of our residents travel regularly, if not daily, to Cambridge for work, education and to access health, leisure, and retail facilities in the city. We make a significant contribution to the prosperity and quality of life in Cambridge.

The Parish Council has a particular concern that the environmental benefits identified for Cambridge in the proposals will create additional congestion at the Quy interchange, resulting in longer journey times and additional challenges to accessing Cambridge's amenities for the less mobile of our residents.

In summary, Reach parish Council do not feel that the interests of Reach residents are well served by the proposals in their current form. In particular we request that far more emphasis is given to the development of public transport and low impact private transport beyond the bounds of the development program. We request that GCP liaises in depth with East Cambridgeshire District Council, the PCs of the B1102 corridor and private transport providers to deliver an integrated, environmentally sustainable, affordable and inclusive transport system for our residents.

Yours sincerely,

[REDACTED]

[REDACTED] Reach Parish Council



Date: 28 January 2021

Contact:
Telephone: [REDACTED]
E Mail: James.Palmer@cambridgeshirepeterborough-ca.gov.uk

Rachel Stopard
Greater Cambridge Partnership
Shire Hall
Cambridge
CB3 0AP

The Mayor's Office
72 Market Street
Ely
CB7 4LS

Dear Rachel

Cambridgeshire and Peterborough Combined Authority Consultation Response: Eastern Access

Thank you for the opportunity to respond to the consultation. The CPCA welcome the opportunity to continue to work with the GCP on the development of this scheme that form a fundamental component to the CAM project.

It is important that due consideration is given to all active travel modes (including e-scooters and equestrian users) to ensure a holistic and integrated transport network is provided for the people of Cambridgeshire. It is imperative that these options align with the Local Transport Plan and the recently adopted CAM: LTP sub-strategy. These schemes need to be embedded into the overarching transport network and offer a viable, sustainable alternative to the private car. The interchanges need to offer seamless transfer between modes and be in accessible locations to help reinforce the sustainable transport message.

When designing the active travel component of the proposed schemes, it is essential that due consideration is given to end users and provide the appropriate level of infrastructure. The routes must be planned, designed, built and maintained to be inclusive for all members of society. The schemes should form part of a network-wide plan and be integrated into the wider active travel network. This should ultimately ensure that existing and proposed routes are coherent and address the travel needs of the area. Trip generators include education sites, retail, healthcare facilities, businesses and public transport facilities; therefore, due consideration should be afforded to the links to these origins and destinations.

The Eastern Access scheme will form an important component to the public transport and active travel "offer" to the east of Cambridge. With the anticipated growth in the east of Cambridge, including the expected development of the current Marshall site, there is a need to ensure that the various components of the Eastern Access scheme are integrated into the plans and delivered for this area of the city; thereby decreasing the dependency on the private car to/from any planned development.

The Eastern Access scheme must complement the wider CAM project, especially the tunnelling section of the project. CAM's tunnelled section will offer the opportunity for access into and across the city in a timely and effective manner for Cambridgeshire's residents and therefore it is imperative that the Eastern Access scheme seamlessly integrates with this component.

In addition, during the development of the Eastern Access scheme it is important that due consideration is given to the potential impact on the Fen Ditton and Milton interchanges on the A14. Both these interchanges offer vital connections to the north, east and central Cambridge

The Mayor's Office,
72 Market Street,
Ely, CB7 4LS



and therefore it is important that the Eastern Access scheme does not adversely impact on the operation of these key junctions and seeks to improve them whenever possible.

Yours sincerely,



(Chair of the Combined Authority's Transport & Infrastructure Committee)

James Palmer
Mayor of Cambridgeshire and Peterborough

