



Cambridgeshire
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Campaign to Protect Rural England

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CPRE Cambridgeshire and Peterborough is our
local branch of CPRE, a national charity. We
speak up for the English countryside: to
protect it from the threats it faces, and to
shape its future for the better

7 April 2018

Dear Sirs

Cambridge South East Transport Study

CPRE Cambridgeshire & Peterborough submit the following comments on the Transport Study.

Phase 1 - Elements common to all strategies

We support the proposed improvements, and leave comment on the detail to interested parties with local knowledge.

(a) We commend the proposal for a Wandlebury multi-user underpass in the interests of safety for pedestrians and cyclists. However, we have reservations about the suitability of the underpass for horse riders. Even if riders were required to dismount and lead their steeds through the underpass, we think it would be alarming for a cyclist or pedestrian who is suddenly confronted by a horse in the underpass.

(b) We support the creation of the Linton Greenway. It will enable safer cycle connections to employment centres (Babraham Research Campus, Granta Park) and promote health benefits for the cyclists themselves.

(c) While we approve the proposed location of the Park & Ride (P&R) in the vicinity of A11/A1307 (Strategies 2 and 3), we feel serious consideration should be given to an additional P&R to be located at Haverhill as this would encourage car drivers to change to bus services into Cambridge at a much earlier stage on the A1307 before it joins the A11. The more people who travel by bus, the fewer cars on the A1307.

(d) We feel that every effort should be made to persuade car owners to leave their vehicles at P&R sites. If fifty-six adults can be persuaded to leave their cars at a P&R site and get on one bus, that would significantly reduce the number of cars on the road.

(e) We urge that serious consideration be given to the type of fuel buses use (diesel, petrol, hybrid, electric) to ensure the least pollution, and also ensuring that up-to-date buses are used with comfortable seating, wi-fi etc. and that fares are set at affordable levels.

(f) We approve of the location of a rural hub near Bartlow Road roundabout.

(g) We are concerned about rat-running traffic through the Linton, with its historic narrow streets bordered by listed buildings and equally

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concerned about rat-running on the neighbouring narrow rural roads. Every effort should be made to discourage rat-running.

Strategy 1

We strongly oppose the creation of a Mass Rapid Transit (MRT) route because:

- (a) It will harm to the landscape.
- (b) It has potential to harm to Nine Wells Nature Reserve.
- (c) It will cause Increased urbanisation of the countryside. The land between Stapleford/Great Shelford is a precious strip of open land, in the Green Belt, essential for the preservation of the setting of Cambridge.
- (d) The locations of the three bus stops are too far from the centres Great Shelford, Stapleford, and Sawston to be of practical help to commuters from those villages.
- (e) The proposal is premature while other longer-term transport strategies are being considered. However, if the Route were to be approved, we urge that consideration should be given to putting it underground in a tunnel or in a cutting for the most sensitive section of the route below Magog Down.
- (f) An alternative for a MSR route for buses would be to re-open the Haverhill-to-Cambridge railway line. Such a line would not be any more intrusive on the landscape than the MTR as it is expected trains could be fuelled by batteries rather than overhead electric lines.
- (g) The cost of the scheme of estimated £130-£145m is the most expensive of the three strategies.

Strategy 2

We prefer Strategy 2 with an inbound bus lane from Babraham Research Campus to Babraham Road Park & Ride and a new dedicated public transport link to the Biomedical Campus.

- (a) It is regrettable that it requires a new road across open countryside in order to provide an additional route to the Biomedical Campus.
- (b) This needs to be carefully routed to avoid impact on the Nine Wells Nature Reserve.
- (c) The proposed link should include a parallel cycle, as this would make cycling to the Campus much easier than the present already overcrowded path on Babraham Road.
- (d) This might be a more attractive option for bus companies than Strategy 3 where, if it proves impracticable to build a bus lane, buses will be slowed, a situation exacerbated by possible additional traffic from the proposed development of several hundred houses on either side of Worts' Causeway. We are surprised by the failure to show the new housing developments proposed on Worts' Causeway on the map provided with the consultation document.

Strategy 3

We consider Strategy 3 may prove to be impracticable because:

- (a) It is unlikely that there is room for a bus lane all the way from Babraham P&R to the Addenbrooke's roundabout unless pavements are used, particularly the section from Red Cross Lane to the roundabout, making it more difficult for people walking or cycling.
- (b) It will be difficult for cars leaving the new Nine Wells housing development to cross the bus lane.

Yours sincerely

Shirley Fieldhouse

CPRE Cambridgeshire & Peterborough
Committee member