

Greater Cambridge Partnership Cambourne to Cambridge Consultation Responses 2017/18

Form of Delivery	Text
Facebook	Dont believe the bus bit,you might if your lucky have it for a while and then it will be gone.Thats what Stagecoach is famous for. All thats left is Bus Stops and no Bus.
Twitter	You've nailed your colours to the mast with "Cambourne to Cambridge better bus journeys scheme". Why only buses? Why not rail? Of course we all know that you have decided what the result of the consultation will be already as you did with the first consultation
Facebook	I would have something to add if you would listen. But you dont listen so ive nothing to say.
Facebook	Don't consider Stagecoach. They are another Sports Direct. Look at Cambourne , now outside of the day rider zone. Might aswell jump in your car. Stagecoach treat their staff like trash. We need Richard Branson or Alan Sugar to sort things.
Email	I have recently filled out the consultation survey regarding the proposed bus options from Cambourne to Cambridge. We currently live in Papworth and would be interested to understand would there be a connection point to this route from Papworth to give Papworth residents access to regular bus transport as well into Cambridge?
Twitter	Thump: Replacement Cambourne to Cambridge Better Bus Journeys Phase One 28 page consultation doc arrives. Still misleading @greatercams
Email	Dear Greater Cambridge Partnership, Having seen that you are considering as route C putting a busway through the Coton orchard amongst other green spaces, you need to be aware that there have been bat sightings in the orchard. Have you been made aware of this before? Have you carried out a bat roost survey yet?
Facebook	The 428 only seems congested when the a14 is bad.
Twitter	Problems : (1) Cambourne to Histon by bus takes 1.5 hours, by car - 15 min. No direct bus. (2) At 7a.m. BOTH lanes from Cambourne to Cambridge are full - A428 is already overloaded (3) Bus tickets are extremely expensive.
Facebook	As the bandits running the City's infrastructure get more and more voracious, the number of 'consultations' increases. They ain't listening folks, the decisions have already been made, all you will be doing is filling in a series of questions along the lines of: 'Do you think the A14 should be widened to 100 lanes or do you agree that toddlers deserve to die in car accidents?' to justify more and more of our tax receipts to line the pockets of carpet bagging private companies and public/private 'partnerships'
Facebook	What they mean is Cambourne to the outskirts of Cambridge. They haven't any idea how the last mile or so will be organised.
Twitter	same applies to Cambourne to Cambridge off road busway! Waste of public money!
Twitter	Should it not be a fast #cambridge to #bedford service with a stop at #cambourne to link up with @eastwestrail services in the future? #CambourneToCambridge.
Twitter	"Your views count" but as chats with traffic officers on the #cambournetocambridge bus have said the @greatercams board makes the final decision and that doesn't have to be based on the majority opinion so it may that "your views will be ignored". Democracy is dead in Cambs
Email	The problem with all your current thinking is that you think everyone just wants to get into the centre of Cambridge, so get them to go by bike or bus. Actually, I need to get from Girton to Addenbrooke's. A disaster by bus - two rush-hour, peak traffic journey times. I'm 68, badly arthritic knees, cycling is not an option. All your buses go into town. Use some imagination. I have to drive. So I now cut through Eddington - not ideal for my car, nor the locals, Then down the M11. Cambourne to Cambridge. Probably into town again. We need an effective circular route that can move people about without having to bottle-neck them through the already choked middle of town. I don't have the answer, but you're the paid professionals.
Email	Having attended the P&R exhibition / consultation at the Three Horse shoes Madingley I have the following observation to make.
Email	Perhaps when you next have a go at your 'transport network 2017' map you might like to include the railway to Newmarket and Ipswich, which has been running along its present route for over 100 years. Of course I can appreciate that railways are not really part of your 'vision'.
Email	With regard to this consultation, the only option that makes any kind of logical environmental and long term viability is the Underground Light Rail or Tramway. Such a system popping up above ground to serve all the Park and Rides within the Cambridge area is what could and should be built. Long term any Bus Proposals will just be "Sticking Plaster" as has been shown by the poorly built though successful Busway to St.Ives. Thought also needs to be given to the extreme developments proposed in not only St.Neots (some near 6000 houses) but also its environs such as Wyboston Lakes in Beds (some 4000 plus houses) and perhaps to Tempsford (maybe 2-3000 pr more Houses). I do understand that the Ox-Cam link may well serve Tempsford but a link via Light Rail or Tramway as well to the St.Neots and Wyboston Lakes would open up so many more travel opportunities leading to a serious reduction in Road Traffic, a desire that cannot just be wished for but one that needs radical, intuitive and expensive solutions.
Twitter	Worried about the Westfields busway plans? Come to the Rugby Club in Newnham tomorrow 10-12noon and quiz @greatercams officers about #CambourneToCambridge. I strongly recommend Route B w/o the gantries which is the only Route that has community support.
Email	Good Morning, I've been reading the Greater Cambridge Partnership site about the C2C project and wanted to provide some feedback which I hope is helpful. We moved to Papworth Everard from Greater Manchester in July 2016 and have two daughters. I drive to work in Fulbourn most days and sometimes choose to cycle. I'd prefer to cycle every day - but I find getting in and out of the village by bicycle on the A1198 to the Caxton Gibbet unpleasant at best and pretty terrifying at worst. When I drive, I leave the house at 6:35am, and often queue for ~20 minutes on the A1198 just to get to the A428. At this time of the day it's just crazy. Considering how close we are to Cambridge, we were genuinely surprised how poor the public transport to/from the city is. There was a request in our community magazine asking for feedback on transport hubs, shuttle buses and greenway cycle paths. Here's some feedback, and then some other ideas. 1. Parking areas and more frequent buses into Cambridge. Yes please! In terms of thoughts for parking. Perhaps space could be found/extended on or around the industrial estate at the top of the village? 2. Shuttle bus to new hospital. Sounds like this would be invaluable/essential for the many hospital staff who live in the village. Great idea. 3. Shuttle bus to St Ives/Cambourne to access existing links. Yes please again. It's incredible how much better connected Cambourne is when we're just a couple of miles apart. And St Ives is a lovely town to have direct, easy access to anyway - even without considering the access to the guided busway that this provides. Frequent, direct and reliable links to each of these locations would be a real improvement for the village. For other ideas: • Please, please, please can we have a cycle/pedestrian link to Cambourne. This would make a tremendous difference. I'd cycle to work most days if this was the available - as the cycle from Cambourne into Cambridge isn't too bad. • And if this can be extended to Cambridge and/or to wherever the new terminal for the Cambourne to Cambridge guided busway might be - then even better! • If we had a 'green way' into Cambridge I would use this every week day by bike to commute to work. • Or even for starters could we have a cycle/footpath from the village to the Caxton Gibbet. The number of people I see walking along on the grass verge of the A1198 is worrying. It must be very unsafe. • Please can access to the A428 from Papworth be looked at? A slip road to join the road going east from the A1198 would alleviate that massive queue in the mornings. Or maybe some other solution is possible. • Another idea could be a cycle path out to join up with the existing St Ives>Cambridge busway. Not to use the bus, but to make use of the cycle/footpath into Cambridge. • Please can we have electronic bus display boards at our bus stops
Email	Absolute absurdity - no way to open - and see if it in fact it has any merit. One would think a small part of thought might have gone into Thought. USLESSNESS.
Email	Good Morning,
Email	Only recently Madingley Road suffered huge upheaval during the development of Eddington and to think this could happen again so soon is insupportable. Of far greater importance is the fact that now we try to prevent too much vehicle traffic going into town, of greater use, and kinder to the planet, I would opt for safe and segregated cycleways and safer walking paths for pedestrians rather than a bus lane.
Tweet	If people knew details of "destination" in Silver Street there would be an outcry. GreaterCams consulting only on bit in the middle of their route, presumably to get a 'fait accompli' in their assault on Cambridge
Tweet	Where does it all end ? : £100m Cambourne to Cambridge busway FOI confirmed as having ts' potential terminus in Silver Street, but details of exact requirements never discussed by Joint Assembly or Executive Board :whatdotheyknow.com/request/423496...
Tweet	If people knew details of "destination" in Silver Street there would be an outcry. @GreaterCams consulting only on bit in the middle of their route, presumably to get a 'fait accompli' in their assault on Cambridge
Tweet	Yes, GCP, your credibility is zero and will remain zero until you remove any offroad bus option and apologise for ever considering one.
Email	Thank you for your email . It is reassuring that you are listening to our feedback. We will complete the survey. I would like to reinforce a couple of points about the park and ride and the routes. If you already expect the park and ride at Madingley Mulch to be at capacity by 2031 then it is not future proofed and we and others would say that it cannot and should not need to be expanded. There would be fierce opposition to any expansion plans. We understand that you would need separate authority to expand but the point being any expansion at this location will be the death knell for the green belt and Coton Corridor. In regards to the routes, with some thought the off road routes can be routed more sensitively mitigating the effects on current residential properties. As we discussed, we are vehemently against the off road routes and the park and ride at Madingley Mulch but get the impression that this is going ahead anyway so wanted to suggest some mitigation measures that you could take into account. I hope you have a merry Christmas and we wish you a happy new year. Hope you have a good break.

Letter	<p>Dear Sirs,</p> <p>Although I have already completed my return for the GCP Cambourne to Cambridge consultation, I would like in this letter to bring to your attention some interesting information from the Department for Transport as recently reported in the Cambridge Independent newspaper (20th December 2017).</p> <p>As a resident of Madingley Road I am a member of the Madingley Road Area Residents' Association (MRARA), which has tried to make a constructive contribution to the current consultation by highlighting the increased need for pedestrian and cyclist road safety in view of the increased usage of Madingley Road by both groups. This follows firstly the expansion of the University of Cambridge West Site and more recently the development of North-West Cambridge as a residential site for both a university and a general population.</p> <p>As residents of Madingley Road we have witnessed the increase by pedestrians and cyclists, but it is interesting to see that the figures from the Department for Transport confirm our general impression by recording the increase in cycle use along our road as +194% in the period 2000-2016. While this may reflect an increase in general cycle usage, the substantial increase results from the expansion of the University of Cambridge West Site which draws commuting staff and students to and from each day along Madingley Road. However, the cut-off date for these figures being 2016 means that this already substantial increase cannot in any way record the further increase since that time from the development of the North-West site, where the entire transport strategy rejects private car use in favour of bus but particularly cycle use by all residents.</p> <p>It is the view of our residents' association that this huge current and future increase in cycle commuting both city in-bound and out-bound must be catered for by the provision of new cycle-lanes which, unlike the current shared-usage provision, are fit for purpose both for cyclists and pedestrians. Neither the wider north-side path nor particularly the narrow south-side pavement can cope safely for cyclists and pedestrians even at present, and collisions do and will increasingly occur with the risk of serious injury to either or both parties.</p> <p>It is our constructive proposal, therefore, that rather than driving a new bus-lane down Madingley Road and thus increasing the already heavy flow of peak-time traffic, it is more far-sighted to look to the provision of modern infrastructure for more ecologically acceptable segregated cycle and pedestrian use, while improved bus services are provided by an additional off-road route via Grange Road into the city centre. Huntingdon Road has recently seen the creation of on-road cycle provision to serve student and general public cycle commuters. Madingley Road must already provide for cycle commuting for county residents, the West Site, the North-West site, three undergraduate colleges and two more specialist colleges of the university. Something real and far-sighted must be done for these communities to improve on the current poor, inadequate, and frequently dangerous shared-use provision for pedestrians and cyclists.</p>
Facebook	Another busway = more wasted money!! The road needs improving and turned into a duel-carriage.
Facebook	Sort the bus company out first. Stagecoach seems to be a law unto themselves.
Facebook	Monorail is the way ahead not another Guided busway full of "Bus Waxxxx" to quote the Inbetweeners ☹️ Or hanging rail like in German Bus way is so far behind the times.
Facebook	How about improving transport from St Neots!
Tweet	Never been clear if @GreaterCams conducted a proper environmental assessment on their Park+Ride sites & Cambourne to Cambridge route options. Modest snow & rain & Bin Brook floods now. Never forget The Backs etc. are on watermeadows & flood plain. Waterbuses?
Facebook	Most of the traffic comes from St Neots to Caxton roundabout how would any of this help a bus way from St Neots to Cambridge would be better and reduce traffic.
Facebook	A guided busway would be great
Facebook	What about joining Papworth to the scheme very limited bus service to Cambridge.
Facebook	Just one question. Why does it have to be 'guided'? Why waste money on that part of it? You still need a driver.
Twitter	Thanks for the chance to comment on the Cambourne to Cambridge Consultation @greatercams. Plan C would 100 better extend out to St Neots with the off-road guided busway and all delivered before 2024 and Cambourne additional 8000 houses. #OnTheBus #OnYourBike #SouthCams
Letter	<p>Cambourne to Cambridge Consultation - I believe that it is important to view this project as a whole and not to consider it piece by piece.</p> <p>Location of Park and Ride Site</p> <p>Scotland Farm has the advantage of:</p> <ul style="list-style-type: none"> • A much more acceptable Environmental impact than the Waterworks Site • Is nearer Cambourne, Hardwick Bourn and Toft hence lower pollution from motor vehicles. This will mitigate the resultant higher bus operating costs and consequent emissions. • Making use of the Blue Cycle Bridge over the A428, it will within easy cycling or walking distance from Hardwick • A Bus Lane will have to be made alongside the existing road into Cambridge needing some road widening between the Madingley Mulch Roundabout and the existing Park and Ride site. • The route into Cambridge over Magdelain Bridge is well proven and circles around the entire City Centre. • No Agricultural Land would need to be sacrificed <ul style="list-style-type: none"> • Cotton village would be saved. • Less Public money would be required than other possible schemes <p>If the alternative Waterworks was chosen for the Park and Ride site coupled with either of the other routes</p> <ul style="list-style-type: none"> • The Environmental impact of the site itself would be very considerably worse with site being clearly visible for many miles, to the South • Agricultural Land would be required • Cotton village would be very badly affected • Grange Road would be badly affected and one of the more historical areas of Cambridge spoilt. • There is no apparent route for the Park and Ride buses to circulate around the City Centre as does the present route. • Changing buses in order to access the whole City Centre would not be acceptable • A new bridge would be required to cross the M11. • More Public Money would be needed which could be invested elsewhere in the County
Email	<p>Dear Sir/Madam,</p> <p>I have significant concerns about the proposed park and ride site at Scotland Farm.</p> <p>I do not feel that placing a park and ride so far out of Cambridge at Scotland Farm is worthwhile. How would this be utilised? A lot of local people will drive to the current site as this is in Cambridge. Cycle access is that much further out of the city for normal commuters. Is this not environmentally and economically unsustainable? Does the park and ride not just displace the already huge amount of traffic to an area slightly further out.</p> <p>Please also note that the increase in traffic through Dry Drayton, Scotland Farm and Hardwick would have a massive negative impact on the local environment and road network which is already at bursting point. The increase in traffic especially through Scotland Farm has been significant over the last few years - much of which is excessively speeding. There has been a significant amount of road traffic collisions particularly at the Scotland Road Industrial Units already - we as residents campaigned for a reduction in speed limit because of this, how is this park and ride going to help this situation? The noise pollution alone is significant.</p> <p>Also, Scotland Farm has a large number of residential houses (at least 25 dwellings) that will suffer significantly from the extra traffic, the views will be ruined by building on the fields behind our homes, not to mention light and noise pollution from the Park and Ride site during and after construction. Please also explain how the residents here will ever be able to sell their houses as this will surely significantly devalue our properties.</p> <p>Another worry is that this will lead to a further development precedent such as petrol stations, fast food restaurants etc.</p> <p>Why is the Girton interchange not being considered as a sensible option - look at the extensive development going into that junction already... surely this is viable?</p> <p>Please take this email as an official objection to the proposed park and ride site at Scotland Farm.</p>
Email	<p>Thanks for the clarification but it's all a great waste of money whichever situation is chosen unless you spend the money putting the P&R on A428 at Girton interchange.</p> <p>Anything else is a waste of money. The current situation is a result of some idiots not building the Girton Interchange properly and then further idiots perpetuating that error by going ahead with the Revised Girton Interchange without correcting it. A no right turn off Madingley Road onto M11 south solves the traffic delay. Someone suggested the other day putting that traffic out through Coton. There's a thought</p>
Email	<p>Would it be possible to have an off-road sheltered cycle path as an option?</p> <p>Perhaps with an airport style conveyor belt up the hill on St Neots Road A1303 toward the American Cemetery to assist with the uphill portion of the route?</p> <p>I believe this would encourage a huge amount of people to cycle and not drive or take public transport as they are sheltered from the elements, safe from road vehicle danger and have assistance with the steep hill.</p> <p>Radical, perhaps, but this is Cambridge after all. This could be an opportunity to show not just the country, but the world how serious we are about safety, congestion, health, emissions, the wider environment and wellbeing of people.</p> <p>What are your thoughts on this?</p>
Email	<p>Whether I am for or against a given bus route is I think academic to this feedback. I am very worried about the way this process is being conducted and that now, 2 weeks before the end of this consultation, you are advising people that there are errors in information provided to people which include:</p> <ul style="list-style-type: none"> - That both Scotland Farm and Waterworks are in greenbelt - That journey times are very different from those advised <p>My main issue however is that you are really making it very difficult for people to change their responses. I think under the coming GDPR legislation and existing best practice the chances of people being able to respond in an effective way, within the time remaining, there is almost no chance of people amending their views based on very different advice. How, for example are people who do not use, or have access to, email going to be able to adjust their responses? I'm aware of neighbours who have taken part in this survey receiving no notice of these changes.</p> <p>Furthermore if people DO go to the website there is nothing to tell them there are errors or significant changes at this late stage.</p> <p>I would really appreciate hearing what advice GCP is giving people.</p>
Tweet	The biggest improvement will be to ensure the new Bedford-Cambridge rail line comes through there. Another crumbling, £200m guided busway is the last thing anyone wants #CambourneToCambridge
Letter	<p>CAMBOURNE TO CAMBRIDGE BUS JOURNEY — PHASE ONE</p> <p>Having lived to the west of Cambridge for some 30 years, when during that time we travelled into the city each weekday and still have links to the area, we have studied the consultation document in close detail, and now request the following observations and comments be placed on record as being part of the ongoing consultation into the above.</p> <p>WE WOULD SUPPORT ROUTE B AS A PREFERRED OPTION</p> <p>A new park & ride centre at Scotland Farm would ease much more congestion from the west, than creating one further towards Cambridge i.e. Cambridge Waterworks site. Route B has the least environmental impact of all options and would be substantially less costly to implement.</p> <p>Question we would like answers to:</p> <p>From the consultation document, we are not clear on how the suggested schemes would be funded. Is this a CCC/central government funded initiative, or a public/private initiative (PPI)?</p> <p>Who would run the actual service? Having proposed to spend the vast monies indicated, the scheme would only be workable, reliable and cost effective for users, as the organisation appointed to operate the scheme.</p> <p>How will the buses be fuelled? Electric, fossil fuel, or a combination, etc In conclusion we make the following observations:</p> <p>Cambridge City Centre should stand for its renowned seat of learning, its historic architectural heritage and its place as a premier tourist attraction. All other areas of be they housing, warehousing, manufacturing, employment etc, should all be placed outside the city environs, which would ease present and future congestion considerably.</p>

Email	<p>Response to proposals for bus lanes on Madingley Road</p> <p>We do not need bus lanes, particularly as modelling appears to indicate that the reduction in journey times would be negligible – probably within the uncertainties of the model. They would bring marginal benefit at huge cost and disruption. The problem is cars, and so a congestion charge would reduce this problem, improve air quality and provide some finance for a free bus from the Park & Ride into the centre of the city. Essentials are properly designed and segregated cycle tracks and pedestrian footpaths into the city.</p>
Twitter	<p>Been at this @GreaterCams workshop since 6.25pm. Interesting info, some of it seriously misleading. Good to share views with other community reps & point out holes & flaws in the plans to coerce us to accept option C</p>
Email	<p>Dear Sir or Madam, Cambourne to Cambridge Better Bus Journeys Consultation</p> <p>Having already participated in the online survey, I also wish to express the following views:</p> <p>"Better" bus journeys are most unlikely to be opposed by anyone. The relevant questions are the relative priority to be given compared with other priorities, the absolute and relative costs - financial, environmental and social – of alternative means of achieving the competing priorities, and how these costs and benefits are distributed over time and between generations.</p> <p>In the project documentation listed on your website the thrust of most of it seems to be that greater road transport capacity is necessary to accommodate commuting into Cambridge City from sharply rapid population growth to the west of the City; that such population growth (centred on Cambourne and Bourn Airfield) is inevitable and even desirable; and that the preferred transport capacity should be met by buses, with an apparent preference for such buses to run on a new off-road route as it nears the City's outskirts.</p> <p>Yet little of this is inevitable: alternative choices can be made. Since employment growth in Cambridge is distributed more to the north-east, east and south it does not seem sensible to incentivize commuting into the west of the City or through its centre by encouraging population growth to the west. If commuting into Cambridge is to be supported, it seems far more sustainable to centre population growth making use of the existing rail connections – north towards Ely, east towards Newmarket and south towards London. The Cambourne axis seems to be the very last one would wish to encourage.</p> <p>However, if one did accept the premise that "better bus journeys" along this axis were needed, any consideration of the options should never have included an off-road option. In any of its route permutations it would inevitably blight for ever the beauty and calm of the western approaches to Cambridge and the setting of the City, so preciously fought for and protected during the last century. The area between Barton Road and Madingley Road is blessedly free of any access into the City carrying motorised traffic. Those using the Coton-Cambridge footpath and cycle route are some of the chief beneficiaries of this. For this route to be permanently despoiled by being crossed by or even running in parallel with high-speed buses should be unthinkable, even if quite reasonable alternatives did not exist, as they plainly do.</p> <p>Yet exorbitant sums of scarce financial resources have already been expended on this option. Such sumst could have directly benefited the public if these ideas had been killed at birth. In a period of austerity this misallocation of resources is itself a serious charge. However, the apparent willingness to countenance spending around £60m (at 2010 prices, even before land acquisition costs) of public funds for such a project seems quite extraordinary.</p> <p>Thus, if bus journeys along this western axis have to be "better" in terms of making use of significant infrastructure investments, I hope that off-road options are henceforth ruled out, and resources focused on the efficient use of existing roads. Here Option B appears much the most promising base on which to optimize further, offering as it does higher capacity in both peak-period directions, at contained costs. A new P&R sited at Scotland Farm seems by far the less objectionable of the two choices cited in the consultation, although it is unclear why a remoter site outside the Green Belt could not have been given.</p> <p>However, more generally, the whole premise of the argument, based on encouraging commuting by road from mis-located new residential development, should be revisited.</p> <p>Yours sincerely</p>
Email	<p>To whom it may concern,</p> <p>Re Cambourne to Cambridge Bus Plans</p> <p>I am writing to say that having read the Greater Cambridge Partnership brochure regarding proposed plans for a new bus way into Cambridge, I am absolutely horrified and appalled about the possible cost of Route C of the bus way plan. How on earth can a bus route costing in excess of £41-58 million (and could be a lot more as on top of this, as the land still has to be bought and concreted over) be justified. I fail to see how route C is in anyway a good use of tax payers money, when other very suitable options costing between 12.4 and 17.7 million are available and when the NHS is in such dire straits education has been suffering from cutbacks and so many people are living in poverty.</p> <p>Additionally Route C is not only a huge misuse of taxpayers money, it also has a massive environmental impact, carving up and concreting over precious green belt land.</p> <p>I have already filled out the online consultation form, but didn't feel I had voiced my opinion clearly in it, hence this email.</p>
Facebook	<p>A Park and Ride further up Madingley Hill certainly won't make it cycling friendly!</p>
Twitter	<p>Indeed. It could look like a giant Smarties tube if it's the right solution. To date we have not had a clear definition of the problem from GCP so any attempt to define a solution is pointless. The solution is certainly not a single bus route from Cambourne. Metro is multi-point</p>