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.

Email Only recently Madingley Road suffered huge upheaval during the development of Eddington and to think this could happen again so soon is insupportable.

Good Morning,

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.

Worried about the Westfields busway plans? Come to the Rugby Club in Newnham tomorrow 10-12noon and quiz @greatercambs officers about #CambourneToCambridge. I strongly recommend Route B w/o the gantries which is the only Route that has

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

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.

Greater Cambridge Partnership Cambourne to Cambridge Consultation Responses 2017/18

Hope you have a good break.

Email

Greater Cambridge Partnership

Cambourne to Histon via Bus?

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook

Twitter

Facebook
Lutter

Good morning, 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 information that I feel is of great importance and requires further consideration.

As a resident of Madingley Road, I am a member of the Madingley Road Area Residents’ Association (MARDRA), which has taken the lead in supporting the construction of a new bus route. I believe that this is an important step in improving public transport in our area.

However, I have concerns about the current bus route, particularly regarding the new bus-bay at Madingley Road. I feel that this bus-bay is not located in the most appropriate place and could be causing more problems than it solves. I would like to suggest an alternative location for the bus-bay, which I believe would be more effective in improving public transport in our area.

I would be grateful if you could consider my proposal and provide feedback on how it could be implemented.

Sincerely,

[Signature]
Response to proposals for bus lanes on Madingley Road

I have already filled out the online consultation form, but didn’t feel I had voiced my opinion clearly in it, hence this email.

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.

I have already filled out the online consultation form, but didn’t feel I had voiced my opinion clearly in it, hence this email.

However, more generally, the whole premise of the argument, based on encouraging commuting by road from mis-located new residential development, should be revisited.

Ongoing journeys on various financial forecasts have already been expended on this option. Such routes could have directly benefitted 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 continue even operating around Blunden (2011 prices, even before land acquisition costs) of public funds for such a project seems quite extraordinary.

Thus, if journeys along the 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 A appears most the most promising base to optimise 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 options cited in the consultation, although it is unclear why a remoter site outside the Green Belt could not have been chosen.

Having already participated in the online survey, I wish to express the following views:

“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.

In the project documentation listed on your website the threats of most of it seems to be that greater road transport capacity is necessary to accommodate commuting into Cambridge City from sharply rising 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 on a new off-road route as it were the City’s subsidiary.

The little that is inevitable. alternative choices can be made since employment growth in Cambridge is distributed more to the north-west, east and south. It does not seem to be inevitable increasing commuting into the west of the City or through it centre by encouraging population growth to the west. A competing into Cambourne has 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. 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 even for the beauty and calm of the western approaches to Cambridge and the setting of the City, so previously fought for and protected during the last century. The area between Barton Road and Madingley Road is basically free of any access into the City carrying excessive traffic. Those using the Cam Cumborne footpaths and cycle routes 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 would be unthinkable, even if it was reasonable alternatives did not exist, as they plainly do.

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 even for the beauty and calm of the western approaches to Cambridge and the setting of the City, so previously fought for and protected during the last century. The area between Barton Road and Madingley Road is basically free of any access into the City carrying excessive traffic. Those using the Cam Cumborne footpaths and cycle routes 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 would be unthinkable, even if it was reasonable alternatives did not exist, as they plainly do.

However, if coomuting 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. 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 even for the beauty and calm of the western approaches to Cambridge and the setting of the City, so previously fought for and protected during the last century. The area between Barton Road and Madingley Road is basically free of any access into the City carrying excessive traffic. Those using the Cam Cumborne footpaths and cycle routes 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 would be unthinkable, even if it was reasonable alternatives did not exist, as they plainly do.

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 even for the beauty and calm of the western approaches to Cambridge and the setting of the City, so previously fought for and protected during the last century. The area between Barton Road and Madingley Road is basically free of any access into the City carrying excessive traffic. Those using the Cam Cumborne footpaths and cycle routes 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 would be unthinkable, even if it was reasonable alternatives did not exist, as they plainly do.