

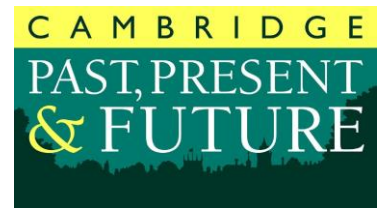
Greater Cambridge Partnership

By email to:

Amy Barnett Project Manager Atkins

c/o contactus@greatercambridge.org.uk

21/02/2022



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

Phone 01223 - 243830

www.cambridgeppf.org

Dear Amy

Response to Waterbeach to Cambridge Public Transport Scheme workshop 9 February 2022

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 Hinxton Watermill.

Cambridge Past Present and Future has responded to previous consultations in August and December 2020.

General Comments

Our main concern in relation to the area covered by this project is the potential negative impacts of new infrastructure on landscape, ecology, heritage and the green belt. CambridgePPF has previously raised concerns with you and the GCP Executive Board that there are several project teams employed to work on transport schemes in this corridor with a risk that the cumulative impacts are significant. There is also the potential for the duplication of effort and unnecessary harm.

We are pleased that there now seems to be a recognition that further cycle provision is not required given there are already two cycle routes with two further cycle routes being progressed.

However, we are unclear how the busway fits with the A10 upgrades and this was not covered at the workshop. A public consultation for A10 options has taken place and this included options for a new road, dualling and junction changes. Each of these would present opportunities or challenges to the busway scheme. To us, it would make sense if these two projects could be more integrated so that the public can understand how they would complement each other and also understand the cumulative impacts. I would be grateful if you can respond to me on this matter. In our view it is almost impossible to respond to proposals for the busway without understanding what is planned for the A10.

I attended the workshop on the 9th February and wish to make the following comments in relation to the issues raised.

Focus area: Park and Ride

The provision of two Park & Rides raises significant concern about unnecessary development in the green belt and large areas of countryside being surfaced in tarmac. Placing a new P&R within the yellow area of search would result in having two park and rides between 2 to 4 miles of each other.

Your thinking regarding the Park & Rides and routing seems muddled. The western route would not serve Milton P&R; the central route would, but because you have ruled out crossing the landfill the buses would then have to divert significantly to join the western route (thus adding to journey time). Concern was expressed at the workshop by a bus operator that the Waterbeach P&R would undermine the viability of buses using the Milton P&R. It is unclear how the busway would be located in relation to both Waterbeach New Town and a Waterbeach P&R and the impact that connecting these might have on journey times. Have you considered that the Milton P&R could be reduced in size (returned to natural habitat) and used purely for park and cycle/walk, with a new P&R at Waterbeach which operates via the western route? A Waterbeach P&R would be too distant from Cambridge to be successful as a park and cycle site.

The location of Waterbeach park and ride must have minimal impact on the countryside, ecology and heritage. Not only the visual impact of the built structures and car park but also the lighting.

Focus area: Active Travel

CPPF are pleased to hear that that you recognise the active travel schemes that are already planned. Reiterating our concerns about unnecessary development, we consider that the busway need not include an active travel route if these are being provided elsewhere. This would lessen the land take of the busway as well as the cost.

A Waterbeach P&R would be too distant from Cambridge to be successful as a park and cycle site. Milton P&R could be repurposed as a much smaller Park & Cycle/Walk (no bus services). Location adjacent to the new police station ought to help reduce the likelihood of cycle crime and also enable cycle access to the police station. Much of the car park could be returned to nature to offset the impact of creating a new P&R at Waterbeach.

Focus area: Busway Stops

The type of bus stop proposed is very concerning to us and we are likely to object to these as unnecessary and over development in the Green Belt and contributing to urbanisation of the countryside – especially in flat, open country. The proposed stops serve small villages and are distanced from them, in our view they should be conceived as “halts” with minimal facilities.

Focus area: Milton Landfill

If the Milton P&R is retained for use by buses and served by the busway and if the route avoids the landfill site; this would mean that both the western and central route will have to divert into the Milton P&R before diverting to the west. This will add journey time and is at odds with the purpose of the scheme which is to provide rapid transport.

I trust that you will take our comments into consideration.

Yours sincerely

Sarah Nicholas
Principal Planning Officer