

# **GREATER CAMBRIDGESHIRE PARTNERSHIP**

## **STRATEGY 1: PROPOSED BUS ROUTE**

### **JOINT MEETING OF STAPLEFORD, ABINGTON, DUXFORD, Gt SHELFORD, HINXTON, & SAWSTON PARISH COUNCILS**

Held on the 24<sup>th</sup> July 2019 at the Jubilee Pavilion, Gog Magog Way, Stapleford, CB22 5DQ at 7.30pm

**PRESENT:** Cllr H Kettel: Stapleford PC: Chairman

Clerk: Belinda Irons: Stapleford PC: minutes

Cllr P Brunning: Abington PC

Cllr M Hyde: Duxford PC

Cllr B Kettel: Gt Shelford PC

Cllr G Price: Gt Shelford PC

Cllr N Griffe: Hinxton PC

Cllr W Brown: Hinxton PC

Cllr J Martin: Sawston PC

Cllr B Milne: Sawston PC

Cambridgeshire County Council & Sawston PC Chairman: Cllr Kevin Cuffley

South Cambs District Council: Cllr Nick Sample; Cllr Peter Fane; Cllr Brian Milnes

#### **1. Declarations of Interests:**

Cllr Cuffley: LLF  
CCC  
GCP

Cllr Price: Cambs Cycling Campaign

Cllr Milnes: Cambs Cycling Campaign

Cllr H Kettel: Cambs Cycling Campaign

Cllr Brunning: Cambs Cycling Campaign  
LLF

#### **2. Greater Cambridgeshire Partnership Strategy 1: How it affects each Parish:**

Stapleford: Strategy 1 will cut through the Magog Downs which is a protected site and will go around the village tracking Mingle Lane.

It does not link up the hub of the village and adds no connectivity to the village, indeed creates another obstacle to movement by adding further traffic lights. A lost opportunity to improve connections, and enhance multi-modal

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transport. Dissects the village from its countryside setting thus destroying the unique feel of the village and destroying special environmental areas.

Gt Shelford:

Cuts the village off from Cambridge, provides no access or connectivity and creates the inevitable opportunities for developers to infill.

Abington: supports Strategy 1 but must have a Park & Ride facility nearby, favours connection to the surgery and the Village College etc in Sawston (not on the current route proposed). Proposed location of the Parks and Ride is unacceptable as it will draw traffic into the village.

Duxford:

Hinxton: supports Strategy 1 in principle but not necessarily the proposed route: advocates protection of the Gog Magog Downs and protecting the railway alignment onwards to Linton and Haverhill.

Strongly in favour of M11 Junction 9 being altered to enable south bound access thus removing heavy traffic from local roads and alteration to A14 north of Six Mile Bottom and southwest at Girton to enable traffic to go north and west from the south. M11: ie a Cambridge ring road.

Stongly supports a cycleway/walkway from Genone Welcome Campus to Whittlesford Parkway train station.

Sawston: supports: a travel hub is proposed for Sawston but one is already proposed at Whittlesford which has not been considered in conjunction with Strategy 1 proposals. This is potentially a duplication of facilities and costs,

3. Major Local Developments:

Chesterford Garden Village, Uttlesford: 5,000 new dwellings using existing infrastructure

Hinxton: Tesco owned land for development

Gonville and Caius, Duxford: major development proposal to infill between Duxford and the M11:

Agritech: currently at appeal

ARC: East-West Rail: Cambridge to Oxford link with 1 million new homes proposed

Huawei, Sawston: major business development

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Addenbrooks and Papworth: projected workforce of 45,000 attending site each day

M11 Junction 9: improvements are desperately needed to make the junction workable

A505: single lane road which is a major east/west route is already overloaded.

A1307: HGVs need more direct route to the M11

Impacts:

Infrastructure not fit for purpose

- a) A comprehensive review of all cumulative impacts is needed to ensure the most appropriate long term solution to land use, road congestion and pollution is achieved.
- b) The environmental impact must be minimal.
- c) The benefit to local residents has not been established.
- d) The financial impacts of Brexit have not been considered.
- e) The financial and logistical impacts of climate change have not been considered.

4. Suggested alternative routes and travel modes:

Discussion around Whittlesford Parkway and the inadequacy of GCP's proposal for an effective Transport Hub

Bus Way:

Benefits: Flexible transport: does not have to be restricted to set route

Less expensive than Light Rail but contested by Smarter Cambridge

Reduce private vehicles on roads

Reduce road congestion

Reduce pollution levels but tyre pollution adds particulates.

Comment: reliance on provision of cycleways and footways is discriminatory towards those with disabilities and the elderly.

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Costs: Cost would be equivalent to light rail if the scheme was done to a correct specification

Significant environmental damage and ongoing pollution issues

Still requires integrated transport scheme to be developed

Park & Ride sites needed

Continued pollution somewhere: even if buses are electrified, the energy needs to be produced somewhere which may increase atmospheric pollution

The ticket cost must be low enough or free to get more people out of private cars

The timetable must be frequent enough or free to get more people out of private cars

Increased pollution at crossing points

Interruption in traffic flow at crossing points

Interruption in traffic flow at bus stops

Substantial upgrade to power network required.

#### Light Rail:

Benefits: reduced pollution in relation to private vehicles and current buses

Existing track could be used with some modification

Reduce private vehicles on roads

Reduce road congestion

Reduce pollution levels

Gt Shelford station could be used as a bus terminal for the light rail.

Link light rail to Cambridge/Oxford line: would bring great benefit to all users

Railway alignment route through Stapleford and Gt Shelford

Costs: more expensive initial cost

Durnsford Bridge: pinch point

London Road Bridge: pinch point

Electricity Pylons: would need to be moved

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Mill Court: loss of service road and car park leading to significant diminution in value

Granhams Road: loss of a part of a private garden and affect on a listed building

Granhams Road: pump house would need to be moved

Transport needed to stations to catch train

Still requires integrated transport scheme to be developed

The ticket cost must be low enough or free to get more people out of private cars

The timetable must be frequent enough or free to get more people out of private cars

Increased pollution at crossing points

Interruption in traffic flow at crossing points

Improve existing public transport infrastructure:

Benefits: Reduced Costs: Only use the funds allocated to improve existing service to provide integrated transport scheme

Increased bus timetable

Reduce private vehicles on roads

Reduce road congestion

Reduce pollution levels

Costs: The ticket cost must be low enough or free to get more people out of private cars

The timetable must be frequent enough or free to get more people out of private cars

Cycle Route:

Benefit: Health Improvements

Faster form of travel than bus or private car when roads are congested

Cost: lower than any other form of travel except walking

Not all demographics will use eg elderly; parents with very young children; those who are physically impaired or disabled

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Safety: people don't cycle because it is too dangerous

Weather dependent

## 5. CONCLUSIONS OF GROUP:

- Lack of assessment of cumulative impact of all development
- Lack of forward planning for whole area of South Cambridgeshire
- Lack of infrastructure planning
- Lack of GCP departmental liaison (silo mentality)
- Overlap of proposals which may lead to excessive and unwarranted financial commitment of the public purse
- Lack of consideration of local impact
- Lack of consideration of environmental impact including damage to the Gog Magog Downs/ air quality/ noise/ landscape/ habitat destruction/ loss of amenity
- Are projections based on strong and demonstrable data, or is it simply an esoteric exercise – a wish list??
- No established benefit for local communities
- No identified data that the installation of a busway without significant subsidy will reduce private vehicle use
- Central Government drive for private cars to be changed for electric cars will promote private car journeys which will mean the same level of congestion and the energy requirement will mean an increase in pollution somewhere.
- Sustainability: Climate Change and associated environmental issues must be addressed when all developments are decided and must be a guiding factor.
- Little benefit to local communities which are impacted by this development
- Pricing: any scheme would need to be priced to encourage more people to use it. Must be cost effective.
- Reliability: British transport systems are notoriously unreliable. Would need to be frequent and reliable to stop people using private vehicles.
- Modelling issues: all modelling must be done on reliable and robust data.
- **Consideration of a Cambridge outer ring-road using M11, A11 and A14 with all-direction interchange junctions.**
- The London and Dutch models should be considered with segregated walking and cycling routes.
- The rural aspect of South Cambs should be protected and no automatic infill allowed.
- All demographics must be considered before any action is taken.
- South Cambs Local Plan needs urgent updating and environmental issues need to be at the forefront of all considerations for development.
- Potential for a low emission zone
- Pollution charging
- Efficient and effective movement of people from home to work to leisure needs to be the most important consideration.

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- The future needs of the local population need to be met, which includes areas for recreation, food production, water storage, clean air, carbon capture.
- Climate Change: all mitigation measures possible must be taken and forward planning needs to reflect this need.
- Work with Cambridge Connect and Rail Future
- Park and Rides need to be focused at specific points.

6. ACTION:

A strategy needs to be developed which focuses on a broader, inclusive approach, taking account of the cumulative impact of associated developments within South Cambs and the wider area including Uttlesford and other adjoining Authorities, which must accord with the sustainability requirement of the National Planning Policy Framework. All infrastructure needs must be met before a finalised scheme is implemented.

Favoured options:

Outer Ring Road by inserting full junctions into the existing network

Light Rail

Dedicated Cycling Route

Using brown field land instead of destroying green belt and environmentally sensitive sites.

Meeting closed at 8.45pm

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