



## CambridgePPF Position on Transport Proposals for A1307 corridor (Cambridge SE Transport Study)

The Greater Cambridge Partnership (GCP) is carrying out a consultation exercise on options for reducing congestion into Cambridge from the south-east of the City.

Details can be found at [https://www.greatercambridge.org.uk/transport/transport-projects/cambridge\\_south\\_east\\_study/](https://www.greatercambridge.org.uk/transport/transport-projects/cambridge_south_east_study/)

The consultation closes on 3 April 2018 and we will be submitting a formal response in due course.

Since World War Two, Cambridge Past, Present & Future has worked to protect the landscape and wildlife of the Magog Hills from development. In the 1950s we ran a “save the Gogs” campaign to purchase Wandlebury and avert the risk of development and we campaigned for the creation of a Cambridge Greenbelt to help protect the Gogs.

Given that the GCPs proposals have the potential to have an impact on the Magog Hills many people have asked us what our view is of the proposals put forward. We felt that it would be useful to summarise and make public our position at this stage.

As a charity we are working to protect the green setting of Cambridge and its most valuable landscapes and to enhance and connect them for people and nature. We care about Cambridge and quality of life. Our response focuses only on proposals to the west of the A11.

### **Phase 2 Proposals**

There are three “strategies” proposed by the GCP:

#### **Strategy 1**

- a new segregated Mass Rapid Transit route from the A11 via Sawston to the Cambridge Biomedical Campus
- a Park & Ride near the A11/A505 junction
- would most likely form part of the Cambridgeshire Autonomous Metro being proposed by the Combined Authority

We do not support this strategy due to the significant impact that it would have on the landscape and wildlife. Whilst the GCP state that an exact route has yet to be decided we are concerned that the route intends to follow the old railway line close to the A505 which is a County Wildlife Site, and it will also run very close to Nine Wells Nature Reserve (which is already under pressure from developments at Biomedical Campus).

As well as the direct impact (of what would be a new road plus cycle path), we are also very concerned that it would carve out areas adjacent to the villages which could subsequently be brought forward for development. We believe that future development should be led by the planning process not the provision of non-plan led transport infrastructure.

We have previously said to the GCP that if this option was re-thought to create a new linear park, through which public transport ran, then the negative impacts might be offset and there would be a wider benefit to the City and local community. We note that there is no mention of this in the proposals put forward.

This strategy is potentially the most advantageous in terms of becoming part of a future Cambridge Metro (and a Metro could help relieve pressure on the historic city). However, we have previously said that this strategy needs further consideration in light of future development proposals at Hinxton and Uttlesford and

the potential for Park&Train solutions based around Whittlesford and Great Chesterton rail stations (serving A505, A11 and M11) – which could provide access to the Biomedical Campus (once new south station is open), Cambridge Central and Cambridge North (all of which are likely to be linked to a future Cambridge Metro). In other words, do we need both a rail solution and a busway solution close to each other? And therefore, is investing £150m+ on a busway the best use of funds in this area of Cambridge?

### **Strategy 2**

- a new off-road busway (public transport link) between the existing Babraham Road Park & Ride and the Cambridge Biomedical Campus.
- an inbound bus lane from Babraham Research Campus to the Babraham Road Park & Ride site.
- a Park & Ride near the A11/A1307 junction

We do not support this strategy due to the negative impact it would have on the Greenbelt and farmland wildlife on the edge of the City and because it would almost certainly lead to infill development at some point in the future (we understand this land is owned by the County).

Whilst we are not transport experts, we are not convinced that this is the best option from a transport perspective. If the off-road busway became part of a future Metro then commuters would be asked to park near the A11 and take a bus to the current Park & Ride where they would then have to change to join the metro for one stop to the biomedical campus. We are unclear how many bus users alight/set down at Addenbrookes and Hills Road and therefore what the impact might be on future services (ie some services would need to continue along Hills Road and some would go via the Biomedical Campus).

### **Strategy 3**

- an inbound bus lane along the A1307 from Babraham Research Campus to the Addenbrooke's Hospital roundabout
- a Park & Ride near the A11/A1307 junction

We do not support this strategy as proposed, as we do not believe that there is a case for a new bus lane between Babraham Research Park and the dual carriageway close to Wandlebury. This section of the A1307 will remain free-flowing (ie no queuing traffic) and therefore the damage to roadside hedges and trees can not be justified. We have requested information from the GCP regarding the value-for-money / business case for this section of bus lane.

If this section of bus lane was removed from the proposal, we would support this strategy in principle, due to it being the least damaging to the landscape and representing the best value for money. We feel that this strategy combined with effective demand management and rail-oriented solutions at Whittlesford/Great Chesterton could achieve modal shift to public transport and address congestion.

### **Phase 1 Proposals**

These are a range of bus priority, road safety and walking and cycling proposals along the A1307 between the Addenbrookes roundabout and Haverhill. We understand that these could proceed and be built as soon as possible, regardless of which of the Phase 2 strategies is taken forwards. Our position on some of these proposals:

#### **Cycle Improvements/Linton Greenway**

We were instrumental in getting a cycle route alongside the A1307 from Cambridge to Babraham and so in principle we support improvements to this cycle route, which would encourage more commuters to park and cycle from the current Park & Ride, encourage people to visit the Magog Hills by cycle and help longer-distance cycle commuters. However, this must be achieved without damaging or “urbanising” the landscape and we await further details of what these improvements might actually consist of.

## **Underpass and reconfiguration of Gog Farm Shop Junction**

The A1307 can act as a barrier to people and wildlife moving across the Magog Hills (eg between Wandlebury and Magog Downs) so we support in principle an underpass in this location, providing that there is a net-biodiversity gain and appropriate landscaping to compensate for the impact that this infrastructure will have in this sensitive location.

We have met with Magog Downs, Gogs Farm Shop and GCP Officers to look in more detail at the underpass and junction improvements and believe that in principle it could reduce accident risk and improve connectivity for walkers, cyclists and wildlife.

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