



**Unit 5  
The Maltings  
Burwell  
CB25 0HB**

Greater Cambridge Partnership  
Eastern Access Consultation Team  
SH1317  
Shire Hall  
Cambridge  
CB3 0AP

**17 December 2020**

Dear Sir / Madam

## **Eastern Access Consultation Response**

I write in my capacity as Chairman of the A to B 1102 Group to respond to the Eastern Access Consultation.

The A to B 1102 Group was formed in the summer of 2020 to represent the travel needs of the residents of Burwell, Reach, Swaffham Prior, Swaffham Bulbeck, Commercial End, Lode with Longmeadow, Bottisham and Stow cum Quy, campaigning for better transport now and in the future. We communicate with residents, Parish Councils and engage with the relevant local authorities, including the GCP to ensure that our communities know about transport issues that affect them and to ensure their needs, ideas and concerns are heard. We have held an introductory meeting with your colleagues Jo Baker and David Charlesworth.

At the outset, I must make clear that the A to B 1102 Group recognise and appreciate the need for Cambridge City to make changes to the way people access the city, to meet the Government's carbon commitment, to address levels of congestion, pollution and to create a sustainable environment for the residents of the City. As this consultation response makes clear, however, we believe the types of change proposed can only be carried out once viable alternative public transport solutions have been put in place to facilitate the modal shift away from the private car to other forms of transport. This conclusion is based on the feedback we have received from our communities.

The A to B 1102 Group has also conducted a survey of our own which has generated over 200 responses. This provides us, and indeed the GCP with valuable information about the preferences and needs of our communities, information which we share as part of this submission and which we will use to lobby for the viable alternative public transport solutions



our communities want to see put in place **before** the changes which are proposed are acted upon.

As was expressed to Jo and David, we look forward to positive engagements with GCP to progress this important agenda.

Yours faithfully,

Jonathan Cook

Chairman

Copied to:

Josh Schuman, County Councillor

James Palmer, Mayor of Cambridgeshire & Peterborough

Charlotte Cane, District Councillor

John Trapp, District Councillor



## Summary

After reviewing the proposals and engaging with GCP and members of our communities, whilst the A to B1102 Group recognises and appreciates the needs for the types of measures proposed (in order to reduce congestion and consequent pollution within the City and ensure a sustainable quality of life for residents), we are concerned that unless innovative public transport alternatives are put in place in advance of such measures being implemented, the roll-out of the kinds of proposals contained in the consultation are likely to cause significant detriment to residents in the communities that use the B1102 / A1303 entry point into Cambridge. Detriment is likely to be caused by significantly increased journey times, congestion 'backing up' along the B1102 and the associated pollution and noise in the event that commuters are unwilling or unable to access viable public transport alternatives to complete their journeys into Cambridge and beyond.

## Discussion

The needs of our communities are largely neglected in the documentation, yet the impact of the changes are profound. While the need to move towards more sustainable forms of transport are recognised, these must be efficient, feasible and inclusive and take into account the movement patterns of our communities.

The B1102 communities form a significant element of Greater Cambridge's economy and society. We represent the equivalent of 10% of the population; many of our residents work in Cambridge and must travel there; our children attend schools and colleges in the city; our communities use the retail, leisure and other services of the city and contribute substantially to the vitality and viability of the Cambridge regional economy. The B1102 is also an important transport link for many other users of the city's services and facilities from the wider catchment and TTWA. Thus, the needs of those communities and residents should not be ignored.

Second, substantial changes to transport *within* Cambridge have major impacts on accessibility and mobility of residents *outside* the study area and accommodating them has to be a key feature in the evaluation of proposals. While restricting private car access to the city and creating a public transport hub may have beneficial environmental sustainability outcomes for the city, these would be negated if environmental issues and access problems are simply pushed North and East with greater congestion at the Quay interchange, longer journey times for the parishes and significant difficulties in reaching city amenities for less mobile groups.

Third, if the emphasis is to be on public transport and low impact private transport modes such as cycling, then these need to be part of the development programme for the wider catchment area. From our engagement with GCP, it is clear issues such as the provision of bus services are considered beyond the GCP's remit as they are delivered privately. For an efficient and environmentally sustainable transport network to be developed there has to be a proper integration of transport services that goes beyond the boundaries of the consultation, via active collaboration between the councils, communities, planning teams and transport providers. It cannot be appropriate to have an environmentally sound set of proposals within the city which the surrounding residents can only effectively access by private car. That simply displaces the problem, with adverse effects on the B1102 communities. To meet the needs of our communities, a mesh-network of transport hubs around the city needs to be created, enabling people to use bus travel or private cars to access Park & Ride hubs



and then on to hubs such as Addenbrookes, the Science Park etc.. without having to go through the City Centre.

It is noticeable that, while there are proposals for better public transport and cycle links to the station and to the bio-medical campus in addition to the traditional city centre routes, there is very little which considers the substantial movement to the science park and, increasingly, the greater use of Cambridge North as a rail hub. The proposals **do not** facilitate access to these key transport nodes and work places for our villages? Our villages contain a significant London commuter population which has been encouraged to move from Cambridge Central Station to Cambridge North Station. Now the development permitted around Cambridge North Station is to make this access point more difficult. It is clear to us that a reliable, fast and efficient public transport service must be put in place to offer these people a viable commuting future.

Fourth, there is limited baseline information to assess the impact of the proposals on the B1102 communities. We wish to see much better monitoring of transport movement patterns, pollution levels and other key indicators as part of this programme of scheme concept development. Whilst GCP may argue that these should be the responsibility of local councils, the proposals outlined will require GCP to conduct environmental impact assessments and for these to be valid, we need to establish baseline monitoring of traffic flows, air quality etc..

The longer term “B” proposals have profound implications for the B1102 communities and it is of great importance that our Parish Councils are integrated at the earliest possible stage in the development work that is proposed, in particular in the development of the route and infrastructure for the CAM beyond the city’s Eastern boundary. Routing, frequency, the positioning of stops and linkage and integration with other public and private transport modes are all key issues we, and our Parish Councils, wish to engage upon.

**See attachment with this document for a summary of the A to B 1102 Group Travel Survey, data compiled to 17<sup>th</sup> December 2020.**

**A TO B 1102**

