



## **Madingley Parish Council**

Sarah Etherington-Meech, Parish Clerk & RFO, 12 Lucks Lane, Buckden, Cambridgeshire, PE19 5TF

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The Greater Cambridge Partnership  
Shire Hall, SH1311  
Castle Hill  
Cambridge  
Cambridgeshire  
CB3 0AP

25<sup>th</sup> June 2019

Dear Sir/Madam,

### **The Cambourne to Cambridge Better Transport Project – Phase 2**

Please find below a response and comments from Madingley Parish Council in relation to the above consultation.

1. The proposed sites in Madingley or Dry Drayton will move the congestion (and associated pollution) at peak times into those parishes and deliver no benefits to those that live there.
2. The existing P&R location and service could benefit from improvements, such as scheduling earlier and later services, and ensuring that the earliest service is reliable for those needing to get into work. Currently the earliest bus (7am) does not run two out of five days a week.
3. Apart from the additional traffic, congestion and pollution, the Madingley Mulch P&R location would have a negative impact on the surrounding area. In particular the negative impact would be felt at Park Farm.

The Parish Council did not submit a response during the consultation period, as the consultation questionnaire does not allow the Council to make the comments it wants to make. These comments are as follows:

- a. The Parish Council disagrees with the off-road route favoured by GCP, which runs through the greenbelt in Madingley and then on through Coton.

- b. The project fails to show any connectivity for those along the transport corridor travelling to Addenbrookes or the Rail station. All routes presently terminate at Grange Road, which has two schools and is already congested at peak times. Adding extra buses to this road would not be sustainable.
- c. Until a more strategic vision is in place, that is, one that shows connectivity to Addenbrookes and the Rail station, it would be better to make improvements to St Neots Road between Madingley Mulch and the M11 to improve bus priorities and cycle lanes.
- d. A strategic rail alternative, such as that proposed by East West Rail (which would create a new rail station at Cambourne that connects with Cambridge South Rail station) would be far more beneficial for many more people and far less polluting.
- e. The GCP clearly have a fixed agenda – to create a busway through the greenbelt – regardless of local opposition. The parish council has no confidence that the GCP will take any account of anyone that does not agree with their vision.
- f. The Council notes that traffic flows at the existing P&R on Madingley Road are increasingly congested at peak times as it becomes increasingly popular. The Parish is concerned moving the P&R to either of the Madingley wood SSSI, and by anyone living within sight or sound of it.
- g. The lack of connectivity with the A428 and the M11 at the Girton interchange is the elephant in the room that GCP should be addressing. At least 30% of the traffic in peak hours causing the congestion on St Neots Road is travelling between the A428 and the M11. Removing this traffic from St Neots Road would make the need for interventions to improve the bus service unnecessary.
- h. A better location for any new P&R would be at the Girton Interchange. There is the space available, and it would also serve commuters on the A14 from the West of Cambridge, who do not currently have a P&R available to them.

If you have any queries please do not hesitate to contact us.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'D. Ousby', written in a cursive style.

David Ousby  
Chair, Madingley Parish Council