
From: Steve Cox <Steve.Cox@cambridgeshire.gov.uk>
Sent: Wednesday, December 8, 2021 6:00:27 PM
To: Edward Leigh <edward@smartertransport.uk>
Cc: Sara Peters <Sara.Peters@networkrail.co.uk>; David Allatt <David.Allatt@cambridgeshire.gov.uk>
Subject: RE: Cambridge South Station

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Hi Edward, thanks for this which I have discussed and tested with colleagues.

We certainly share the ambition to achieve safe and attractive multi-modal access to the station but continue to take the view that this can be achieved without interference with the Guided Busway.

Kind regards
Steve

From: Edward Leigh <edward@smartertransport.uk>
Sent: 01 December 2021 08:55
To: Steve Cox <Steve.Cox@cambridgeshire.gov.uk>
Cc: Sara Peters <sara.peters@networkrail.co.uk>
Subject: Cambridge South Station

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Hi Steve,

I had a meeting with the Cambridge South station team yesterday to discuss the grounds on which Smarter Cambridge Transport is objecting to the TWA0: in short, capacity, access and integration with bus services.

One issue that has recurred through discussions is the County Council's objection to any closure or interference with the Guided Busway (now excepting the creation of a pedestrian crossing on the Hobson's Park side).

I wonder if the County would be prepared to soften its stance on this?

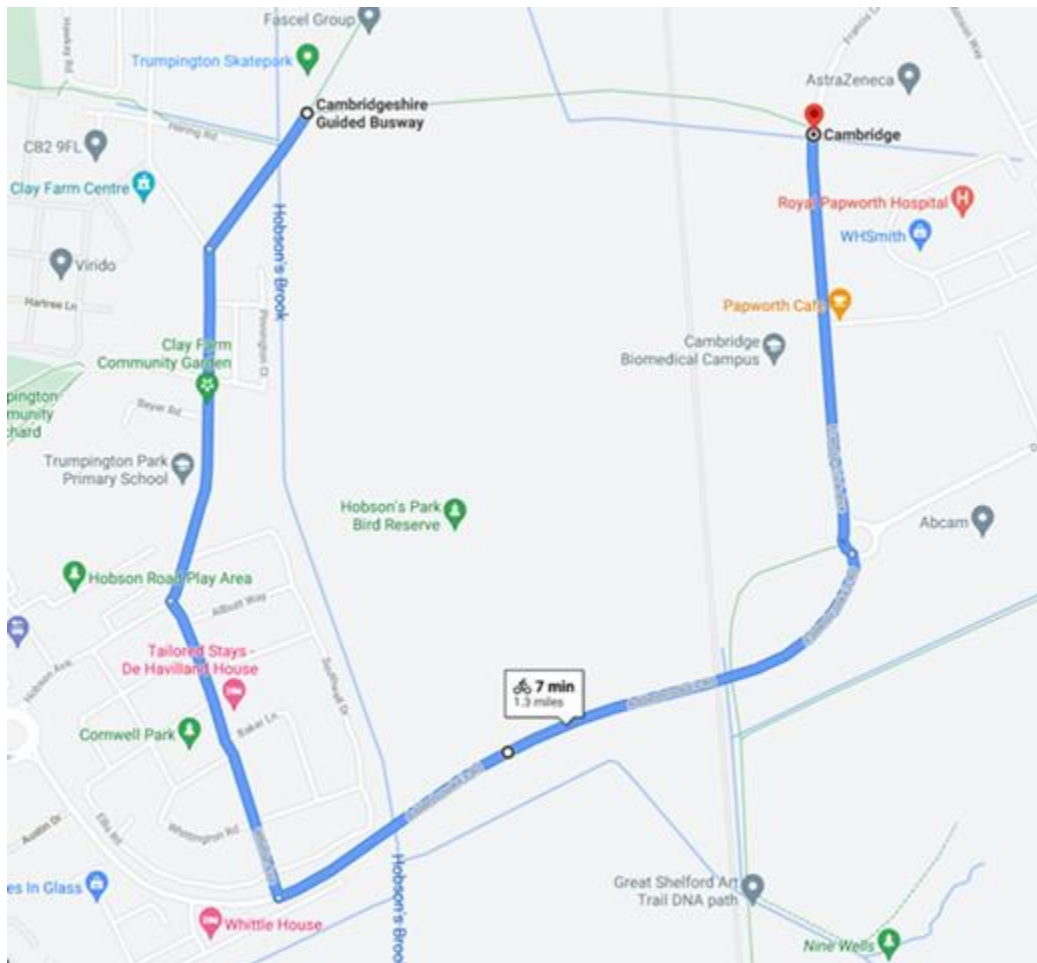
We are arguing that the busway bridge should be rebuilt to integrate fully with the station, reduce conflicts on the eastern access, and enable quick and easy interchange for people arriving/leaving by bus. This would meet County, GCP and CPCA objectives on making public transport and active travel more attractive, by making it more convenient and safer.

The business case for a new design for the station will rest on whether the current design capacity is inadequate to meet a realistic forecast of demand (about which I'll write separately). In that case, a different design for the station would be required, potentially with a larger budget. We would not want protection of the Guided Busway bridge to be a

constraint when there could be an opportunity to greatly enhance the integration of bus and rail services.

What would be the impact of temporary closure of the bridge? Buses could divert via the Addenbrooke's Rd–Hobson Ave roundabout. With enforcement of the CBC no-through-traffic restriction, traffic on this part of Addenbrooke's Rd should not become congested. That is of course also of critical importance to ambulances. Therefore the detour is not large in time.

For cycles, the detour is is, at most, 1.3 miles:



For pedestrians, steps up to the Long Rd bridge would provide an alternative route. Incidentally, we have long suggested there should be a stop on the Guided Busway at Long Road to serve the sixth form college and local residents.

Clearly these arrangements would not be ideal but, on a temporary basis, surely acceptable for a greater long-term benefit?

Flexibility on this point by the County Council would give all parties greater scope to explore options.

Kind regards,

Edward Leigh
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Rebecca Clutten

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