
10.2 Transport

The village transport infrastructure hasn't changed much. The eastern and western boundaries mostly followed ancient mereways. A few roads/tracks were lost at enclosure, Lammings Lane which ran from the Royston Lane to the south of the present vicarage. Some of the roads were altered at enclosure, the most important being Long Road.

In earlier times the main roads would have been Green End and South Street and their importance is signified by their close proximity to the 4 manors of Comberton. There is some strong evidence to suggest that Green End once continued and joined up with The Portway at Hardwick, thus forming a fairly direct straight route from the A603 to the A428.

The main road through the village once named Cambridge Lane was the main coaching route to Oxford. In years gone by the transport system of the village would have been the horse and this is reflected by the number of occupations associated with that type of transport, harness makers, wheelwrights and blacksmiths, along with inns and lodges for the travellers.

Comberton was served by the Cambridge to Bedford railway line (London, Midland and Scottish railway) which ran just to the south of the parish. This remained in use until its closure by Lord Beeching in mid 1960's.

In 1900 there were 'carriers' to Cambridge, Sidney Gauge to the True Blue every Saturday and Percy Baker to the Little Rose every Wednesday and Saturday. By 1916 due to the effects of the First World War this had decreased to one service a week. Frederick Humphreys to the little Rose every Saturday.

In 1929 Custance was working as a carrier on Monday, Wednesday and Friday and Humphreys on a Saturday.

Also in 1929, the village had a cycle maker (WJ Brown at the crossroads) and a cycle agent (Charter Brothers on West Street). This reflected the need for bicycles and the fact that they were beginning to be used for leisure and sport.

In 1937 the carrier service to Cambridge had increased again, with Lewis Poole working Monday, Wednesday and Friday and Frederick Humphreys now working Friday and Saturday.

Shortly after 1930 Road Traffic Act, The Burwell and District Bus Company introduced a service from Cambridge; a Saturdays only service to Eversden via Barton, Comberton, Toft and Kingston. Bus services gradually increased and more people had their own cars. Cycle paths were introduced to and from the village after the 1990's and upgraded a couple of years ago.

10.2.1 An integrated transport plan for Comberton

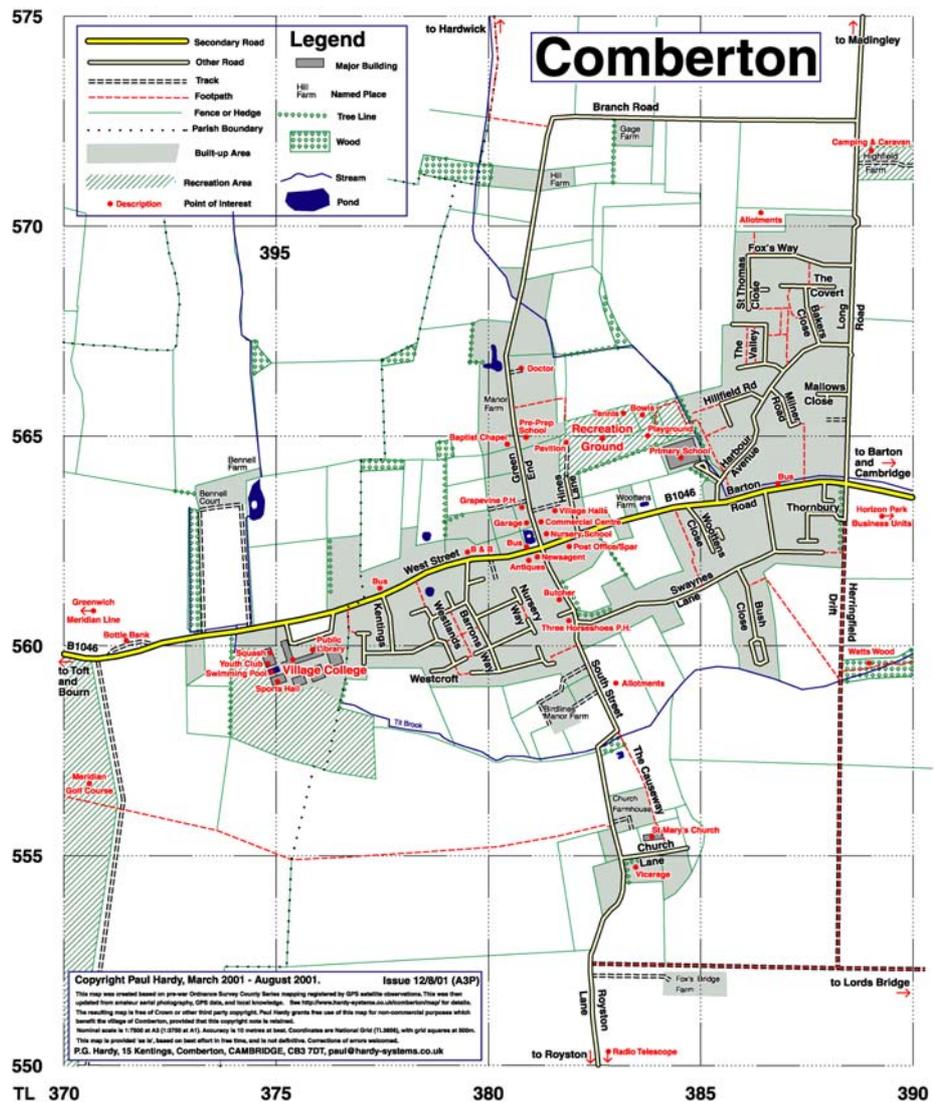
Traffic in the village must be slowed, and there are too few alternatives to the car and too many barriers to using those alternatives. These are the transport conclusions from the survey of Comberton residents in 2002.

Car ownership in the region is amongst the highest in the UK, and traffic is growing as housing and light industrial development proceed. Rural traffic has grown by over 30% since 1991, double the national average. In Comberton, this is particularly true of rush-hour traffic on the through routes. Rat-running, plus the medium density of traffic and straight roads outside the village, lead to speeding. Because of Comberton's four schools, much of the traffic centres on the school run, rendering it dangerous for children to cycle or walk to school. The few existing traffic calming measures have had mixed success: the Village College speed-warning sign is praised but the Long Road chicane is criticised; speeds increase towards the village centre because there are no repeat measures. Although the County Council are currently considering new calming measures, including several funded by their "Safer Routes to School" scheme, the County has no coordinated plan for the village and there is no unified style of measures.

Despite the high car ownership, many do not have car access in the day and many others would like an alternative. But high-class facilities for buses, cyclists and walkers are patchy. There is a regular bus to Cambridge, but for most residents it is too infrequent, takes too long, and is inadequate in the evening. There are no Park & Ride links by bus, so commuters are ill-served and Addenbrookes is difficult to reach. There is a useful east-west cycle path outside the parish but none through the village, none to the north or south, and little in village estates to encourage children to cycle. There are many adequate walking paths within the village, but there is no pedestrian crossing and too narrow a pavement on part of the east-west route. Outside the village there are too few recreational footpaths, and walkers and cyclists to north and south must brave traffic over 50 mph. The lack of safety for cyclists and walkers, particularly children, is of great concern to residents, as is the lack of personal safety at unlit bus stops.

Here we present an integrated plan to reduce the impact of traffic on Comberton residents, and to provide us with more, better, safer alternatives to the car. The plan will reduce speeding by using psychological as well as physical calming measures so as to minimise bumps in the road, and will use different types of measure in specific orders so as to create a coherent impact on the appearance of the village. Buses will be promoted by seeking links to Park & Ride and by seeking other new routes. Cycling will be promoted by improvements to existing cycle paths and by creating new paths. Walking will be promoted by features to assist crossing the east-west road in the village and by new paths outside. Safety for cyclists and walkers will be further improved by 20 mph limits on selected estate roads in the village and by piloting quiet lanes outside.

- 1
- footpath/cycleway to Maddingley
- quiet lane, Branch Rd
- 20 mph, Green End
- revised calming, Long Rd & towards Barton
- 40 mph towards Barton
- 20 mph, quiet residential streets
- buses to Park & Rides
- calming & cycle path, Barton Rd & West St
- new & improved bus shelters
- cycle path improved to Toft & Barton
- calming, South St
- new circular-route footpaths



The plan will have the extra benefit of reducing noise and pollution within Comberton, increasing children’s personal freedom, reducing their demands on parents to be driven everywhere, reducing car dependency (in line with the Cambridgeshire Local Transport Plan), and reducing greenhouse gas emissions (in line with Government policy).

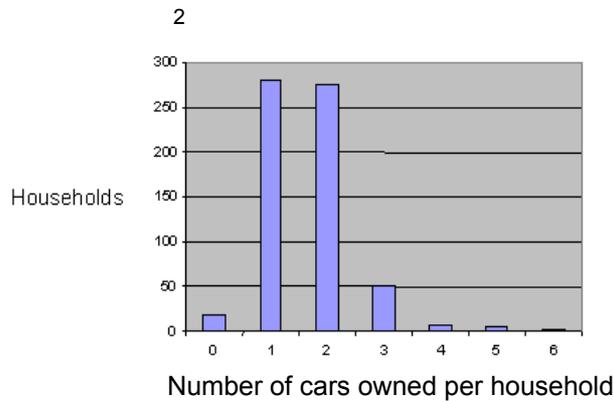
10.2.2 Current and expected transport in Comberton

10.2.2.1 Comberton traffic

Comberton’s roads now consist of the B1046 east-west route (West Street and Barton Road), narrow roads used as a north-south arterial route (Long Road, South Street and Royston Lane), and a network of smaller roads serving estates around the village.

¹ Integrated transport plan

Comberton residents love their cars, with nearly as many homes owning two cars as one and just a tiny minority owning no vehicle at all. Patterns of ownership are similar throughout the various parts of the village.



3

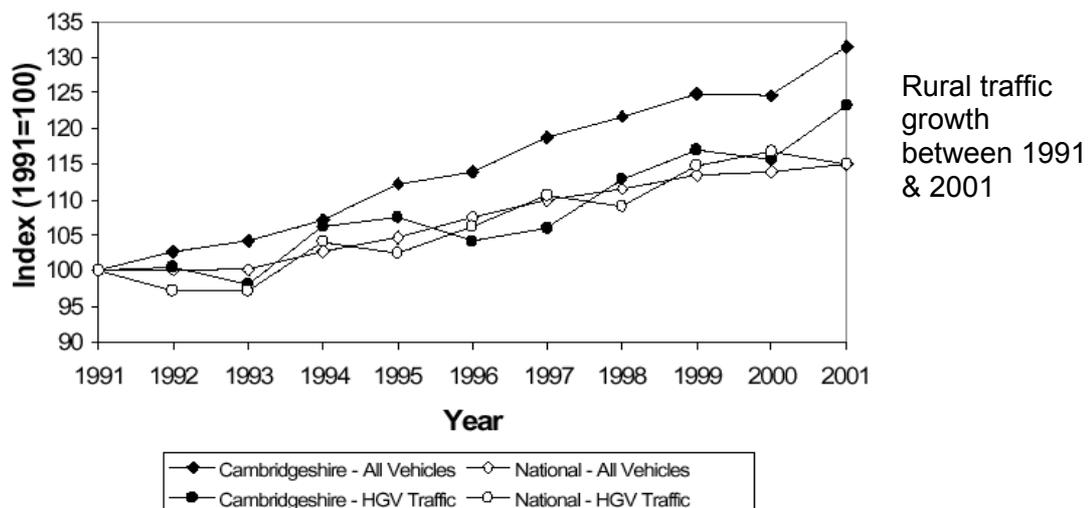
Area	House-holds	Cars	Vans	Motor bikes	Adapted vehicles	Bicycles	Lorries
A	275	387	30	24	1	362	1
B	192	254	10	14	7	206	7
C	114	155	10	2	0	101	0
D	90	111	8	9	0	84	0
E	40	75	4	6	1	72	0
		982	62	55	9	825	8

A: Long Rd. and Harbour Ave. area
 C: South St. and Swaynes Lane area
 E: Green End and Branch Rd.

B: West St. and Barrons Way area
 D: Barton Rd., Hines Lane and Wootens Close

Comberton's planned growth is small, but regional growth is large and will continue to increase traffic through the village:

4

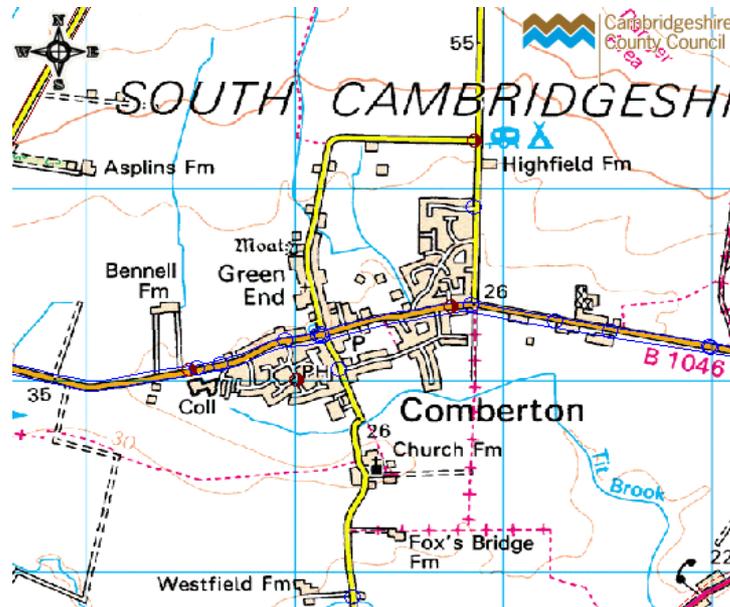


² Number of cars owned per household (survey results)

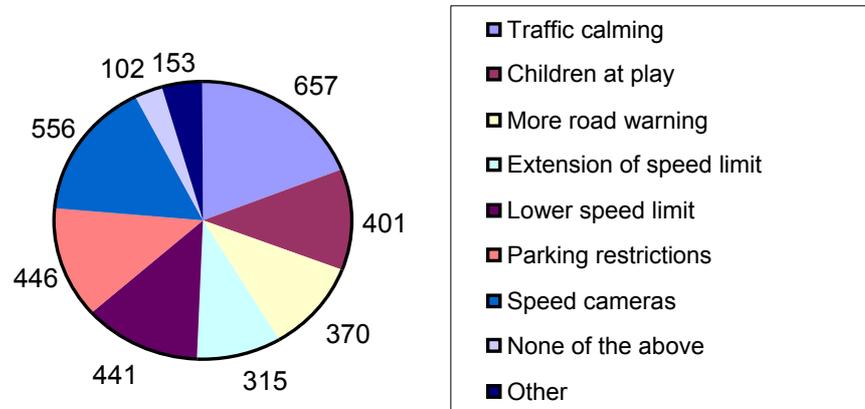
³ Number of cars owned each area (survey results)

⁴ Rural traffic growth between 1991 & 2001

The map shows reported accidents in Comberton in the last three years. Blue circles mark minor accidents with no personal injury, brown circles accidents with a minor injury:



Despite these few accidents, there is overwhelming support for speed control within the village, but opinion is divided on the best method:



At a public meeting in 2002, residents universally condemned the Long Road traffic calming measures, where planners did not consult the community, resulting in obvious design flaws: the calming opposite Fox's Way is easily bypassed as often observed, and the calming at Harbour Avenue junction creates confusion as to who should give way. Before their construction a County Council survey showed that 85% of drivers were travelling between 30 and 45 mph. Despite this illegal speeding the number of accidents was minimal, so the project was more about upholding the law than a need for calming, as the accidents that had occurred were outside the 30 mph zone. A recent Police survey showed that 15 to 20% of vehicles exceeded

⁵ sites of reported accidents

⁶ support for speed control measures (survey results)

prosecution speeds and 1% exceeded 50 mph - the calming has not reduced speeds, indeed it may have slightly increased them.

Effective calming is based on simple principles:

- (a) accident risk rises at higher vehicle speeds. At 25% faster than the average speed, a driver is 6 times more likely to have an accident. Traffic calming schemes in 20 mph zones have reduced injury accidents by more than half.
- (b) traffic calming measures tend to have a temporary effect on speed. This has been attributed to 'risk compensation'. Research has shown that if drivers are forced to drive slower than their preferred speed they will travel faster later in order to compensate for perceived lost time, which is usually overestimated. Warnings of entry to a calmed area and repeated measures within it will reduce this effect.
- (c) public consultation and local acceptance is essential for effective traffic calming, but decisions should be based on accident statistics and not simply on subjective opinions.
- (d) the public are much less hostile to a plateau hump than to a simple bump in the road.

Experience shows that locals often overestimate specific accident potentials. This is because if it looks dangerous to locals it will also look dangerous to other regular drivers, and all will moderate their behaviour accordingly. Subjective views are clearly useful in assessing the unwanted side effects of newly introduced schemes, such as raised noise levels, but this information often comes too late in the design process. A recent study by the Transport Research Laboratory ('Optimisation of traffic calming schemes', by Wates, Stait, Godfrey & Layfield) has identified useful designs that alert drivers without disturbing residents.

Although the Long Road scheme is criticised, the other current calming measures to the west (width restriction, central reservation, interactive sign) are accepted by the community and have an immediate effect on speed. But the effect tends to be lost among many drivers by the time they reach the centre of the village, because there are no repeat measures. Other measures are already planned:

- a mini-roundabout at the junction of Barton Road and Long Road and a chicane towards Barton, funded as part of the Leach Homes development
- interactive sign, red stripe and plateau hump on Barton Road between Long Road and Harbour Avenues, and a duplicate set between Hines Lane and Harbour Avenue, funded under the County Council and Meridian's "Safer Routes to School" scheme.

The southern approach has two sets of s-bends which create a natural speed limit, but drivers often exceed 40 mph, more close to the village centre.

Finally, more restrictive speed limits are now possible, for example there is now a 20-mph limit on many streets near the school on St John Street in

Duxford, and Grange Road in Cambridge has a very successful 20 mph zone where it is coupled with vigorous traffic calming measures.

7



8



10.2.3.2 Comberton parking

Parking on residential streets is universal and there is some parking on Barton Road. On-street parking blocks paths, creates blind bends and restricts traffic. It occurs because many garages in Comberton are used for storage, because houses or maisonettes with separate garage block have one garage per dwelling but often two cars, and because garage blocks are perceived as poor security with minimal lighting from distant street lamps.

⁷ Interactive sign outside Bennell Court West Street

⁸ Parents/carers parking in Barton Road to collect children from Meridian School

A major parking problem occurs in Green End because of people delivering and collecting children to and from the schools, and because the surgery car park is too small. Traffic on the bend has to divert to the wrong side of the road, substantial damage is occurring to the verge, and many residents have driveways blocked when they need to drive to work.

An important problem is parking on kerbs, which is a barrier to wheelchairs, pushchairs and people, and damages pavements:

9



The Valley

10



Westlands

11



Fox's Way

People park in this way partly out of habit, but it is symptomatic of a view that cars are more important than people. The idea that by parking on the kerb path two way traffic will continue unhindered is very rarely the case. The belief that pedestrians will give a car on the kerb a wide birth rather than scratching the paint is similarly false.

10.2.3.3 Comberton's Bus Service

12

The service is adequate for daytime travellers to and from Cambridge, but provides little else and is only used by about 10% of travellers.



⁹ The Valley

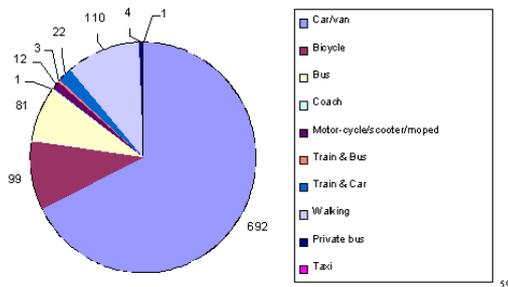
¹⁰ Westlands

¹¹ Fox's Way

¹² Bus stops at the cross roads (West Street)

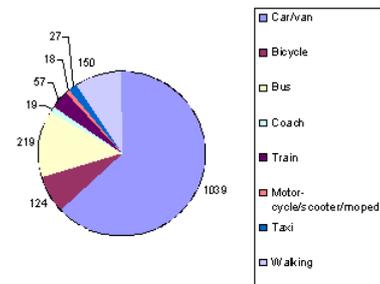
13

Q21: If appropriate, what is your main means of transport to work, training or study? (N=1025)



14

Q22: Which of the following are your major means of transport for other journeys? (N=1339)



61

The main service is the 118/119 from Gamlingay that goes via Bourn, The Eversdens & Toft to Comberton. It then goes to Barton & Grantchester (119 only), then Cambridge. At Gamlingay a transfer to the 88 service takes the traveller to Biggleswade. The service first reaches Comberton at 07:15 and continues approximately hourly, an upgrade funded by Cambridgeshire County Council via a government grant in 2000 that doubled the number of passengers, but can only continue beyond 2003 via a minimal subsidy.

The service fails in several ways important to residents:

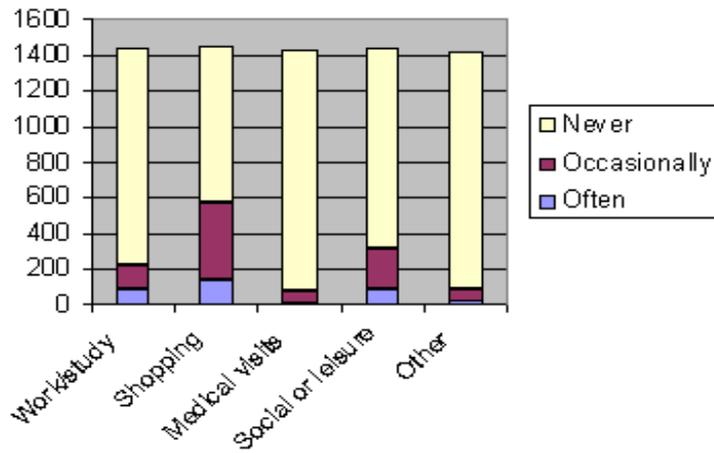
- heavy traffic on Barton Road in Cambridge during rush hour means that the journey takes too long for commuters
- in the evening there is only one bus into Cambridge at 19:50, and only one bus back at 23:15. A return bus at 22:30 would make an evening in Cambridge much more practical for the average user
- there is no Sunday service
- access to Addenbrooke's is very poor, once a day by the 119, or via Cambridge leading to a very long journey
- travelling to destinations other than Cambridge is very tortuous, often needing to go to Cambridge and out again

For these reasons the bus is used only occasionally or never for commuting, and not very often for shopping or leisure:

¹³ Main means of transport (survey results)

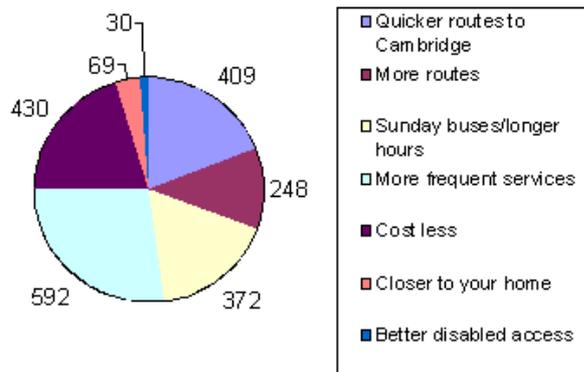
¹⁴ Major means of transport (survey results)

15



Bus use could be greatly increased by a variety of improvements:

16



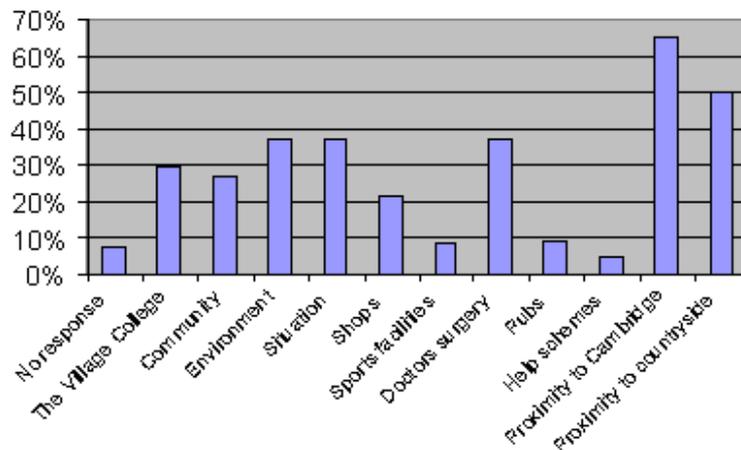
A community minibus commanded significant support in the 2002 public meeting, but experience by the Regional Transport Partnership shows that buying a minibus for a single parish is not sustainable in the longer term, and there is already enough difficulty getting paid and volunteer help for community projects in Comberton without having to secure drivers and operators. Hence the best immediate solution is to approach existing carriers (e.g. Stagecoach) and increase awareness of existing Dial-a-Ride and car sharing schemes, and re-examine a minibus in the light of developments.

Over 80% of morning traffic out of the village is commuting to work, mostly in Cambridge. Access to Cambridge is a priority to Comberton residents, as revealed in the answers to “What is most important to you about Comberton?”

¹⁵ For what trips do people use the bus (survey results)

¹⁶ Level of support for improvements to the service (survey results)

17



But commuting to Cambridge from Comberton by car is a frustrating experience unless you have the luxury of starting work after 09:15, and then there is nowhere to park. The County Council is committed to actively encouraging people to leave their cars at home, so the use of public transport must be a priority. Of particular importance are links to the Park & Ride schemes at Madingley Road and Trumpington. Both are very popular with Comberton car commuters and shoppers. Neither is currently possible by bus, but a service to Madingley Road would be faster to Cambridge than the 118/119, and Trumpington provides access to Waitrose supermarket and to a fast bus to Addenbrooke's.

Cambridgeshire County Council is open to ideas for providing increased bus provision in Comberton and investigating opportunities to take them forward, working as far as possible with other nearby villages. Their new Local Transport Plan seeks to provide half-hourly or better bus services on inter-town corridor routes. Cambridgeshire County Council will provide capital to Stagecoach to operate feeder services to these corridor routes. Priority will be given to investigating the village feeder service to the Cambridge-St Neots corridor along the A428. The County Council is seeking to deliver feeder services that have a very high chance of success with a high level of patronage and which do not compromise existing services such as the 118/119.

As well as commuting, there is increasing demand for north-south journeys: from Comberton to shopping locations in Cambourne (Morrisons), on St Neots Rd (PetPaks), to Madingley Mulch & Coton Orchard; to Comberton schools & doctors from Hardwick, and to work at Horizon Park. Hence a bus service to and from the A428 would attract new patronage, further increasing its viability. Meanwhile, demand could be stimulated via a dedicated service to Madingley Rd Park & Ride, only necessary for one to two years.

Finally, bus shelters are important in encouraging the use of the bus, particularly in winter. Comberton has four pairs of bus stops on each side of

¹⁷ What is important to Comberton residents (survey results)

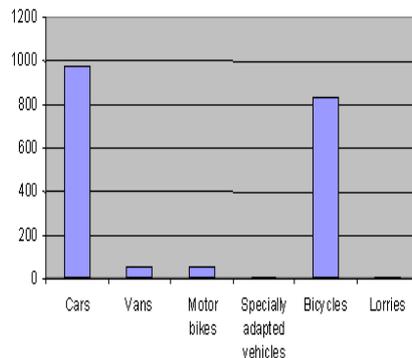
the main road, but only the stops going towards Cambridge at Harbour Avenue and the pond have shelters. Shelters on the south side of the road are less important as very few people go towards Toft by bus and some stops would interfere with nearby houses. The existing shelters collect litter and graffiti, their lights have been removed because of vandalism, and it is not possible to see a bus coming from within the shelter so some buses do not stop if no-one is waiting outside.

10.2.3.4 Comberton cycling

Commuting by cycle from Comberton to Cambridge now takes less time than driving in the rush hour, and once the change has been made for this daily journey, adults have the clothing and outlook to use their cycles for many other journeys. For children, their current dependency on parents driving them everywhere not only limits their freedom, it becomes a huge drain on most parents. By 15 years old, their requests become ever more demanding, whereas if they had always cycled everywhere they would retain the capacity to continue doing so for journeys to school, town, and more distant friends.

Villagers own nearly as many cycles as cars:

¹⁸



but few journeys are made by cycle (Q21 above). This is probably because there are no cycle paths within the village the village itself, and traffic speeds are such that many parents feel it very unsafe to allow children to cycle.

Outside the village, north on Long Road at the brow of the hill is especially dangerous at rush-hour because the road is narrow and cars travel at 70 mph in both directions. South on Royston Lane is dangerous because cars try to overtake on the narrow road at the bends by the church despite poor visibility, and because speeds often exceed 50 mph on the straighter parts. Despite the danger, Royston Lane is used by many commuting cyclists via Washpit Lane and avoiding the A603, and by large groups of recreational cyclists on weekends. It could also be an important teenagers' route from the Eversdens to the Village College, but between 8:15 and 8:45 there are so many parents driving children to school it is too dangerous.

¹⁸ vehicle ownership (survey results)

Although some sections of the cycle paths to Barton and Cambridge and to Toft are excellent, many parts need improvement and more maintenance. The very poor section for ½ mile east of Long Road junction will be improved soon as part of the Leach Homes development, but many do not use the next ¼ mile of path because it follows the dropped kerbs into driveways, with a jarring effect at speed.

Requirements for cycle routes differ between users:

- younger children and older people need very safe routes, but are often cycling more slowly on cycles with wide tyres so indirect routes and bumpy surfaces suffice.
- older teenagers and adults need fast direct routes as they are generally travelling further, often on narrow-tyred cycles so routes must be smooth.

With this in mind, the “Safer Routes to School” scheme will soon create a cycle path across the Recreation Ground for Meridian pupils to get from Hines Lane by an ultra-safe route.

10.2.3.5 Comberton walking

Despite wide pavements in most of the village and many short footpaths between village sections, many residents drive to destinations within easy walking distance, especially to the schools. Such short journeys are highly polluting as car engines are still cold. The main reason for so many short journeys is the perceived lack of safety due to traffic. Another reason is fear of being attacked or molested, particularly for women and children alone and particularly in areas of poor lighting.

Many residents want Pedestrian Crossings at various points in the village, particularly outside the Meridian School where parking at the start and end of the day is very congested creating a dangerous environment for children. The County Council will only allow a crossing where at least five personal injury accidents have occurred in the previous five years, and the danger must be unavoidable. The lack of accidents and the fact that there is no specific requirement for children to cross at the school has enabled the Council to consistently refuse a crossing.

One innovative device to improve safety for younger children walking to school is the “walking bus”, whereby children are collected on a rota by a small group of adults and escorted as an ever-growing group to school. Up to 30 children can be escorted by 5 adults, safety being partly assured by forming a tightly-bunched group particularly when crossing the road. Such a scheme can be voluntary, run by paid staff, or a mixture.

Other short paths in the village help keep people away from traffic, and are under constant review. For example, The Causeway from South Street to the church bypasses a section of Royston Lane with speeding traffic and

rough verges, and has recently been restored to cobbles so that it is passable in winter without boots.

Comberton is a member of the Parish Paths Partnership and the Open Spaces Society, and liaise with Cambridgeshire County Council to improve paths in the parish. Outside the village there is a considerable network of recreational footpaths:

- Green End to Hardwick
- Long Road to Common Farm & to Starve Goose Plantation (a bridleway)
- Long Road to Coton (a byway)
- Swaynes Lane to The Drift
- The Drift to Lord's Bridge
- the church to Toft

But very few of these provide circular routes, without going more than 6 miles and including paths in neighbouring parishes plus sections of road (e.g. the church to Toft, to the Eversdens, back to Fox's bridge, then Royston Lane to the church). The lack of short and medium-length circular routes is a particular impediment to people who want to maintain fitness via a modest walk on a summer evening or a Sunday morning, or to people who want to improve their fitness by starting regular jogging. The lack of variety of longer circular routes is distressing to established joggers.

10.2.4 Plan for the future transport in Comberton

Funding for small transport projects is easily available. Grants up to £3k for one year and £10k for 18 months are available from the Regional Transport Partnership and the Countryside Agency for transport projects, provided 25% is provided from matching funds, and they are currently under subscribed. A project could include:

- a subsidy to pilot a bus service
- a modification to a cycle path
- a footpath provided it fulfilled a transport need rather than recreation
- publicity for a Dial-a-Ride service

How far these grants would go towards traffic calming measures is unclear, but the agencies are committed to helping rural organisations to get funding for their projects via a funder-finder service at Cambridgeshire ACRE. If a second Parish Council were to join us (e.g. Barton in a pilot bus service to Trumpington Park & Ride, e.g. Toft in cycle path improvements just west of Comberton), an extra £10k is possible from the Countryside Agency's scheme.

10.2.4.1 Future traffic calming

Slowing traffic on the 4 main entrances to the village is essential, particularly on the east-west route where it passes 3 schools, and we need more than the current and planned traffic calming measures. But traffic calming measures are the most visible of village signs, and can be very intrusive. It is essential that they have a consistent feel throughout the village, and are not garish in appearance, particularly in the conservation area. They must also have wide acceptance by the community - speed bumps are notorious for annoying residents who must drive to work. Fortunately, the scheme planned on Barton Road under Meridian School's Safer Routes to School (SRS) scheme (two each of interactive sign, red stripe, plateau hump) can act as a pilot. With this in mind, we recommend:

- after consultation on the success and visual appearance of the measures at Barton Road under the SRS scheme, install similar schemes at up to two locations in West Street and in South Street/Royston Lane, and replace the Long Road scheme and the planned chicane towards Barton with similar schemes. Integral to the consultation would be to review the colour of stripes and humps. CVC should be approached to consider applying for some measures under SRS if this increased the overall funding
- after consideration of any effects of slowing and accelerating heavy traffic on conservation area housing and noise, consider installing a plateau hump at the crossroads end of West Street, and another across Green End at the crossroads which would also be part of a protected cycle path

An important possible option would calm traffic, remove on-street parking, and help cyclists and walkers. It should be explored with nearby residents and the County Council engineers, and would be subject to the normal planning process:

- consider narrowing West Street and Barton Road at selected locations, to make room for an east-west cycle path plus pedestrian pavement and/or parking bays on the north side, and for parking bays on Barton Road between Hines Lane and Harbour Avenue on the south side. The scheme must not create sections that are one-way for cars.

The above measures would generally help reduce the intimidation by traffic felt by cyclists and walkers, but other traffic calming measures would also be aimed specifically at improving the lot of cyclists and walkers:

- in Hines Lane, install one or more plateau humps, a 20 mph limit and better street lights
- after specific questionnaires to residents, press for pilot 20 mph speed limits with the necessary calming measures on quiet residential streets (e.g. Swaynes Lane, Hillfield Road, Green End, Kentings). If successful and accepted, extend to other residential streets.

- explore with Cambridgeshire County Council if we can pilot Branch Road as a “quiet lane”. If successful, consider extending to Royston Lane

Many of these measures will be expensive and not affordable until after 2003/4. We therefore suggest as a temporary measure:

- stripes in West Street, Barton Road, Green End and South Street in the locations of possible future plateau humps.

10.2.4.2 Future parking in Comberton

Parking behaviour at many village locations must be improved. One innovative way to reduce speed and enforce better-regulated parking is to narrow streets a little to provide more roadside parking bays. After exploring the more comprehensive scheme for Barton Road suggested above, this should be explored with Cambridgeshire County Council engineers and by consulting residents. Such a solution might also help the obvious problem of through traffic on Harbour Avenue without upsetting car-using residents. Other measures would be:

- improve the lighting on garage blocks to increase their use
- publicise the fact that cars parked on pavements are inconsiderate and endanger pedestrians while doing little to aid traffic flow, arrange for parking tickets for persistent offenders.

Green End presents a major problem to which there is no obvious solution, despite a recent meeting between residents and the County and District Councillors. We recommend:

- consult parents of children at Green End schools as well as residents, businesses and the Baptist church, and ask for innovative solutions, then call another public meeting ensuring all are represented

10.2.4.3 Future buses for Comberton

During the next 6 months the County Council will be undertaking network planning for the new Cambridge-St Neots bus corridor to determine where and what level of provision of new feeder services will be required. It will be working closely with parishes to implement new feeder services where justified. Funding for all new services, other infrastructure such as bus stops and lighting, and publicity material will come from a variety of sources including the Local Transport Plan, the Countryside Agency and parishes. But we must only start one new scheme at a time, in order to assess the impact on the 118/119 and to take advantage of the learning process. Pilot schemes should not become permanent if the patronage stays low.

The first priority is to attract Cambridge commuters, so rather than increasing the frequency of the 118/119 service, we must:

- institute a temporary service to Madingley Road Park & Ride, with high frequency at rush hours, if feeder service (below) is beyond 2004
- press for the St Neots corridor and St Neots Road feeder services to begin as soon as possible. The corridor service should divert via Madingley when there is congestion at the American Cemetery, and bus lanes on Madingley Road should be extended. School bus services from Hardwick should be integrated, and cyclists should be integrated via cycle racks on buses and secure storage facilities on St Neots Road. Patronage should be maximised by considering a circular feeder service via Toft but ensuring it complements rather than competes with the 118/119. New services must provide single ticket transfer to Cambridge and accept travelcards and Megariders.

The second priority is to get access to Addenbrooke's. For this, we should:

- pilot a service to Trumpington Park & Ride. The route via Granchester is not suitable for buses, so it would use the M11, also taking advantage of the Park and Ride's lane.

A third priority is to improve evening services from Cambridge and from the Village College, by:

- re-routing some evening number 14 services through Comberton (21:45 Cambridge to Cambourne, 21:15 Cambourne to Cambridge). Running times will increase by less than 7 minutes.

After these new services are in place, additional possibilities should be examined via a transport needs survey. Other commuter routes are possible, and a potentially important leisure route might be a Sunday service to Wimpole or a link to a possible Cambridge-Wimpole Sunday service.

Note that full size buses with standard carriers are expensive. One extra round-trip journey per day between Comberton and Cambridge currently costs Stagecoach £20k/year. Coupled with the Village College's possible needs and the vigorous desire in the village survey for a minibus for other leisure activities, this will make it necessary to:

- develop a business plan for a village minibus, via a working subgroup

Other transport schemes for the elderly or disabled are accessible to Comberton residents but are not well publicised. We should:

- provide regular advertising in Contact and elsewhere for existing Dial-a-Ride, car sharing and other schemes

Finally, bus shelters need attention:

- bus shelters should be lit, improved to reduce litter and to allow people inside to see an approaching bus, and new bus shelters should be procured.

10.2.4.4 Future cycling in and around Comberton

In estates where cars and cyclists necessarily intermingle, and where there are many driveways to disrupt cycle paths, most cyclists would be best served by a 20 mph speed limit (see above). Meridian School access mostly requires dedicated cycle paths, as it is for younger children, and the features in Hines Lane above will allow this for the new path on the recreation ground, but we should also:

- build a new cycle path from the recreation ground to the Janes estate (under discussion)

The Village College requires better cycle access. We should:

- build a new cycle path on the north side of West Street, from opposite the College to Hines Lane, including the plateau hump across Green End suggested above, with Give Way to cyclists

The rest of a continuous east-west route through the village is difficult on the north side between Hines Lane and Long Road, as there is a hedge very close to the road, then many driveways and a parking bay. Would be subject to the normal planning process. But we should:

- consider an east-west cycle path on the north side of Barton Road between Hines Lane and Long Road, possibly associated with the more comprehensive scheme suggested in the traffic section above

Outside the village, the existing paths to Toft, Barton and Cambridge need improvement and better maintenance:

- discuss with Cambridgeshire County Council engineers the feasibility of a raised path with Give Way to cyclists across the lay-by and farm driveways to Toft, of softening the dropped kerbs at field entrances towards Toft and at driveways towards Barton
- inspect these paths frequently, and insist that Cambridgeshire County Council carry out more rapid repairs and more frequent resurfacing, consistent with their higher cycle path maintenance budget in the Cambridgeshire Transport Plan

The new cycle path at the north end of the parish, from Hardwick to Madingley Road, has important defects. After discussion with Cambridgeshire County Council engineers, we should press for:

- raised path with Give Way to cyclists across farm entrances, Give Way to cyclists across Long Road, revised exit to St Neots Road near Hardwick

Long Road could be an important route to Cambridge via the Hardwick cycle path or in summer via the Wimpole Way to Coton, and an important recreational route. If Branch Road were a successful quiet lane, as suggested above, this would allow the aspiration of:

- a new cycle and walking route from Branch Road to the Hardwick road, on the field side of the hedge, with a mixed gravel “Sustrans” surface, to be explored via a working subgroup

Another important potential commuter route goes to Addenbrooke’s via very rough bridleways, through other parishes. We should:

- seek joint funding for improvements to Bridle Way in Granchester and its Barton end, and for the path from Trumpington to Addenbrookes, to be explored via a working subgroup

The southerly commuter and recreational route would be helped by making Royston Lane into a quiet lane, as suggested above. Other useful schemes would upgrade some local bridleways and footpaths, to be suitable for all-year mountain-bike use. This should not be universal, as part of the fun for some recreational mountain bikers is the winter mud of bridleways. Obvious candidates are:

- Wimpole Way from Long Road to Coton, to join the cycle path into Cambridge
- Eversdens to Royston Lane. This would need liaison with Eversdens Parish Council, and a change of use for the footpath (which is already being used by horse riders and trail bikes).

10.2.4.5 Future walking in and around Comberton

To encourage walking within the village, as well as the measures against pavement parking above, we should:

- widen the footpath on the rest of the south side of Barton Road, consistent with the widened part near South Street
- seek more maintenance for pathways.
- develop a plan for a “walking bus” for the Meridian school via questionnaires and funding advice, subject to school support.
- increase perceived personal safety in the dark, by more lighting in specific locations (e.g. along the Harbour Avenue path that runs beside the Meridian School), by ensuring frequent trimming of trees that would otherwise block street lamps, and by ensuring any new developments include well-lit paths.

Other measures detailed in the traffic section above would help walkers both within the village (20 mph speed limits, traffic calming) and outside the village (quiet lanes on Branch Road and possibly Royston Lane). More paths to provide circular routes are already under discussion (north from West Street to the Hardwick path, south from the east end of Church Lane to join the byway between Royston Lane and The Drift) or suggested above (Long Road cycle path). Important additional measures are:

- open the track from Toft Road to join Byway 9 to Toft, to create a circular path east of the golf course

- consider frequent verge cutting on the s-bend south of the church on Royston Lane, to reduce the danger to the many weekend walkers on the road