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Cambourne to Cambridge Better Public Transport Project
C2C Outline Business Case
Supplementary Local Liaison Forum
02/06/2020



Supplementary LLF update

- February 2020 - Outline Business Case (OBC) delayed to consider CPCA Local Transport Plan sub-strategy for the Cambridgeshire Autonomous Metro (CAM)
- After reviewing the draft sub-strategy published in April, officers update West Cambridge to Grange Road route alignment to comply with full segregation for CAM schemes
- GCP's plans are continually reviewed to ensure compliance with local strategies and designed to be adaptable to developing CAM proposals going forward.
- In May, the Government released a further tranche of further City Deal funding to continue GCP's programme of investment, including corridor schemes.
- Officers will continue to work with East West Rail to ensure alignment with the emerging Bedford to Cambridge route and Cambourne station location.
- This presentation supplements [OBC presentation to the LLF in January](#)



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Implications of CAM LTP Sub-Strategy



LTP Sub-Strategy Compliance

Overall C2C is compliant with draft Sub-Strategy

There are two areas that required particular consideration:

1. the approach to Cambourne:
2. the route from West Cambridge to Grange Road



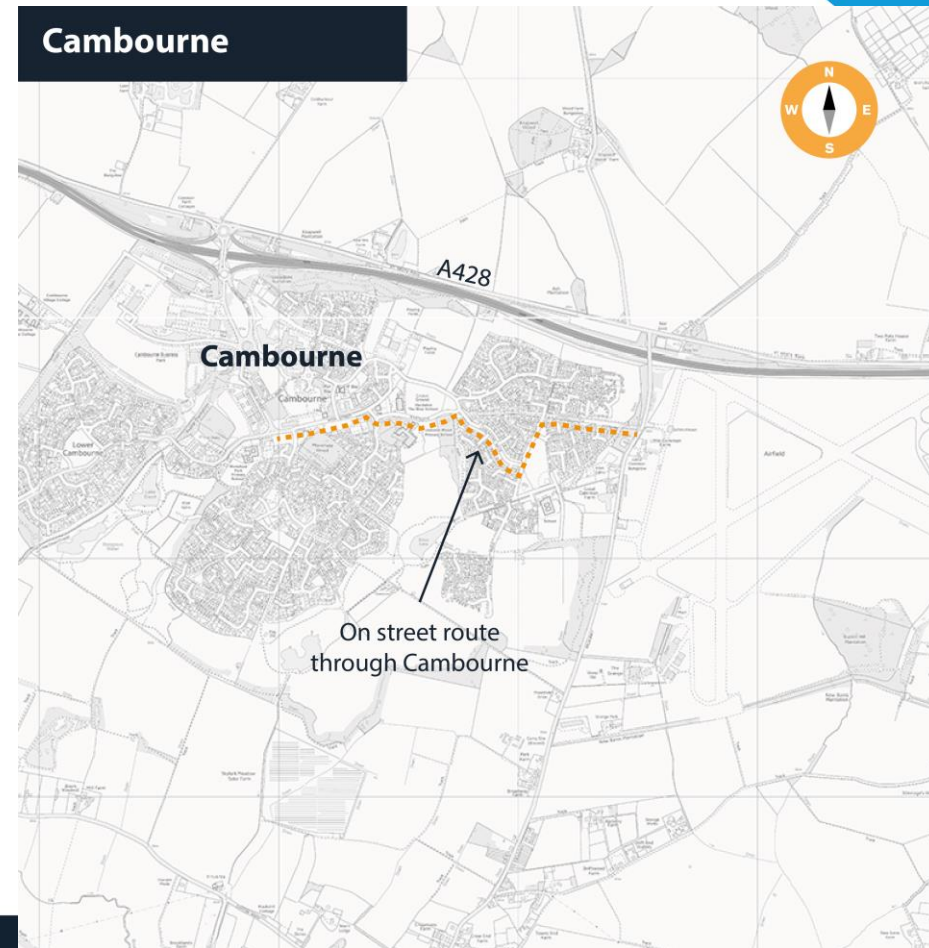
LTP Sub-Strategy Compliance Cambourne Area

- The Sub-Strategy emphasised the need for integration with East West Rail;
- East West Rail is likely to result in construction of a new station in the vicinity of Cambourne;
- Once a location is confirmed then additional local works will be required to maximise integration with both EWR and the extension of CAM to St Neots;
- The C2C proposal reflects this position, using existing highway until such time as further EWR details are known.
- C2C Business Case will reflect EWR once Preferred Route is confirmed and in line with DfT guidance



Cambourne Area

- First section on-road through Cambourne.
- Routes, including via Cambourne West, included in the traffic modelling assessments.
- Further work with EWR ongoing as detailed alignment and station proposals are developed



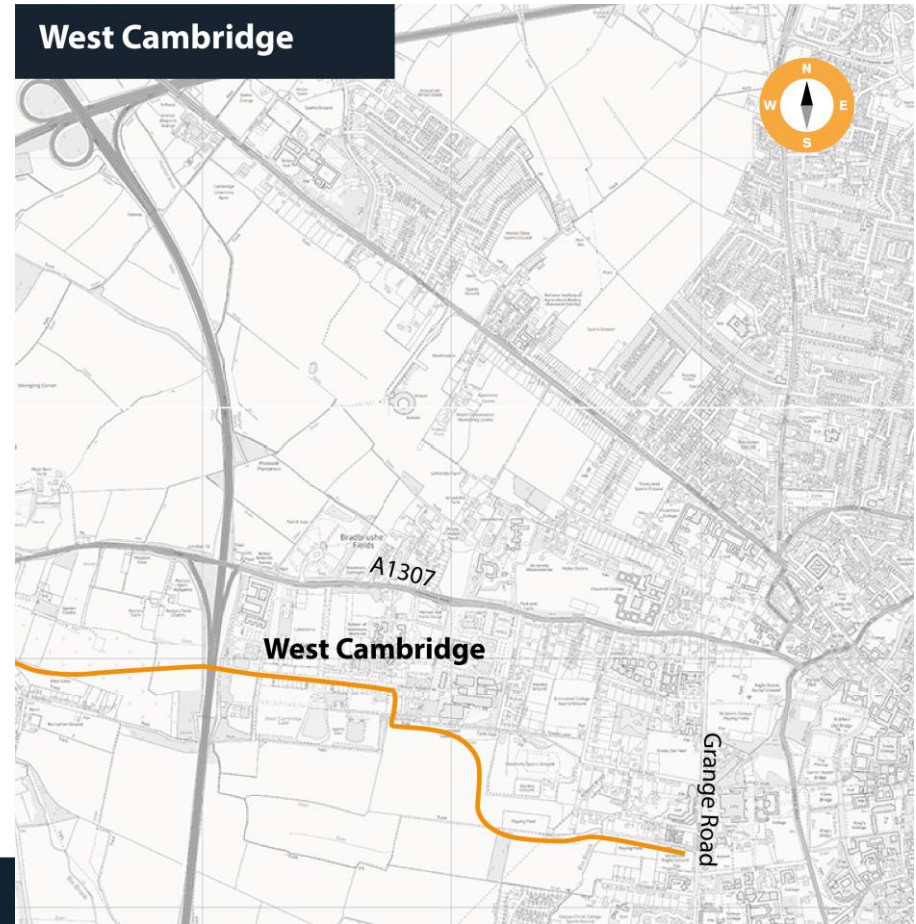
LTP Sub-Strategy Compliance

West Cambridge to Grange Road

- Policy CAM-E15 calls for a segregated route as a default: the Adams Road proposal does not meet this expectation
- Policy CAM-S10 calls for the scheme to Support and Complement Walking and Cycling: overall C2C is compliant but local groups have voiced sustained concerns regarding cycling provision along Adams Road
- As such, further assessment of the benefits of Adams Road and Rifle Range lead to a conclusion that Rifle Range is the preferred alignment.

West Cambridge to Grange Road

- The decision between Rifle Range and Adams Road has always been finely balanced;
- The CAM sub-strategy moves that balance in favour of utilising the Rifle Range for reasons of segregation and complementing walking and cycling





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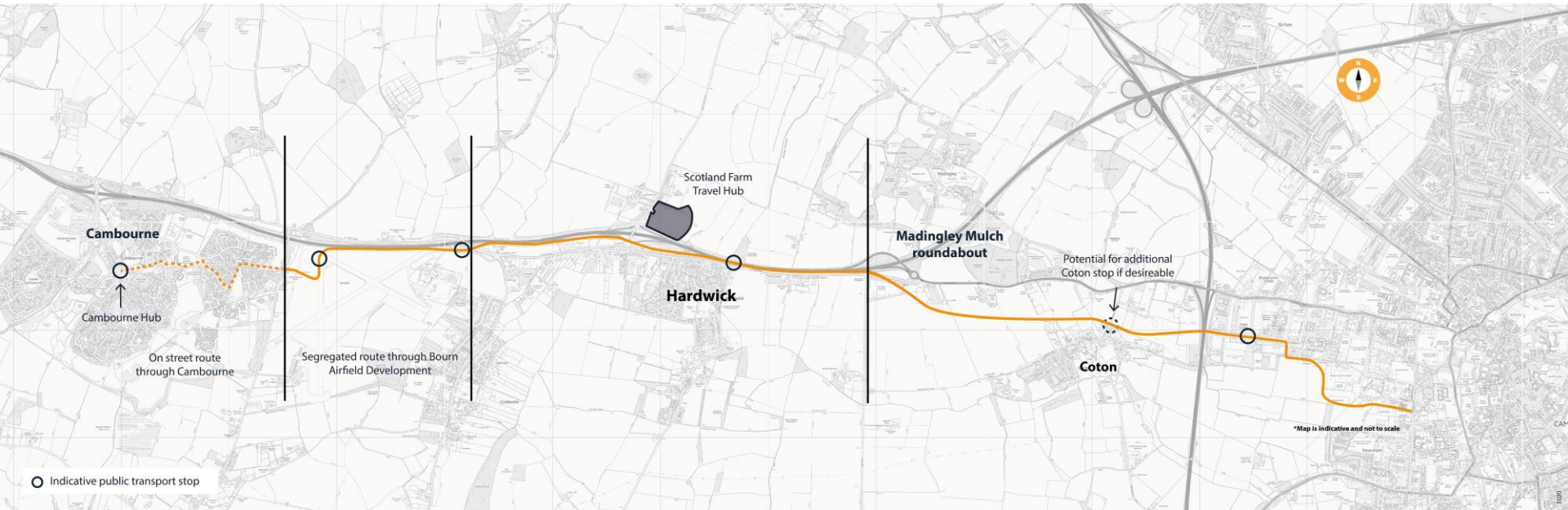
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Final Route Proposal



Route proposal



Scheme Development – Next Steps (Subject to Executive Board approval)

Environmental Impact Assessment

- Agree scope
- Ongoing data collection
- Refinement of design and mitigation

Consultation

- Public Consultation

Submit Transport and Works Act Order

- Spring 2021
- Timing thereafter depends on DfT and Planning Inspectorate
- Aim to open late 2024