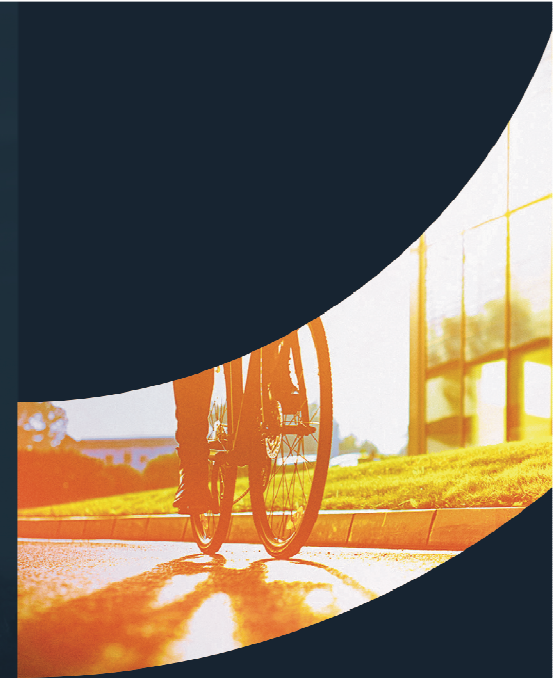




**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity
— Delivering our City Deal —



Cambourne to Cambridge Better Public Transport Project

Project Update

8/12/2020

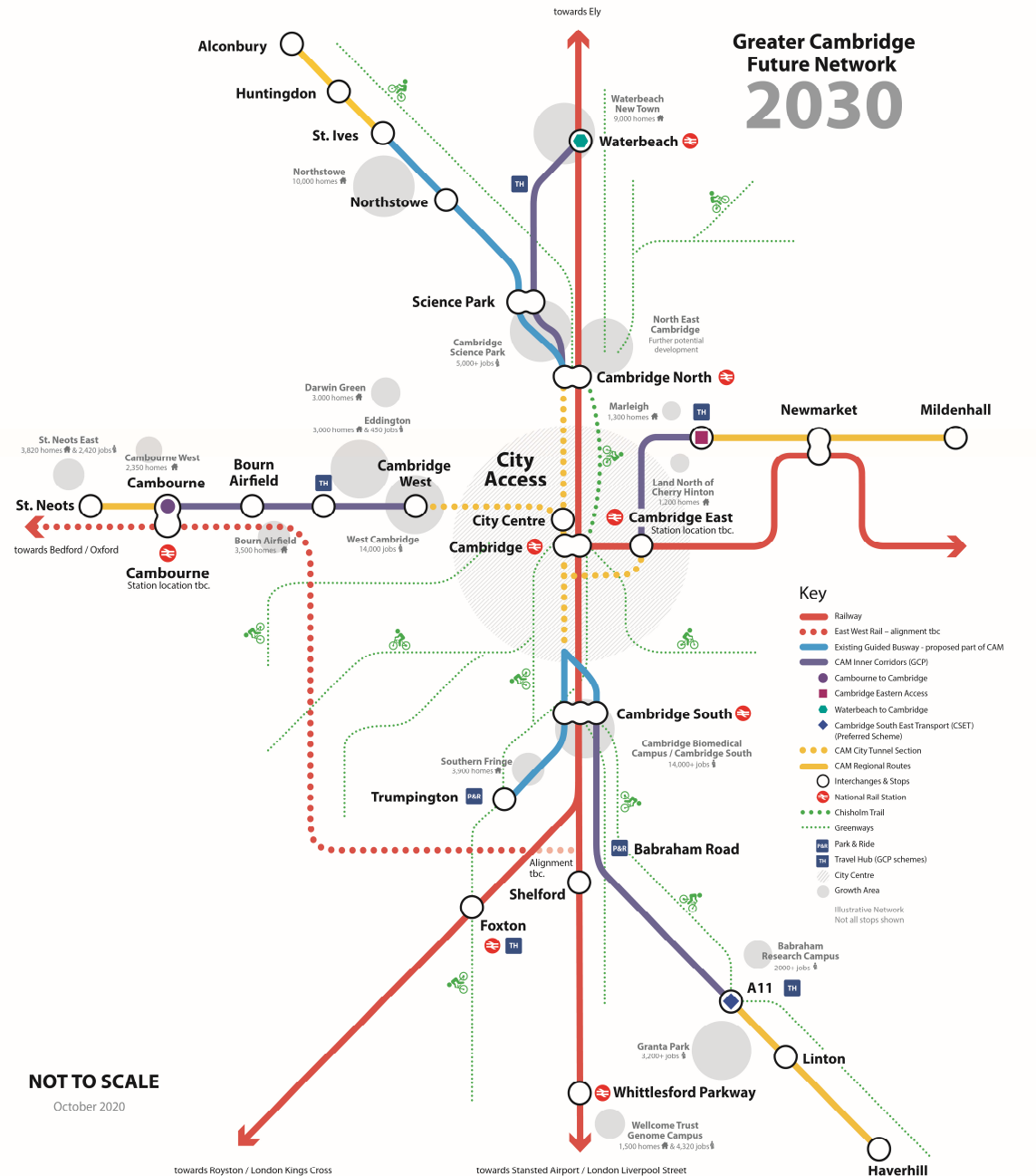


The strategic need for Cambourne to Cambridge

- Significant further housing planned at Cambourne West and Bourn Airfield, along with the current growth at Eddington and anticipated jobs growth on the West Cambridge site.
- Support development by offering a viable alternative to car use and tackle congestion forecast to build on the A1303.
- Public transport route unlocks development of approx. 3,500 homes at New Village at Bourn Airfield.
- One of four routes that create vital links between new developments in the Local Plan and key employment hubs across the city
- Can form an integral part of the CPCA's CAM network in the future.



Part of a wider network

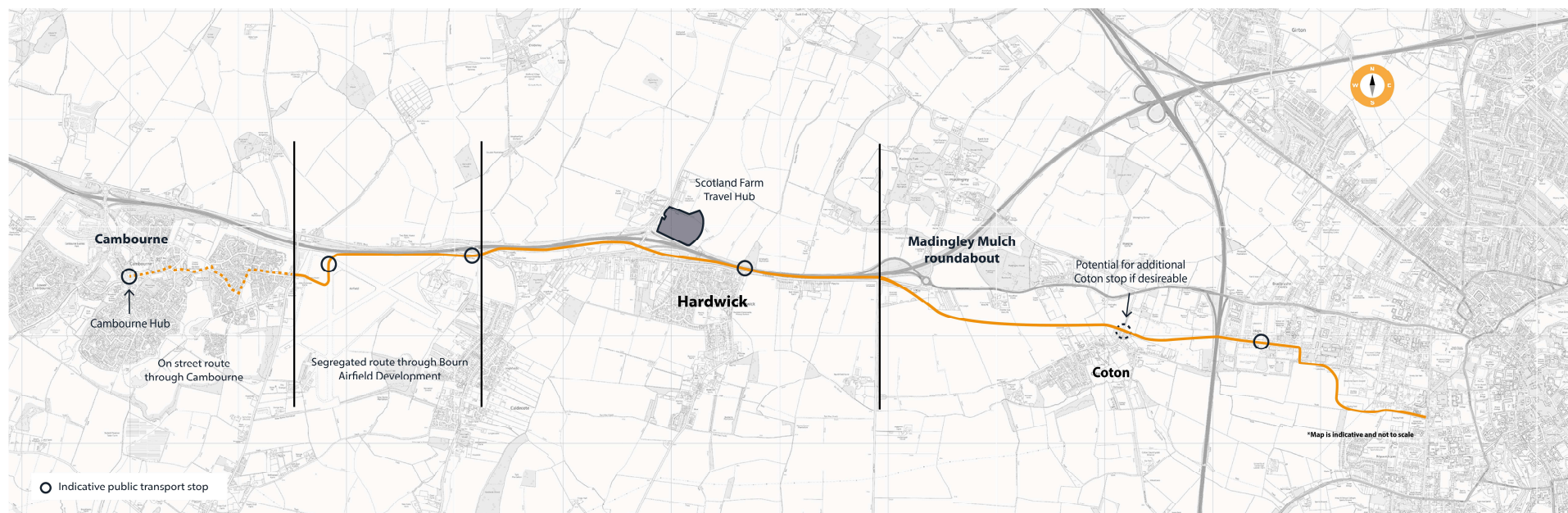


Scheme Development

Development over the last five years –

- three rounds of public consultation
- production of a Strategic Outline Business Case and Outline Business Case compliant with DfT Transport Analysis Guidance (TAG)
- significant environmental assessment and surveys
- multiple northern, on-line and southern options considered
- plans continually reviewed to comply with local strategies including LTP sub-strategy
- designed to be adaptable to developing CAM and other major scheme proposals including East West Rail
- Recommendation of a Preferred Route travelling predominantly off-road to the south of the A428/A1303

Route proposal



Scheme status

- LLF and Joint Assembly meetings held in June 2020
- Planned June 2020 GCP Executive Board decision on a final Outline Business Case and Preferred Route delayed
- Jacobs review of C2C on behalf of the CPCA suggested the C2C route was non-compliant with the LTP. [GCP's published response](#) concludes no fundamental issues to justify non-compliance.
- Subsequent work with CPCA concluded “*no current technical and design compatibility issues*”
- CPCA considered northern alignment at the November Transport & Infrastructure Committee and did not agree to put forward a route proposal to the GCP Board.

Next steps

- The Joint Assembly urged the Board to agree next steps during its meeting in November.
- The Executive Board is recommended to -
 - note the preferred route and Scotland Farm travel hub location
 - agree to undertake an Independent Audit Review of the scheme.
 - Commence technical work for an Environmental Impact Assessment (EIA), recognising the potential impact of the outcome of the audit
- Public consultation is an integral part of the EIA process and would only proceed subject to the outcome of the audit

Audit process

Subject to Board agreement, GCP will appoint an independent person to oversee the audit process.

The audit will review the assumptions and constraints that underpin the OBC for C2C, and the appraisal of options, including consideration of the evidence submitted to date.

The independent person will:

- Develop a brief/scope for the work;
- Oversee the commissioning of an independent transport expert to carry out the review and ensure the work conforms with the brief and provides the audit that is required;
- Publish a list of assumptions and constraints, and evidence to be reviewed;
- Invite any additional written submissions;
- Ensure that the outcome of the audit is presented to the Board in an accurate and balanced way

Questions

