

Notes from the Cambourne to Cambridge LLF Meeting Monday 27 January 2020

Date: Monday 27 January 2020

Time: 18.30 – 20.30

Venue: Cambourne Village College, Sheepfold Lane, Cambourne, CB23 6FR

Present - GCP Officers

Tom Bennett (TB) – Head of Communications
Peter Blake (PB) – Transport Director
Laura Gates (LG) – Communications Lead
Austin Nwadike (AN) – Project Manager
Benjamin Thorndyke (BT) – Events Coordinator
Beth Warmington (BW) – Communications and Engagement Officer

Present – Mott MacDonald

Jo Baker (JB) - Consultant
James Montgomery (JM) – Consultant

Present – South Cambridgeshire District Council

Aidan Van de Weyer

Present - LLF Members

Philip Allen (PA) (Vice Chair) - , South Cambridgeshire District Council, Harston and Comberton
Helen Bradbury (HB) (Chair) – Coton Parish Council
Rod Cantrill (RC) – Cambridge City Council, Newnham
Grenville Chamberlain (GC) – Hardwick Parish Council
Charles D’Oyly (CD) - North Newnham Residents’ Association
Heather DuQuesnay (HD) – North Newnham Resident’s Association
Allan Everitt, Hardwick
Markus Gehring (MG) – Cambridge City Council, Newnham
Tumi Hawkins (TH) – South Cambridgeshire District Council, Caldecote
Pauline Joslin (PJ) - Hardwick Parish Council
Ellen Khmelnitski (EK) – Gough Way Residents’ Association
James Littlewood (JL) - Cambridge Past, Present and Future
Tony Mason (TM) – South Cambridgeshire District Council, Harston and Comberton
Lina Nieto (LN) – Cambridgeshire County Council
Des O’Brien (DO) – Bourn Parish Council
Cheney Payne (ChP)– Cambridge City Council, Castle
Chris Pratten (CP) - Save West Fields
Josh Newman – Grantchester Parish Council

Present (from organisations)

Matthew Brown – American Cemetery and Memorial
Julie Coulson – Cambridge Connect

Malcolm Coulson – Cambridge Connect
Jess Cunningham – University of Cambridge
A Fowler - Cambridge Connect
L Golding – British Horse Society
Colin Harny – Cambridge Connect
Penny Heath – North Newnham Residents’ Association
Daniel Kleeman – Cranmer Road Residents’ Association
Carolyn Postgate – Coton Busway Action Group
Terry Spencer – Coton Busway Action Group
Roger Tomlinson – Coton Busway Action Group
Allan Treacy – Coton Busway Action Group
Marilyn Treacy - Coton Busway Action Group
Lynda Warth – British Horse Society
Heather Williams – South Cambridgeshire District Council, The Mordens
Richard Wood – Cambridge Area Bus Users

Apologies:

Gabriel Fox - LLF

Meeting commenced 6.30pm

1. Introduction and Welcome by Chair

The Chair opened the meeting welcoming everyone and introducing herself. She commenced the meeting by expressing disappointment about the timings set out on the agenda by GCP. She added that they may request another meeting before the Executive Board meeting on 19 February but that this could be discussed later.

2. Minutes of last meeting

The Chair noted that the minutes from the last meeting were excellent and a good record of the meeting.

The following points were sent to GCP following the last meeting

1. Following a statement from Grenville Chamberlain (DC Hardwick), read out in absentia, the LLF expressed deep concern at the impact of the off-road route on residents living along St Neots’ Road, who would be faced with nine lanes of traffic in front of their houses. The LLF asked the GCP to reconsider these plans in the light of this impact.
2. The LLF also asks the GCP to clarify the noise, pollution and safety implications of the options along St Neots’ Road.
3. The LLF would like the GCP to check the accuracy of the measurements along St Neots’ Road that appeared in the consultation literature as there was concern expressed that there would be insufficient space for the plantings and mitigation once the traffic lanes had been created.

4. The LLF asks the GCP to ensure that drawings and indicative diagrams are henceforth drawn to scale and accurate so that residents can be confident about the implications of what is being proposed.

GCP provided responses to each point. These can be viewed in full here:

<https://www.greatercambridge.org.uk/asset-library/imported-assets/GCP%20Response%20LLF%20Outcomes%206%20June%202019.pdf>

The Chair noted that, despite the LLF's requests for further work to be done to explore other route options, the published papers indicate that that has not taken place.

3. GCP Presentation of Joint Assembly papers publication and proposed scheme

GCP Transport Director Peter Blake, Mott MacDonald Technical Director Jo Baker and Laura Gates, GCP Communications Lead for C2C presented the recommended route and Outline Business Case

Questions and Answers

Q. Request for clarification. Not met anyone who objects to connectivity and not met anyone who wants to go to Grange Road. We've been pushed to have wrong scheme and wrong route to wrong destination.

A (JB): This is a point that has been raised consistently and is not at all the case. Buses will not terminate at Grange Road. The infrastructure finishes at Grange Road and from there buses would pick up the existing network.

Q: What happens to buses at Grange Road?

A (JB): Existing services like the U already use Grange Road.

(PB): Working closely with Mayor and Combined Authority re portal locations and getting around and across city.

Q (Richard Wood – bus users committee): No connection from Cambourne to any rail station (inc. Cambridge).

A (PB): Stagecoach have plans for additional bus services. In addition, the Joint Assembly will consider the City Access report which will outline other opportunities to enhance bus services.

Q (Jean Bell): Will there be a bus stop at Scotland Farm Park & Ride site which will take passengers into Bridge Street area?

A (JB & PB): Yes

Q: Please clarify there will be 10 buses each way per hour? That means 20 buses per hour cutting across Coton?

A (JB): Correct

Q (DO): What will be the capacity of each bus?

A: Similar to the Universal service of 60-70 people depending on final specifications

Q: (DO): Between 7-9am what will be the capacity?

A (JB): Based on the above, will mean about 600-700 people getting into Cambridge. **NB**

NB - As set out in the GCP report to the Joint Assembly the estimated total number of passengers is c. 1500 per hour.

Q (Dan Strauss): Does that 20 per hour include the X5 bus?

A (JB): Includes X5 at present but this would be decided by operators and also important to note any buses using the route would have to comply with required environmental standards

Q (HB): Can you reassure us that there will not be vehicle creep on the new bus road? Will national coaches, tourist coaches, taxis or emergency vehicles be able to use it?

A (JB): Taxis would not be allowed, but coaches and mini buses if they comply with the required environmental standards is a possibility. Could be used for blue light services and hope we'd all agree they should have a right although cannot envisage that this would happen often. Would need to clearly state what vehicles could use it. It is not a highway

Q Alan Treacey (Coton): The BCR is not great and in order to get a decent BCR uplift needs to be added. Is there going to be a mammoth development on the route to get a good BCR?

A (JB): There is significant development outlined in the Local Plan in South Cambridgeshire

Q (Elizabeth Frost): Are we to understand that we will lose our trees and there is nothing we can do.

A (JB): On the St Neot's Road there will be some loss of trees if the scheme is approved.

Comment (GC): Do not believe GCP are listening to residents and people. I believe we are being totally ignored and consultation is a sham. Decision taken in 2015. Options that could be used have been discounted. This scheme will rip out 1.7 miles of trees. A lot of people want to head to other places than Cambridge. Hope Secretary of State knows this would cost £200M with East West Rail around the corner. The Business Case is appalling.

Q (Linda Warth – BHS): Please reassure us that whatever route, rights of way network will not just be for cyclists?

A (PB): Subject to decision, the next stage of the process will be the Environmental Impact Assessment and detailed scheme design during which this will be raised and all forms of local transport will be discussed.

Q (Wendy Blythe): Are GCP working closely with the Local Plan in mind and with the Planning Department?

A (PB): This scheme is part of the delivery of the Local Plan, and GCP have continued dialogue with stakeholders particularly through the working groups who help inform the scheme design. This joined up working will continue.

4. LLF Presentations

4.1 James Littlewood, CPPF

4.2 Charles D'Oyly, Chair, NNRA

4.3 Chris Pratten, Save the West Fields

4.4

5. Discussion - LLF Resolutions and voting

Q (RC): Mayor has come out objecting proposal, which surely means scheme cannot go ahead?

Comment (TH): The Mayor paused work in 2018 until alignment could be demonstrated

A (PB): Mayor did ask us to pause work and commissioned ARUP to undertake a report on compliancy with CAM. This report concluded that C2C was compliant and there was alignment. Not sure on position of Mayor but have been working closely with his officers and team who have signed off our report re wider CAM scheme.

The Chair asked for further comments from members before resolutions and voting began.

Comment (PA): The Board in 2018 noted the recommendations of GCP in regards off-road but GCP have since continued as if the Board had made a decision. There has not been proper assessment of on-road option.

A (JB): The papers published for the Joint Assembly are extensive and detailed. They include option appraisal reports which go into detail. OAR 3 is the pertinent option appraisal with regards to the off-road and on-road options.

RESOLUTIONS – The Chair noted that there were 16 members of the LLF Committee in attendance

RESOLUTION 1 – 16F; 0A

The timing allowed for this meeting was unacceptable. Just 65 minutes for 16 county, city, district councillors plus representatives from residents' associations to discuss such a controversial and expensive scheme is not even in the ballpark. This committee has constantly challenged GCP on their proposals, and we believe discussion is being shut down.

RESOLUTION 2 – 16F; 0A

This resolution amalgamated the resolutions of Councillor Markus Gehring and James Littlewood which both concerned the impact of East West Rail.

Preamble: If the route of East-West Rail goes via Cambourne, then this would have significant impacts on the business case for the busway in terms of future passengers, it would also open up the possibility of an interim solution: In the short-term, an in-bound bus lane could be provided along the A1303. This could be achieved much more quickly, at significantly less cost, with much less impact on the environment, green belt and local communities. This could be in place whilst the new railway was being progressed. The railway would eventually provide the mass-transport solution for the Cambourne area, with the bus lane continuing to provide access to the West Cambridge campus. Cycle provision could be achieved via a branch of the Comberton Greenway, a route which would be much better for cyclists because it would be flatter and away from traffic. Therefore, is it not premature for the GCP to be making a decision without first knowing the outcome of East-West Rail.

Resolution 2:

The strategic situation has changed decisively. The alignment of the East-West rail link will be announced within weeks, and now seems likely to be via Cambourne. This significantly impacts the business case for the C2C busway, and it is unwise and premature to suggest the latter will simply be 'complementary'. In light of this, the LLF proposes a pause in the C2C busway plans whilst (i) the impact of the new rail service is assessed; (ii) the business case for the busway is revised; (iii) alternative options – including an interim in-bound busway on the A1303 – are devised, and (iv) because Adam's Road is not considered suitable for a busway.

6. Next steps and closure of meeting at 8.24pm