

Notes from the Cambourne to Cambridge Supplementary LLF Meeting Tuesday 2 June 2020

The below is not intended to be a verbatim account and sometimes the running order differs from the printed agenda. This is a draft document and has been produced to assist the LLF Chair with her preparations for the Joint Assembly meeting. The meeting in full can be viewed here:

<https://www.youtube.com/watch?v=nQ9UPe03HBQ>

Date: Tuesday 2 June 2020

Time: 18.30 – 20.30

Venue: Online, via Zoom Webinar

Present - GCP Officers

Jo Baker – Project Manager

Peter Blake (PB) – Transport Director

Laura Gates (LG) – Communications Lead

Alasdair McWilliams – Digital Media Officer

Beth Warmington (BW) – Communications and Engagement Officer

Present – Mott MacDonald

James Montgomery (JM) – Consultant

Observing

Councillor Roger Hickford – GCP Executive Board

Claire Ruskin – GCP Executive Board

Heather Williams – GCP Joint Assembly member

Present - LLF Members – designated as ‘Panellists’ for Zoom Webinar purposes

Helen Bradbury	Chair
Phil Allen	District Councillor, Harston & Comberton
Ruth Betson	District Councillor, Cambourne
Dr Shrobona Bhattacharya	District Councillor, Cambourne
Steve Jones	Spokesperson, Coalition of 22 Parish Councils
Des O’Brien	Parish Councillor, Bourn
Grenville Chamberlain	District Councillor, Hardwick
Lina Nieto	County Councillor, Hardwick
Tom Bygott	District Councillor, Girton & Dry Drayton
Dr Gabriel Fox	Parish Councillor, Coton
James Littlewood	Cambridge Past Present & Future
Rod Cantrill	City Councillor, Newnham
Dr Markus Gehring	City Councillor, Newnham
Chris Pratten	Save West Fields

The Chair noted there were 25 members of the LLF present in total, the panellist members above and some who were participating in the meeting as ‘Attendees’

Apologies:

None noted

Meeting commenced at ~6.45pm

1. Introduction and Welcome by Chair

The Chair opened the meeting welcoming everyone and introducing herself. She commenced the meeting by reading a statement transcribed below:

Welcome to the Cambourne to Cambridge Local Liaison Forum.

Due to the ongoing Covid-19 pandemic, the regulations surrounding public health measures, and the health risks associated with public gatherings, the forum is being conducted as a digital meeting. This reflects government advice, and is supported by the changes to legislation made by the government to allow virtual committee meetings.

This evening's forum is being hosted on the Zoom Webinar platform and streamed live on Youtube. A recording of the meeting will also be made available on the GCP Youtube Channel at a later date.

Normal rules of behaviour apply, and everyone is reminded that any inappropriate conduct or disruptive behaviour may result in your being excluded from the meeting.

We do have technical assistance on hand to support the conduct of the meeting, but do please remember that everyone is joining the meeting from their own homes; unavoidable technical issues may arise relating to broadband connections or home IT setups, and unexpected interruptions may occur.

If I could ask panellists to please remember to mute their microphones if they are not speaking, and to wait until invited to unmute their microphones.

For members of the LLF and the public who are attending via Zoom, but who are not panellists, there may be an opportunity to ask questions later; at that time, you will be invited to raise your hand via the button in the Participant and Chat pane. To open this pane, please click on Participants and Chat buttons on the bottom menu bar in your Zoom screen. Please do not raise your hand until questions have been invited, and only raise your hand if you want to ask a question.

Members of the public watching the livestream on Youtube will be able to see and hear the proceedings, but will not be able to ask questions or raise their hands.

I'm sure everyone will appreciate that this is a new way of conducting the LLF, and there may be some teething trouble, but with a little patience and forbearance, I'm sure this will be a productive meeting.

The Chair went through the agenda for the evenings' meeting and also introduced all the panellists both from GCP and from the LLF.

The Chair then set the context of the meeting, setting out that the LLF had met last in January and she had presented a summary of what was agreed to the Joint Assembly in February but that the scheme was paused before going to the Executive Board. Last week the LLF were informed that the scheme was going to the Joint Assembly and Executive Board. She noted that she felt there was no warning, a short timescale and took place during lockdown. She noted that the scheme was identical to the one presented before other than the alignment into West Cambridge

All other concerns raised in January by the LLF remain outstanding including EWR’s announcement of a preferred route through Cambourne and that the OBC had not been revised in light of this.

The Chair stated that she felt alternatives put forward by the LLF had not been assessed – including an interim inbound bus lane along Madingley Hill and an improvement to the Girton Interchange

Revised papers also do nothing to alleviate potential impact on residents to the west of Cambridge including in Hardwick and Cambourne

2. Minutes of last meeting

The Chair noted that the minutes from the last meeting were ok and that there was no fourth presentation.

3. GCP Presentation - supplementary OBC route update

GCP Transport Director Peter Blake, Project Manager Jo Baker presented the changes made to the Outline Business Case since the last LLF meeting recommended route and Outline Business Case. Slides available to view here: <https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-LLF-02-Jun-2020.pdf>

4. Advance Questions

The Chair went through those questions that had been submitted in advance. Full list of questions and GCP officer response is set out below:

Question	
<p>If the busway is being built despite all the opposition, then can we please have a more sensible solution for St Neots Road. Can you please consider to run the bus on St Neots Road and not build an off-road solution for this stretch of the way. Although the tree line between St Neots Road and A428 has not been considered by the environmental surveys as relevant for wildlife preservation, it is however vital to the residents of Hardwick and in particularly St Neots road for air quality and quality of life.</p> <p>There is no traffic issue on St Neots Road. However, the close proximity of the A428 is an issue already due to noise level for example and removing the tree line will have an adverse effect.</p> <p>I have attached a picture from google maps showing the section where A428 and St Neots Road run closest to each other. I have also attached the cross section of how the busway is currently proposed.</p>	<p>The alternatives have been considered and the recommended preferred solution is for a segregated route which is compliant with the Mayor’s LTP Sub-Strategy for CAM.</p> <p>Whilst the concern regarding the visual impact of removal of the trees is understood, trees have a marginal impact on noise: hence the high levels of traffic noise already experienced.</p> <p>As previously discussed, GCP would be pleased to provide additional noise barriers to screen the A428 noise and seek to reduce overall traffic noise.</p> <p>Air quality</p>

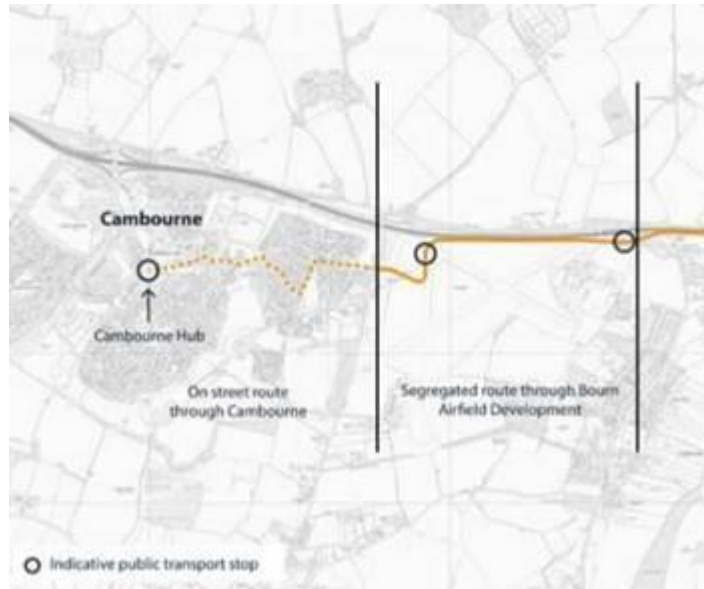
<p>Can I please ask for the solution to be reviewed again and to come up with a proposal which enhances life in Hardwick and along St Neots.</p>	<p>The scheme is intended to contribute to congestion relief and therefore improve air quality.</p> <p>The scheme is intended to run only euro standard/electric vehicles.</p> <p>An initial air quality assessment has been undertaken for Hardwick and notes that the scheme would be expected to have a minimal effect on air quality in the area.</p> <p>The assessment can be viewed online.</p> <p>Public opposition</p> <p>Public consultation and engagement has been a key element of work to date, reflecting differing views amongst the community.</p> <p>With regard to concerns for residents of Hardwick, in particular St Neots Road, the project team has regularly attended Parish Council meetings and hosted drop-in events in Hardwick in order to hear from and respond local residents and businesses and we will continue to do so.</p>
<p>My question concerns the Cambridge end of the proposed C2C bus route. Both Adams Road and the Rifle Range routes pose real problems, but once the CAM (Metro) is operative busways down both routes will be redundant. CAM looks set to operate from 2029. As an interim measure, why not run the C2C busway to West Cambridge? From there a number of smaller buses could take people directly to a range of different destinations in the city they actually want to go to (rather than to West Road)?</p>	<p>Terminating the busway in West Cambridge would mean that for some years the scheme would be incomplete requiring access onto the busy Madingley Road.</p> <p>Whilst the CPCA hopes to complete CAM over the next decade there is currently no certainty with regards to delivery, whereas C2C is intended to enable shorter term developments such as Bourn Airfield and West Cambridge and deliver local congestion benefits.</p> <p>Once CAM is completed, either option will provide additional non-motorised connectivity to the rapidly growing West Cambridge campus</p>
<p>I represent the Cranmer Road RA and sit on the LLF. I have registered for the Zoom meeting and would like to ask the following question please:</p>	<p>All information from GCP Officers is contained in the submitted Board papers as noted in the question. Such information is all in the public arena.</p>

<p>Would the GCP Officers please confirm whether or not the Board will be basing its decision on the information in the June 2020 Board papers and appendices to make its decision on the route alignment? Will the Board be using additional information that has not been made public to come to its final decision?</p>	
<p>1, what alternatives to a busway have been considered?</p> <p>2, instead of an expensive (in terms of money and environment) busway construction project, could that money be used instead for schemes which encourage people onto public transport using existing infrastructure? For instance, a park-and-ride on Barton Road, improved bus services from Coton and Hardwick villages (from Coton, for instance, the first bus of the day is after 10am, which is no good for most working people).</p> <p>3, how can additional buses on Grange Road be seen as a sensible idea? The road has traffic-calming measures, it is heavily used by cyclists, and the rifle range route emerges opposite a junior school.</p> <p>4, given the current coronavirus lockdown, isn't it evident that people do not necessarily need to commute into Cambridge? Could the money be used for schemes with more of a change agenda, such as tele-commuting hubs (and support for amenities) in villages outside Cambridge?</p> <p>5, when I completed a survey about the City Deal, there were questions about new cycling paths from Comberton, Hardwick, etc, which seemed to use existing bridleways. This seemed like a great idea: what happened about this idea, was it not popular? p.s. I do not think these cycle routes need to be paved at great financial and environmental expense -- instead, I would prefer to see the existing bridleways made into gravel paths, because they are relatively low-cost, low maintenance, and not so prone to ice as smooth paved surfaces.</p>	<ol style="list-style-type: none"> 1. A wide range of options based around bus-type vehicles and cycle routes have been considered including alternative alignments and on-road running. The need for a high quality public transport route was accepted at the Local Plan Inquiry, 2. GCP and other partners will continue to look at a wide range of options to improve public transport. These are not alternatives to C2C but may be complementary. 3. Grange Road is not unusual in Cambridge where many roads are constrained and well used by cyclists. 4. The impact of COVID-19 on long term travel demand remains the subject of speculation. At this time it is unclear what the new normal might look like. GCP has been tasked through the City Deal with providing infrastructure to enable growth. A Full Business Case for C2C will be prepared before commitment to invest and this will review future demand if greater clarity is available. <p>That said, however, many activities in Cambridge are based around healthcare and education land-uses which are unlikely to change in the longer term whilst substantial growth is predicted for the Oxford-Cambridge arc.</p> <p>GCP's projects promote active travel and its four sustainable corridor schemes,</p>

	<p>including C2C, are complemented by end-to-end walking, cycling and horse riding to create a continuous link to the city from growing villages and towns to the north, south, east and west and create additional capacity for growing numbers of cyclists.</p> <p>5. Proposals such as the Comberton Greenway are being developed by GCP in parallel to C2C.</p>
<p>1. The Rifle Range route and a bridge over the Bin Brook will certainly increase the flood risk for our community. What are you going to do about that?</p> <p>2. What sense does this project make if there is going to be a rail link between Cambourne and Cambridge?</p>	<p>1. The Design of the Rifle Range option will be undertaken in discussion with, and subject to the approval of, the Environment Agency to ensure that, as a minimum, flood risk is not increased.</p> <p>2. East West Rail has published a Preferred Corridor which suggests a potential rail link from Cambourne to Cambridge. At this time there is no Preferred Route and no firm commitment to scheme delivery. If EWR is delivered it will not serve Bourn Airfield or West Cambridge and will not necessarily provide Park and Ride facilities.</p> <p>The C2C scheme would eventually work with the new EWR line to give thousands of passengers fast and reliable onward journeys from Cambourne station to key employment sites around the city. GCP officers continue to liaise closely with EWR over the next stages of the development of their project.</p>
<p>1. What detailed analysis has there been on the impact of Covid-19 on the likely future demand for public transport and changes to levels of road traffic under the new normal, including levels of switching to working from home and flexible hours impacting on peak-time travel?</p> <p>2. What detailed analysis (not just high-level assumptions) has been undertaken since these papers on C2C were last presented in February on the subsequent announcement of the East West</p>	<p>1. The impact of COVID-19 on long term travel demand remains the subject of speculation. At this time it is unclear what the new normal might look like. GCP has been tasked through the City Deal with providing infrastructure to enable</p>

<p>Rail route going via Cambourne and its impact on the business case for C2C?</p>	<p>growth. A Full Business Case for C2C will be prepared before commitment to invest and this will review future demand if greater clarity is available.</p> <p>2. No detailed analysis of East West Rail has been undertaken because at this time there is simply confirmation of a Preferred Route Alignment. There remains no detail as to the route, the location of any potential station at Cambourne, or the likely services which might influence the C2C business case.</p> <p>GCP continues to work closely with EWR as they develop their route and station proposals to ensure maximum integration.</p> <p>It is of note that one of the reasons given by EWR for choosing the Cambourne route was that it would complement the C2C scheme by combining local and inter-urban connectivity.</p>
<p>Currently the long term effect of COVID is completely unknown. Given that the whole country is talking of the 'new normal' with increased working from home, companies splitting their workforce over the working week and the death of the high street, can you tell me on what evidence have you based your assumption that the impact on public transport will be short term? Especially as you have commissioned Hatch Regeneris to explore the impact and their findings will not be available until later this month.</p>	<p>See response to Cllr Allen</p>
<p>I am registered to attend tomorrow's LLF on behalf of Cambourne Town Council.</p> <p>Please see questions below that we would like to ask.</p> <p>1. No Stop in Upper Cambourne: The recommended route alignment (see below) shows just one 'indicative public transport stop' in Great</p>	<p>1. The request for an additional stop in Cambourne is noted and will be discussed further with the Town Council.</p> <p>2. The development of a Travel Hub for Cambourne remains a firm</p>

Cambourne. Does this mean that no stop is proposed in Upper Cambourne? This would be unacceptable to Cambourne Town Council as it would require in excess of a 1km walk for residents living close to the route to access a stop.



2. **Travel Hub:** Can the GCP please provide an update on proposals for a travel hub in Cambourne? It was Cambourne Town Council's understanding that this would be provided as part of the C2C scheme and we are concerned that it appears to have been relegated to something that could potentially be provided at a future date (see paragraph 10.8 of GCP Joint Assembly Report, 4th June 2020).
3. **East West Rail:** Can the GCP please provide an update on discussions with East West Rail regarding potential locations for a station in Cambourne? Cambourne Town Council support both C2C and East West Rail, but are opposed to the potential location of a station to the southwest of Cambourne. We consider any new station must be located to the north of Cambourne so that it is easily accessed from the A428 and the proposed C2C alignment.

I wish to put the following questions to the LLF regarding the proposed busway route, specifically the section

commitment. The location and design, however, has not been advanced pending clarity regarding the likely location and requirements for the Cambourne East West Rail station and potential extension of CAM to St Neots. The views of Cambourne Town Council will be essential in these matters.

3. GCP is engaging regularly with EWR but likewise awaits clarity from EWR regarding station locations.

1. This work is addressed in the published OBC and will be further

<p>running between the proposed park and ride at Scotland Farm and the Maddingley Road roundabout.</p> <p>1. Why is a dedicated busway needed for this part of the route? There is minimal traffic along St Neot's Road even at rush hour. Why can buses not use the existing road?</p> <p>Please can modelling be presented that demonstrates the case for a dedicated busway along this stretch, weighed against:</p> <ul style="list-style-type: none"> • the cost to the taxpayer • habitat loss and threat to endangered species • reduction in noise screening of the A428 • increased noise and air pollution to the north of Hardwick village <p>2. Please can more detail be provided on what is being done to enable cycling along the route from Cambourne to Cambridge? It is hard to see how the proposals as they stand can be implemented without a reduction in space for cyclists along this stretch.</p> <p>3. The trees and land south of the A428 (and north of St Neot's road) provides valuable habitat to a number of important species, some of which are on the red list for concern at a national level, such as starling, skylarks, bullfinches, sparrows and yellowhammers. In particular, starlings roost on this land during the winter and were witnessed murmuring in their thousands over Hardwick this winter. If the proposals were to go ahead, is any mitigation for this loss of habitat planned, particularly given other recent habitat destruction in the area along the footpath from Hardwick to Dry Drayton?</p>	<p>developed in the Environmental Impact Assessment.</p> <ol style="list-style-type: none"> 2. The proposals will include creation of a dedicated route for non-motorised road users which will be significantly better than current provision. 3. Yes. GCP is committed to delivering at least 10% biodiversity net gain through the creation of new habitats, and aspires to deliver 20% biodiversity net gain. The new habitats created will consider the nature of the habitats lost, and the species identified in the area from the surveys completed for the EIA. The objective will be to develop high value habitats that encourage a diversity of species in the area. <p>A number of surveys for ecology have been carried out to date (available online) and additional surveys for ecology are required for the preferred route if this is approved to progress.</p> <p>The output from these will inform the detailed Environmental Impact Assessment (EIA) of an approved preferred scheme, and any measures arising from the surveys will be discussed with the appropriate statutory body.</p> <p>During the EIA there will also be further engagement with stakeholders and the public where the emerging design and proposals for mitigation are presented for comment.</p>
<p>Question I have to propose is whether any consideration was given to put the busway route on the opposite side of the A428 which would of put it inline with the proposed P&R site at Scotland Farm and then followed the A428 joining the (longer than average) slip road for Maddingley Mulch Roundabout? That route would of had the smallest impact on residents along the route and could be</p>	<p>Yes, options to the north and south of the A428 and on-road have been extensively reviewed. Details are available on the website.</p> <p>A northern alignment leading back onto the A1303 at Maddingley Mulch is not desirable for bus operations.</p>

<p>connected simply by adding additional foot bridge along St Neots road for the residents of Hardwick.</p> <p>Thanks in advance for any consideration for this question to be put to the forum.</p>	
<p>Presently Cambourne High Street is a single lane carriageway and the only viable way to widen it is through the development of the last remaining land parcels to the north and south of the High Street, which will also deliver new homes and shops for Cambourne. The site is owned by my client, Newcrest, who has a history of successfully delivering retail units in Cambourne. Notwithstanding this, we have been struggling to engage positively with officers and members of the District Council on our proposals for the High Street and my client is now having to assess whether the project will come forward. What assumption is the GCP making about the development of the High Street coming forward and delivering a widened carriageway that will be essential to enable the proposed travel times between Cambourne and Cambridge to be met?</p>	<p>At this point in time GCP is making no assumptions with regards to High Street.</p> <p>As indicated above there is a need for further engagement with the Town Council, EWR and CPCA on Travel Hub locations and planning.</p>
<p>How can access be guaranteed at all times for the Rugby Club to gain access to our training ground along the Rifle Range track?</p> <p>Whilst daily use is required and could possibly be accommodated, we have concerns over the access needed by large, wide, slow moving vehicles carrying marquees and delivering temporary toilet blocks in the two weeks in November around Steel Bodgers, our biggest single fund-raising activity in the year.</p>	<p>The issue of the Steel Bodgers match is noted and was one of the reasons GCP explored further the Adams Road option.</p> <p>It is recognised that during the build and breakdown of the event a special operational regime will need to be agreed.</p> <p>Should a preferred route be agreed, we will continue to update and meet with the Rugby Club and other landowners as the proposals develop.</p>
<p>October 2019 Hardwick started a poll Save Our Trees on St. Neots Road and the result</p> <p>For Saving were</p> <ul style="list-style-type: none"> • 547 electronic signatures • 319 paper-based signatures, making a total of 866 signatures • A village meeting was arranged, excess of 80 people present indicated their united support for 'Save our Trees' <p>I challenge you the GCP to agree that from this is evidence Hardwick does not support the destruction of our St Neots</p>	<p>GCP has, and will continue to, engage with Hardwick Parish Council and other representative groups on the corridor.</p> <p>Public consultation and engagement has been a key element of work to date, reflecting differing views amongst the community.</p> <p>With regard to concerns for residents of Hardwick, in particular St Neots Road, the project team has regularly attended Parish Council meetings and hosted drop-in events in Hardwick in order to hear from</p>

<p>Road greenery to accommodate a Busway which will be primarily to service new villages and towns to the West.</p> <p>Is the GCP listening to Hardwick Residents, or are we being totally ignored.</p>	<p>and respond local residents and businesses and we will continue to do so.</p> <p>We have conducted an initial air quality assessment and committed to improve the existing noise barrier as a result of meetings.</p> <p>During the EIA there will also be further engagement with stakeholders and the public where the emerging design and proposals for mitigation are presented for comment</p>
<p>We would like to object to the proposals for St Neots Road Hardwick.</p> <p>If the trees are removed from the area between St Neots Road and the A428, the noise and pollution for Hardwick village and St Neots Road, Hardwick residents would be unreasonable from 9 lanes of traffic.</p> <ol style="list-style-type: none"> 1. Citi 4 bus: Will it still run from Cambourne to Cambridge on St Neots Road? 2. Has a reconfigured Girton Interchange been considered? 3. Could the guided busway be on the A428 from Bourn airfield to the Scotland farm park and ride? Then along the A428 to the Girton Interchange and into Cambridge? 4. The front door of the properties along St Neots Road to the hedge/ditch is less than 20 metres. We feel this is too close for the amount of traffic, noise and pollution from 9 lanes of traffic and the distance recommended from housing in other areas. 5. 3m multi use path is not feasible. <p>The drives from the properties on St Neots Road are sloping. The properties are lower than the road. Anyone trying to drive from the property would have great difficulty seeing if there were any cyclists or pedestrians on the pathway as the vehicles front would stick out on the pathway.</p> <p>Cyclists come along the path at the moment very quickly. It is an accident waiting to happen.</p>	<ol style="list-style-type: none"> 1. Bus services will continue to be operated by bus operators. If there is demand for the Citi 4 then it will be maintained. C2C will not prevent that. 2. A reconfigured Girton Interchange has been extensively discussed but does not feature in the recent Highways England Road Investment Strategy. As such it is unlikely to be delivered in the foreseeable future. 3. There is no access from Bourn Airfield to the A428, and at Girton Interchange there is no exit towards Cambridge or plans for HE to update the existing road layout. These options have previously been reviewed, the details are on the website. 4. There is no proposal for 9 lanes of traffic. <p>The proposed scheme will add two lanes carrying a small number of buses, and an improved version of the existing route for walking, cycling, and other non-motorised users. Vegetation would be lost along the narrowest point where there are around 160 semi-mature or mature trees, as well as some newer saplings - around 15 are mature trees.</p> <p>Every effort will be made to replant in areas where trees and vegetation must be</p>

	<p>removed, but for most of this section there will be some combination of planting, noise barriers, and variation in levels - this would not be a single block of eight lanes of tarmac.</p> <p>5. The volume and route of general traffic will be unchanged by the scheme. GCP is committed to trying to mitigate some of the existing problems.</p> <p>6. The proposed alignment will increase the width of the NMU route so it will be easier for cyclists to avoid cars as they emerge. All layouts will be reviewed at the Road Safety Audit stage.</p>
<p>1. Please detail what the officers have done to review this scheme in the light of the lessons learned during the Covid-19 lockdown in terms of increased working from home, more walking and cycling, reduced air pollution and a strong public feeling of a 'new normal'?</p> <p>2. Given the obvious environmental benefits of not laying more tarmac across valued fields and dumping hundreds more buses into the narrow streets of Cambridge centre, how have the officers evaluated the benefits of East West Rail to commuting from Cambourne and access to Cambridge South, Centre and North stations? Please supply detail.</p> <p>3. What in-depth evaluation has actually been completed on the proposals from many councillors and others, to route the busway alongside the A428 from Cambourne to the Girton Interchange and then link from there via Eddington to the West Cambridge site before accessing the City centre, in order to be compliant with the Mayor's CAM scheme. Please supply detail.</p> <p>4. How do the officers propose to ensure that detailed public scrutiny is possible in the Joint Assembly and Executive Board meetings so councillors can vote having carried out their roles responsibly in full awareness of public views.</p>	<p>1. COVID-19 – answered above</p> <p>2. EWR – answered above</p> <p>3. Northern alignment. Various options documented in technical note. Most recent suggestion via Eddington is not compliant with CAM as it is heavily based on existing roads especially through Eddington. This is available on the website. Officers have also attended a large number of meetings with the LLF Technical Group to discuss these issues.</p> <p>4. Public representations and questions are welcomed at public meetings.</p> <p>The government recently passed legislation allowing for local authority committee meetings to be conducted in a virtual environment.</p> <p>Protocol includes details for making the meetings publicly accessible via digital channels, and the submission of questions in writing.</p> <p>As the responsible authority under the terms of the Greater Cambridge City Deal, GCP meetings are being conducted under the County Council Protocol.</p>

The nature of major conurbation development in Cambridgeshire is changing, with all new planned major conurbations (such as Northstowe, Waterbeach Barracks, Alconbury Weald, Wintringham St Neots) now including substantial urban centres of their own, including retail, office, start up space and local social enterprise provision. The focus is now very much moving away from producing unsustainable commuter settlements that generate inward journeys to Cambridge, to providing strong local economies and developing successful businesses centres and offering attractive enterprise accommodation on-site to avoid the reliance on commuting to the established Cambridge business market which is oversubscribed and expensive.

Further, the C-19 pandemic has initiated a paradigm shift in working patterns with office staff working from home at scale. As a result it is well known that many large businesses on the Science Park are already changing their business model and are downsizing their office presence. The focus is moving rapidly to future proofing businesses and changing how society works, with a focus solidly on working from home and developing more local, sustainable locations which are less reliant on the Cambridge market and can be seen as centres or hubs in their own right with open space, community facilities and business centres.

Given the shift that the housing and business development sectors are making in place making and becoming less reliant on commuting to central Cambridge, this shift of emphasis will reduce the need for an engineering solution such as the Bus Way, so shouldn't the business case acknowledge this change and respond accordingly?

Noise pollution. The noise of the A428 is already substantial – particularly in summer when windows are open the road noise is substantial and keeps residents in Hardwick awake at night. The removal of the trees will substantially increase the noise pollution and will make the noise levels intolerably. Has the acceptability of increased noise levels been considered and do the needs of local residents who will be affected by the increase in road noise matter in this regard? Has any research been carried out by the Combined Authority to determine whether the road noise levels will be within acceptable, legal standards?

As noted in previous responses, GCP will monitor the development of the “new normal” but at the same time recognizes the level of development on this corridor and the importance of access to opportunity in the City of Cambridge. As above – a Full Business Case will be needed before funding is committed and at that stage there may be more clarity as to how much society may have changed.

Trees have limited impact on traffic noise. That is why the A428 already has a significant negative impact on St Neots Road. GCP is committed to the provision of noise barriers which could provide effective protection.

The proposal is for a single bus stop on the busway given the need to provide express services. GCP is aware that the Cambridge Guided Busway has proved very successful and that bus capacity may be a concern. It may be that some local services might still be operated on St Neots Rd by services similar to the Citi-4. That will be determined by operators if the demand is there.

<p>Bus capacity – bus demand in Hardwick at peak times in high, with 4 out of the 5 stops having queues of people waiting for buses from 7.30 to 9.30. It is questionable whether replacing Hardwick’s 4 stops with 1 stop will provide sufficient capacity to meet local demand. There is a high chance that buses leaving the new park and ride in peak times could already be full, so how will any capacity be reserved for local residents at peak times?</p>	
<p>Why is it that with so many people from many different locations are so against the scheme that the few of you on the GCP feel you have the right answer in wanting to continue with the off-road solution.</p> <p>Why are you not listening to them, who after all will be the users, and follow their recommendations?</p>	<p>We are very aware of the concern being expressed by a number of residents concerned about, the Cambourne to Cambridge scheme.</p> <p>However, we are also aware of the urgent need for more effective public transport and active travel links between Cambourne and Cambridge, and many of the new homes planned in the area require such high quality connections if they are to be sustainable communities where people want to live. This was acknowledged in the Local Plan Inquiry.</p> <p>Public consultation and engagement has been a key element of the work to date, reflecting differing views amongst the community, and decision makers will consider that alongside the technical evidence.</p> <p>There have been significant efforts to review route options, including those proposed by stakeholders, through three public consultations over the past five years.</p> <p>The assessment process confirms that a route travelling off-road best meets not only the scheme’s objectives but also the CPCA’s requirements for CAM and its contributing schemes to be fully segregated.</p> <p>The project team has regularly attended community meetings and hosted events in order to hear from and respond to the concerns of those more directly affected and will continue to do so.</p>

	<p>Further assessment and a full Road Safety and Environmental Impact Assessment, with further public consultation, would be conducted as part of continuing work.</p> <p>The decision to grant permission to construct the scheme ultimately lies with the planning authority – DfT.</p> <p>We have factored the views of stakeholders into planning wherever possible and will continue to do some examples–</p> <ul style="list-style-type: none"> • Reflecting strong stakeholder opposition and concern regarding the environmental impacts of a site on Madingley Hill, a site at Scotland Farm to the north of the A428 has been adopted for final proposals. • We continue working to define a specific alignment running at least 40-50metres from the closest property in Coton and considering mitigation measures including bunding to minimise visual intrusion. • On St Neots Road in Hardwick, officers have committed to rebuild the current noise barrier with the A428 which is a prime source of existing noise and in a state of disrepair.
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Additional questions and comments

Roger Tomlinson – concerned about GCP’s evaluation of the impact of East West Rail in regards commuting to Cambourne and the way in which this may reduce potential demand for the busway route.

Jo Baker – as mentioned previously, we do not yet know where the Cambourne station is going to be, although it is not likely to be in central Cambourne. Indications are that it is likely to be to the south of Cambourne in which case many residents would not be able to use EWR to access their destinations. If people wish to get to West Cambridge this will not be served by EWR. This is not a closed issue; once the exact location of the station in Cambourne is decided by EWR then GCP can do detailed analysis which cannot happen until there is clarity on final plans for EWR.

Markus Gehring – concerned about the environmental impact of the Rifle Range option. Consultants had expressed concerns about the impact on the green belt, and on places such as Clare Hall which are not addressed by the Board papers

Rod Cantrill – the scheme as put forward by GCP does not deliver a superior journey experience for people, it delivers an inferior one. An on-road solution would accommodate an efficient and cheaper alternative to this expensive scheme. If the scheme is approved, public enquiry would need to look at the failure to demonstrate the logic of delivering a bus route to Grange Road

Chris Pratten – the West Fields are significant as this is where the green belt gets closest to Cambridge. Previously Colleges have attempted to develop the land resulting in a High Court ruling.

Peter Blake – the High Court judgement referred to was around inappropriate development in the green belt which does not apply to transport schemes as long as they go through the necessary tests and that is the process GCP is going through currently

Peter Blake cont. - Comments on some presentations that state this scheme is inferior – that is not the case. The assertion around wider benefits being arbitrarily attached are not true as the benefits that this transport scheme will deliver are attached and set out in the Local Plan. All assessments are online and we have worked extensively with the LLF Tech Group. There have been 12 meetings between GCP and the Tech Group and we have worked extensively on all their alternatives including Madingley Hill and Girton Interchange. All technical papers on this are on the website.

Interrupted by Chair

Chair – cannot agree that the Northern option was worked up with any credibility

Peter Blake – we will have to agree to disagree

Rod Cantrill – there were extensive meetings and the LLF Tech Group disagreed materially with GCP officers. The data produced was on a macro basis and we had to push hard for alternatives to be drawn up.

Grenville Chamberlain – the scheme goes too close to residential properties and is a total waste of taxpayer money for such a tiny amount of time saved on journeys.

Steve Jones – GCP should have assessed their preferred scheme versus the best possible alternative, not their preferred scheme versus do nothing.

Jo Baker – this is not true, a whole series of differing option appraisals have been assessed

Markus Gehring – the Combined Authority Mayor claims this scheme is not compliant with his plans for the CAM

Peter Blake – we are obliged to demonstrate how our schemes are compliant with the Local Transport Plan and this scheme is compliant with the CAM

Lina Nieto – why did GCP use the draft sub strategy to evaluate compliancy?

Peter Blake – we agreed to pause the scheme and now believe that we are in a position to take it forward. There will always be series of developments in emerging Local Plans and other policies.

Grenville Chamberlain – have a question from the climate change organiser in Hardwick. States that it is commendable that reducing air pollution is one of the major aims of the scheme but questions

how this can be accomplished by the removal of so many trees along St Neots Road in Hardwick. How do you plan on replacing the stored carbon value of this wildlife corridor?

Jo Baker – we are not proposing to remove all trees but at the narrowest point we will have to take out a significant number but nowhere near as many as the LLF's preferred scheme would have removed of very mature trees along Madingley Road. There is a very clear commitment from GCP of net biodiversity gain. We would be looking at the carbon impacts

Helen Bradbury – surprised to notice that the dual carriageway is raised significantly along that road and so it is worth looking at what the visual impact for houses along St Neot's Road

JB – those additional visualisations are very much part of the Environmental Impact Assessment

Des O'Brien – the landscape has been changed by EWR. The situation and current timescale is being driven by the imperative to build in Bourn and west Cambourne. The busway will be superseded by EWR and the opportunity will be missed to integrate with EWR and build a complementary bus route. GCP officers are being asked to build something that will be a mistake in 10 to 15 years.

Ruth Betson – Cambourne Town Council doesn't want any more delay as our current transport provision is poor. Should not be at expense of neighbouring parishes and Cambourne will benefit from joined up strategy of CAM, EWR and bus routes. Pleased that GCP will revisit route when EWR publish their final station. Remain concerned about compatibility of C2C with CAM. Please can GCP continue dialogue with CPCA before spending too much money.

Shrobona Bhattachayra – why are we not looking at revising the current bus system which covers most of the key destinations which would be cheaper. Stagecoach are already running buses and they have capacity as long as they revise their routes and prices.

Lina Nieto – thanked GCP for their presentations. Why is all the focus on investment in Cambourne and no planned investment in other areas the scheme covers?

Jo Baker – Cambourne is already heavily developed and the scheme needs to access this urban area.

5. LLF Presentations

5.1 Presentation from Gabriel Fox

5.2 Statement by James Littlewood

5.3 Presentation by Chris Pratten, Save the Westfields

5.4 Presentation by Councillor Markus Gehring

5.5 Presentation by Councillor Tom Bygott

RESOLUTION – The Chair previously noted there were 25 voting members of the LLF present

The LLF formulated their resolution and voted:

24 – yes

1 – abstained

- The LLF opposes a premature decision on the current Cambourne to Cambridge busway scheme. It is unfit for purpose, anachronistic and environmentally damaging, and is now out of step with emerging proposals for East West Rail and CAM.
- The LLF recommends a pause until:
 - The Mayor’s CAM consultation has concluded and his proposed route suitable for autonomous vehicles, MRT and adaptable into a Metro is published; and
 - The location of a new east west rail station in Cambourne is confirmed and the business case for a busway reworked in light of its impact. This is a multibillion pound scheme that needs to be thoroughly understood first.
- In the meantime, the LLS supports the development of interim, high-quality bus priority measures and/or improved services on existing infrastructure that can support the Local Plan and provide immediate transport benefits to key employment locations whilst the bigger picture falls into place.

6. Next steps and closure of meeting

The meeting closed at 9.08pm