

## **GCP response to LLF resolutions LLF meeting 14<sup>th</sup> November 2018**

- The LLF requested that the Joint Assembly allowed two weeks between the meeting papers being published and the Joint Assembly meeting taking place, to allow more time for input to be provided by the LLF.

**GCP response** - This point has been noted. Every effort is made to allow maximum time between publication of papers and public meetings. Papers for the 12<sup>th</sup> September Joint Assembly will be published on 2 September. The LLF date has now been agreed with the Chair as 10<sup>th</sup> September 2019.

- The LLF noted that the GCP was taking forward a route and alignment that was most opposed in the public consultation and which the LLF had advised against

**GCP response** - Full 2017/18 consultation results were published on the GCP website in May 2018. Results showed that 40% of respondents preferred a tidal on-road public transport lane (B), 33% of respondents preferred the off-road route (C) and 18% preferred the on-road inbound only route (A). As any scheme progresses towards Outline Business Case, a range of options are assessed so that a preferred option can be identified. Although not the most preferred option from consultation, the off-road route has been assessed as top-performing in support of future growth, a key objective of the scheme. Analysis and assessment information is available in the Interim and Option Assessment reports published on the GCP website – <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-the-route/>

- The LLF supported the principle of tunnels but was concerned about their deliverability.

**GCP response** – this point has been noted. GCP continues to work closely with the Combined Authority to align plans, including how the Cambourne to Cambridge scheme would connect with a CAM tunnel in West Cambridge.

- The LLF felt that the GCP's preferred route did not serve commuters from Cambourne and Bourn and would only benefit a small proportion of people.

**GCP response** – The Cambourne to Cambridge route proposes a reliable, accessible and environmentally-friendly public transport link, with cycling and walking provision, aiming to allow Bourn and Cambourne residents to use the bus, or even to cycle, and leave cars at home.

- The preferred off-road route provided poor connectivity; it did not provide effective links to the Biomedical Campus or the Science Park. A northern route would provide better connectivity.

**GCP response** – In response to LLF request, GCP committed to provide further clarification on reasons why a northern alignment was previously discounted. The technical papers are now available on the GCP website.

- The LLF technical group expressed concern that the benefit cost ratio (BCR) was one tenth of what was normally expected of public transport schemes.

**GCP response** – The Benefit Cost Ratio (BCR) for all options remains low. The emphasis on wider economic growth is more relevant in the context of the City Deal, wider growth in Greater Cambridge and priorities of the Cambourne to Cambridge scheme. In that context, the Wider Economic Benefits (WEB) for the off-road scheme is significantly higher than the on-road alternative. An explanation of the WEB calculations is set out in the Interim Report (Appendix 1) of the GCP Assembly Report published in November 2018. Further to this point, GCP held a WEB workshop for the LLF technical Group to answer questions and explain the assessment process.

- It was felt that journey times were not significantly better than on-road alternatives.

**GCP response** – Whilst this point has been noted, reliability continues to be an important determining factor for optimum route alignment.

- There was concern about Mott MacDonald's environmental assessment which the LLF felt was based on a poor understanding of the importance of the wider landscape setting of the city and heritage implications within the city. The LLF asked for an independent assessment of each to be completed before the full EIA and HIA at planning stage.

**GCP response** - Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.

- The LLF requested to see the full Arup report that had looked at and dismissed an alternative northern route.

**GCP response** – In response to LLF request, GCP committed to provide further clarification on reasons why a northern alignment was previously discounted. The technical papers are now available on the GCP website.

- The LLF requested that a panel of experts independent from the GCP, assess the economic, environmental and transport implications of the scheme.

**GCP response** - Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.

- The LLF had:

1. Recommended that no decision be taken on a preferred route until greater clarity on the CAM was provided; the proposed network, connectivity and funding. It was felt that the off-road bus route due to its poor connectivity to the Cambridge Biomedical Campus (CBC), Science park and the city centre, its poor transport benefits and low BCR, did not stand up to scrutiny.
2. Noted that there was only one route that was compliant with CAM. It asked that a northern off-road option be developed. It was felt that there could be major advantages to this; it could better connect with the Oxford Cambridge Expressway and developments at the Girton Interchange in the longer term, and could link with the Science Park, CBC and the North West Cambridge site.
3. Recommended that, given the lengthy timescale involved in building an off-road scheme, an in-bound bus lane be designed on Madingley Road immediately. This would provide significant public transport benefit to the residents west of Cambridge.

**GCP response** – CAM proposals see tunnelling estimated for completion in 2029.

There is an immediate need to ease congestion and connect new developments to meet growing demand for access from the west of Cambridge. A public transport link travelling through the city centre and on to major sites of employment remains the best option to tackle worsening congestion and offer a viable alternative to car use. The Combined Authority and GCP continue to work closely to align plans, including how the Cambourne to Cambridge scheme would connect with a CAM tunnel in West Cambridge. In autumn 2019, the GCP Board will be presented with the Outline

Business Case including a recommendation for an end-to-end route between Cambourne and Cambridge, and new P&R site.

In response to LLF request, GCP committed to undertake work to consider potential 'quick-win' options within the highway boundary along Madingley Hill and provided further clarification on reasons why a northern alignment was previously discounted. The technical papers are available on the GCP website.