

My ref: C2CLLFTech01052019
Your ref: C2CLLFTech01052019

Date: 01/05/2019

Telephone: 01223 699906
E Mail: contactus@greatercambridge.org.uk



**GREATER
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Growing and sharing prosperity

Greater Cambridge Partnership
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Helen Bradbury



Dear Helen,

Re: LLF 181419 letter of complaint re workshops

I'm writing in response to your letter to myself and engineering consultant lead, Jo Baker, on behalf of the Local Liaison Forum Technical Group, received on 17th April 2019, and your subsequent email to me, received on 29th April, with regard to GCP-hosted workshops for the Cambourne to Cambridge Better Public Transport Project. I would also like to respond to a Technical Group request, passed to me following the Tech Group session on Wednesday 24th April.

We have been happy to organise six workshops over the past few months covering subjects as selected by members of the Local Liaison Forum's Technical Group.

Our engineering consultants presented a draft technical note content for discussion considering Madingley Road 'Quick wins' and reviewing Northern alignment proposals during the sessions you reference in early April,.

As explained in previous correspondence, the commitment for the two technical notes was to look at what could be done within the highway boundary to deliver potential 'quick wins' at Madingley Hill and to review assessment of a northern route via Girton, referencing contributions from stakeholders.

The project team noted Technical Group feedback from all of the sessions and are in the process of reflecting key points, including land take to the south of the A1303 and a review of a route via Eddington, as part of technical note content. The intention is to share draft documentation with the Technical Group in advance of online publication.

We would be happy to run two further Technical Group sessions at the regular 4.30-6.30pm time on Wednesday 22nd for 'quick wins' and Wednesday 29th May for the northern alignment, and will share draft Technical Notes in advance of both sessions. Invitations will be issued shortly.

In response to further requests in your letter, we would be happy to provide to the Technical Group plans of the A1303, showing the highway boundary.

In response to the request for further sessions following the traffic modelling and Wider Economic Impact (WEI) workshop, we would also be happy to set these up after work is completed in the summer and will be in touch to arrange. However, hybrid options incorporating an on-road route from Madingley roundabout to the city would not form part of that WEI assessment, for reasons outlined below.

As any scheme progresses toward an Outline Business Case, the range of options is assessed in order that a preferred option can be identified. Following the presentation of a Strategic Outline Business Case, Phase 1 of the Cambourne to Cambridge Better Public Transport Project was subject to public consultation, comparing multiple options for the whole scheme in 2015.

This stage of the process is comprehensively documented and published in 2016 on the GCP website: in particular the Options Appraisal Report. The report indicates clearly that after appraisal, the off-road route, Option 3, scored highest. More information and project documentation can be viewed on the Cambourne to Cambridge Background page of the Cambourne to Cambridge Project website - www.greatercambridge.org.uk/cambournetocambridge.

The northern option (Option 4) is relatively low cost, as a result of bypassing a short section of the A428/A1303 corridor and being primarily an on-road option. Specifically, the option does not provide an alternative crossing of the M11, and depends on a new Junction with the A1303, just to the west of the M11, which would be likely to become congested. As such, economic performance is particularly poor.

Phase 1 was revisited in 2017 when further public consultation was undertaken, following the End of Stage Report. At these stages, both on-road and off-road options were considered.

As a result of consultation, an optimised, on-road option including both inbound and outbound public transport priority and an off-road option were assessed to compare benefits and impacts. An Interim Report updating on that process was taken to the Executive Board on 6 December 2018.

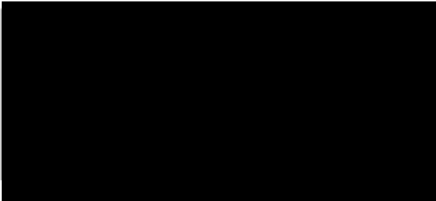
At the meeting, the Board noted that *'the recommended off-road route, defined as the Specific Route Alignment providing a new public transport corridor between Madingley roundabout and Grange Road best meets the strategic and policy objectives of the Greater Cambridge Partnership'* and *'agreed that Phase 1, Phase 2 and a Park and Ride location continue to be developed towards an Outline Business Case'*.

As Phase 2 proposals develop, considering results of the recent consultation, the indicative off-road Phase 1 route remains subject to ongoing further assessment in advance of an Outline Business Case for a full end to end scheme being presented to the Executive Board in the autumn.

At this stage in the process, as covered in previous correspondence, there has been no intention or commitment to revisit abandoned alignments, assessed and discounted as part of the options appraisal process in 2016, nor to present a new GCP-designed route option via Girton.

I hope this clearly outlines the position, however should you have further queries, the project team would be happy to discuss further.

Yours sincerely,



Peter Blake
GCP Transport Director