

Peter Blake
Transport Director
Greater Cambridgeshire Partnership

11 June 2019

Dear Peter,

First of all, thank you for attending the Cambourne to Cambridge Local Liaison Forum on 6 June 2019. As ever, your presence was appreciated. The venue in Cambourne was a good choice, and it was useful to have a member of Cambourne Town Council present. Hitherto Cambourne District and County Councillors have participated, but not the Town Council, and this was a welcome development.

Before moving on to the outcomes of the meeting, I must follow up with you the issue raised by a member of the audience at the beginning of the meeting, about which I chose not to allow further discussion. I have not seen the FOI cited, but it apparently reveals an email exchange between the late Adrian Shepherd to Mott MacDonald that raised concerns about the misrepresentation of environmental advice to the LLF. Can you cast any light on this please?

Moving on to the outcomes of the meeting, I agreed to address the following with you.

1. The Phase 2 consultation process

Generally, it was thought the consultation had been conducted and assessed reasonably well. The following issues were raised though.

- The depiction of the off-road phase 1 route in the consultation literature, as though it had been definitely decided upon, was thought to be misleading.
- The accuracy of the measurements along St Neots Road in the consultation literature were brought into question. There was concern expressed that there would be insufficient space for the plantings and mitigation once all the traffic lanes had been created.

Request 1: The LLF asks GCP to check the measurements along St Neots Road, and henceforth ensure that drawings and indicative diagrams are drawn to scale and accurate so that residents can be confident about the implications of what is being proposed.

- A statement by Grenville Chamberlain (DC Hardwick), read out in absentia, expressed deep concern at the impact of the off-road route on residents living along St Neot's Road, who would be faced with nine lanes of traffic in front of their houses. Concerns were also raised about the noise, pollution and safety implications.

Request 2: The LLF asks GCP to reconsider their plans along St Neot's Road in light of the impact on the residents there. The LLF also asks GCP to clarify the noise, pollution and safety implications of the options along that section of the route.

2. Environment and Landscape mitigation

The LLF passed the following resolution (10F, 0A, 0Abst):

‘The LLF fully supports the development of a framework for mitigation for GCP schemes. However, it doubts whether the damage to the landscape and views of the historic city that the off-road scheme causes, from Madingley Hill and other contentious areas west of the city, can be adequately mitigated, if at all.’

Request 3: The LLF asks GCP to look again at the views, particularly from Madingley Hill over the historic city, as the LLF believes the loss of these views and the damage to the landscape is not being adequately assessed.

Request 4: The LLF asks GCP to set up a further environmental mitigation workshop, but to include all the affected villages along the route.

3. The recent series of workshops held by GCP with the LLF’s Technical Group

The LLF Technical Group thanked GCP for having set up the workshops (subjects: wider economic benefits, a northern route, a ‘quick win’ solution on Madingley Hill and Environmental mitigation). The ‘wider economic benefits’ one was particularly useful.

The northern route via Girton

The LLF passed the following resolution (10F, 0A, 0Abst):

- The LLF Technical Group welcomed opportunity to discuss a viable Northern Alignment route
- It was disappointed that the MM analysis didn’t really focus on a possible options – but focused on the Girton interchange road network
- It believes that further work on the Northern Alignment should be undertaken based on a route with a dedicated bus lane to the north of the A428, a P&R at the Girton interchange and a dedicated off road bridge over the A428 from the P&R on to the Eddington site – using where possible the existing road network on Eddington. It is recommended that specific further work be undertaken to assess whether the economic and environmental benefits would outweigh the potential disbenefit of the extra one mile of route length, given the potential for greater patronage and modal shift were a P & R located there.

Request 5: The LLF asks GCP to work with the technical group to investigate the feasibility, economic and environmental benefits of the northern bus route as proposed by the LLF. The work undertaken to date is neither deliverable by GCP nor focused on possible bus options.

On-road solution on Madingley Road

The LLF Technical Group was very disappointed with the work undertaken by Mott MacDonald that fed into the ‘Quick Win’ workshop and was subsequently published as a technical note, particularly as its core premises were contradicted in the second workshop held on 22 May 2019.

Transport officers and consultants appear to have been given a brief to develop an off-road busway, rather than to provide the most efficient transport solution, or provide the fastest

route to key destinations or provide a scheme that the community buys into. As such, we have still not seen an optimised on-road solution, and your ‘quick win’ solutions were far too narrowly specified and set up to fail.

The LLF therefore passed the following resolution (10F, 0A, 0Abst):

‘We would encourage the GCP to optimise further the low-cost on-road option taking into consideration the hybrid scheme proposed by the LLF’.

Request 6: The LLF asks GCP to work with the technical group to optimise further the low-cost on-road option taking into consideration the hybrid scheme proposed by the LLF.

I am happy to set up a meeting to talk about next stages. Please let me know if and when that would be convenient.

With best wishes,

Helen Bradbury
Chair, C2C Local Liaison Forum