



Date: 24 March 2021
Telephone: 01353 667721
E Mail: James.Palmer@cambridgeshirepeterborough-ca.gov.uk

Mr Phil Swann
Director
Three Tuns Rouse
109 Borough High Street
London SE1 1NL

The Mayor's Office
72 Market Street
Ely
CB7 4LS

Dear Mr Swann,

INDEPENDENT AUDIT OF THE CAMBOURNE TO CAMBRIDGE - BETTER PUBLIC TRANSPORT PROJECT

I refer to the independent audit above and your email of 28th January 2021 enclosing the Terms of Reference.

I am encouraged to see that this audit is taking place and I have set out in this letter the views of Cambridgeshire & Peterborough Combined Authority (CPCA) as the Local Transport Authority on the route options for the Cambourne to Cambridge (C2C) Greater Cambridge Partnership (GCP) route and I have attached a schedule of documents which I would like to draw your attention to. I trust that you will consider both this letter and the documents in carrying out your independent audit.

The route in question is one element of the four routes being delivered by GCP which form part of the overall integrated transport strategy being developed by CPCA in collaboration with GCP with CPCA being responsible for the central Cambridge sections and also the outlying regional routes. It is thus very important that all parties look upon the C2C route as a part of this overall integrated transport plan and not as a self-contained single route.

CPCA's view is that the C2C scheme's preferred alignment does not currently fully meet the CAM objectives set out in the Cambridgeshire and Peterborough Local Transport Plan CAM Sub-Strategy. It is important to note that the non-compliances set out below reflect the latest spatial data and C2C scheme details available as of the end of January 2021. This review evolved from the work completed as part of the "Review of C2C against CAM Objectives" (Jacobs, 2020).

Effective joint working between the CPCA and GCP is essential to deliver on the objectives detailed in the Cambridgeshire and Peterborough Local Transport Plan (2020). In particular, collaborative working arrangements are required to ensure that the delivery of the elements of the CAM for which the GCP is responsible is co-ordinated with the delivery of the overall integrated scheme, for which the CPCA is responsible.

On 21st April 2020, myself and the GCP Executive Board agreed that the current C2C scheme should be immediately reviewed against the draft Local Transport Plan: CAM Sub-Strategy. As the most likely first route of the CAM, the independent review would indicate whether the proposed route was compliant with the CPCA's Local Transport Plan and emerging CAM Sub-Strategy. The assessment by Jacobs found that the proposed C2C route by GCP was not

The Mayor's Office,
72 Market Street,
Ely, CB7 4LS

compliant with the emerging Sub-Strategy and asked the GCP to formally comment on the proposals. The main points of concern were that there lacks a clear commitment to using zero emission vehicles (only low emission), raising potential environmental implications. Furthermore, as currently proposed, not all of the route is fully segregated, raising potential journey time reliability questions and we do not yet see evidence that the route around and through Cambourne is fully integrated with the East West Railway (EWR) design, especially the need to create a single integrated combined station for EWR and CAM at Cambourne. It is understood that EWR are still consulting on their alignment therefore it is acknowledged that the final integration is not yet possible but should continue to be a consideration.

The GCP's response was that the C2C scheme was compliant with the CAM Sub-Strategy.

A number of concerns about the C2C project and the preferred route were raised by members of local communities with myself, as leader of the Local Transport Authority. These concerns included why the preferred route had been chosen and why other options were not deemed to be viable. This, coupled with the Jacobs assessment of C2C's compliance with the Local Transport Plan, led to the CPCA requesting a report into potential high-level alternative route options for consideration alongside the preferred route. GCP officers took part in technical workshops with the CPCA to consider those alternative route alignments. From those workshops CPCA officers developed a preferred indicative route corridor, sharing this with GCP colleagues.

On 6th January 2021, the CPCA's Transport & Infrastructure Committee voted to approve a recommendation to present an alternative route corridor north of the A428 to the GCP, before the GCP made its decision on a preferred C2C route. It was recommended that I take this alternative proposal to the GCP in my role as a non-voting member of the Executive Board. However, this is now understood to be pending the outcome of the current independent audit.

As Mayor, I have stressed the need for truly joined up working between the CPCA and GCP in order to bring the CAM project together as an integrated scheme, of which C2C is just one component. To facilitate this integration work, in the second half of 2020, the CPCA and GCP formed an officer level steering group and I have taken a position as a non-voting member of the GCP Executive Board. One of the key areas of integration is to bring the separate route projects, including C2C, under an overarching business case approach, which captures the wide-ranging, transformative benefits of the delivery of the whole CAM network. The development of this programme business case is due to start in April 2021.

Yours Sincerely,



James Palmer
Mayor of Cambridgeshire and Peterborough

Attachment: CAM-CC-ALL-CPM-HO-00001-C2C Independent Audit - CPCA Document Issue Sheet

