

**1st July 2021 Greater Cambridge Partnership Executive Board
Public Questions**

Questioner	Question
Edward Leigh	<p>Agenda Items 9, 10, 12, 13</p> <p>1,700 people have signed a petition calling on the GCP to:</p> <ol style="list-style-type: none"> 1. Prioritise funding for walking, cycling, improved bus services and bus prioritisation on existing roads. 2. Fund these projects by withdrawing funding from the current busway-and-car-park schemes. 3. Re-appraise all projects against current government climate change targets. 4. Follow the elected mayor and county council in putting people's health at the heart of all projects. 5. Support the mayor to give everyone in Greater Cambridge access to convenient and affordable bus services. 6. Support the mayor to work with residents to develop a comprehensive, coherent and sustainable transport strategy. <p>So, we can't afford more delay? I agree. The busway projects are still at least four years off opening. In-highway priority measures could be delivering benefits within two, with much lower risk of delay.</p> <p>Perhaps you think we need the busways <i>and</i> the other things we have proposed? So, how will you fund the other things? The budget is already £120 million oversubscribed and the busway schemes will absorb almost all GCP's human resources.</p> <p>Perhaps you think busways do enough to promote low-carbon transport? GCP's own Sustainable Travel Programme objectives and government decarbonisation targets both require a large absolute reduction in private vehicle-mileage. That will eliminate congestion, rendering busways redundant.</p> <p>Your councils have declared climate emergencies. The City has endorsed Doughnut Economics. The County has adopted a Think Communities approach, emphasising community participation. The Labour group's manifesto for the County Council election stated, "Ensure genuine 'co-creation' in initiatives."</p> <p>Yet the projects you are being asked to progress are at odds with all of that. Will you heed the petition, and resolve today to direct the GCP to co-create of a vision and a plan to deliver zero carbon emissions, zero air pollution, zero road deaths and zero congestion?</p>
Tania Verdonk on behalf of the AtoB1102 Transport Group	<p>Agenda item 10 – Eastern Access</p> <p>If the Eastern Access Project is to meet the needs of all those who travel within Greater Cambridge, what does the project do to meet the needs of those communities to the North and East of Cambridge who work, learn, shop and use the services of the city?</p> <p>We have many issues, including those listed below which need addressing if the proposed changes take place in Cambridge:</p> <ul style="list-style-type: none"> • The 2 planned Greenways to the East, do not connect. How will this be rectified? • Will the new Park and Ride site be delivered before private car access into Cambridge is restricted? • How will the extra traffic at Quay be monitored and reduced? • How will GCP work with all relevant stakeholders to improve public transport to encourage people out of their cars? It is currently inadequate with no buses in the evening or on Sundays. To say "it is outside our remit" is simply not acceptable. <p>What will incentivise the modal shift required to make the proposed changes anything other than a disaster for the communities who live around, work and travel in and around Cambridge?</p>

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<p>Dr.Marilyn Treacy</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>I would like to ask the following question at the Exec Board 1st July under Agenda item 12 Residents of West Cambridge and beyond continue to be concerned about the lack of justification for the GCP proposed route through the greenbelt over Madingley Hill which will forever damage this valuable landscape and open it up to urbanisation.</p> <p>Whilst the C to C audit was being carried out Coton Parish Council employed an independent firm of transport consultants of national repute to examine the issues. Their report was submitted to the audit. They concluded that</p> <p>'There is insufficient evidence to date to confirm that suitable alternatives (potential alignment via the A428 and Girton interchange and potential on highway options) have been assessed to the degree that one can conclude that they do not afford greater protection to the greenbelt which is fundamental to the context of the TWAO process under which C2C will be considered.'</p> <p>They added</p> <p>'It is strongly recommended that the constraints relating to consideration of alternatives are reconsidered on a more equitable and transparent basis'</p> <p>They concluded</p> <p>'Without further work on the above listed issues the scheme assumptions and constraints are not robust and do not withstand scrutiny and those shortcomings will undoubtedly be exposed in any TWAO process.'</p> <p>Question: Why are the GCP attempting to progress this scheme again without having examined alternatives in more depth and why did the independent auditor not pick up on this point?</p>
<p>Allan Treacy</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The business case for the C2C preferred route is weak with a BCR of 0.43-0.48. This is without any adjustment within the outline business case for cancellation of the CAM resulting in a busway which terminates at Grange Road without any prospect of further rapid access through the city, the possibility of 30 to 50% of potential passengers choosing to travel via East West rail to Cambridge south and the city centre and emerging patterns of working from home for office workers 1 to 3 days a week in the future. These factors are bound to adversely affect the business case for C to C.</p> <p>The conclusion of the independent transport consultants employed by Coton Parish Council was to recommend that the constraints to this project should include providing a BCR of at least one to represent an acceptable level of value for money particularly in the light of the use of government and public funds.</p> <p>How can the GCP justify progressing this scheme with a business case which does not stack up?</p> <p>Why did the Independent Auditor not highlight this issue?</p>
<p>Terry Spencer</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The Joint Assembly failed to mention in their report that the newly elected mayor for Cambridgeshire & Peterborough had confirmed that the CAM would not proceed.</p> <ol style="list-style-type: none"> 1) Without the CAM, how exactly does the GCP propose to link buses from the current terminus of the Cambourne to Cambridge busway at Grange Road to the three stated destinations - the Science Park, the city centre, and the biomedical campus? 2) Without details of these connections, the "preferred" route for busway scheme will fail to deliver the stated objectives. Why is the GCP persisting with this scheme, which has received overwhelming opposition by the public, the previous mayor for Cambridgeshire & Peterborough, the local MP, and many organisations, including the National Trust, CPPF, parish councils and the Local Liaison Forum? 3) How can the "independent" audit team advise that there is no reason that the scheme should not proceed, when no feasible or sensible routes have been proposed to connect from Grange Road to the stated destinations without aggravating congestion in Cambridge and without serious environmental city centre impacts on pedestrians, cyclists and tourists visiting the historic city?

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<p>Andrew Taylor of Countryside Properties</p>	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>Please can you confirm that the GCP board will approve the decision to move forward with the recommendation regarding the C2C scheme? Countryside support the conclusion of the audit that there is no reason not to proceed to the next stage in the development of the C2C scheme.</p> <p>Following the publication of the Cambourne to Cambridge Independent Audit, Countryside and its consultant team have reviewed the findings. We support the proposed route for the C2C as recommended through the audit and are supportive of the GCP reaching a positive decision on this matter. Within the Bourn Airfield new village site, the route is consistent with the adopted SPD for the site and the parameters on which SCDC resolved to grant permission earlier this year.</p> <p>The delivery of the C2C is important for delivering new community-based transport options and the two stops within the Bourn Airfield New Village will be at the heart of the community including adjoining the new village centre.</p> <p>We look forward to continuing working with the GCP to support the swift delivery of the scheme which is a key infrastructure project in the area both for the existing and the new communities which will be developed.</p>
<p>Melanie Forbes</p>	<p>Agenda item 12 - Cambourne to Cambridge Independent Audit</p> <p>As we emerge from the pandemic, we are faced with an ecological disaster, the signs of which are manifest everywhere and everyday. We know what we have to do, and it is a race against time.</p> <p>Many organisations are working to create and preserve disappearing habitats to protect the ecosystem which sustains us. The CPPF project to create a wetland in Coton provides a local example.</p> <p>How then does the GCP justify destroying protected greenbelt land and important habitats to build an off-road busway when</p> <ul style="list-style-type: none"> i) a faster rail solution is just a few years down the track, and ii) an on-road alternative runs parallel close by? <p>In the light of recent changes and future threats, why does the GCP continue to resist a formal comparison of the off road and on road proposals?</p>
<p>Jane Renwick</p>	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>Following the conclusions of the “Independent” Audit, I would like to ask a question concerning the lack of public confidence in the democratic process that has led the GCP to progress, so unwaveringly, with their preferred route for the Cambourne to Cambridge busway.</p> <p>I refer to point 3.7 of the Joint Assembly Feedback. It is stated that “overall, there was also a consensus that the scheme should proceed to the EIA stage as some residual areas of concern, such as the impact on Hardwick and Coton, can only be addressed by that means. This infers that the severe environmental impact that the proposed busway would have on a these two villages is only of residual concern. Here, the use of the word ‘residual’ suggests that the EIA stage will, yet again be merely another sweeping up exercise that will in no way lead to any serious reappraisal of the GCP preferred route.</p> <p>I would like to ask how can the residents of Hardwick and Coton be reassured that this is not just another box ticking exercise that will have no impact on the final decision?</p>

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<p align="center">Carolyn Postgate</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>With reference to Feedback from the Joint Assembly Meeting 10th July 2021, Agenda page 28, item 5.2 second point:</p> <p>"Some members welcomed reference to the potential reassessment of the alignment in Hardwick, avoiding the need to chop down trees along St Neots Road."</p> <p>This was in relation to a statement from Peter Blake.</p> <p>If this realignment on St Neots Road, Hardwick, is changed to an on-road bus lane instead of a segregated route, this leaves the short distance through the Green Belt on Madingley Hill next to Coton and then through the Cambridge West Fields the <u>only</u> fully-segregated section in the entire CtoC route.</p> <p>Will the Board reconsider the wisdom of wasting huge sums of money on a minimally-segregated route that no longer fulfils its original brief?</p> <p>Viable alternative routes exist and need to be examined in greater detail before any final decision is made.</p>
<p>Dan Strauss and Heather Du Quesnay on behalf of North Newnham Residents' Association</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>Over 3300 people signed a petition urging the GCP not to use Adams Road as the final stage of the C2C busway and we were pleased to see that these people were listened to.</p> <p>Can the GCP now consider the safety of the 6000 cyclists who use Adams Road every day and urgently make improvements to the road, which should include traffic calming and removing the parking?</p>
<p>Antony Carpen</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>"Please can the Greater Cambridge Partnership set out what detailed discussions they have had with Stagecoach regarding the Cambridge Access element of the busways programme - in particular with regards to:</p> <ol style="list-style-type: none"> 1) What happens to busway buses from Cambourne that reach Grange Road 2) What happens to CSET buses when they reach Addenbrooke's." 3) How you are managing the risk of building stranded pieces of transport infrastructure that previous generations of transport engineers left Cambridge with during the 1960s/1970s incl Elizabeth Way Bridge, & Barnwell Road dual carriageways". <p>Pre-amble</p> <p>"The Strategic business case from early 2020: states in Para 2.3:</p> <p>"The Phase 1 route will run from the Madingley Mulch roundabout into Cambridge. The route will connect into the existing bus network on Grange Road,"</p> <p>There has been very little of substance published by the GCP on what happens once the buses reach Grange Road. The Citi Bus Network does not run to that part of Cambridge/Newnham.</p> <p>There is a short stretch where the Uni bus service operated by Whippet passes, but this is not integrated into a single ticketing system. I know because I've lost count the number of times I've paid for two sets of tickets – one for the Stagecoach network and one for the Whippet Network.</p> <p>The Independent Audit you commissioned states the following:</p> <p>"[The Cambourne to Cambridge Busway Project] ...offers no solution apart from the City Access program of soft measures to restrict on-street parking and reallocate road space to active travel. The assumption is that these measures will be enough to enhance bus speeds</p>

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	<p>and provide more reliable journey times across the city. However, no detailed modelling of the likely impact has been conducted so it remains uncertain whether bus accessibility will improve.” [Audit Comment A4]</p> <p>Regarding the South Eastern Entrance into Cambridge, on 06 March 2015 Mr Andy Campbell, then Director of Stagecoach Buses in Cambridgeshire told the then City Deal Assembly that his company's buses experienced the worse delays between 'Addenbrooke's – Cambridge Railway Station – Cambridge City Centre'. (See my video here https://www.youtube.com/watch?v=1jtovu2dPhk&t=7m00s) It is not clear how the busway proposed will have a significant impact on traffic volumes along this major route if buses are expected to join the existing network at Addenbrookes. Please include in your responses any substantive discussions you had with Mr Campbell and/or his successors.</p> <p>(More background reading to this question is on my blog at https://cambridgetownowl.com/2021/06/26/what-happens-to-the-proposed-cambourne-cambridge-busway-buses-when-they-hit-grange-road/)</p>
<p>Pauline Joslin</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>Can the GCP make it clear and formal that if this scheme is to go ahead, then the GCP will be addressing the environmental, sound and visual barrier issue of the proposed Busway and the A428 motorway on St Neots Road, Hardwick. I remind the GCP that 764 Hardwick residents signed a Petition to 'Save our Trees on St Neots Rd' we do not want the tree barrier removed.</p> <p>Does GCP acknowledge that Hardwick Parish Council confirms it does not support the Off Road C2C nor the destruction of the Tree line between A428 and St Neots Road?</p> <p>Does GCP acknowledge that the verifiable on-line petition on Change.org to save the St Neots Road trees has over 750 signatures</p> <p>Will GCP please confirm that there are no changes to the St Neots Road carriageway whether the C2C off road busway goes ahead or not</p> <p>Would GCP please confirm that the sustainable pedestrian and cycle path planned for St Neots Road will continue regardless of the C2C going ahead or not</p> <p>Where can we see the GCP plans for upgrading the St Neots Road Footpath please including the start and finish date</p>
<p>Cllr Markus Gehring</p>	<p>Agenda item 12 – Cambourne to Cambridge Independent Audit</p> <p>As far as I can see public participation is high on the agenda for the ruling groups in all three constituent authorities of the GCP but unfortunately officers of the GCP has declined numerous requests to convene a zoom meeting of the Local Liaison Forum for the C2C Route even though the independent assessment is unclear in how the assessor reached the sweeping conclusion that after 100 pages of criticism the current routing is somehow still the best. The Chair of the LLF and various members requested the GCP to convene a meeting but we were fobbed off with the excuse that the independent assessment did not constitute a major or material step in the planning of this disastrous busway. I respectfully disagree. The Report has reached conclusions which will trigger the next phase of the development and thus really require public debate and input. Curtailing public participation when the political landscape has changed sends a devastating signal to those campaigners and groups who have been studying the papers and proposals by the GCP on C2C since 2015. Why was the LLF not convened and why is it not convened to discuss the impact assessment and next phases of this project?</p>

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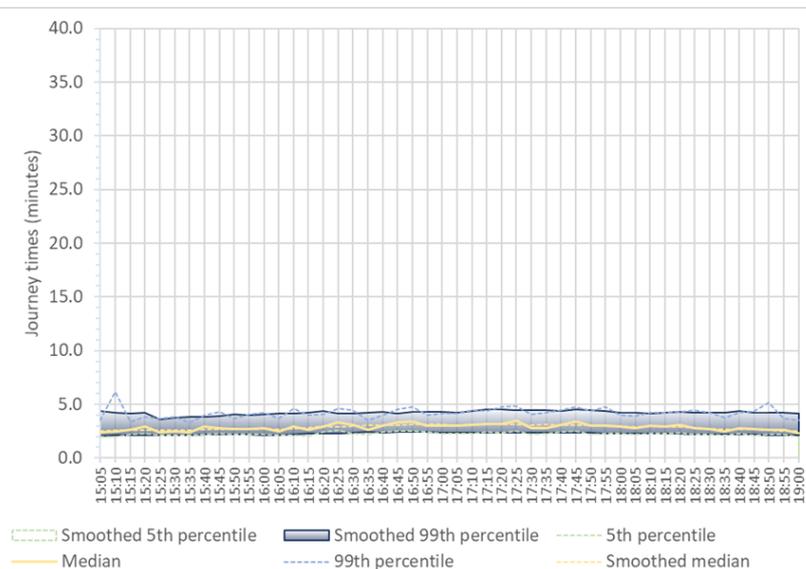
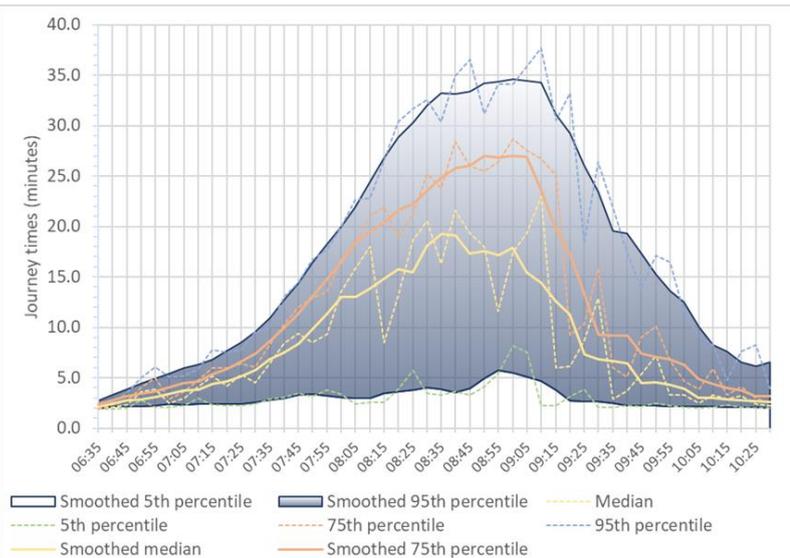
<p>Chris Pratten</p>	<p>Agenda Item 12 – Cambourne to Cambridge Independent Audit</p> <p>Despite specific representations from the LLF, issues due to Green Belt planning constraints and holistic journey times were not properly addressed by the auditor.</p> <p>The current proposals for a C2C route crossing the West Fields do immense damage to an important part of Cambridge’s Green Belt. The GCP’s own consultants have identified that a route across the West Fields conflicts with the purpose of including this land in the Green Belt. The NPPF states that “Very Special Circumstances” would therefore need to be demonstrated.</p> <p>Are Board members aware that the planning appendix to the latest Option Assessment Report does not justify “Very Special Circumstances”, but instead claims, based on the case of a temporary intervention in the Green Belt by a mining company, that the development is “Appropriate”?</p> <p>Have officers presented Board members with an alternate plan should this novel legal approach fail? If the plan is to pursue an appeal for “Very Special Circumstances”, why have officers not provided a detailed justification of this for the Board to consider?</p> <p>Notwithstanding the proposed destruction, modal shift will require effective links to the C2C in both directions. The audit report highlights that there are significant problems with getting passengers back to Grange Road to access the C2C from City Centre destinations.</p> <p>Does the Board accept that without a workable City Centre access proposal the financial justifications for the scheme do not hold up? Does the Board accept that at present no credible proposals for getting buses back to the C2C at Grange Road have been produced? The proposals, to date, would have returning buses stuck in queues on Lensfield Road or Trumpington Road, rendering any speed improvements from the busway irrelevant.</p>
<p>James Littlewood Chief Executive CPPF</p>	<p>Agenda Item 12. Cambourne to Cambridge Independent Audit</p> <p>How much approximately will the Environmental Impact Assessment (EIA) cost?</p> <p>Should the Board not have sight of the updated business case, taking into account the Independent Audit recommendations, before it considers spending money on the EIA?</p> <p>If not, can you explain what is the purpose of the business case, which has so far cost over £8 million to produce, if it is not to determine whether the project is an appropriate way to spend public money?</p>
<p>James Littlewood Chief Executive CPPF</p>	<p>Agenda Item 12. Cambourne to Cambridge Independent Audit</p> <p>CambridgePPF has submitted a series of questions to the GCP in response to the Independent Audit. These are too numerous to be included in the public questions. Of these questions, we would like to publicly ask: Will the GCP acknowledge that there are no significant delays westbound along Madingley Hill in the evening peak?</p> <p><i>Audit report p19 (3.2): Current delay on the A1303, eastbound, in the AM Peak is up to and over 75% slower than average night-time speeds. This is mirrored in the westbound PM Peak with between 50%-75% slower speeds than night-time average speeds.</i></p> <p>This appears to misquote the Economic Case, page 61:</p> <ul style="list-style-type: none"> • <i>Traffic moving at over 75% slower travelling in to Cambridge in the AM Peak compared to night time average speeds between Madingley Mulch Roundabout and the M11 Junction;</i> • <i>Traffic exiting the M1 [sic] motorway moving at between 50% and 75% slower compared to night time average in both the AM and PM Peak;</i> <p><i>and,</i></p>

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- Delays occurring in both the AM and PM Peak with traffic moving at over 75% slower than the night time average speed at the Maddingley Road Park and Ride site.

Neither of the second two points describe the speed of westbound traffic on Maddingley Hill in the PM peak. Cambridge PPF's report included analysis of a full year of bus travel data published on the GCP Smart Cambridge data hub. That demonstrates incontrovertibly that there are **no significant delays westbound** along Maddingley Hill in the evening peak. Even in the morning peak the pattern of delays is too complex to be usefully summarised as "75% slower".

We have provided two graphs (below) that demonstrate our point.



¹ <https://www.smartcambridge.org/traffic/>

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<p>Gabriel Fox</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>For the past six years, I have been asking the same question of the GCP:</p> <p>Why is it necessary to build an off-road section of busway for the less than 2 mile stretch between Madingley Mulch roundabout and the West Cambridge site, at great financial and environmental cost, when a simple, on-road bus lane solution on the A1303 would perform just as well at a fraction of the cost?</p> <p>Initially we were told that the off-road busway delivered valuable transport benefits. But when they got round to examining it properly, GCP's transport officers conceded that an off-road route across the Madingley Hill green belt landscape would have no significant end-to-end journey time or reliability benefit over a well-designed scheme using the A1303. They were even kind enough to admit in the Outline Business Case published last year that the most reliable bus infrastructure in Cambridgeshire is not (as some had previously claimed) the existing Cambridgeshire Guided Busway north of the city, but the intermittent, on-road bus lane between Ditton Walk and Napier Street on Newmarket Road, a busy radial route that is far more challenging in terms of congestion and junctions than the A1303 on Madingley Hill.</p> <p>Once that excuse was laid to rest, we were then told the off-road route was necessary for CAM compliance. But now CAM is not going to happen.</p> <p>So what is the latest excuse?</p> <p>We all want a better bus service between Cambourne and Cambridge that the public can afford to use. When is GCP going to accept that a popular, affordable, highly efficient – and quick to implement – on-road scheme is the best way to achieve that?</p>
<p>Matthew P. Brown, Superintendent, The American Military Cemetery Charles Crichton-Stuart, Chair, Madingley Parish Council James Littlewood, CEO, Cambridge Past Present & Future Mark Abbot, Chair, Coton Parish Council</p>	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>The Madingley Hill landscape is a place of beauty that has been valued by many generations and is worthy of preservation. Its stunning viewshed extends north towards Ely Cathedral, east towards King's College Chapel, south over Red Meadow Hill, and beyond; with the picturesque villages of Coton and Madingley nestled either side.</p> <p>In 1945, Major-General Lee of the US Army requested Madingley Hill to become the site of a permanent commemorative cemetery and memorial to honour fallen US service personnel of the Second World War specifically because of its natural beauty and unparalleled viewshed. The US Government asked for this specific terrain – no other terrain would do – because the viewshed was the key “selling point” then, as it is now.</p> <p>Today, the Cambridge American Military Cemetery is a world-renowned monument and a Grade 1 listed landscape by Historic England. Extending south, the unspoilt open countryside, located in the Green Belt, is extensively protected by National Trust covenants.</p> <p>We are concerned that GCP's proposal to build a tarmac bus road across the south side of the hill would irreparably damage this unique and precious landscape, compromising the setting of the American Military Cemetery, severing historic community access routes, and paving the way for further urban encroachment in its vicinity.</p> <p>We, the undersigned, therefore ask GCP to:</p> <ol style="list-style-type: none"> 1. Will you reject a scheme that so manifestly damages such a sensitive and internationally recognised landscape? 2. Will you properly and impartially assess the well-characterised alternatives for improving bus journeys between Cambourne and Cambridge using existing infrastructure?

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<p>Carol Barnes</p>	<p>Agenda item 13 – CSETS</p> <p>Why is GCP proposing to use Green Belt land for the Busway when there are two greener and more environmentally friendly alternative routes?</p> <p>I am writing regarding the planned GCP Busway route, currently set to slice through the attractive undulating Green Belt land near Magog Down, a cherished area of Cambridgeshire countryside.</p> <p>Two much better alternative routes have been put forward, both of which would have far less impact on the environment:</p> <p><u>Route 1</u>) a Busway running alongside the A1307 to Babraham,. This less intrusive route would be cheaper than GCP's proposed route, as it would run alongside current infrastructure.</p> <p><u>Route 2</u>) using the former Haverhill railway route via Shelford, as described in the i-Transport's Report, commissioned by Shelford and Stapleford Councils. Additionally, this route would directly benefit the transport needs of local villagers along the route, which wouldn't be the case with the GCP plan.</p> <p>Need to review this decision</p> <p>The criteria for choosing a Busway route needs to be looked at again. Has the reduced need for public transport now that home-working is becoming the norm been taken into consideration, for example? Additionally, lockdown has made us all think carefully about our local environment and our need for green spaces.</p> <p>The unnecessary loss of Green Belt countryside to the Busway would not only make the surrounding area susceptible to development but also be a great loss to the mental well-being of those people who currently enjoy this beautiful area. It would certainly have a disastrous effect on the environment when there are much greener and cheaper alternatives.</p> <p>This project urgently needs to be reconsidered, particularly in the light of changes to our needs and lifestyle.</p>
<p>Cllr Howard Kettel FRICS Chair Stapleford Parish Council</p>	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>With the CSET busway operating at capacity on opening (i-Transport Report commissioned by Gt Shelford and Stapleford Parish Councils), how will the vision for growth at Cambridge Biomedical Campus be accommodated? Simply adding more buses as the GCP has proposed cannot be the answer because the limited road capacity in central Cambridge prevents this. Central Cambridge currently has 125 buses per hour at peak: independent consultants separately calculate that on present plans that will need to grow to between 200 to 300 buses per hr!</p> <p>Will the GCP consider a more scalable and future-proofed infrastructure such as light rail that already successfully operates in several European cities of a similar size to Cambridge? Please justify your answer.</p>
<p>Gavin Flynn</p>	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Qualitative analysis in the GCP's economic appraisal concludes that the preferred CSET route will have adverse impacts on landscape. If these impacts were quantified and hence properly incorporated into the economic model (as per the government's Transport Appraisal Guidance (TAG) on monetising environmental, social, heritage and other 'non-market' features of projects) they would negatively affect the already poor BCR of 0.81 of CSET. Why have you not done this and what effect do you think that monetising them would have on CSET's BCR (or on its wider economic case, if you no longer support BCR)? In answering, please explain which other legitimate government guidance you are following (because at the Joint Assembly meeting on 10th June this was the indication given by Peter Blake) and why it is more relevant than TAG.</p>

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Jenny Coe	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Irrevocable damage to the Cambridgeshire landscape; rising awareness of and action to mitigate the climate emergency; the absence of a City transport strategy to link up the busways; other major infrastructure projects with which busway projects have zero planned compatibility; a vast lack of public support for busways and mistrust of the GCP; and the impact of Covid-19 on public opinion, values and working habits - in the face of all these changes and pressures, the GCP has not notably altered its plans. Will not the Elected Members think of our children and grandchildren and plan a transport structure that Cambridge people deserve rather than a naive, congestion-busting, short-term policy?</p>
John Hall	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The CSET scheme has relied on an estimate that 29% of usage will come from the local villages. This is believed to be an overestimate by many villagers in Stapleford given the sites of the stations.</p> <p>There is now further uncertainty, as partially reflected in an updated CSET business report about the impact of dilution by the EWR route. Other major uncertainties leading to possible further dilution of numbers include changes to flexible working practices around Cambridge and new post pandemic national bus strategies. An updated Genetic path could further dilute numbers of cyclists and walkers using the proposed active travel path.</p> <p>Would the GCP not think it sensible to 1) defer their decision for the preferred route through the green belt, using busses down the A1307 for now until a more stable picture of demand emerges and 2) given public disquiet and claims of not being heard, to publish revised estimates of usage and take these out to public meetings in the villages both to update villagers on all changes and deliberations, but also to hear those concerns that villages believe are not being heard nor addressed.</p>
Colin Greenhalgh	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>Greater Cambridge Partnership's (GCP) proposals for the Cambridge South-East Busway (CSET) fail to integrate in any meaningful way with the Cambridge City Access Scheme: it is like building the London Underground without Zone 1. The route starts in a remote car park, bypasses on-route centres of population, and fails to demonstrate strategic integration with existing rail lines, East West Rail, greenways, pedestrian routes, and Haverhill, from where many car journeys to Addenbrookes Biomedical Campus and Cambridge originate. In addition, the lack of both a peak period congestion charge and restrictions on car occupancy numbers give no incentive for the majority of people to prefer public transport to private cars.</p> <p>Meanwhile, Smarter Cambridge Transport has calculated that GCP's Busway proposals will cost almost half a billion pounds, with every resident in South Cambridgeshire obliged to contribute £1370 and every additional Busway passenger costing residents £180,000 ! No wonder the Business Case Ratio for the Cambridge South-East Busway is only 0.81, compared with a GCP target of 1.5 - 2.0, a figure that becomes even worse than 0.81 if the cost of the huge environmental damage to the Green Belt, to villages such as Great Shelford and Stapleford, and to the mental and physical health of the residents of Cambridge and South Cambridgeshire is included in the calculation.</p> <p>Can GCP explain what evidence in support of CSET weighs more heavily than all these important and negative environmental, cultural and financial factors, a question which so far GCP has refused to address?</p>
Dr John Coppendale	<p>Agenda Item 13 - CSETS</p> <p>Please quantify and explain the reduction in the size of the proposed new car park at Babraham from 2,000 spaces to 1,250 on the BCR of CSET with reference to both your old and new economic models. Please recalculate the BCR of alternative routes put forward for public consultation in 2018 with reference to both the new and old economic models so</p>

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	<p>comparisons with the preferred greenbelt route can be made, and can you set out your conclusions on all routes including amplification of your previous response that the BCR is only one aspect to consider.</p>
Roger French	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>How can the GCP Board make a decision on whether to progress the CSET scheme further in the absence of a completed Environmental Impact Assessment on both the preferred route and viable on- and off-road alternatives as required under greenbelt policy? Why has this not been done as a first priority and made available for public scrutiny?</p>
Christopher J Bow	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>Given the current poor business case for CSET (with a BCR of 0.81), why is the new economic model not being made available for public scrutiny and does this not undermine the credibility of the methodology and the resulting projections? In the light of previous responses that the BCR is only one aspect to consider, will you apply the same criteria to alternative routes? In answering this question, please let us know what the BCR of CSET is using the new economic model.</p>
Barbara Kettel	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>The independent i-Transport Report found that the Shelford Railway alignment (SRA) is a viable route option and that Mott MacDonald had substantially over-estimated the extent of demolition required, in contrast to the public statements subsequently made by a GCP Officer.</p> <p>The GCP's 'independent' consultant Atkins (actually the GCP's retained consultant for Cambridge – Waterbeach scheme) found that design compromise was not considered a 'show stopper' to rule out the feasibility of the SRA at this stage but identified land acquisition and construction as risks which would require further work to properly understand.</p> <p>Given the requirement to appraise accurately the alternatives before developing in the green belt, will the GCP undertake the work Atkins outlines and compare all route options on the same criteria? Please justify your answer.</p>
Annabel Sykes	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <p>Several transport projects are proposed that will significantly impact the stretch of Green Belt to the south of Cambridge between the city and its necklace villages, which includes Nine Wells and Hobson's Park and the related Green Corridor into Cambridge, in particular the new Cambridge South station, East West Rail and the CSET busway. The environmental impact of any one of these projects, including its construction, on this area will be considerable. The incremental environmental impact of all three, including the visual impact of the flyover junction EWR may need, has the potential to be overwhelming, including as regards a precious chalk stream. Who is carrying out a comprehensive Environmental Impact Assessment on this?"</p>
Peter Ray	<p>Agenda Item 13 – Cambridge South East Transport Scheme</p> <ol style="list-style-type: none"> Given the known and yet unknown impacts on travel habits, working habits and public finances post-pandemic, Is the GCP going to pause decisions on the South East mass transport project to allow time for a thorough and meaningful review of the intended and previously discarded routes, budgets and other (maybe "unthought" of) ideas, as is being called for by ourselves and others, including our local MP? If not, why not, and how can GCP justify ignoring these calls in the current national situation? Has the GCP considered other solutions; for example, one involving the purchase of electric PSVs for leasing at minimal costs to the large companies/organisations as a way of providing transport alternative to the motor car on existing routes, and that would have a minimal impact on the area's environment? £140 plus million could

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	<p>invest in rather a lot of vehicles at minimal cost to users plus the necessary, separated and secure, pedestrian and cyclist infrastructure. If not, why not?</p> <p>3. As we do not recall the time when the GCP was established, was there a requirement to consult the public, and was this, and subsequent decision making, done in accordance with requirements in a meticulous and transparent manner?</p>
<p>James Littlewood Chief Executive, CPPF</p>	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The Environmental Impact Assessment (ie the Environmental Statement (ES)) for this project is not complete, as confirmed to me by the CSETS Project Manager, Jane Osayimwen. It is not provided with this pack of papers. What has been provided is a progress update on the EIA process, this is described in 2.1 (b) p528 of the officer's report as a "non technical summary of the Environmental Statement" which it cannot be, given that the ES is not completed. The lack of an ES also means that the local community cannot comment on or raise questions about the findings.</p> <p>The Board is being asked to approve this scheme to go forward for submission for Transport and Works Act Order without having seen the Environmental Statement. Given public comments from all voting parties on the GCP Board regarding the importance of the environment, we believe that the Board would want to see the Environmental Statement and give the community the opportunity to scrutinise it. Given that the TWAO would not be submitted until the late autumn, the Board would have the opportunity to review the Environmental Impact Assessment findings when it meets on 30 September.</p> <p>Cambridge Past, Present & Future ask that the Board request to review the Environmental Statement at its next meeting, before deciding whether to grant approval for a TWAO application.</p>
<p>James Littlewood Chief Executive, CPPF</p>	<p>Agenda Item 13. Cambridge South East Transport Scheme</p> <p>The Environmental Impact Assessment Scoping Opinion that was submitted by the GCP and approved by the Secretary of State was unusual in that it would assess the impact of two design options. This is because the GCP has not decided whether the busway would be constructed using a kerb guided system, similar to the existing guided bus, or a regular road with line markings for an optically guided bus system.</p> <p>P17 of EIA Scoping report:</p> <p style="padding-left: 40px;">"The exercise concluded that both kerb guidance and optical guidance achieve most or all of the guidance requirements for the CSET Scheme and should both be developed/investigated further. To robustly account for either scenario, the Environmental Statement will assess both kerb and optical guidance systems."</p> <p>The impacts of the two options would be different. Officers seem to be asking the Board for approval to submit an application for a Transport and Works Act Order without indicating which scheme they will be applying for.</p> <p>Please can the Board ask for clarification on this matter?</p>