



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Greater Cambridge Partnership Executive Board

Minutes of the Greater Cambridge Partnership (GCP) Executive Board

Thursday 1st July 2021

10:00 a.m. – 4:10 p.m.

Present:

Members of the GCP Executive Board:

Cllr Neil Gough
Cllr Lewis Herbert
Cllr Elisa Meschini
Claire Ruskin
Phil Allmendinger

South Cambridgeshire District Council
Cambridge City Council
Cambridgeshire County Council
Business Representative
University Representative

Members of the GCP Joint Assembly in Attendance:

Councillor Tim Bick (Chairperson) Cambridge City Council

Attending at the discretion of the Chairperson:

Mayor Dr Nik Johnson Cambridgeshire and Peterborough Combined Authority

Officers:

Peter Blake
Niamh Matthews
Nick Mills
Rachel Stopard
Wilma Wilkie

Transport Director (GCP)
Head of Strategy and Programme (GCP)
Democratic Services Officer (CCC)
Chief Executive (GCP)
Governance and Relationship Manager (GCP)

1. Election of Chairperson

It was proposed by Councillor Herbert, seconded by Councillor Meschini and resolved unanimously that Councillor Gough be elected Chairperson of the GCP Executive Board for the municipal year 2021/22.

2. Appointment of Vice-Chairperson

It was proposed by Councillor Gough, seconded by Councillor Herbert and resolved unanimously that Councillor Meschini be elected Vice-Chairperson of the GCP Executive Board for the municipal year 2021/22.

3. Apologies for Absence

The Chairperson welcomed Councillor Herbert, who had replaced Councillor Massey as the Cambridge City Council representative on the Executive Board. He also welcomed Councillor Meschini as the Cambridgeshire County Council representative on the Executive Board.

The Chairperson also welcomed Mayor Dr Nik Johnson of the Cambridgeshire and Peterborough Combined Authority (CPCA) He confirmed that he had exercised the discretion available to him to interpret Standing Orders and with the agreement of the other voting members of the Executive Board, suspend them if necessary, to invite Mayor Dr Johnson to join the meeting in an informal non-voting capacity in recognition of the CPCA's role as the Strategic Transport Authority in the area.

In response, Mayor Dr Johnson thanked the Chair for allowing him to attend the meeting and acknowledged the importance of a cooperative and collaborative working relationship between the GCP and the CPCA in order to continue the development of a joined-up transport system in Greater Cambridge and the wider region. Emphasising the need to encourage more car users to travel in buses and other public transport, as well as alternative, healthier modes of transport, he noted that the CPCA was in the process of developing a revised Local Transport Plan, and in recognition of the benefits of existing busways, he assured the Executive Board that they formed part of this emerging transport strategy. While acknowledging that there had been challenges during the consultation processes for GCP projects and arguing that further consultation was still required, he confirmed that he would not seek to cause further delay and would accept the decisions made by the Executive Board.

There were no apologies for absence.

4. Declarations of Interest

Phil Allmendinger declared a non-statutory disclosable interest in relation to the Quarterly Progress Report (agenda item 11) due to his employment at the University of Cambridge.

5. Minutes

The minutes of the previous Executive Board meeting, held on 18th March 2021, were agreed as a correct record and signed by the Chairperson.

6. Executive Board Membership

The Chief Executive presented the report, which included a request from the CPCA Business Board concerning its representation on the GCP Executive Board. The Business Board had nominated Austen Adams, the Chair of the Business Board, as its representative on the Executive Board, while also nominating Dr Andy Williams, a co-opted member of the Business Board, as the substitute representative. The Executive Board was asked to support the Chairperson in using his discretion to allow both representatives to attend and speak at meetings. It was further proposed that the Business Board be asked to consider nominating Claire Ruskin, the current business representative on the Executive Board, to become a representative on the Joint Assembly.

While discussing the report, the Executive Board:

- Expressed thanks to Claire Ruskin for her contributions to the Executive Board and welcomed the proposal for her to join the Joint Assembly.
- Noted that the fourth paragraph of Appendix 2 (Extract from the minutes of the meeting of the Business Board held on 19th October 2020) was incorrect, as Claire Ruskin had not been a member of the Greater Cambridge Greater Peterborough LEP, she had not resigned as CEO of Cambridge Network, and she had not stepped down from her role on the Executive Board.

The Executive Board resolved to:

- (a) Confirm the appointment of Austin Adams as the Business Board representative on the GCP Executive Board;
- (b) Confirm the appointment of Dr Andy Williams as the Business Board substitute representative on the GCP Executive Board;
- (c) Confirm that it supports the use of the discretion available to the Chairperson and voting members to allow both the Business Board representative and substitute member to attend future GCP Executive Board meetings; and
- (d) Request the Business Board to consider the appointment of Clare Ruskin to fill the vacancy on the Joint Assembly following the appointment of Dr Andy Williams as a substitute member of the Executive Board.

7. Public Questions

The Chairperson informed the Executive Board that thirty-two public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that 1 question related to Agenda Item 10 (Better Public Transport – Cambridge Eastern Access Project), 16 questions related to Agenda Item 12 (Cambourne to Cambridge Independent Audit) and 14 questions related to agenda item 13 (Cambridge South East Transport Scheme). A further question related to multiple agenda items and would therefore be taken at this stage of the meeting.

A public question was received from Edward Leigh. The question and a summary of the response are provided at Appendix A of the minutes.

The Chairperson acknowledged that members of the Executive Board had also received a significant amount of additional correspondence, and confirmed that all contributions from members of the public had been read and would be taken into account by Executive Board members when reaching decisions.

8. Feedback from the Joint Assembly

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Bick, which summarised the discussions from the Joint Assembly meeting held on 10th June 2021. Noting that he would provide comments on behalf of the Joint Assembly at the beginning of the Executive Board's discussion of each item, Councillor Bick emphasised an over-riding concern that had been expressed for the timely development of the City Access Strategy in order to maximise the effectiveness of individual transport schemes when they reached the city centre.

The Executive Board acknowledged the concern and agreed with the need to fundamentally address the issue of congestion within Cambridge to increase air quality for the benefit of residents both in Cambridge and across the Greater Cambridge area. It was argued that reliable public transport throughout the city centre would be necessary to reduce car usage, while collaboration with partner authorities, such as the City and County councils on the issue of parking and the CPCA on the Local Transport Plan, would also be required. Members noted that the City Access Strategy would be considered by the Joint Assembly and Executive Board at their meetings in September 2021.

9. Better Public Transport – Waterbeach to Cambridge

The Transport Director presented the report, which set out the preferred options for a segregated public transport route between the new town at Waterbeach and

Cambridge, including the Public Consultation Report and Strategic Outline Business Case. Consultation with the local community had identified support for an increase in capacity of the corridor, although concerns had been raised over the impacts of the scheme on the existing village of Waterbeach, particularly in relation to allotments. The Transport Director informed members that the proposals had been amended to resolve these concerns and confirmed that the strategic case had been made for intervention. The consultation had indicated support for progressing to the next step, which would entail a more detailed route alignment, consideration of environmental issues, and a detailed consultation with local communities. Attention was drawn to the coverage in the report of the relocation of Waterbeach train station as a requirement of the planning consent, and although it was noted that this had not been part of initial plans for the project, it was proposed that officers continue to discuss with developers as to whether it might be appropriate for the GCP to provide some funding for the relocation.

Confirming that the Joint Assembly had been supportive of the strategic case having been met, the Chairperson of the Joint Assembly drew attention to some concerns that had been raised. He noted that although the revised central route had responded to issues raised during the consultation, the new route had not itself been consulted on and therefore reassurances had been sought that residents and other stakeholders would have a further opportunity to do so. Concern had also been expressed about the provision of funding for the relocation of the train station, and although the Joint Assembly recognised the benefits of the GCP participating, caution had been expressed over the implications of providing such funding and subsequent involvement in other train stations. Members had also suggested more explicit focus could be given on how the scheme would benefit the communities surrounding the corridor itself.

While considering the report, the Executive Board:

- Supported taking the revised Central route option forward to the next stage of assessment and design, for further development, engagement and consultation, and acknowledged the need for a reliable public transport route in the corridor.
- Welcomed that the proposed route alignment had been amended to avoid requiring the demolition of houses, although it was acknowledged that it had been necessary to consider all options at the beginning of the project's development. The Transport Director observed that it was a demonstration of how effective consultation was able to inform and affect the progression of projects.
- Expressed concern that the proposed improvements and dualling of the A10 that were currently under consideration by the CPCA would undermine the attraction of a public transport service in the same corridor, although it was acknowledged that the A10 was used by vehicles travelling from farther afield and not necessarily by people going in to or out of Cambridge.
- Recognised that although the scheme was an individual project, it would form part of a wider network involving the City Access Strategy and collaboration with the CPCA. It was further argued that connectivity to surrounding villages and schemes

should be considered and encouraged during the development of the scheme in order to maximise its effectiveness and usability.

- Confirmed that the proposed scheme would join onto the existing Cambridge to St Ives busway and would be able to use the existing infrastructure. It was noted that one of the benefits of the existing busway had been its scalability within the engineering constraints, allowing for increased frequency and enhanced signalling.
- Expressed concern about public money being used to support private developments and argued that funding should only be provided if there were no alternative options available. Noting that the planning condition for the relocation of the train station had led to a question of viability of the project for the developers, the Transport Director emphasised that while the GCP would not normally consider providing such funding, the strategic necessity for the development of the housing had led to the proposal for such a measure to be taken into consideration.

The following additional recommendations were proposed by Claire Ruskin, seconded by Councillor Herbert and agreed unanimously:

- (g) Collaborate with the Cambridgeshire and Peterborough Combined Authority in the discussion of parallel plans to dual the A10.
- (h) Agree that project plans try to add benefits for surrounding local communities, in order to increase the number of people using the new route.

It was resolved unanimously to:

- (a) Note the Public Consultation Report and Strategic Outline Business Case, noting the public support and a strong supporting strategic case for a new, high quality, segregated public transport route between the new town at Waterbeach and Cambridge.
- (b) Note that the Western route option received public support and also scored highest in the economic assessment and agree that this be taken forward as an option in the next stage of assessment and design work.
- (c) Agree that a revised Central route option is also taken forward to the next stage of assessment and design, for further development, engagement and consultation.
- (d) Note that both the Western and revised Central route options avoid impacting upon homes or allotments in the Waterbeach village area.
- (e) Agree that the next stage of the project should include a review of current park and ride provision within the corridor and develop options for future park and ride requirements.
- (f) Agree to seeking to secure a commercial agreement with RLW for the relocation of Waterbeach Rail Station, and delegate the final decision to the Chairperson and Chief Executive.

- (g) Collaborate with the Cambridgeshire and Peterborough Combined Authority in the discussion of parallel plans to dual the A10.
- (h) Agree that project plans try to add benefits for surrounding local communities, in order to increase the number of people using the new route.

10. Better Public Transport – Cambridge Eastern Access Project

One public question was received from Tanya Verdonk (on behalf of the A to B 1102 Transport Group). The question and a summary of the response are provided at Appendix A of the minutes.

The Director of Transport presented the report on the Cambridge Eastern Access project, which included the results of the public consultation and the development of a Strategic Outline Business Case. While the consultation had identified strong local support for an intervention, the strategic case for the scheme had not been met, although it was noted that further development along the corridor that emerged as part of the Local Plan would be likely to affect the strategic case, which would be reviewed in the future under such circumstances. There was nonetheless a need for more immediate measures, with proposals set out in section 2 of the report, including improvements on Newmarket Road and the relocation of the Park and Ride.

Observing that, unlike other GCP schemes that generally connected surrounding areas with Cambridge city, the majority of this project lay within the urban area, the Chairperson of the Joint Assembly welcomed the addition of recommendation (e) following the Joint Assembly's discussion of the report, which acknowledged alignment between the scheme and the City Access Strategy. While recognising that the Local Plan currently constrained the scheme, the Joint Assembly had emphasised the Citizens' Assembly's call to be bold when developing the scheme in the future. Attention had been drawn to the possibility of displacement to Coldhams Lane, which would be exacerbated by the potential permanent closure of Mill Road bridge, and the Joint Assembly identified a need to develop a broad policy to mitigate such displacement resulting from the impact of schemes. It had also been argued that greater consideration needed to be given to the retail parks surrounding the northern end of Coldhams Lane and their need for improved public transport provision.

While considering the report, the Executive Board:

- Emphasised the importance of improving the Eastern route into Cambridge and confirmed that the GCP would be ready to move forward with the larger scheme if the emerging Local Plan acknowledged development in the area.
- Sought clarification on the timescale for a review of the Phase A improvements, detailed on page 270 of the report. The Transport Director informed Members that the next twelve months would involve consultation and engagement around the detailed design options while the business case was being established. Depending on the outcome of the consultations, it would potentially be possible for work to commence a further twelve months later.

- Highlighted the necessity for improvements on Coldhams Lane and expressed support for it being included as part of the scheme, with members noting the significant volume of traffic accessing the retail park and surrounding area, including Cambridge United football stadium. Members also expressed concern about the potential impacts of the planned logistics hub on Coldhams Lane, and the high level of commercial vehicles circulating in Cambridge.
- Emphasised the benefits of the subway under the Elizabeth Way roundabout for cyclists and pedestrians.
- Argued that it would not be practical to develop an off-road route for the length of the scheme given the density of the area, and that therefore there needed to be a reduction in the overall number of cars using the route in order to improve conditions for cyclists, pedestrians and public transport users.
- Welcomed the continued engagement with regards to potential improvements to the Cambridge to Newmarket railway line, observing that East West Rail would provide significant improvements to access from the west of the city, and noting that it would be considered by the CPCA during the development of its Local Transport Plan.
- Recognised the importance of ensuring that all the separate GCP schemes integrated with each other.

It was resolved unanimously that:

- (a) Improvements to Newmarket Road comprising a combination of Options A1 and A2, but excluding the relocation of the Park and Ride, should be further developed and subjected to further consultation in order to prepare an Outline Business Case.
- (b) The development of a new Park and Ride site located to the east of Airport Way and south of Newmarket Road should be pursued as a separate project. This should be progressed in advance of the remainder of the full Option B.
- (c) The development of the Option B1 proposals, with services via Coldhams Lane, should continue alongside the consideration of the Marshalls site in the development of the Greater Cambridge Local Plan (GCLP).
- (d) The GCP continue to engage with Network Rail, East West Rail Consortium, East West Rail Company and other stakeholders with regards to potential improvements to the Cambridge to Newmarket Line.
- (e) The GCP ensures close alignment between Eastern Access and the City Access programme in order that the potential impact of road space allocation on Newmarket Road is complemented by measures on Coldhams Lane to ensure modal shift is achieved.

11. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Executive Board which provided an update on progress across the GCP's whole programme. Further to the updates, the report included the GCP's revised Assurance Framework, a request to extend the Centre for Business Research work until November 2022 at a cost of £60k, and a proposal to allocate £150,000 from the city access budget for a secure cycle parking match funding pilot.

The Chairperson of the Joint Assembly emphasised that support had been given to extending the Centre for Business Research's work, as well as the allocation of funds for a secure cycle parking pilot, noting that there had been a request for the pilot to be expanded to include charities and community organisations. The Joint Assembly had paid tribute to the work of Form the Future and officers in exceeding the Key Performance Indicators during the challenging period of the pandemic. He also indicated that the Joint Assembly would welcome to the opportunity to hold a focused discussion on the City Access Strategy at its meeting on 9th September 2021.

While discussing the report, the Executive Board:

- Expressed support for the secure cycle parking pilot, noting that it was of particular necessity for electric bicycles. Members suggested that the pilot could seek to identify additional facilities that could help encourage people to cycle, such as the provision of showers and changing rooms at their destination, as well as bicycle maintenance support. The Assistant Director of Strategy and Programme welcomed the proposal and also confirmed that the pilot could be expanded to include charities and community organisations, as proposed by the Joint Assembly.
- Established that the GCP was continuing to work with the County Council on the Chisholm Trail in accordance with the decisions agreed at the Executive Board meeting on 10th December 2020, in order to complete the project within the budget.
- Sought clarification on whether work would resume on resident parking schemes. The Transport Director informed Members that the GCP was developing an integrated parking strategy with partner authorities and confirmed that this included consideration of resident parking schemes.
- Paid tribute to the working relationship between the GCP and the CPCA on the skills agenda, emphasising the importance of providing support across all sectors. It was argued that people living in the most deprived communities were those that most needed to see improved opportunities in order to improve public health.
- Established that an application had been submitted to UK Power Networks with regards the forward funding of electricity grid reinforcements.
- Expressed support for the proposed extension to the work being carried out by the Centre for Business Research.

- Welcomed Mayor Dr Johnson's support for busways as an option for people travelling into Cambridge from outside the city and acknowledged his emphasis on the need for effective consultation with affected local communities.

It was resolved unanimously to:

- (a) Note the revised Assurance Framework.
- (b) Approve an extension to the centre for Business Research work until November 2022 at a cost of £60k.
- (c) Approve the proposed allocation of £150,000 from the city access budget for a secure cycle parking match funding pilot.

12. Cambourne to Cambridge Independent Audit

Sixteen public questions were received from Dr Marilyn Treacy, Allan Treacy, Terry Spencer, Andrew Taylor, Melanie Forbes, Jane Renwick, Carolyn Postgate, Dan Strauss and Heather Du Quesnay (on behalf of North Newnham Residents' Association), Antony Carpen, Pauline Joslyn, Councillor Markus Gehring, Chris Patten, James Littlewood (on behalf of Cambridge Past, Present and Future (CPPF)), Superintendent Matthew Brown (on behalf of the American Military Cemetery, Madingley Parish Council, CPPF and Coton Parish Council) and Gabriel Fox. The questions and a summary of the responses are provided at Appendix A of the minutes.

Following an introduction by the Chief Executive, the Independent Auditor presented the Independent Audit of Key Assumptions and Constraints for the Cambourne to Cambridge Better Public Transport Project to the Executive Board. The auditor had been selected following a competitive process of applicants who had not previously worked with the GCP or on the Cambourne to Cambridge project, and the GCP was not involved in the selection of the auditor or the audit process itself, beyond providing requested information. A list of constraints and assumptions underpinning the Business Case for the transport scheme had been published, along with a second invitation to local representation organisations to submit evidence.

Following its review, the audit had concluded that the scheme aligned with national, regional and local policies on economy and transport, while stakeholder engagement had been carried out in a robust manner and the development of the Business Case had followed the necessary requirements and methodology. The appraisal, economic analysis and financial business case were considered to all be valid, while further information on the environmental impact would be established during the subsequent stage of the process. Significant impacts that had emerged since the scheme had begun, including the Covid-19 pandemic, the announcement of the East West Rail alignment, and changes to planned Combined Authority transport schemes, would be also be taken into account in the next stages of the scheme's development. The overall conclusion of the audit surmised that there was no reason for the Executive Board to delay the scheme from progressing to the next stage.

In light of the Independent Audit's conclusion, the Transport Director presented a report outlining the proposed next steps in the process, which included progressing the preferred route in the Outline Business Case to the next stage of development, proceeding with the development of an Environmental Impact Assessment (EIA) and further consultation, while taking into account the significant changes that it had been noted as having had an impact on the route since being first developed.

Noting that the Joint Assembly had accepted that the audit had been conducted independently, the Chairperson of the Joint Assembly confirmed that there had been a consensus, albeit with varying levels of enthusiasm, that it provided assurance that it would be appropriate for the scheme to progress to the next stage. He informed members that there had been particular support for recommendation (c), although he suggested that integration with the City Access Strategy could be added to the list of factors to be considered in the next stages of the project.

While discussing the report, the Executive Board:

- Considered how the East West Rail project might affect the strategic objectives of the Cambourne to Cambridge scheme. Observing that the final route and location of a station in Cambourne remained unclear, the Internal Auditor noted that the audit had recommended that East West Rail should be brought into the appraisal framework in the final business case in order to identify such impacts. Notwithstanding, he argued that the level of planned employment and housing development in the corridor, potentially further boosted by a station in North Cambourne, meant that the two projects would be complementary to one another and serve different travel needs, albeit with some overlap.
- Considered to what extent the long-term impacts of Covid-19 on travel choices would affect the underlying assumptions of the project's business case. Acknowledging it was still not possible to identify the long-term impacts of Covid-19, the Internal Auditor informed members that the audit had concluded that there was likely to be less risk to bus travel than rail travel, and he highlighted the Government's emphasis on buses being an important element in recovery from the pandemic. While the audit also concluded that the underlying assumptions remained valid, it had recommended that assumptions on future demands should be subject to further scenario testing.
- Identified onward travel in central Cambridge as the weak link in the project, noting its reliance on ongoing work with the City Access Strategy, although it was suggested that the over-riding objective of the scheme was to reach the city and overcome congestion in the radial areas, with onward travel possible through smaller buses or alternative modes of transport. It was suggested that it was impractical for every bus user to expect to be able to alight outside their final destination.
- Queried whether the audit had considered whether the GCP had overstated any of the constraints or had made invalid assumptions that led to the A1303 route and prioritisation measures being rejected as a viable long-term solution for the strategic objectives. Noting that the bus prioritisation measures would be incapable of coping with the additional traffic generated by the proposed housing and

employment growth in the corridor once delivered, the Internal Auditor argued that the rejection of prioritisation measures along the A1303 may have been overstated in order to not divert resources away from planning a longer-term solution to meet the travel demands in the corridor. He informed members that the audit concluded that the two were not mutually exclusive and noted that the national bus strategy had made funding available to implement some of the short-term measures to complement the segregated busway, although the Transport Director noted that the CPCA would be responsible for such funding.

- Clarified that the audit had evaluated the assumptions and constraints of the preferred option, as opposed to alternative routes such as the A428, which meant that it was unable to provide conclusions related to alternative alignments.
- Acknowledged the strategic need to be bold in convincing people to use public transport instead of private vehicles, particularly given the expected levels of housing and employment growth in the region. It was also acknowledged that development of the City Access Strategy would establish the level to which such changes could be implemented in the city centre, and would also be fundamental in ensuring the project combined successfully with other GCP projects in an overall network.
- Welcomed the suggestion that in the event of the Cambridge Autonomous Metro (CAM) no longer being developed, the route could be redesigned along Hardwick Road and sought clarification on whether the Environmental Impact Assessment would evaluate such proposals. The Transport Director noted that the GCP was required to follow the lead set by the CPCA, as the strategic transport authority, but informed members that a range of detailed designs would be published for the route, which would then be discussed with local communities, in order to provide them with the opportunity to influence the process. Such detailed designs would be presented to the Executive Board before the project progressed to the next steps.
- Confirmed that Adams Road was included in the Comberton Greenway proposals and that detailed designs would be discussed with local residents.
- Welcomed the conclusions of the independent audit and supported progressing to the next stage of the project, noting the strategic need for transport provision in the corridor, notwithstanding the concerns raised by residents and affected stakeholders. Members noted that the role of the GCP was to deliver the CPCA's Local Transport Plan and agreed that the strategic objectives had been satisfied.

The following amendment to recommendation (c) was proposed by Councillor Herbert and agreed unanimously (removals in strikethrough, additions in bold):

- (c) Request officers, in line with the Independent Audit recommendation, to include the latest position on climate change, Covid-19, CAM, East West Rail, ~~and~~ the new National Bus Strategy **and integration with the emergent City Access strategy**, in the next stages of the project.

It was resolved unanimously to:

- (a) Approve the Preferred Route in the Outline Business Case (OBC) to proceed to the next stage in the process.
- (b) Request officers proceed with the EIA and associated consultation and provide a further report to the Board in due course.
- (c) Request officers, in line with the Independent Audit recommendation, to include the latest position on climate change, Covid-19, CAM, East West Rail, the new National Bus Strategy and integration with the emergent City Access strategy, in the next stages of the project.

13. Cambridge South East Transport Scheme

Tony Orgee, Chairperson of the Cambridge South East Transport Local Liaison Forum (LLF), attended the meeting to present feedback from the public meeting held on 7th June 2021. While sharing the concerns that had been expressed at the meeting, Mr Orgee drew attention to issues that had been discussed related to the level of car parking provision at the proposed Travel Hub, the route and route variants, as well as proposed changes following the EIA consultation that had been carried out in 2020.

Fourteen public questions were received from Carol Barnes, Councillor Howard Kettel (on behalf of Stapleford Parish Council), Gavin Flynn, Jenny Coe, John Hall, Colin Greenhalgh, Dr John Coppendale, Christopher Bow, Barbara Kettel, Annabel Sykes, Roger French, Peter Ray and James Littlewood (two questions, on behalf of Cambridge Past, Present and Future). The questions and a summary of the responses are provided at Appendix A of the minutes

The Transport Director presented the report, which was a summary of work carried out on development of the Cambridge South East Transport Scheme since June 2020, including the response to the EIA consultation, the design improvements and the Environmental Impact Assessment (EIA), along with a proposal to submit the Transport and Works Act Order application. Noting that the final route proposals would be considered further as part of the Transport and Works Act process, most likely through a public inquiry, attention was drawn to refinements summarised in paragraph 4.2 of the report that had been made to the scheme's design following the recommendations and preferences raised in the EIA consultation. Attention was also drawn to information regarding the railway alternative route and pink route variant in paragraphs 4.6 to 4.14 of the report.

Noting that the Joint Assembly had been generally supportive of the progress that was recommended, except for one member, the Chairperson of the Joint Assembly argued that it was justifiable and necessary for the route to cross the greenbelt given the strategic objectives of the project. In order to mitigate this, however, he informed members that the Joint Assembly had proposed an objective of a 20% biodiversity net gain, as opposed to the standard 10% net gain. It had also been requested that further consideration be given to the connectivity to the proposed route for the communities that lay close to it, for example via additional loops to the bus route, given the lack of

parking facilities at the planned stops. The Transport Director confirmed to the Executive Board that connectivity would be considered as part of the design and also committed to investigate achieving a 20% biodiversity net gain.

While discussing the report, the Executive Board:

- Acknowledged work that had been commissioned by local parish councils in relation to the Shelford rail alignment, which had been reflected in the report presented to the Executive Board.
- Observed that including additional bus loops to serve nearby settlements to the bus route would lengthen the journey time and it was instead suggested that a certain percentage of the buses could provide such a service, rather than all of them. The Transport Director noted that the current proposals included benefits to the local communities but undertook to consider connectivity issues, specifically by maximising the accessibility of the bus stops for local villages, and provide members with further information.
- Established that landscaping and foliage issues continued to be discussed with local communities in order to mitigate the visual impact of the scheme, particularly with regard to the bus stops. While acknowledging that building in the greenbelt should be avoided wherever possible, members accepted that it would be appropriate and justified for the scheme to pass through it in this case, noting that it had been concluded that the on-road route was not deliverable.
- Emphasised the need to maximise connectivity of the proposed Travel Hub, although it was acknowledged that there was an underlying objective for the GCP to promote Travel Hubs as points of modal shift for connectivity with greater functionality.
- Confirmed that light rail had been considered with the CPCA for the route in 2017 but it was concluded that the technology would not have been appropriate, affordable or flexible enough for the scheme.
- Acknowledged support for the project by the main employment centres at both ends of the route, including the Cambridge Biomedical Campus and the Babraham Research Campus, although it was noted that such support was largely indifferent with regard details of the route alignment. Members highlighted the high level of car journeys made to these destinations as the core reason behind the necessity of the scheme.
- Expressed concern over the implications of an alternative route passing through the centre of Great Shelford and Stapleford, particularly regarding how it would interact with the railway line and require the demolition of houses and gardens due to lack of space, and supported the route passing outside the settlements. One member raised particular concern about curtailing access to a sheltered accommodation estate in Great Shelford.
- Recognised that there were disagreements on some aspects of the scheme but acknowledged that the next stage of the project would look to resolve those issues

where possible, and members argued that such complex schemes would always result in disagreements as it was sometimes impossible to satisfy conflicting priorities.

- Argued that the scheme delivered on the GCP's strategic goal of underpinning economic growth and opportunity, by expanding transport opportunities and therefore increasing access to jobs.

It was resolved unanimously to:

- (a) Note the response to the EIA consultation (Appendix 1 of the report).
- (b) Note a non-technical summary of the Environmental Statement (Appendix 2 of the report).
- (c) Agree the submission of a Transport and Works Act Order application to secure the necessary planning and consents for the scheme.

14. Date of Future Meetings

The Executive Board noted that the next meeting was due be held on Thursday 30th September 2021 and approved the programme of meeting dates up to the end of 2022.

Chairperson
30th September 2021

Greater Cambridge Partnership Executive Board – 1st July 2021
Public Questions Listed by Agenda Item

#	Questioner	Question	Answer
1	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</p>	<p>Many of the points are statements for the Board to consider.</p> <p>The GCP would agree entirely that decarbonising road transport, promoting access to public transport, walking & cycling, and reducing toxic air pollution, are urgent priorities alongside unlocking of housing opportunities for local people and managing growth.</p> <p>The GCPs strategy and proposals are well aligned with many of the potential remedies.</p> <p>The fact is that we are a hugely successful, growing area. That has created enormous pressure on both transport and housing.</p> <p>To respond to the transport challenge, we need new integrated infrastructure, new services and to refocus the city centre away from the private car. To achieve more people using public transport, it needs to be reliable, frequent and affordable and you need all of these elements to achieve that.</p> <p>We will continue to work with colleagues at the CPCA, CCC and others to meet these aims.</p>

		<p>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>	
2	<p>Tania Verdonk on behalf of the AtoB1102 Transport Group</p>	<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 Quy 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>	<p>Without intervention, traffic congestion and air quality will continue to deteriorate.</p> <p>CEA will provide improved public transport, walking and cycling provision to benefit communities to the North and East of Cambridge.</p> <p>There are 4 Greenways to the East, all will eventually be connected as part of the wider walking and cycling network</p> <p>Private car access is already restricted by congestion and lack of parking and this will get worse. The new Park and Ride will help to address that.</p> <p>It is unclear what extra traffic is anticipated at Quy Interchange but Highways England will doubtless review the potential impact of any proposals on their network</p> <p>Provision of improved facilities for public transport, walking and cycling are designed to incentivise modal shift and City Access proposals to be submitted to the Executive Board later in the year will complement these.</p> <p>We will continue to work with CPCA and others to promote the improvement of local public transport services.</p>

3	Dr.Marilyn Treacy	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>I would like to ask the following question at the Exec Board <u>1st July</u> 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>The Audit considered the input from Coton Parish Council and the submission made by i-Transport including their proposed alternative alignment for a co-aligned route via the A428 and looping south of the Girton interchange. This is reviewed in S.6.6.3 of the Independent Audit. According to the i-Transport report, the scheme is a viable option although no evidence is presented to support this assertion. Their report recognises that there would be engineering challenges for the route with cost implications, which are not estimated. Alternative route options including those going via Girton interchange have been reviewed at various stages in the scheme options development process. As remarked in Audit Comment 21 (S6, p69):</p> <p>“The C2C scheme assumptions and constraints are not invalidated by the alternative options, some of which can reasonably claim that they are just as valid. It is not the role of this audit to adjudicate between conflicting options. The objectors will have the opportunity to present their alternative route options to the Public Inquiry and cross-examine the GCP and its consultants on the options development and preferred scheme appraisal. There is no guarantee, for instance, that the Co-alignment scheme would perform any better if subject to a detailed appraisal than the preferred option evaluated in the business case.”</p>
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4	Allan Treacy	<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 <u>0.43-0.48</u>. 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. 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>The Independent Audit discussed the economic appraisal including the estimation of the BCR in S.4.2.1 of the report. The BCR of 0.43 refers to the transport user benefits only which increases to 0.48 when taking account of agglomeration benefits in the corridor. In line with Transport Appraisal Guidance from the Department of Transport and HM Treasury, the Business Case estimates the wider economic impacts which increases the BCR to 1.47 (increased to 3.48 with Greater Cambridge additionality benefits).</p> <p>The issues surrounding city centre access from Grange Road are reviewed in S.3.3 of the Audit which identifies this as a weak link in the C2C project and more widely the Cambridge Better Public Transport programme. This is acknowledged as a key constraint by the GCP and the Combined Authority which is partially addressed in the recent City Access policy of soft measures to improve bus movements. Further measures will be required if bus accessibility is to match the ambitions of the Better Public Transport project.</p> <p>Regarding East West Rail, claims are made in several submissions that EWR will replace the need for the busway without any evidence being provided to support this assertion. It is likely that EWR will abstract some travel demand in the corridor which is why the Audit recommends in S.5.2 that the EWR be brought into the appraisal process to evaluate the impact on the C2C scheme.</p>
5	Terry Spencer	<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> <p>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?</p>	<p>As remarked in response to Q26, the issues surrounding city centre access from Grange Road are reviewed in S.3.3 of the Audit which identifies this as a weak link in the C2C project and more widely the Cambridge Better Public Transport programme. This is acknowledged as a key constraint by the GCP and the Combined Authority which is partially addressed in the recent City Access policy of soft measures to improve bus movements. The assumption is that these measures will be enough to enhance bus speeds and provide more reliable journey times across</p>

		<p>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?</p> <p>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?</p>	<p>the city. However, no detailed modelling of the likely impact has been conducted so it remains uncertain whether bus accessibility will improve. Further measures will be required if bus accessibility is to match the ambitions of the Better Public Transport project. Despite this, the assumptions and constraints relating to the growth of travel movements in the Cambourne to Cambridge corridor remain valid.</p> <p>The CAM has never been a committed scheme and so, in line with DfT requirements, the C2C business case did not assume CAM delivery. Bus services will be confirmed as the scheme develops, working with bus operators. However an initial bus strategy report (https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-OBC-Jan-2021/C2C-OBC-2020-Bus-Strategy-Report-Appendix-F.pdf) proposes direct express services to key employment centres, as follows:</p> <ul style="list-style-type: none"> • Cambourne to Cambridge City Centre at 10-minute interval service (six buses per hour). • Cambourne to Biomedical Campus at 30-minute interval service (two buses per hour). <p>The C2C OBC has been shaped by the findings of three public consultations. We recognise and dedicate time to understanding and addressing opposing views and local concerns. However, there remains a need to connect new and growing communities and there is also local support.</p>
6	Andrew Taylor of Countryside Properties	<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. Following the publication of the Cambourne to Cambridge Independent Audit, Countryside and its consultant team have reviewed the findings. We</p>	<p>For the Board to note.</p> <p>The audit recognised that housing developments in Cambourne West and Bourn Airfield require the C2C project to be delivered to provide reliable public transport services, otherwise that planned growth will be put at risk.</p>

		<p>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>	
7	Melanie Forbes	<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>The audit notes that C2C complements East-West Rail and flags new opportunities to reflect the current Mayor’s priorities and the Government’s Bus Back Better strategy.</p> <p>East West Rail will not serve the communities between Cambourne and Cambridge and is not likely to be delivered in time to enable the provision of new housing on Bourn Airfield and planned growth at the University’s West Cambridge Campus.</p> <p>The audit also concludes that alternative route options have been put forward and have been considered in line with guidance, evidence of assessment is published as part of the Outline Business Case (OBC) - OARs 1,2 and 3 published online</p> <p>As well as the SOBC and OBC there are two technical notes considering alternatives routes, published back in 2019 – both available online.</p> <p>Finally, there is a commitment to deliver a minimum of 10% biodiversity net gain for the scheme overall, with the objective of achieving 20% gain across the programme.</p>

8	Jane Renwick	<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 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>	<p>The scheme has been developed with regular input from stakeholders, gathered through three public consultations (in 2015, 2016/17 and 2019), and regular community and stakeholder groups and meetings which have been paused whilst the scheme has been on hold.</p> <p>Community contributions have to date influenced, for example, stop locations and design, park & ride site, commitment to improve existing A428 noise barriers, and, to incorporate local pedestrian and cycling access to the Travel Hub.</p> <p>GCP recognises that this does not mean that all stakeholder issues have been addressed and that some issues remain, most notably in Hardwick and Coton.</p> <p>If the scheme proceeds, the next step would be restarting regular engagement through community forums, meetings and correspondence to involve stakeholders in more detailed designs to inform a public consultation to be undertaken later this year.</p> <p>This EIA consultation will inform further scheme amendments to reflect mitigation of impacts in a final published EIA.</p>
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9	Carolyn Postgate	<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>The audit states that alternative route options have been put forward and have been considered in line with guidance.</p> <p>Although alternative alignments along St Neots Road could be considered in order to minimise the impact on local residents, particularly now in light of the emerging position on CAM, the majority of the proposed C2C route would still travel off-road avoiding the worst congestion.</p> <p>Full details are available online and in the published OBC available online</p>
10	Dan Strauss and Heather Du Quesnay on behalf of North Newnham Residents' Association	<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>As answered at June's Joint Assembly – Adams Road is no longer proposed as part of the C2C project route. GCP intends to promote improvements to the safety of cyclists using Adams Road as a part of the Comberton Greenway, and officers will be in contact in the near future regarding the next steps in engagement.</p>

11	Antony Carpen	<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</p>	<ol style="list-style-type: none"> 1. Regular, direct express services would use the C2C route and from Grange Road use the existing road network to travel to key employment hubs as set out in the bus strategy. 2. GCP will continue to engage with bus operators including Stagecoach, Whippet and potential market entrants and anticipates that CPCA will advance a Bus Franchise model. In September the Executive Board will consider further proposals for the GCP's City Access project to improve access through the city. 3. CSETS - Connects with existing guided busway and provides access to the new Cambridge South Station 4. GCP proposes the flexibility afforded by buses rather than light rail vehicles so there is no risk of creating stranded assets. The existing, highly successful Guided Busway comprises sections of guidance with on-road sections in the city centre.
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measures will be enough to enhance bus speeds 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]**

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.

(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/>

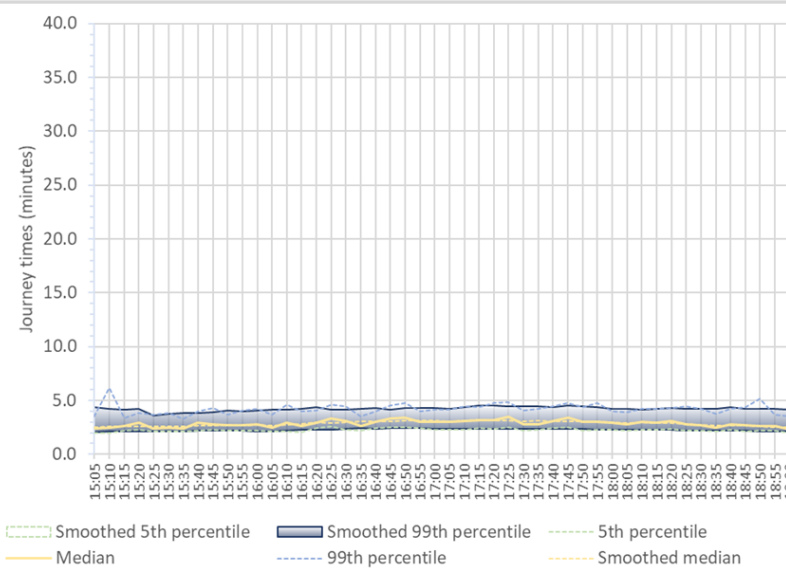
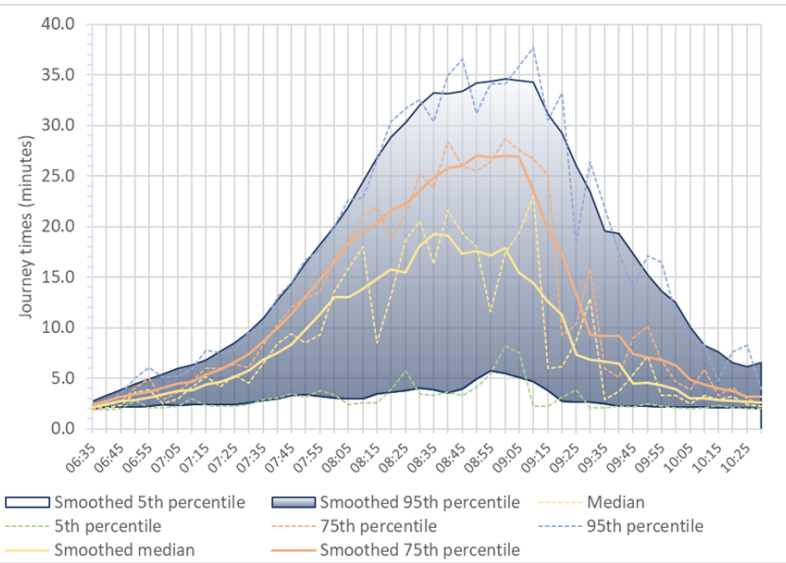
12	Pauline Joslin	<p>Agenda Item 12 - Cambourne to Cambridge Independent Audit</p> <p>Can the GCP make it clear and formal that if this scheme is to go ahead, then the GCP will be addressing the environmental, sound and visual barrier issue of the proposed Busway and the A428 motorway on St Neots Road, 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>The petition has been noted and should the scheme advance we will continue to work closely with the Hardwick community to address concerns and gain input to EIA and mitigation measures.</p> <p>Alternative alignments along St Neots Road could be considered in order to minimise the impact on local residents, particularly now in light of the indication that the CPCA may not require full segregation for CAM compliance.</p> <p>GCP recognises that not all stakeholders will welcome the need for new infrastructure to enable the provision of new houses and jobs.</p> <p>GCP is committed to provision of a new pedestrian and cycle path as part of C2C and plans will be produced for the EIA consultation at which time we will indicate possible start and finish dates.</p>
13	Cllr Markus Gehring	<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</p>	<p>The Outline Business Case has already been discussed by the Local Liaison Forum on 27th January 2020 and 2nd June 2020.</p> <p>An LLF meeting on 8th December 2020 was updated on recommendation to the Board to undertake an independent audit, and the LLF chair spoke about the scheme at the December Executive Board meeting.</p>

		<p>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>	<p>The independent audit has been managed as an independent process, prepared and submitted to the Board by the auditor, Phil Swann – which he will introduce in a moment.</p> <p>Mr Swann met with the chair of the LLF twice during the audit process, most recently on June 3 to brief on the outcome of the audit.</p>
14	Chris Pratten	<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</p>	<p>The Independent Auditor reviewed all documentation including the OBC which includes a substantial Annex addressing Green Belt matters and concluded that due process had been followed.</p> <p>Planning advice, as referred to, is that the development is not inappropriate. As such there is no requirement for a case for “Very Special Circumstances”. Such a case would be prepared in the eventuality it is called for.</p> <p>Buses would follow the well-established U route which has operated successfully for some years.</p> <p>GCP agrees that City Access proposals would further improve that leg of the route – and they will be considered further at the next Board meeting.</p>

		<p>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>	
15	James Littlewood Chief Executive CPPF	<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>The final EIA work will be subject to agreement of scope with DfT at which point costs can be identified.</p> <p>The Independent Audit has recommended that the business case be updated in due course to reflect matters such as EWR and Covid-19 guidance but is clear the scheme can proceed to the EIA stage in the meantime.</p>

16	James Littlewood Chief Executive CPPF	<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; and,</i> • <i>Delays occurring in both the AM and PM Peak with traffic moving at over 75% slower than the night time average speed at the Madingley Road Park and Ride site.</i> <p>Neither of the second two points describe the speed of westbound traffic on Madingley 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 Madingley Hill in the evening peak. Even in the morning peak the pattern of delays is too complex to be usefully summarised as "75% slower".</p>	<p>At present the significant westbound delays in the evening peak are mainly east of the M11, but traffic is often heavy over Madingley Hill and likely to deteriorate without action given the planned growth in the area.</p>
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We have provided two graphs (below) that demonstrate our point.



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

17	<p>Matthew P. Brown, Superintendent, The American Military Cemetery Charles Crichton-Stuart, Chair, Madingley Parish Council</p> <p>James Littlewood, CEO, Cambridge Past Present & Future</p> <p>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? 	<p>The first point is for the Board to note.</p> <p>The GCP has properly assessed the alternatives for improving public transport between Cambourne and Cambridge – this has been confirmed by Independent Audit.</p> <p>These deliberations have included reviewing on-road and northern routes around the American Cemetery, both of which have adverse impacts upon the approach, setting and layout of the cemetery site. Those options have been discounted.</p> <p>As the only existing infrastructure to provide connectivity between Cambourne and Cambridge we would not recommend widening of Madingley Road past the Cemetery or the loss of land protecting the Cemetery from traffic and do not believe it can be in the interests of the American Military.</p>
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18	Gabriel Fox	<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>Evidence would not support the assertion that an on-road bus solution would perform 'just as well'.</p> <p>The southern, off-road alignment is proposed on the basis that it has been identified, after the assessment of alternatives, including on-road options, to be the best performing against project objectives.</p> <p>Evidence of assessment is published online.</p> <p>The idea that a simple on-road bus lane could be provided at a fraction of the cost is also not supported by the evidence: there is insufficient space to deliver such a scheme at the more constrained points by the SSSI and American Cemetery whilst the M11 Junction 13 will remain a constraint.</p> <p>The Independent Audit states that alternative route options have been put forward and have been considered in line with guidance.</p>
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19	Carol Barnes	<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>The alternative routes outlined in the question also require the use of some Green Belt land.</p> <p>A route running alongside the A1307 to Babraham was considered previously, it had its own environmental impacts and was not supported in the public consultation.</p> <p>No “former railway route” exists to the north of Shelford Station</p> <p>The alternative route using the alignment of the former Cambridge-Haverhill railway through Stapleford and Shelford has been evaluated by GCP as evidenced in the report. The appraisal concludes the Railway Alignment is;</p> <ul style="list-style-type: none"> • Considerably more expensive; • Requires the demolition of local properties; • And creates impacts with the railway line <p>In Greater Cambridge, people are returning to cars more quickly than any other mode. Thus, the case for CSETS appears strong. It is nevertheless currently too early to make any reliable assessment of the long-term impact of COVID-19 on travel demand within the CSET study area. The business case for the scheme will, in accordance with DfT requirements, continue to be reviewed and updated as new data becomes available</p> <p>It is notable that the roles of many of the NHS medical and support staff working in the hospitals and laboratory environments at CBC are not jobs transferable to home-working.</p>
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		This project urgently needs to be reconsidered, particularly in the light of changes to our needs and lifestyle.	
20	Cllr Howard Kettel FRICS Chair Stapleford Parish Council	<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>It is incorrect to suggest that the CSET public transport route will operate at capacity on opening.</p> <p>The capacity of the CSET infrastructure is not limited to the level of service assumed in the OBC modelling. If demand is higher, more vehicles can be operated on the CSET infrastructure and the existing Guided Busway. This scalability is borne out by the existing successful guided busway.</p> <p>The GCP City Access programme, to be discussed in September, will bring forward measures to address the issue of making best use of the limited road capacity in central Cambridge.</p> <p>Light rail has previously been reviewed by the GCP and CPCA and been discounted as an option for the Greater Cambridge area. Cost and flexibility were the principle reasons for this decision. Light rail would also not offer the scalability benefits in the City environment suggested.</p>
21	Gavin Flynn	<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</p>	<p>The Government's Transport Appraisal Guidance (TAG) does not approve the monetary valuation of the impact of landscape changes.</p> <p>In accordance with TAG the environmental impacts of the CSET scheme in respect of noise, air quality and greenhouse gases have been monetised. These impacts are incorporated in the BCR presented in the Outline Business Case and reported in the Economic Case of the OBC.</p> <p>In addition to following TAG, the project has carried out a Natural Capital Assessment which seeks to monetise a wider range of environmental aspects which can be monetised.</p>

		<p>the Joint Assembly meeting on 10th June this was the indication given by Peter Blake) and why it is more relevant than TAG.</p>	<p>The Natural Capital approach considers the monetised impacts resulting from changes to cropping patterns, climate regulation, flooding, air quality and recreational and physical health.</p> <p>The results for the CSET scheme will be submitted as part of the TWAO application</p>
22	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>	<p>The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to refocus the city centre away from the private car. Today's agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology.</p> <p>The next Board meeting will consider the City Access and Public Transport services proposals.</p> <p>Together these initiatives, along with Greenways, Cross City Cycling, Cambridge South Station, state of the art traffic signals and the like form part of our integrated strategy.</p>

23	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>	<p>The patronage estimate has been produced in accordance with Government guidance.</p> <p>EWR services will not serve Shelford Station and is not expected to have a significant impact on demand projections.</p> <p>In the context of the COVID-19 pandemic, in Greater Cambridge people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned. In this situation the strategic case for the CSET scheme remains strong.</p> <p>A key target market for the CSET scheme is commuters travelling to the Cambridge Biomedical Campus. The roles of many of the NHS medical and support staff working in the hospitals and laboratory environments at CBC are not jobs transferable to home-working.</p> <p>The Business Case will be updated as part of the Full Business Case work.</p>
24	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>The CSET proposals:</p> <ul style="list-style-type: none"> • integrate with the existing Guided Busway; • serve the planned Cambridge South Station; • are being developed in conjunction with the Linton and Sawston Greenway schemes; and • include proposals for enhanced public transport services extending beyond the A11 Travel Hub to Granta Park, Linton and Haverhill <p>The GCP does have an Integrated Strategy to respond to the transport challenges in our area - we need new infrastructure, new services and to</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>	<p>refocus the city centre away from the private car. Today's agenda covers some of our infrastructure proposals, modelled on the hugely successful Cambridgeshire Guided Busway, but modernised to be electric vehicles and adopting less intrusive guided technology.</p> <p>The last Board meeting considered the City Access and Public Transport services proposals and these will be brought back to the next meeting in detail.</p> <p>The scheme has been assessed in accordance with the DfT TAG requirements.</p>
25	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 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>	<p>The proposed reduction in car parking capacity at the Travel Hub will meet the projected requirements of the scheme.</p> <p>There is space in the footprint of the Travel Hub for car parking to be further expanded at a later date, up to 2,000 car parking spaces if demand justifies it.</p> <p>Amending the design to remove capacity not required in the early years of the scheme has no effect on the BCR other than cost savings,</p> <p>The Combined Authority's response to the EIA consultation was that the number of spaces at the Travel Hub was too high and this should be revised downwards. This has also influenced the reduction in the initial capacity to be provided.</p> <p>The revised design reflects the demand that can be evidenced in the TWAO application.</p> <p>The new economic model will be completed as part of the Full Business</p>

			Case.
26	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>	<p>The BCR produced at OBC stage for CSET was part of a series of BCRs produced for the shortlisted options that helped to inform the selection of a preferred option. As the scheme continues to develop up to and including Full Business Case, appraisal of the scheme’s benefits will continue, including the use of the latest modelling tools available to the project.</p> <p>GCP is committed to publishing the new model , including an updated BCR, when that work is complete and as part of the FBC.</p>
27	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>	<p>The GCP and the Atkins Reports agree that;</p> <ul style="list-style-type: none"> • property demolition would be required • There is a significant additional cost (of circa £30m), • the complex rail interface requirement <p>provide sufficient grounds for rejection of the SRA as an alternative.</p> <p>It is notable that the alternative rail alignment route also requires the use of some Green Belt land.</p>

28	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>	<p>Each project is required to carry out a cumulative impact assessment as part of its own environmental impact assessment.</p> <p>CSET is completing a cumulative impact assessment based on a list of committed developments approved by the local planning authority. This includes Cambridge South Station but excludes East West Rail as at this stage there is not sufficient information to enable the project to be included.</p> <p>GCP continues to work closely with Network Rail and partners on the Cambridge South scheme.</p>
29	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>	<p>Under DfT requirements, an EIA and Environmental Statement is required for the preferred route only.</p> <p>Answer as per question 31 - Environmental assessment has taken place throughout the development of the design to assess and mitigate environmental effects as much as possible</p> <p>This includes the outcome of this meeting and the design changes proposed in the report.</p> <p>The likely significant effects of the CSET scheme identified during this work, including the recent consultation, and the main environmental mitigation that will be proposed, are included in the report appended to the Board papers.</p> <p>The Environmental Impact Assessment including the Environment Statement, which will include the outcome of today’s deliberations, is the culmination of this process It will form part of the TWAO application process, as is standard practice.</p> <p>A non-technical summary of the Environmental Statement will also be</p>

			<p>published when the TWAO application is submitted.</p> <p>Both the full ES and the non-technical summary will be available for public scrutiny following submission of the TWAO application and prior to the Public Inquiry.</p>
30	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 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? 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>In the context of the COVID-19 pandemic, although some trends point in the direction of less travel or changes in travel behaviour that is more local and accessible by active modes, in Greater Cambridge people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned. In this situation the strategic case for the CSET scheme remains strong.</p> <p>A key target market for the CSET scheme is commuters travelling to the Cambridge Biomedical Campus. The roles of many of the NHS medical and support staff working in the hospitals and staff working in laboratory environments at CBC are not jobs transferable to home-working.</p> <p>It is currently too early to make any reliable assessment of the long-term impact of COVID-19 on travel demand within the CSET study area. The business case for the scheme will, in accordance with DfT requirements, continue to be reviewed and updated as new data becomes available.</p> <p>Funding the acquisition and operation of electric public transport vehicles in the way and on the scale suggested in the question raises State Aid issues;</p> <p>Improved services on existing roads would not be attractive without supporting infrastructure improvements on a scale sufficient to avoid the impacts of congestion on journey times and service reliability – hence the need for bespoke routes</p> <p>The development of the CSET scheme has been informed by community and stakeholder engagement since its inception in 2016, in accordance</p>

			<p>with DfT requirements. There have been four public consultations in 2016, 2018, 2019 and 2020.</p> <p>The Statement of Community Involvement records how community and stakeholder engagement has influenced the development of the CSET project and the rigorous route appraisals has led to the preferred route being chosen.</p>
31	James Littlewood Chief Executive, CPPF	<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>Environmental assessment has taken place throughout the development of the design to assess and mitigate environmental effects as much as possible</p> <p>This includes the outcome of this meeting and the design changes proposed in the report.</p> <p>The likely significant effects of the CSET scheme identified during this work, including the recent consultation, and the main environmental mitigation that will be proposed, are included in the report appended to the Board papers.</p> <p>The Environmental Impact Assessment including the Environment Statement, which will include the outcome of today’s deliberations, is the culmination of this process It will form part of the TWAO application process, as is standard practice.</p> <p>A non-technical summary of the Environmental Statement will also be published when the TWAO application is submitted.</p> <p>Both the full ES and the non-technical summary will be available for public scrutiny following submission of the TWAO application and prior to the Public Inquiry.</p>

32	James Littlewood Chief Executive, CPPF	<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>“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>	<p>The approach is not unusual, it follows a standard “Rochdale Envelope” approach and has been approved by the DfT.</p> <p>This approach may be employed where the nature of the proposed development means that some details of the project are yet to be finalised, in this case GCP, CPCA and DfT are working on the regulations for optically guided systems.</p> <p>The GCP has made clear it is an optically guided system</p>
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