



Greater Cambridge Partnership

Local Liaison Forum Terms of Reference

1. Forum Scope and Function

- 1.1. GCP Local Liaison Forums (LLFs) are community forums used by the GCP as an interface between the community and its major infrastructure projects. They exist to keep local members and residents informed, engaged and involved in scheme development.
- 1.2. The LLFs act as a conduit through which scheme updates, local issues, opportunities and concerns, which are relevant to the scheme specific scope, can be considered.
- 1.3. GCP officers will be available at all LLF meetings to give updates and answer questions.
- 1.4. The LLF will limit discussion and advice to that within the boundaries of the GCP and/or scheme aims and objectives.
- 1.5. The LLF can seek information on project development and delivery when required.
- 1.6. The LLF may offer advice and put forward suggestions to the Project Managers, as considered appropriate.
- 1.7. It should be noted that LLFs do not, in isolation, necessarily form representative community opinion and will be complemented by other forms of stakeholder engagement by GCP.

2. GCP Governance Structure

- 2.1. The LLF does not have any decision-making powers in relation to the development and delivery of projects.
- 2.2. Local views are an important factor in delivery of any major infrastructure scheme and a summary report should be made available following each LLF providing an over-view of the key issues discussed and reflecting both majority and minority views raised ('most people took the view that..' or 'a few people felt that..'). Consensus is not required and, as such, there is no requirement to take a formal vote on any issue or for formal resolutions.
- 2.3. The LLF report will be published alongside the advice received from the Joint Assembly in GCP Executive Board reports for decision-making purposes, and be presented at the Executive Board meeting by the LLF Chair or Vice Chair as deputy.
- 2.4. The LLF Chair/Vice Chair may wish to provide emerging views to the Joint Assembly discussion.
- 2.5. Formal closure of an LLF lies with the GCP Executive Board.

3. Chairs/ Vice-Chairs

- 3.1. LLF members will appoint a Chair and Vice Chair from amongst elected representatives for the area. These roles will be appointed on an annual basis or following the resignation of the appointed person. Should a Chair or Vice chair step down from their elected position or lose their elected seat, a new Chair or Vice Chair will be appointed.
- 3.2. The Chair and Vice Chair are responsible for keeping the meeting to time and topic and maintaining an open, fair and orderly atmosphere that encourages freedom of speech from all.
- 3.3. The Chair and Vice-Chair are also responsible for signing off the summary report following each CF for the Executive Board and, where relevant, to present it to the Executive Board.

4. Forum Membership Criteria

- 4.1. The following representatives are invited to join each LLF:
 - All local authority Members from wards within the geographical scope of the scheme.
 - A representative of local Parish Councils within the geographic scope area of the scheme.
- 4.2. The Chairs/Vice Chairs may list members from other organisations or interest groups as forming part of the LLF and as considered appropriate although, in the interests of remaining accessible to all, no request for membership should be denied and all views expressed taken into consideration.
- 4.3. Board and Assembly members are not to be members of the LLF, although they may attend as an interested party.

5. Forum Administration (including meeting frequency)

- 5.1. LLF events should be held at relevant junctures to support development of the scheme aid the decision-making process. This will be determined by the GCP programme. A suitable date within a given time period will be agreed between the LLF Chair/Vice Chair and GCP Project Manager and Event Co-ordinator. Meeting dates should not be promoted without confirmation from all parties.
- 5.2. LLFs will be held in public and can take a number of different forms, to be agreed between GCP Officers and with the Chair/Vice Chair. This could include:
 - a) Formal public meetings where members of the public will be provided with an opportunity to speak or participate in the meetings at the discretion of the Chair.
 - b) Deliberative events and workshops where facilitators work with groups of people in the same place, at the same time, to consider and shape topics and issues.
 - c) Pre or post-meeting drop-in events or community surgeries.

- 5.3. While every effort will be made to meet reasonable request for access/resource, GCP resource is limited and the format may be determined by requirement and value for money considerations.
- 5.4. Where possible, and to reduce duplicated effort, meetings will be held to coincide with existing meeting structures.
- 5.5. Papers for meetings, including the agenda, should be distributed to all interested parties and published online (on the project web page), at least 5 working days prior to the start of the meeting.
- 5.6. Any feedback on venues, facilities, compliance with these Terms of Reference or any other issues should be raised with the GCP Communications lead, who will investigate with the GCP Communications Team, CF chair and, where necessary, address.
- 5.7. At each LLF, the specific objectives of each scheme and constraints on the use of the Partnership budget will be made clear at the outset.
- 5.8. Board members and Senior GCP Officers will aim to attend meetings on a regular basis and when appropriate, to communicate the objectives of, and key updates on, GCP.
- 5.9. Relevant available data held by GCP, for example, results of consultations and opinion research, should be made available to the LLFs to inform their discussion.
- 5.10. All documents relating to the LLF meeting will be published on the GCP website as soon as practicable after the event.

6. Forum Agenda

- 6.1. Each meeting should have an agenda, developed and agreed in advance by the GCP in close cooperation with Chair and Vice-Chair of the CF and senior officers.
- 6.2. Agendas will not contain proposals which fall outside of the geographical scope of the scheme.
- 6.3. The Chair will sign the minutes of the proceedings at the next suitable meeting as the first agenda item. The Chair will move that the minutes of the previous meeting be signed as a correct record, with matters arising to be raised.

7. Roles and Responsibilities

- 7.1. The GCP commits to ensuring its officers work in close partnership with local members to achieve effective engagement and to providing relevant meeting resource and materials including, but not limited to:
 - Subject experts and relevant officers/consultants
 - Administrative support
 - Relevant supporting materials in accessible format

- Suitable venues and audio-visual access.
- 7.2. Chairs and Vice Chairs are expected to work in close partnership with the relevant GCP Project Manager and administrative support to support effective engagement and to actively encourage wide community participation, including from people or groups traditionally under-represented.
- 7.3. Attendees are asked to be respectful of all views expressed at LLFs. Bad language, aggression or intimidating behaviour will not be tolerated. The Chair, Vice Chair and Senior GCP Officers have the right to ask people to leave should they not adhere to this policy.
- 7.4. In the event LLFs do not comply with the ToR as set out, the GCP reserves the right to withdraw its support and resource.

Venue	The Performance Hall, Comberton Sports and Arts, Comberton Village College, West Street, Comberton, Cambs. CB23 7DU		
Date	07 March 2016	Time	18:30 – 20:30
Attendees	Bob Branch (Haslingfield Parish), Kevin Cuffley, David Bard (Sawston Parish), Charlie Nightingale (Gt Shelford Parish), Tony Gill (Hardwick Parish), Mandy Smith (Papworth and Swavesey), Tony Orgee (Sawston), Bev Edwards, Patrick De Backer (Barton Parish), Joop Tanis (Knapwell Parish), Nick Wright (Papworth and Elsworth), Edward Byam-Cook (Madingley Parish), Mark Abbott (Coton Parish), Francis Burkitt (Barton), Tim FitzJohn (Kingston Parish), Ashley Heller (CCC)		
Apologies			
Project Name	A428-A1303 Project Western Orbital Project		
Purpose of Meeting	Local Liaison Forum (LLF) – Introduction		

	Agenda Item	Key Points	Resolutions
1	Attendance and apologies (CCC)	N/A	N/A
2	LLF Terms of Reference (CCC)	Available here. (hyperlink)	N/A
3	Understanding Scope (CCC)	<ul style="list-style-type: none"> - LLF is a platform to exchange information, it is not a decision making body - The forum will evolve over time - The LLF will run for the entire course of both the A428 and Western Orbital projects 	1a) LLF will be structured around a topic or issue within the project scope
4	Conducting the Business of the LLF (CCC)	<ul style="list-style-type: none"> - Residents associations are free to attend the LLF meetings as are the public - LLF meetings will be open to the public 	2a) Residents associations cannot be members of this LLF
5	Election of Chair and Vice Chair (CCC)	<ul style="list-style-type: none"> - Only elected members can join the LLF 	3a) Cllr Helen Bradbury, from Coton Parish Council, was elected as Chair

	Agenda Item	Key Points	Resolutions
			<p>3b) Edward Byam-Cook, from Madingley Parish Council, as Vice-Chair</p> <p>3c) Members of the Executive Board and Joint Assembly are not able to run for chair or vice chair of this LLF</p> <p>3d) Chair and Vice Chair to be rotated after 3 meetings (initial suggestions) not including this meeting</p>
6	Introduction to Major Scheme development approach (Alan Brett, WS Atkins Ltd)	<ul style="list-style-type: none"> - Process - WebTAG 	N/A
7	The A428-A1303 Project – Next Steps (CCC)	N/A	N/A
8	Western Orbital Project – Next Steps (CCC)	N/A	N/A
9	Any other Business (CCC)	N/A	N/A
10	Date of Next Meeting (CCC)	<ul style="list-style-type: none"> - Agenda of future meetings to be decided by the chair - The chair will create an agenda that reflects local issues - Local issues have to be within the scope of the project 	<p>4a) Next LLF meeting will be in May/June</p> <p>4b) Chair and Project officer to meet and discuss agenda for next meeting (pre agenda meeting)</p>



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Venue	Coton Village Hall, High Street, Coton CB23 7PL		
Date	14 June 2016	Time	19:00 – 22:15
Attendees	Helen Bradbury (chair, Coton PC), Edward Byam-Cook (vice-chair, Madingley Parish), Bridget Smith (SCDC), Gabriel Fox (Coton Parish), Rod Cantrill (CCiC), Lucy Nethsingha (CCC), Bev Edwards (Barton PC), Penny Heath (North Newnham RA), Robin Pellew (CPPF), Stephen Coates (StWF), Angela Chadwyck-Healey (Madingley Road RA), Sebastian Kindersley (CCC, SCDC), Pauline Joslin (Hardwick PC), Maggie Challis (Grantchester PC), Jenny Jullien (Haslingfield PC), John Whitehouse (Boxworth PC), David Pepperell (Stapleford PC), Matthew Prince (Eversdens PC), Haydn Williams (Girton PC), Janet Lockwood (SCDC), Jane Ward (Hauxton PC), Les Rolfe (Bourn PC), Paul Solon, (Elsworth PC), Anna Barford (Comberton PC), Howard Russell (Dry Drayton PC), John Barker (Caldecote PC), Ashley Heller (CCC), Tim Watkins (CCC), Michaela Headland (note taker)		
Apologies	Steve Rose (Hardwick PC)		
Project Name	Cambourne to Cambridge & Western Orbital Better Bus Journeys		
Purpose of Meeting	Local Liaison Forum (LLF)		

	Agenda Item	Key Points from debate	Resolutions
1	Introductions	N/A	N/A
2	Notes of last meeting	N/A	N/A
3	Terms of Reference and meeting format	<ul style="list-style-type: none"> - Only one member per Parish Council to vote - Co-opting new members onto the LLF <ul style="list-style-type: none"> a. Cambridge Past Present Future b. North Newnham Residents' Association c. Madingley Road Residents' Association d. Save the West Fields 	<ul style="list-style-type: none"> a. Co-opted b. Co-opted c. Co-opted d. Co-opted e. Co-opted members can vote

	Agenda Item	Key Points from debate	Resolutions
4	Demand Management	<ul style="list-style-type: none"> - Origin/destination data required for cycling and buses between villages. 	<p>R1: The forum believes that the steps the City Deal has taken in relation to the western bus corridor lack strategic overview. The Forum requests that, before any additional road infrastructure is decided upon, demand management options are explored and their impacts assessed. Such demand management options should include residents' parking, employers' car parking levy, and congestion charging.</p> <p>R1 addendum: The Forum recommends that there be a public consultation in which specific options are put forward.</p> <p>Addendum passed: 19F; 0A</p> <p>R1 with addendum passed: 23F; 0A</p>
5	Viability of the busway and the sustainability of Cambourne and other A428 settlements	<ul style="list-style-type: none"> - Vision for City Deal needed - East-West Rail link should be used to link Cambourne and Cambridge - A428/A14/M11 (Girton) Interchange at Maddingley needs investigation 	<p>R2: The Forum asks that proposals for the Cambourne to Cambridge busway and Western Orbital be reviewed to clarify how they will improve the sustainability of Cambourne and the new A428 settlements. No final decision should be taken on either scheme until this has been done, and a full business case that includes bus operational impacts and viability is completed.</p> <p>R2 passed: 19F; 0A</p>

	Agenda Item	Key Points from debate	Resolutions
6	Process and Communication	<ul style="list-style-type: none"> - Young people to be involved more via Cambridge Regional College, Anglia Ruskin, Secondary Schools - More accurate maps should be used in future consultations as those used here were so inaccurate that respondents could not assess the true impact of the proposals. 	<p>R3: In view of widespread criticism of previous consultations run by City Deal, the Forum proposes that planners consult with its members, before any future consultation documents are issued, in order to ensure more positive engagement. In particular, the Forum requests that particular care is taken to ensure the accuracy of all factual information, including maps, in consultation documents.</p> <p>R3 addendum: A summary of social and environmental impacts should be included in future consultations.</p> <p>Addendum passed: 23F; 0A</p> <p>R3 with addendum passed: 19F; 0A</p>
7	Results of Western orbital Consultation		<p>R4 amended: The Forum considers that no evidence has been provided on the projected usage and commercial viability of the Western Orbital to justify the expense and environmental damage of an off-road solution. More evidence is requested.</p> <p>R4 Amended resolution passed: 17F; 0A</p>

	Agenda Item	Key Points from debate	Resolutions
8	Tidal bus solution on Madingley Hill		<p>R5 amended: The Forum notes overwhelming public opposition to off-road busway proposals either side of Madingley Hill (Area 1 North & Area 1 South). It also notes it is 'considered potentially possible to implement a tidal bus lane along the stretch of Madingley Road between the Madingley Mulch Roundabout and the M11 bridge' (Atkins, Technical Note, 1/2/16). Should the City Deal Board select one of the off-road options, the Forum would strongly object on the grounds that an on-road dedicated bus lane, on this stretch of the road, amply satisfies the aims of the scheme in terms of speed and reliability. It would therefore consider the expense, environmental damage and negative impact on the neighbouring villages, of that selected off-road alternative, not to be justified. The Forum's support for on-road only extends as far as the M11.</p> <p>Addendum passed: 17F; 2A</p> <p>R5 Amended resolution passed: 17; 0A</p>
9	Bus priority route through West Cambridge site	The Forum asked the Chair to pursue this matter with City Deal and University	<p>R6 amended: The Forum understands that discussions have taken place between City Deal planners and the University as regards a route through the West Cambridge site for the Cambridge to Cambridge busway. The Forum requests more information on these discussions, and the routes and technology being considered.</p> <p>R6 Amended resolution passed. 20F; 0A</p>

	Agenda Item	Key Points from debate	Resolutions
10	Remodelling the M11 bridge, Jn 13	The Forum asked that modelling be done to show the effect on congestion on Maddingley Hill if traffic were reduced by 30% - which would be the result of an all-ways interchange at Girton.	<p>R 7: The Forum notes that considerable work has been undertaken to assess various options for remodelling the M11 bridge at junction 13. It also notes that one proposal for the Cambridge to Cambridge busway requires spending up to £50 million on a new bus-only bridge across the M11. The Forum suggests that, should the City Deal Board select an option using the existing bridge, measures should be included to ensure it better serves all traffic, as well as providing bus priority. This would deliver greater economic benefit, and would thus represent a better use of City Deal funds.</p> <p>R7 addendum 1: The Forum proposes no further action on this until a range of demand management measures have been investigated.</p> <p>Addendum passed: 18F; 0A</p> <p>R7 with addendum passed: 17F; 0A</p> <p>R7 Addendum 2: The Forum believes that the Girton Interchange needs upgrading to accommodate full movements from the A428 onto the M11. This would be the most beneficial traffic improvement in the area, and would significantly reduce congestion on Maddingley Hill.</p> <p>R7 Addendum 2 passed: 19F; 0A</p>

	Agenda Item	Key Points from debate	Resolutions
11	West Cambridge Park & Ride sites		<p>R8 deleted: The Forum supports a new Park and Ride along the A428 corridor. However should the City Deal Board select the Madingley Mulch Roundabout for a Park and Ride location, the Forum would object as it considers Scotland Farm to be a better location.</p> <p>R8 replacement: The Forum recommends that City Deal Officers to work with Smarter Cambridge Transport to discuss alternative Park & Ride sites and Transport Hubs for the A428 corridor.</p> <p>R8 passed. 15F; 0A</p> <p>R9: Should a Park and Cycle site be approved at J12 by the City Deal Board, the Forum considers that the locations proposed by Barton Parish Council to be safer and easier to access.</p> <p>R9 passed. 17F; 0A</p> <p>R10: The Forum recognises the peak time traffic problems on the A10 South, and supports Harston and Hauxton Parish Councils in asking officers to investigate siting the new Park and Ride south of Harston instead of at Hauxton. Foxton is suggested with its train station offering a choice of travel.</p> <p>R10 passed. 15F; 0A</p>

Purpose of meeting	Local Liaison Forum (LLF) - A428
Date and time	26 September 2016, 19:30-22:30
Venue	Coton Village Hall, Coton
Attendees (LLF)	Neil Blair (NB) <i>Bourn PC</i> ; Edward Byam-Cook (EBC) <i>Madingley PC – Vice Chair</i> ; Helen Bradbury (HB) <i>Coton PC - Chair</i> ; Cllr Rod Cantrill (RC) <i>CCiC - Newnham</i> ; Angela Chadwyck-Healey (ACH) <i>Madingley Road Area RA</i> ; Stephen Coates (SC) <i>Save the West Fields</i> ; Bev Edwards (BE) <i>Barton PC</i> ; Harriet Gillett (HG) <i>Storey's Way RA</i> ; Penny Heath (PH) <i>North Newnham RA</i> ; Lynne Hieatt (LH) <i>Smarter Cambridge Transport</i> ; Cllr John Hipkin (JH) <i>CCC/CiCC – Castle</i> ; Cllr Lucy Nethsingha <i>CCC – Newnham</i> ; Rita Langan (RL) <i>Cranmer Road RA</i> ; Cllr Janet Lockwood (JL) <i>SCDC - Harston and Hauxton</i> ; Cllr Niall O'Byrne (NO) <i>Harston PC</i> ; Robin Pellew (RP) <i>Cambridge Past Present and Future</i> ; Howard Russell (HR) <i>Dry Drayton PC</i> ; Cllr Bridget Smith (BS) <i>SCDC - Gamlingay</i> ; Cllr Nick Wright (NW) <i>SCDC - Papworth and Elsworth</i>
Attendees (Officers)	Ashley Heller; Bob Menzies; Adrian Shepherd
Project name	Cambourne to Cambridge and Western Orbital Better Bus Journeys

	Agenda Item	Key points from debate	Resolutions/Actions
1	Meeting administration (HB)		The minutes of the meeting held on 14 June 2016 were approved and signed. The following were co-opted as members of LLF: Harriet Gillett (HG) <i>Storey's Way RA</i> ; Lynne Hieatt (LH) <i>Smarter Cambridge Transport</i> ; Rita Langan (RL) <i>Cranmer Road RA</i>
2	June 14 th resolutions and responses (HB)		Accepted

3	Is a busway what people want? (HB)	<ul style="list-style-type: none"> • Is there evidence that a busway is the right solution and will sufficient buses use the route? (BS) • Other congestion tackling measures should be attempted first to avoid losing green belt land without benefit (RL) • The busway will take a long time to build and delays would worsen the urgent need to ease congestion on Madingley Hill for those coming into Cambridge from the villages, especially as this congestion will only increase as housing developments to the West of Cambridge take shape (NW) • Deferring the busway risks development on green belt land closer to Cambridge, because developments outside Cambridge will not be approved without better infrastructure (BE) • The congestion must be addressed now, as it is creating dangerous conditions on the M11 J13 sliproad (NO) • It is questionable that Phase 2 will be funded, and valuable land may be destroyed without achieving broader goals (RC) • There is a need to look at Girton Interchange in parallel with other options (RC) • Busway has very low benefit to cost ratio (RC) 	<p>R1: The GCCD Executive Board remove the whole of the A428 busway project from phase 1 to phase 2 in order to give sufficient time for a full assessment to be made of the success, or otherwise, of the current congestion tackling strategy especially in relation to the points at which a busway will join the current road network.</p> <p>R1 addendum: More research is needed into the benefits of the busway and how it will tie in with the Girton Interchange and the Western Orbital route.</p> <p>R1 with addendum passed: 14F; 3A</p>
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4	The 'preferred corridor' proposals – presentation by AH and AS	<ul style="list-style-type: none"> • The GCCD understands the public's concerns about the environment but feels that a segregated route is the only fast, frequent and reliable option (AH). • The focus of the GCCD is on economic benefits and faster journey times (AH) • The proposed P&R is actually located on Crome Lea Farm, not Madingley Mulch (Stewart Sadler) • Is the exercise was a consultation process or an informative process, and how much weighting does the GCCD gave to public opinion (several members of the public and LLF members) • Despite detailed objections and alternatives offered by so many groups during the consultation, Option 3/3a has been selected and is put forward largely unchanged (RL) 	
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5a	Overall assessment and response (RC)	<ul style="list-style-type: none"> Option 3/3a ignores the broader criteria that the GCCD set in evaluating possible options as it fails in 3 out of 4 of these criteria – value for money, environmental and social distribution impact and consultation (RC) In value for money the cost/benefit ratio is 0.2, whereas GCCD puts a ratio of 2 as its benchmark. A score of 1 is considered poor (RC) In environmental and social distribution impact, the project scores only 11 out of 40, the lowest of any of the options considered, and destroys what the Local Plans are trying to preserve (RC) In consultation, 3/3a was the most opposed option (RC) The option gives a wider economic benefit of £679m over 30 years but this is based on complex and uncertain assumptions (RC) Option 4 looks worth reconsidering (BS) 	<p>R2: The A428 LLF accepts the necessity for a public transport corridor on the A438 but has serious reservations about Option 3/3a on environmental and social, value for money and public consultation grounds. It asks the GCCD to consider other options where the environmental and social impact criteria are given equal weight with economic benefits and marginally shortened journey times.</p> <p>R2 passed: 10(F); 2(A); 5(Ab)</p> <p>R3: The A428 LLF cannot support Option 3/3a while the West Fields area to the south of The Footpath, the Coton Countryside Reserve and the area to the south of the Polhill Garden Centre are included in the catchment area.</p> <p>R3 passed: 11(F); 1(A)</p>
5b	Using the Girton Interchange to facilitate rapid bus transit on Madingley Hill (RP)	<ul style="list-style-type: none"> If the Girton Interchange were reconfigured to allow access to M11 south from the A428, and then access to the M11 from eastbound A1303 was removed, this would reduce traffic on the A428 by 20%, and there would be room on the current Jn 13 bridge for two car lanes, two bus lanes and a cycle lane (RP) Those living west of the city know this is by far the single most beneficial investment that could be made (HB) Officials in local government and Highways England have so far refused to explain why this critical reconfiguration of the Girton Interchange was not included within the A14 upgrade (RP) 	<p>R5: This Resolution calls on the City Deal and Cambridgeshire County Council to release all documents relating to their negotiations with Highways England, including correspondence, minutes of meetings, survey data, and modelling projections, that show the vigour with which these negotiations were pursued and which constitute the evidence-base for Highways England to take its decision.</p> <p>R5 passed: 14(F); 0(A)</p>

5c	A cost-effective and less damaging alternative (Ben Dansie (BD) <i>Coton PC</i>)	<ul style="list-style-type: none"> • Coton PC rejects Option 3/3a because it has not been proven that a segregated busway cannot run alongside Madingley Rise and thus avoid the damage to Coton village, its setting and its community. It could save £50 million for a minimal increase in journey time (BD) • Independent measurements of road width indicate that a two-lane busway on Madingley Hill would be possible. When the busway meets the bridge, a 'shoulder' type bridge for pedestrians and cyclists could be built (BD) • The GCCD considers this option is difficult as it would sever access from adjoining properties unless it ran in the middle of the road; middle-road bus lanes are difficult to manage, shoulders on the bridge can be expensive; the P&R would need to be located next to SSSI site; traffic lights would be needed at the Coton junction and there would be no room to plant trees to soften environmental impact (AS) • The GCCD is prioritising the need to prevent properties/gardens being developed (AS) • It is difficult to measure the environmental impact of 3/3a against such as scheme, as to explore the impact of all schemes in detail is a costly exercise (AS) • If the current bridge could not be adapted, the route could turn off just before the bridge and enter along Charles Babbage Road on a new bridge from the west (HB) • The disadvantage of the proposal seem minimal compared to the impact of Option 3/3a (HB) 	<p>R6: The A428 LLF believes that there is sufficient width for a high quality busway and cycle facility to follow the route of the existing road from the A428/ A1303 junction to the M11 junction and requests that the GCCD Board explore this option in more detail.</p> <p>R6 passed: 13(F); 0(A); 1(Ab)</p>
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5d	The conflict of interest of the University of Cambridge (SC)	<ul style="list-style-type: none"> The University is a non-voting member of the GCCD Executive Board but is the major landowner affected and has undue influence (SC) The University's response to the Consultation rejected the North and Central options, which led to Option 3/3a being chosen (SC) If Option 3/3a is selected, the University will find it easy to gain permission to develop green belt land between Barton Road and Madingley Road and would benefit financially from this on a huge scale, despite its contravention of the Local Plan (SC) Guidelines on the inclusion of those with vested interests in debates vary between CCiC and SCDC (RC/NW); the University is entitled to make its opinion known if it has declared its interest (NW) or a party with a conflict of interest should remove itself from the decision making process and debate to restore the faith of the public in the process (RC) 	<p>R7: We ask Cambridge University to remove itself from the Board of the Cambridge City Deal for the Cambourne to Cambridge busway decision only, to reduce the conflict of interest over its land development objectives.</p> <p>R7 amendment: The LLF is concerned that the University is both influencing the route decision and promoting land development to the local inspector.</p> <p>R7 amendment passed: 10(F); 0(A); 2(Ab)</p>
5e	Park and Ride sites at Madingley Mulch roundabout (Crome Lea Farm) (EBC)	<ul style="list-style-type: none"> Madingley PC is appalled by the proposal for the large P&R at Crome Lea Farm (EBC) Its location on a hill, environmental impact and light pollution are particular concerns and development could not be screened (EBC) The P&R would be a prominent landmark in a very sensitive site, visible from South, West and East (RP). Traffic would have to cross the carriageway to turn right into the P&R (HB) Scotland Farm at Dry Drayton would be a far less damaging location and could be used by more people, for example those working in the Science Park (EBC) If Scotland Farm were not chosen, site 2 would be preferable to sites 1 or 3 (HB) 	<p>R8: The proposal to place the possible new park and ride site close to the Madingley Mulch roundabout is not acceptable to Madingley and Coton parishes. It is strongly recommended by both parishes that the County Council reconsider this and we support that the new park and ride site should be built at the Scotland Farm junction on the A 428.</p> <p>R8 addendum: If this is not possible. the LLF considers that P&R site 2 would be significantly less damaging and is the only one that it could support.</p> <p>R8 with addendum passed: 14(F); 1(A)</p>

6	Proposals for slip road of A428 to Madingley Mulch roundabout		Discussion deferred
7	Proposals from Caxton Gibbet to A428 slip road		Discussion deferred
8	The displacement of traffic due to Tackling Cambridge Congestion proposals (RP)	<ul style="list-style-type: none"> Following road closures traffic will be displaced (RP) Congestion on some roads will be increased, especially on the outer ring road and adjoining streets (RP) The GCCD emphasise that this is a trial period and a decision on whether to continue will be taken within 18 months (AS) Closure points will be clearly set out, strong messages about using alternatives will be sent out, Stagecoach will run more buses and employers will be encouraged to promote alternative modes of transport (AS) The GCCD cannot offer reduced rates at P&R sites as an incentive as the monies for this will come from the workplace parking levy which will not be in place before the project commences (AS) It is essential that traffic is monitored in Cambridge and the surrounding area, including Madingley village, both before and during the experiment to judge its true impact (EBC) 	<p>R9: The LLF requests that the 18 month trial period for road closures as part of the Tackling Cambridge Congestion proposals must be monitored and measured carefully, before and during the process, to see if introduction of these measures does meet the 15% traffic reduction projected</p> <p>R9 passed: 15(F); 0(A)</p>
9	City Centre Access Study and interface with A428 scheme (PH)	<ul style="list-style-type: none"> Urges GCCD to protect and enhance constructive conservation, not just mitigate its impact (PH) Urges GCCD to let LLF write questions for Executive Board (PH) 	

10	Next steps and closure of meeting (HB)		<p>HB thanked EBC for standing as Vice Chair for the first two meetings of the LLF and noted he wished to stand down.</p> <p>BS was appointed Vice Chair with immediate effect.</p> <p>The meeting closed at 22:30.</p>
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Purpose of meeting	Local Liaison Forum (LLF) - A428
Date and time	26 September 2016, 19:30-22:30
Venue	Coton Village Hall, Coton
Attendees (LLF)	Neil Blair (NB) <i>Bourn PC</i> ; Edward Byam-Cook (EBC) <i>Madingley PC – Vice Chair</i> ; Helen Bradbury (HB) <i>Coton PC - Chair</i> ; Cllr Rod Cantrill (RC) <i>CCiC - Newnham</i> ; Angela Chadwyck-Healey (ACH) <i>Madingley Road Area RA</i> ; Stephen Coates (SC) <i>Save the West Fields</i> ; Bev Edwards (BE) <i>Barton PC</i> ; Harriet Gillett (HG) <i>Storey's Way RA</i> ; Penny Heath (PH) <i>North Newnham RA</i> ; Lynne Hieatt (LH) <i>Smarter Cambridge Transport</i> ; Cllr John Hipkin (JH) <i>CCC/CiCC – Castle</i> ; Cllr Lucy Nethsingha <i>CCC – Newnham</i> ; Rita Langan (RL) <i>Cranmer Road RA</i> ; Cllr Janet Lockwood (JL) <i>SCDC - Harston and Hauxton</i> ; Cllr Niall O'Byrne (NO) <i>Harston PC</i> ; Robin Pellew (RP) <i>Cambridge Past Present and Future</i> ; Howard Russell (HR) <i>Dry Drayton PC</i> ; Cllr Bridget Smith (BS) <i>SCDC - Gamlingay</i> ; Cllr Nick Wright (NW) <i>SCDC - Papworth and Elsworth</i>
Attendees (Officers)	Ashley Heller; Bob Menzies; Adrian Shepherd
Project name	Cambourne to Cambridge and Western Orbital Better Bus Journeys

	Agenda Item	Key points from debate	Resolutions/Actions
1	Meeting administration (HB)		The minutes of the meeting held on 14 June 2016 were approved and signed. The following were co-opted as members of LLF: Harriet Gillett (HG) <i>Storey's Way RA</i> ; Lynne Hieatt (LH) <i>Smarter Cambridge Transport</i> ; Rita Langan (RL) <i>Cranmer Road RA</i>
2	June 14 th resolutions and responses (HB)		Accepted

3	Is a busway what people want? (HB)	<ul style="list-style-type: none"> • Is there evidence that a busway is the right solution and will sufficient buses use the route? (BS) • Other congestion tackling measures should be attempted first to avoid losing green belt land without benefit (RL) • The busway will take a long time to build and delays would worsen the urgent need to ease congestion on Madingley Hill for those coming into Cambridge from the villages, especially as this congestion will only increase as housing developments to the West of Cambridge take shape (NW) • Deferring the busway risks development on green belt land closer to Cambridge, because developments outside Cambridge will not be approved without better infrastructure (BE) • The congestion must be addressed now, as it is creating dangerous conditions on the M11 J13 sliproad (NO) • It is questionable that Phase 2 will be funded, and valuable land may be destroyed without achieving broader goals (RC) • There is a need to look at Girton Interchange in parallel with other options (RC) • Busway has very low benefit to cost ratio (RC) 	<p>R1: The GCCD Executive Board remove the whole of the A428 busway project from phase 1 to phase 2 in order to give sufficient time for a full assessment to be made of the success, or otherwise, of the current congestion tackling strategy especially in relation to the points at which a busway will join the current road network.</p> <p>R1 addendum: More research is needed into the benefits of the busway and how it will tie in with the Girton Interchange and the Western Orbital route.</p> <p>R1 with addendum passed: 14F; 3A</p>
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4	The 'preferred corridor' proposals – presentation by AH and AS	<ul style="list-style-type: none"> • The GCCD understands the public's concerns about the environment but feels that a segregated route is the only fast, frequent and reliable option (AH). • The focus of the GCCD is on economic benefits and faster journey times (AH) • The proposed P&R is actually located on Crome Lea Farm, not Madingley Mulch (Stewart Sadler) • Is the exercise was a consultation process or an informative process, and how much weighting does the GCCD gave to public opinion (several members of the public and LLF members) • Despite detailed objections and alternatives offered by so many groups during the consultation, Option 3/3a has been selected and is put forward largely unchanged (RL) 	
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5a	Overall assessment and response (RC)	<ul style="list-style-type: none"> Option 3/3a ignores the broader criteria that the GCCD set in evaluating possible options as it fails in 3 out of 4 of these criteria – value for money, environmental and social distribution impact and consultation (RC) In value for money the cost/benefit ratio is 0.2, whereas GCCD puts a ratio of 2 as its benchmark. A score of 1 is considered poor (RC) In environmental and social distribution impact, the project scores only 11 out of 40, the lowest of any of the options considered, and destroys what the Local Plans are trying to preserve (RC) In consultation, 3/3a was the most opposed option (RC) The option gives a wider economic benefit of £679m over 30 years but this is based on complex and uncertain assumptions (RC) Option 4 looks worth reconsidering (BS) 	<p>R2: The A428 LLF accepts the necessity for a public transport corridor on the A438 but has serious reservations about Option 3/3a on environmental and social, value for money and public consultation grounds. It asks the GCCD to consider other options where the environmental and social impact criteria are given equal weight with economic benefits and marginally shortened journey times.</p> <p>R2 passed: 10(F); 2(A); 5(Ab)</p> <p>R3: The A428 LLF cannot support Option 3/3a while the West Fields area to the south of The Footpath, the Coton Countryside Reserve and the area to the south of the Polhill Garden Centre are included in the catchment area.</p> <p>R3 passed: 11(F); 1(A)</p>
5b	Using the Girton Interchange to facilitate rapid bus transit on Madingley Hill (RP)	<ul style="list-style-type: none"> If the Girton Interchange were reconfigured to allow access to M11 south from the A428, and then access to the M11 from eastbound A1303 was removed, this would reduce traffic on the A428 by 20%, and there would be room on the current Jn 13 bridge for two car lanes, two bus lanes and a cycle lane (RP) Those living west of the city know this is by far the single most beneficial investment that could be made (HB) Officials in local government and Highways England have so far refused to explain why this critical reconfiguration of the Girton Interchange was not included within the A14 upgrade (RP) 	<p>R5: This Resolution calls on the City Deal and Cambridgeshire County Council to release all documents relating to their negotiations with Highways England, including correspondence, minutes of meetings, survey data, and modelling projections, that show the vigour with which these negotiations were pursued and which constitute the evidence-base for Highways England to take its decision.</p> <p>R5 passed: 14(F); 0(A)</p>

5c	A cost-effective and less damaging alternative (Ben Dansie (BD) <i>Coton PC</i>)	<ul style="list-style-type: none"> • Coton PC rejects Option 3/3a because it has not been proven that a segregated busway cannot run alongside Madingley Rise and thus avoid the damage to Coton village, its setting and its community. It could save £50 million for a minimal increase in journey time (BD) • Independent measurements of road width indicate that a two-lane busway on Madingley Hill would be possible. When the busway meets the bridge, a 'shoulder' type bridge for pedestrians and cyclists could be built (BD) • The GCCD considers this option is difficult as it would sever access from adjoining properties unless it ran in the middle of the road; middle-road bus lanes are difficult to manage, shoulders on the bridge can be expensive; the P&R would need to be located next to SSSI site; traffic lights would be needed at the Coton junction and there would be no room to plant trees to soften environmental impact (AS) • The GCCD is prioritising the need to prevent properties/gardens being developed (AS) • It is difficult to measure the environmental impact of 3/3a against such as scheme, as to explore the impact of all schemes in detail is a costly exercise (AS) • If the current bridge could not be adapted, the route could turn off just before the bridge and enter along Charles Babbage Road on a new bridge from the west (HB) • The disadvantage of the proposal seem minimal compared to the impact of Option 3/3a (HB) 	<p>R6: The A428 LLF believes that there is sufficient width for a high quality busway and cycle facility to follow the route of the existing road from the A428/ A1303 junction to the M11 junction and requests that the GCCD Board explore this option in more detail.</p> <p>R6 passed: 13(F); 0(A); 1(Ab)</p>
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5d	The conflict of interest of the University of Cambridge (SC)	<ul style="list-style-type: none"> The University is a non-voting member of the GCCD Executive Board but is the major landowner affected and has undue influence (SC) The University's response to the Consultation rejected the North and Central options, which led to Option 3/3a being chosen (SC) If Option 3/3a is selected, the University will find it easy to gain permission to develop green belt land between Barton Road and Madingley Road and would benefit financially from this on a huge scale, despite its contravention of the Local Plan (SC) Guidelines on the inclusion of those with vested interests in debates vary between CCiC and SCDC (RC/NW); the University is entitled to make its opinion known if it has declared its interest (NW) or a party with a conflict of interest should remove itself from the decision making process and debate to restore the faith of the public in the process (RC) 	<p>R7: We ask Cambridge University to remove itself from the Board of the Cambridge City Deal for the Cambourne to Cambridge busway decision only, to reduce the conflict of interest over its land development objectives.</p> <p>R7 amendment: The LLF is concerned that the University is both influencing the route decision and promoting land development to the local inspector.</p> <p>R7 amendment passed: 10(F); 0(A); 2(Ab)</p>
5e	Park and Ride sites at Madingley Mulch roundabout (Crome Lea Farm) (EBC)	<ul style="list-style-type: none"> Madingley PC is appalled by the proposal for the large P&R at Crome Lea Farm (EBC) Its location on a hill, environmental impact and light pollution are particular concerns and development could not be screened (EBC) The P&R would be a prominent landmark in a very sensitive site, visible from South, West and East (RP). Traffic would have to cross the carriageway to turn right into the P&R (HB) Scotland Farm at Dry Drayton would be a far less damaging location and could be used by more people, for example those working in the Science Park (EBC) If Scotland Farm were not chosen, site 2 would be preferable to sites 1 or 3 (HB) 	<p>R8: The proposal to place the possible new park and ride site close to the Madingley Mulch roundabout is not acceptable to Madingley and Coton parishes. It is strongly recommended by both parishes that the County Council reconsider this and we support that the new park and ride site should be built at the Scotland Farm junction on the A 428.</p> <p>R8 addendum: If this is not possible. the LLF considers that P&R site 2 would be significantly less damaging and is the only one that it could support.</p> <p>R8 with addendum passed: 14(F); 1(A)</p>

6	Proposals for slip road of A428 to Madingley Mulch roundabout		Discussion deferred
7	Proposals from Caxton Gibbet to A428 slip road		Discussion deferred
8	The displacement of traffic due to Tackling Cambridge Congestion proposals (RP)	<ul style="list-style-type: none"> Following road closures traffic will be displaced (RP) Congestion on some roads will be increased, especially on the outer ring road and adjoining streets (RP) The GCCD emphasise that this is a trial period and a decision on whether to continue will be taken within 18 months (AS) Closure points will be clearly set out, strong messages about using alternatives will be sent out, Stagecoach will run more buses and employers will be encouraged to promote alternative modes of transport (AS) The GCCD cannot offer reduced rates at P&R sites as an incentive as the monies for this will come from the workplace parking levy which will not be in place before the project commences (AS) It is essential that traffic is monitored in Cambridge and the surrounding area, including Madingley village, both before and during the experiment to judge its true impact (EBC) 	<p>R9: The LLF requests that the 18 month trial period for road closures as part of the Tackling Cambridge Congestion proposals must be monitored and measured carefully, before and during the process, to see if introduction of these measures does meet the 15% traffic reduction projected</p> <p>R9 passed: 15(F); 0(A)</p>
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Local Liaison Forum Statement to Joint Assembly 1st December 2016

The Western Orbital

Given the Western Orbital report published last week does not recommend any 'Preferred Options', the Local Liaison Forum made the decision not to rush into holding a meeting to debate and respond to it before this Joint Assembly meeting.

Instead we will meet on the 17th January which will give members time to thoroughly digest it. We will circulate a full statement of our discussions and the resolutions passed immediately following it, and ask that our recommendations be given due consideration in shaping the preferred options.

In the meantime, the LLF would like to raise the following points that have been discussed at previous LLF meetings:

i) The LLF can see the benefits of an on-road Western Orbital

Whilst the LLF can see the benefits of an on-road Western Orbital route with bus-only slip-lanes in linking the North-West and West Cambridge sites to the Biomedical Campus, members do not believe sufficient evidence has been provided on projected usage and commercial viability to justify the expense and environmental impact of an off-road solution, especially in light of recent national evidence of reducing numbers of bus users.

Response

No decision has been taken to favour either on or off road options for the Western Orbital. The report presented sets out the views expressed in the consultation earlier in 2016. The ongoing assessment work will look at the range of issues and opportunities with particularly focus on J11 access to the Bio Medical Campus, the plans of Highways England for the M11 and the integration with a future Cambourne to Cambridge option. Further analysis of the usage, viability and environmental effects of different options will form part of this process. The core objective around the City Deal investment criteria is to provide the level of public transport quality which will encourage modal shift from cars into buses. Bus rapid transit systems, including the Cambridgeshire Guided Busway, have provided evidence that fast, frequent and reliable journeys on segregated busways can increase bus usage, against the national trend of bus use declining as buses are adversely affected by traffic congestion. We would expect that any future proposal for the Western Orbital need to demonstrate the quality to provide a viable alternative to the car.

ii) Members support the idea of extending the current Park and Ride site at Trumpington to capture more motorway traffic.

Officers are recommending that part of the next phase of work on the Western Orbital is assessing the benefits of options for P&R at Trumpington and Hauxton, including extending the capacity of the existing P&R site.

iii) Members do not support siting a new Park and Ride at Hauxton on the west side of the M11. Instead we favour bringing forward, into tranche 1, an extended Foxton Level Crossing Interchange Project which could accommodate bus, rail and cycle users as part of the existing plans. We believe this to be a better location for people to transfer onto sustainable modes of transport as it will capture traffic before the congestion begins on the A10, and would also link with the main-line Railway Station. This is certainly worth considering afresh given the recent NIC recommendation to fund the Oxford/Cambridge railway, with work needed between Foxton to Sandy and the projected significant increase in rail provision through Foxton.

Response

Foxton Level Crossing is a known issue on the local network and the City Deal partners have had extensive engagement with Network Rail on this issue. We will continue to press NR to prioritise measures to improve the operation of the crossing for general traffic. The proposal for further interchange facilities at Foxton are not precluded by the Western Orbital. The Western Orbital is specifically focused on supporting linkages between housing and jobs along the western part of Cambridge. In that context an assessment of P&R locations was undertaken including Foxton. P&R was not considered viable at that location due to its distance from Cambridge and the issues with reliable bus operation along the A10. Additionally the location at Foxton would not intercept traffic from the northbound M11. Nevertheless future consideration of rail based P&R may form part of future City Deal phases.

iv) The idea that Park and Ride locations should be sited further from the city has been consistently made by the Local Liaison Forum.

It also relates of course to Scotland Farm on the A428. The advantages of both locations are similar, namely that traffic would be intercepted before congestion occurs; they are located nearer the villages they serve, and they better connect with other infrastructure.

Response

Assessment of P&R locations is multifaceted and based on a number of criteria. These include

- The availability of suitable sites*
- The potential for maximising interception of traffic from different directions*
- The operational impacts on buses*
- The impact on other local bus services of P&R services*
- The environmental issues associated with different sites*
- The situation of the P&R relative to the congestion on the corridor*

Further work is being undertaken on the Cambourne to Cambridge scheme to review P&R options including Scotland Farm and the outcomes of this work will be reported and discussed with the Local Liaison Forum early in 2017.

v) The question of how the Western Orbital will connect with the Cambourne to Cambridge busway remains unclear.

Since Highways England would not allow the new off-road bridge to have a slip road (it being too close to J13), the off-road buses would have to double-back to the current slip road on Madingley Road to get onto the Western Orbital. An on-road Cambourne to Cambridge busway would connect directly. This is one of the reasons why the LLF would like a full assessment made of A428 Cambourne to Cambridge options that make better use of existing infrastructure.

Response

The next stage of Western Orbital work will include further detailed review of the assessment of interconnection options between different schemes. Again this work will form part of the information presented to the City Deal Board and Assembly in July 2017.

The Cambourne to Cambridge Busway

Recommendation: The LLF would like the hybrid scheme it proposed to the Joint Assembly in September, that makes better use of existing infrastructure, to be fully assessed as an alternative to option 3/3A

Why?

- A valid segregated, or partially segregated, option that makes better use of existing infrastructure, has never been assessed. in-
- An option that that does this, and does not require a new bridge, could cost £100+ million less.
- Key information on potential alternatives was misrepresented or not disclosed.

- New information on the Jn 13 bridge, had it been known earlier, could well have had a material effect on the options that were chosen for assessment.
- Using current infrastructure would allow for more logical interconnection with the Western Orbital scheme.

Option 3a was selected by way of the Multi-Criteria Assessment Framework and estimates of “Wider Economic Benefit”, and concluded to be the ‘Best Strategic Fit’. But what was its on-road comparator?

No valid two-way comparison that uses existing infrastructure was ever made.

The only option assessed that uses existing infrastructure - option 1 - did not fit the basic criteria of the scheme. This option envisaged no bus priority west of Madingley Mulch Roundabout and then a single in-bound bus lane only. This does not even pass the scheme’s fundamental ‘Best Strategic Fit’ requirement that the busway be segregated, or partially segregated, from Cambourne to Cambridge. It was not a valid option at all.

Comparative Journey times were misleading

Option 1 return journey time is cited as 64 minutes as against the 28 minutes cited for Option 3a. This figure is derived from the current timetable of the Citi4 bus. However the first 26 minutes of its journey time involves the bus circling around Cambourne making various stops before finally setting off for Cambridge. This is seriously misleading as a comparison with the Option 3a bus that sets off immediately.

More importantly though, there are on-road and hybrid options that do compare well against option 3/3A, but were not included among the 5 options assessed.

What was the reason for this?

Did misinformation regarding the capacity of the Jn 13 bridge, and then non-disclosure of contrary information, influence the options assessed and the decision taken?

Was it the belief, repeatedly stated by the Senior Officer both in public meetings and by email, that it was not possible to get additional bus lanes over Madingley Road bridge; that it did not have the capacity to take the weight, and so would have to be demolished with serious cost and disruption implications? As recently as September, the Executive Board, the Joint Assembly and many other stakeholders, were told by Bob Menzies that Atkins had done a survey 15 years ago that showed this to be the case, and that the situation would only have deteriorated since.

A report produced by Atkins in May this year, that was not made publicly accessible, states precisely the opposite. The bridge does have the capacity to take four lanes; could potentially take the weight; could be widened to the north or to the south, or could be supplemented with a bus-only or cycle-only bridge directly alongside. All options have been costed and the most straightforward one – reducing the south-side pavement – costs just £600,000. That’s a tiny fraction of the cost of the complete new bridge advocated by the transport officers.

Misleading information on the bridge could well have had a material effect on the options that were chosen for assessment, and on the whole decision-making process. This must therefore call into question the Preferred Option recommendation.

The Joint Assembly was asked to agree the Preferred Option 3a on the following basis:

- without a valid two-way comparison that uses existing infrastructure
- with highly misleading journey time information
- with false advice that the buses could not be accommodated on ‘bottleneck bridge’
- without a feasibility study having been done of existing infrastructure
- with an unsupported claim that the off-road option was somehow going to generate £680m in wider economic benefit, some £500m more than options that use existing infrastructure.

This is simply not credible.

Summary of the Local Liaison Forum's recommendations:

1. Given the new information on the J13 bridge, recommend a full appraisal of the hybrid solution proposed by the LLF, including transparent evaluation of strategic fit, benefit-cost ratio and wider economic benefits.
2. Note that key information was misrepresented or not disclosed that was relevant to the feasibility of solutions which make use of existing road infrastructure.
3. Pause all further work on Preferred Option 3a until this is completed.
4. In light of the results, reconsider whether the Preferred Option 3a is indeed the Best Strategic Fit, or indeed the most sensible solution.

Response:

The report in October 2016 to the City Deal Board clearly set out the strategic basis for recommending further assessment of a segregated busway between Cambourne and Cambridge. Strong policy support was demonstrated for this option as well as high strategic fit with the City Deal objectives around economic growth. The report and accompanying papers discussed at length the assessment of 'hybrid' options which in effect provided lengths of segregation mixed with lengths of on road bus priority. The assessment determined that the hybrid options did not represent the best strategic fit.

Primarily the introduction of high levels of segregation for only parts of the journey loses the key end to end benefits of speed, frequency and capacity represented by the busway. The high quality aspects of the segregated section of the schemes, which in any case would involve off highway construction with the related costs, would be dissipated when the buses were placed back into general traffic some distance from the City Centre. The report in October 2016 explained in detail the scheme development methodology and the inclusion of a different 'levels' of intervention. This included a lower cost on highway intervention. In any case the scheme assessment will include further assessment of the lower cost on highway intervention as a comparator against the higher cost alternative.

The proposal identified by the LLF to consider a segregated alignment alongside the existing highway is therefore not considered an alternative to the low cost option. It is considered an alternative to the segregated end to end intervention. As such it will as part of the assessment which is underway, and will need to offer the same levels of end to end segregation from Cambourne to Cambridge, with associated links into a P&R site, to deliver the same strategic benefits as Option 3/3a.

This leads on to the issue of the J13 Bridge. The report on Jn13 Bridge was commissioned by the Project Team and carried out by the consultants alongside their work on option appraisal. The J13 Bridge therefore formed part of the on highway assessment for the lower cost option and will continue to do so. The assumption for the assessment presented in October 2016 was that buses did obtain priority over the bridge by means of a bus gate arrangement. As such the argument that introducing a bus lane over the bridge (even if such a bus lane were feasible) would not change the fundamentals of the assessment. The key issue is that only east bound on highway priority would be provided for buses. That remains the case even if it is possible to introduce a new bus lane over the bridge. The information in the report on the J13 bridge was made available to the LLF in June 2016.

Officers do apologise that the Senior Officer in responding to a specific question, was not aware of this feasibility report. While that is regrettable, again it does not in any way change the strategic basis for the decision made.

Officers are working with the LLF to identify a timetable for workshops and further engagement on specific scheme development issues including the alternative concepts of busways alongside the highway. That process will form part of the ongoing development and form part of the next stage of reporting. Further assessment of the segregated option will include refinement of the BCR and further environmental, economic and transport assessment. This process will lead into a report next

July and then be followed by a further public consultation in the Autumn of 2017 in which further specific details about route alignments and P&R sites will be provided.

Local Liaison Forum - meeting notes

Project: Cambourne to Cambridge better bus journey Western Orbital schemes

Date and time: 02 February 2017, 19.00 - 22.30 Shire Hall

Present: Helen Bradbury (HB) Coton PC - Chair; Cllr Bridget Smith (BS) SCDC - Gamlingay; Cllr Rod Cantrill (RC) CCiC - Newnham; Angela Chadwyck-Healey (ACH) Madingley Road Area RA; Stephen Coates (SC) Save the West Fields; Bev Edwards (BE) Barton PC; Penny Heath (PH) North Newnham RA; Lynn Hieatt (LH), Smarter Cambridge Transport; Cllr Lucy Nethsingha CCC – Newnham; Rita Langan (RL) Cranmer Road RA; Howard Russell (HR) Dry Drayton PC; Cllr Sebastian Kindersley (SK) SCDC/CCC; Robin Heydon (RH) Cambridge Cycling Campaign, Gabriel Fox (GF) Vice-Chair, Coton PC, Steve Jones, Convenor of Coalition of 20, Jeni Sawford, Cambourne PC, Stuart Hawkins, Madingley PC, Stephen Rose, Hardwick PC, Ellen Khmelnitski, Gough Way RA, Paul Solon, Chair, Elsworth PC, Chris Blencowe, CPPF, Tim Scott, SCDC, Charles Nightingale, SCDC, Eddie Blair, Caxton PC, Jeni Sawton, Cambourne PC

Officers:

- Ashley Heller, Tim Watkins, Adrian Shepherd, City Deal & Cambridgeshire County Council (CCC)
- John Wetton, Highway Engineer, Skanska; Colin Young, Atkins
- Alasdair Cant - Independent Facilitator

Item	Description	Speaker
1	Introductions & Welcome <u>VOTE – To accept Cambridge Cycle Campaign onto the LLF</u> <u>VOTE – To accept Gough Way Residents Association onto the LLF</u>	HB <i>17 Votes in Favour</i> <i>1 votes abstained</i> <i>0 votes against</i> <i>18 Votes in Favour</i> <i>0 votes abstained</i> <i>0 votes against</i>

Item	Description	Speaker
2	<p>Minutes of Previous Meetings</p> <p>Change to item 9 of last minutes requested by NNRA. City Centre Access Study and interface with A428 scheme</p> <p>Change:</p> <ul style="list-style-type: none"> • Urges GCCD to protect and enhance constructive conservation, not just mitigate its impact (PH) • Urges GCCD to let LLF write questions for Executive Board (PH) <p>To:</p> <p>City Centre Access study results needs to be integrated into decision making</p> <ul style="list-style-type: none"> • Gave presentation of concerns on impacts of transport proposals in NNRA area. <p>No discussion time available. Defer to next meeting.</p>	HB

Item	Description	Speaker
3	<p>Presentation - Further appraisal of catchment area</p> <p>Presentation - Transport benefits and Journey times</p> <ul style="list-style-type: none"> Questions were asked about the specifics of both presentations which included points of clarification about timings, assumptions and measurements. A concern was raised about the potential conflict with cyclists on Adams Road. HB asked a speaker from the floor to send in their idea about regulated access of Madingley Road between Madingley Mulch Round about and the M11 slip road. <p>Presentation – Western Orbital Update and GCCD Board decisions</p> <ul style="list-style-type: none"> It was stated that the further work would include a traffic assessment at J11 of M11 and into Harston and including the A10. The further work will also include an assessment of the pollution caused as a result of the proposals. <p>Presentation – Possible options of designing an ‘online’ option</p> <ul style="list-style-type: none"> Questions we asked about the specifics of the presentation which included points of clarification about widths, assumptions and measurement's. Clarification was provided why the assessment did not include bus lanes or a one-way bus option. Why just a guided busway? A question was asked about the exact land take of each option since the on-line option seemed to include land take whilst the off-line was included no land take. A questionn was asked why the on-line option cost included a new bridge? The LLF resolved to undertake an independent evaluation of the Topographical survey and transport implications. <p>Presentation – Bev Edwards - Chair, Barton PC</p> <p>Presentation – Option 6 - Gabriel Fox - Vice-Chair, Coton PC</p> <p>Presentation - Steve Jones - Convenor of the Coalition of 20</p> <p>Presentation – Rod Cantrill - City Councillor, Newnham</p> <p>Questions were asked about costs and how they might be able to be re allocated.</p> <p>Further contributions were invited, and final draft would be issued on 28th February.</p> <p><u>Vote – The LLF and should move forward with option 6 and ask GCCD to undertake a full evaluation of it alongside option 3/3a.</u></p> <ul style="list-style-type: none"> It was also noted by BS that the overwhelming majority of those not permitted to vote clearly supported option 6. 	<p>Skanska Atkins LLF and others from the floor</p> <p>TW LLF and others from the floor</p> <p>Skanska / Atkins LLF and others from the floor</p> <p>HB RC BE GF</p> <p>18 Votes in Favour 2 votes abstained 0 votes against</p>
4	<p>Smarter Transport Cambridge read a statement opposing option 3 and 3a.</p>	
5	<p>Presentation – Park and Ride location - Madingley PC</p> <p><u>Vote – Scotland Farm should be considered as the location of the P&R and to also assess the impact of a P&R impact on Dry Drayton</u></p>	<p>SH 20 Votes in Favour 0 votes abstained 1 votes against</p>

Item	Description	Speaker
6	<p>'Option 4' revisited Lucy Nethsingha, County Councillor, Newnham</p> <p><u>Vote – a letter should be requested to justify why Option 4 was removed as an option</u></p>	<p>LN</p> <p><i>20 Votes in Favour</i></p> <p><i>0 votes abstained</i></p> <p><i>1 votes against</i></p>
7	<p>Presentation - City Centre Access Study & interface with A428 scheme</p> <p>North Newnham and interface with City Centre. Showed parking data, Cycling & walking pressures on Adams Road and impact of University growth on West Cambridge; inadequate crossing capacity of bridges. Call for sensitivity to West Cambridge CA, open spaces & historic approach roads. Too premature to make decision on routes until City Access proposals understood. Encouraged 'smart travel simple demand' measures for solving City congestion.</p>	
8	<p><u>Vote – to establish a working group to write to the GCCD Board about the evidence base and outstanding questions not yet answered.</u></p>	<p>HB</p> <p><i>16 Votes in Favour</i></p> <p><i>0 votes abstained</i></p> <p><i>0 votes against</i></p>
9	<p>Proposed Workshops - Independent Facilitator appointed by CCC to run workshops</p> <p><u>Vote - LLF will only take part in workshops after option 6 has been worked up and not until it has been properly assessed.</u></p>	<p>AC</p> <p><i>19 Votes in Favour</i></p> <p><i>0 votes abstained</i></p> <p><i>0 votes against</i></p>
10	<p>House keeping. Governance. Ran out of time. Take forward to next meeting. (Suggest subgroup formed to discuss East of M11 was cut short)..</p>	

Project Name	Cambourne to Cambridge & Western Orbital Local Liaison Forum		
Venue	Comberton Village College		
Date	Friday 17 March 2017	Time	7pm – 10pm
Attendees	<p>Members on the Local Liaison Forum Helen Bradbury (HB) Chair, Bridget Smith (BS) Vice-Chair, Cllr Des O’Brien (DO’B) Bourn, Cllr Tumi Hawkins (TH) Caldecote, Cllr Tim Scott (TS) Comberton, Cllr Grenville Chamberlain (GC) Hardwick, Rod Cantrill (RC) Newnham, Bev Edwards (BE) Barton Parish Council, Steve Jones (SJ) Bourn Parish Council, Jeni Sawton (JS) Cambourne Parish Council, Gabriel Fox (GF) Coton Parish Council, Howard Russell (HR) Dry Drayton Parish Council, Paul Solon (PS) Elsworth Parish Council, Stuart Hawkins (SH) Madingley Parish Council, Stacey Weiser (SW) Cambridge Past, Present & Future, Rita Langan (RL) Cranmer Road Residents’ Association, Ellen Khmel’nitski (EK), (GWRA) Gough Way Residents’ Association, Abigail Shaw (AS), (MRRRA) Madingley Road Residents’ Association, Penny Heath (PH) North Newnham Residents’ Association, Stephen Coates (SC) Save the West Fields, Harriet Gillett (HG), (SWRA) Storeys Way Residents’ Association.</p> <p>From Cambridgeshire County Council Ashley Heller, Katie Cross</p>		
Apologies	Trumpington Residents’ Association		
Purpose of Meeting	Local Liaison Forum (LLF)		

	Agenda Item	Key Points discussed	Resolution
		VOTE: PROPOSAL OF RESPONSE STATEMENT	UNANIMOUSLY PASSED 20 For, 0 Against, 0 Abstained
2	Guest Speaker – ‘The Big Picture’	Heidi Allen MP gave a talk on the importance of people power and democracy. The recent news release is good news and it shows that the City Deal are listening.	
3	Option 6: Presentation on behalf of the LLF	<p>Presentation from Gabriel Fox, Coton Parish Council on details of Option 6. Included 3 recommendations:</p> <ol style="list-style-type: none"> 1. The LLF agrees that the route of Option 6 from Cambourne to the West Cambridge site is more suitable than the off-road option 3/3a and urges the City Deal to assess it immediately. 2. The LLF agrees that a Park & Ride site at the Scotland Farm junction of the A428 is superior to a site at Crome Lea. 3. The LLF agrees that the route of Option 6 from the West Cambridge site to the city centre is more suitable than routes in the catchment area of option 3/3a and urges City Deal to assess it immediately. 	<p>UNANIMOUSLY PASSED 20 For, 0 Against, 0 Abstained</p> <p>PASSED 17 For, 1 Against, 2 Abstained</p> <p>PASSED 16 For, 2 Against, 3 Abstained</p>

	Agenda Item	Key Points discussed	Resolution
4	Discussion of Option 6	<p><u>The Cambourne Perspective, talk from JS</u> JS explained the issue Cambourne residents have now of trying to get into the City and how this will only get worse with further congestion. Cambourne residents need a fast, affordable and reliable bus service to help attract them to change transport mode. It is imperative that safe cycleways are included in the scheme and that money needs to be spent correctly and not quickly.</p> <ul style="list-style-type: none"> - Cllr Peter Topping clarified that the Government is recognising the need not to spend money quickly but to spend the money sensibly. <p><u>The Hardwick Perspective, talk from GC</u> GC explained that residents in Hardwick have shown overwhelming support for a Park & Ride site at Scotland Farm and for a north-of-the-A428 off-road route from Scotland Farm into Cambridge. GC proposed an off-road route from Scotland Farm, going north of the A428, crossing the A428 north of Madingley Roundabout, continuing within the A428 cutting, turning right at the bridge of Cambridge Road and running along Cambridge Road to join Madingley Road at the 'Coton Turn'. He suggested that the real solution to the congestion problem will be rail based, but that will not be in place for a while.</p> <ul style="list-style-type: none"> - TS, PH all agreed and think Option 4 should still be considered and looked into. - TS likes' option 6, but we should revisit Option 4 and we need to keep in mind a hybrid option and taking the best bits of both. <p><u>Girton Interchange, discussion between LLF members</u> Large discussion around Girton Interchange and the remit of City Deal.</p> <ul style="list-style-type: none"> - DO'B: Investigating potential money saved on the on-road option to be spent on the Girton Interchange - HR: Supports Park & Ride at Girton Interchange - BS: Girton Interchange outside of City Deal, and therefore LLF, remit - RC: Combined Authority Mayor may have remit. <p><u>Questions from the audience:</u></p> <ul style="list-style-type: none"> - How confident are is the LLF that the City Deal Board will listen to all the evidence and options and give them a fair and transparent appraisal? - The outline planning proposal for Cambourne West has no obvious space for a transport hub, has anyone proposing Option 6 actually spoken to the University? - Option 6 doesn't seem to have anything about the damage to Conservation Areas inside Cambridge and it should be included. 	

	Agenda Item	Key Points discussed	Resolution
		<ul style="list-style-type: none"> - For Option 6 you need to think about a good and direct cycling route. - Concern about how the consultants get briefed and the detail of the brief. Hope for the LLF to be more involved in the briefing process. - Can the cycleway/footpath be referred to as a 'Non-Motorised User' path to allow for all users including horse-riders? <p><u>East of the M11</u></p> <ul style="list-style-type: none"> - PH, City Centre Access Study (Tackling Congestion) is still unresolved making it difficult to decide on where the route will finish. - RC PROPOSED AMENDMENT: Madingley Road, protection of existing road: tabled proposal to amend Option 6 so that there are no bus lanes from the High Cross Turning. - PH proposed a further amendment: The LLF does not support any new bus lanes on Madingley Road. - HB explained that the whole premise of Option 6 was to avoid unnecessary heavy engineering solutions, and that bus lanes are only included in the plan where evidence suggests they are necessary to order to ensure buses are free flowing (ie on Madingley Hill). Every effort will therefore be made to avoid any unnecessary bus lanes east of the M11. However Option 6 needs to propose an alternative solution - one that works and so guarantees free-flowing buses - before bus lanes can be ruled out on Madingley Road. Rather than take a vote of the whole LLF on the issue, a workshop was proposed to discuss the issue further, and develop, where possible, alternatives to bus lanes. - There was general agreement that this was a sensible way forward. <p>AGREED: HB, BS & RC will get together to discuss how workshops will work and who will be invited to attend.</p>	<p>NO VOTE</p> <p>NO VOTE</p> <p>UNANIMOUSLY PASSED 20 For, 0 Against, 0 Abstained</p>

	Agenda Item	Key Points discussed	Resolution
5	On-Road options briefing	<p>Ashley Heller presented the current on-road option for the Cambourne to Cambridge Scheme.</p> <p>Questions from the floor:</p> <ul style="list-style-type: none"> - Gantry systems are not used internationally, why are they used for this scheme? <ul style="list-style-type: none"> o We have looked at examples from the UK, we would require sign off from the DfT if we were to use something different. - Would Option 6 inform the business case of Option 3/3a? <ul style="list-style-type: none"> o Yes it would inform the business case. All the facts will be presented to the Executive Board. 	
6	Inbound Flow Control	<p>Talk by Edward Leigh, Smart Cambridge Transport on Inbound Flow Control. He suggested that it should also be one of the options for this scheme.</p> <p>RC suggested to arrange a workshop on Inbound Flow Control.</p> <p>VOTE: The City Deal Executive Board & Joint Assembly should consider investigating Inbound Flow Control for the Cambourne to Cambridge Scheme.</p>	<p>UNANIMOUSLY PASSED 20 For, 0 Against, 0 Abstained</p>
7	Next LLF meeting	<p>Tuesday 16th May, 7pm. Focus primarily on the Western Orbital. Venue to be announced.</p>	

Project Name	Cambourne to Cambridge Local Liaison Forum
Venue	Comberton Sports & Arts
Date & Time	Monday 11 September at 7:15pm (opened at 7:30pm)
Attendees	<p>Members of the Local Liaison Forum: Helen Bradbury, LLF Chair, Cllr Bridget Smith LLF – Vice Chair.</p> <p>Greater Cambridge Partnership: Ashley Heller, Katy Rogerson, Robin Marshall, Adrian Shepherd.</p> <p>Guests: Cllr Grenville Chamberlain (SCDC), Lorraine Mooney (Harston PC), Cllr Janet Lockwood (SCDC), Cllr Lina Joseph (CCC), Cllr Tumi Hawkins (SCDC), David Plank (Trumpington Residents Association), Eva Gordon (Crammer Road Residents), Araceli Carceller (Gough Way Residents' Association), Josh Newman (Granchester PC), Cllr Rod Cantrill (CCC), Harriet Gillet (Storey's Way Residents Association), Steve Jones (Bourn PC), Gabriel Fox (Cotton PC), Colin Young (Atkins), Jo Baker (Mott MacDonald), Abigail Shaw (Madingley Road), Stephen Coates (SWF), Markus Gehring (CCC)</p>
Apologies	
Purpose of Meeting	Local Liaison Forum (LLF)

Agenda Item	Minutes
1.	<p>The meeting was opened by Helen Bradbury</p> <p>Minutes of the last meeting (17th July 2017) – Amendment to final page – fair attendance at the workshops; person is named as Helen Bradbury. The minutes were agreed as accurate</p> <p>Update since the last meeting – nil</p>

	Bridget Smith conducted the election of the Chair of the LLF - Helen Bradbury voted for unanimously.
2.	<p>Response to the previous LLF resolutions;</p> <p>Resolution 2: Asked for work on option 3A to be stopped – the response was (this) could be characterised as the LLF wanted to block work for a period. Helen Bradbury refuted the statement from the Executive Board. It was not about blocking but asking the GCP to provide something that was better. It was clarified that a park and ride was not an accepted option, it was the LLF's request that work should be stopped until the Rapid Mass Exit feasibility study should be concluded first.</p> <p>Ashley Heller, GCP - it was agreed that the response to the resolutions would be emailed to Helen Bradbury to be posted up on the relevant GCP webpage.</p>
3.	<p>Overview of proposed route alignments – Colin Young – Atkins PowerPoint presentation</p> <p><i>Q&A Sessions</i></p> <p>Q. Tim Scott (SCDC) – How will the introduction of a busway improve biodiversity in a section of arable land?</p> <p>Response from Colin; The area would be planted within the busway to improve biodiversity</p> <p>Markus Gehring (CCC) – Visual impact does not cover the pollution and environmental impact on 3A.</p> <p>Q. Steven Jones (Bourn PC) - Your consultation paper released to the newspaper does not match your presentation, it said that this development would not impact on the west fields.</p> <p>Response from Colin; Our consultation always showed the crossing of the west fields, nothing has been hidden.</p> <p>Q. Why did you choose to show construction only costs in 3A? The figures are clear, they show that 3A costs significantly more than the other options.</p>

Response from Colin; The consideration for us is that it may be prejudiced to discuss land costs in advance.

Questions from the public;

Q. Can Mr Baker give reasons why option 6 cannot be done (busway along the A1031 carriage way).

Response from Jo; It can be accommodated with engineering.

Professor Jackson; Option 1 and 6 would cause mayhem on the road and spill over onto the other arteries into Cambridge. I think 3A is the better option for the long term.

Q. Carol Holborn (Coton) Why are we all supposed to go Grange Road on the super-fast bus where we get off to take a punt!

Response from Colin – Balfour Beatty indicated that more infrastructure that would need to be put in would cause longer congestion. Within the City centre access becomes harder for a bus route.

Q. Tumi Hawkins (SCDC) – You state that 3 is still feasible but at the same time you are saying that 3A is the recommendation.

Response from Colin; Options 3/3A are both still viable. Further feasibility study data will need to be gathered before there is a final recommendation.

Q. Why did you consistently omit Caldecote in your feasibility study? How valid is your modelling?

Response from Colin; Caldecote will be considered along with the Bourn development.

Q. MCAF was scored without consideration to the LLF which led to an enhanced MCAF and the LLF still are not referenced.

When you are assessing 1 it stated that there are no improvements to the cycle route. Do you mean that there is no improvement to the cycle route or that the cycle route will be impaired?

Response from Colin; Option 1 will provide a busway but this could diminish the present cycle way along Madingley Road.

4.	<p>Overview of proposed Park & Ride sites – Jo Baker, Mott MacDonald – PowerPoint Presentation.</p> <p>Q & A sessions;</p> <p>Q. To what extent were the bus operators consulted?</p> <p>Response from Jo; The bus operators have been consulted and they have indicated that they would prefer a site further into the City centre.</p> <p>Q. Is this decision by the bus company due to financial elements?</p> <p>Response from Jo; Yes, the Madingley Mulch site is still in close proximity to the SSSI site. The environmental assessment will take into consideration the implications.</p> <p>Q. How can you guarantee the Water Works will not morph into Chrome Lea?</p> <p>Response from Jo; The planning will set this out.</p> <p>Q. Have you scoped out how many people will use the Scotland farm site or the Madingley Mulch site? How will this affect the behaviour of the drivers?</p> <p>Response from Jo; More work will need to be done on driver behaviour. There would be opportunities to improve the Madingley Mulch roundabout to improve the movement of traffic.</p> <p>Q. Mrs Baxter (Hardwick) – has any consideration been made to the increase in the traffic accessing the A1303? Why has Cambourne not been considered for the Park and Ride site?</p> <p>Response; I do not think the park and ride is the main factor in the potential increase in traffic, the proposed housing developments will be a key factor and this will be dealt with by planning. As already stated the bus companies have stated that it is preferable to be closer to the city centre.</p> <p>Q. Alistair Murfitt (resident) Where do you see the water tower expanding to?</p>
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	<p>Response; The current provision is for 2000 spaces but any further development would need to go back to planning. Scotland Farm is constrained by housing to the North.</p> <p>Q. In your document you say 11 hectares and expansion but you have just said 9 hectares why?</p> <p>Response; The site is a park and ride of 9 hectares with a provision of 2 hectares for landscaping.</p>
5.	<p>LLF discussion and resolutions</p> <p>1. Time to pause and develop a better vision – Cllr Rod Cantrill (Newnham) It is agreed that the area does deserve a high quality public transport service and it does this in the context of the Peterborough and Cambridgeshire Partnership. The LLF seeks to find short term interventions; a community proposal option 6, a tidal bus way, a new park and ride site before the Madingley Mulch congestion area. Long term improvements to the Girton Interchange and the introduction of a light rail system.</p> <p>One member of the board stated that they thought the focus should be on building travel hubs and use travel flow to allow the buses movement in the short term and focus on the long term – Girton Interchange.</p> <p>It was agreed that the board should be differentiating at looking for the long-term measures needed i.e. light railway and Girton Interchange improvements. Whilst still trying to find suitable short and medium term (5 – 10 years).</p> <p><i>The board voted 20 to none - unanimous</i></p> <p>2. Response to proposed Park and Ride Location – Cllr Grenville Chamberlain (SCDC) Reject Water Works and all adjacent sites on Madingley Hill as site for a new Park and Ride and that any new Park and Ride site should be further west outside of the Madingley Mulch congestion area.</p>

19 in favour of the amendment to the resolution – unanimous (as above) and 19 in favour of the resolution unanimous

3. The plan beyond Grange Road? – Cllr Markus Gerhing (Newnham) Clarification from the GCP regarding the logic on the western edge of the City as the end for the proposed bus route and a detailed explanation of how buses will journey between the point and the key city centre locations of Bridge Street and Drummer Street.

20 in favour of the resolution - unanimous

4. Response to enhanced MCAF – LLF Technical Group (Gabriel Fox)

The LLF does not agree with the MCAF scoring of the Enhanced MCAF

Voted 17 in favour

5. Comments on assessment of Option 6 – LLF Technical Group

The LLF does not consider that Option 6 has been fairly presented in the documentation to date and is consequently not as the LLF intended

Voted 1 abstainer and 17 in favour

6. Underestimating the environmental impact – Cllr Tom Scott (SCDC) The LLF considers that environmental impacts of a park and ride and an offline busway are being underplayed by the GCP. It was thought the future proofing for the environment would need to be considered.

(Comment – the evaluation that resolutions 5 and 6 should be merged as they are the same denominators).

16 voted in favour, 2 abstainers and 2 non-voters

7. The Public Consultation Nov/Dec 2017 – Cllr Markus Gehring (Newnham)

The Board should go out to consultation once it has received a full set of data analysis.

Voted 17 in favour – unanimously

	<p>8. LLFs involvement in the next consultation</p> <p>The A428 and Western Orbital LFFs request that they be included in discussion regarding the content and design of the questions to be asked.</p> <p>Vote 16 in favour and 1 abstainer.</p>
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Draft Notes – Cambourne to Cambridge Local Liaison Forum

Date: Wednesday 14th November 2018

Time: 6.30pm

Venue: Large Performance Hall, Comberton Village College, West Street, Comberton, Cambridge, CB23 7DU

Representation From:

Greater Cambridge Partnership

Peter Blake – Transport Director

Laura Gates – Communications Manager

Debbie Goodland – Community Engagement Manager

Michaela Headland – Communications and Engagement Officer

Lesley Hoyle – Events Officer

Mott MacDonald

Jo Baker, Development Manager

Cambourne to Cambridge Local Liaison Forum

Elsworth Parish Council

Bourn Parish Council

Caldecote Parish Council

Hardwick Parish Council

Coton Parish Council

Barton Parish Council

Grantchester Parish Council

Comberton Parish Council

South Trumpington Parish Councils

Madingley Road Residents' Association

North Newnham Residents' Association

South Newnham Residents' Association

Cranmer Road Residents' Association

Gough Way Residents' Associations

District Councillors (Harston and Comberton, Caldecote); County Councillor (Hardwick); two City Councillors (Newnham) and three local environmental organisations.

Open and Welcome – Chair, Helen Bradbury

The meeting commenced at 6.30pm.

The Chair welcomed Peter Blake and Jo Baker who would be presenting at the meeting, and Cllr Aiden Van de Weyer from the GCP Executive Board.

Minutes of Last Meeting

The minutes of last meeting had been previously approved the Chair. The Chair asked that they be added to the GCP web site.

Revised Terms of Reference

The Chair introduced the Revised Terms of Reference for LLFs as a means to provide consistency across all GCP LLFs. It was noted that the Chair and Vice Chair are elected for 1 year only.

Election of Officials

Helen Bradbury was nominated as Chair and the vote carried.

Philip Allen was nominated as Vice Chair and the vote was carried.

Request for 1 new member – Time Scott, The Countryside Restoration Trust

There was a motion to elect the Countryside Restoration Trust to the LLF and the vote was carried.

Brief Update from Chair:

All questions presented to GCP at the meeting will receive a full written response and these will be posted on the website.

In summary, the LLF last met in September 2017. The Mayor of the Combined Authority paused the project while there was a review of GCP transport schemes to align with the Mayor's aspirations for the Cambridgeshire Autonomous Metro (CAM). In September 2018 the Mayor asked GCP to continue with the Cambourne to Cambridge scheme, whilst ensuring scheme compliance with CAM.

Mott MacDonald has recommend a route for the scheme which the LLF has considered not to be the best option.

Cambourne to Cambridge Public Transport Route – Project Update

A presentation was made by Peter Blake, GCP Transport Director and Jo Baker, Development Manager of Mott Macdonald. This can be found at:

<https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-llf/>

In a change to the published agenda, the Chair invited questions from the LLF for Mott MacDonald:

Q – How have you come to the conclusion that an off-road route is the better option for the environment?

A – Officers have gone through the appropriate assessment as advised by the department for Transport (DfT). A full environmental impact assessment will be undertaken as part of the Full Business Case. Advice has been taken from Natural England in terms of assessing the ecological sensitivity of sites. We are aware of significant local wildlife, any impact of the scheme would be compensated by reinstating planting.

Response from LLF – LLF members remain unconvinced that the off-road route can possibly be a better ecological solution than a bus lane on an existing road. Asked to see the Natural England advice.

Comment from the LLF - Using Natural England is a long way from having a full environmental survey. The LLF believes the environmental report to be very poor quality. Reference to the workshops does not validate the options made and the off road option was massively opposed at these events.

Q – From the economic analysis it appears that the benefits of the off road option are 8 times that of the on road option, and local growth benefit 4 times greater. How is this?

A – The bulk is travel time saving.

Response from LLF – The LLF was not invited to be part of this analysis. What is the saving?

A – There is a saving of 5-7 minutes travel time along the proposed route.

Q - Will the analysis be shared with the LLF so that it can be independently assessed?

A – Yes, we will aim to share it on our website.

Q – Has there been a change of scope between Phase 1 and 2?

A – No, the definition of Phase and 1 and 2 have always been clear, as per the consultation. Phase 1 covers the route section between Cambridge and Maddingley Mulch, and Phase 2 continues the route from Maddingley Mulch to Cambourne. The next business case for approval by GCP is aimed for October 2019 and will be an updated document, including a plan which will show key developments. Suggestions for the West Fields are not part of this phase.

Q – You refer to future proofing the scheme and aligning with CAM, however CAM at this stage is an aspiration. Is it not the case that you are looking to build an off road option to align with an aspiration that may or may not happen?

A – CAM is not a committed scheme. The majority of the Cambourne to Cambridge scheme is required before CAM is developed. The CPIER report makes clear the immediate economic implications if transport infrastructure is not put in place, so there is a risk to the region in waiting for CAM before proceeding with other transport infrastructure schemes.

Questions Submitted in Advance by LLF Members, Including Questions from the General Public

It was reiterated that full written responses to each of the questions submitted will be provided and also published on the GCP web site at <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-llf/>

In addition to the answers provided, the following comments were made:

Question 1 - Question from LLF Technical Group

It was commented that the technical group met with GCP officers a number of times and it is felt that this work has been ignored and that the views of the public have been put aside. Concern was expressed about the lack of evidence for the scheme, and that journey times into the City have not been provided.

In response Mott MacDonald explained the project team will continue to follow the stipulated government process.

The Chair asked if the Project Team will continue to work with the LLF. The response was yes, the team are willing to continue with the dialogue and will continue to outline the evidence in advance of any decisions for the scheme end to end.

The Chair commented that it will come as a surprise to some locals that the schemed route will end at Grange Road.

Question 2 – From Steve Jones, Convenor of the Coalition of 23 Parish Councils

The coalition of 23 Parish Councils have held their own transport survey of 300 residents. Based upon the survey results, only 25% of Greater Cambourne residents' needs are being addressed with this scheme.

Mott MacDonald responded that the scheme is one component of a wider transport plan and stops at Grange Road, servicing the majority people travelling into greater Cambridge from the Greater Cambourne area.

Question 3 – From Philip Allen, District Councillor Comberton and Harston Ward

It was commented that the Oxford-Cambridge Expressway could come into Girton and the CAM could link up here too.

Officers confirmed that GCP will ask consultants to revisit the previous review of the Girton interchange routing and will provide that information in due course.

Mott MacDonald stressed that the business case would be assessed as a standalone scheme. The Mayor has stipulated that the scheme has to be compatible with CAM.

Concern was expressed that CAM compliance will bias the lower cost alternative because the Mayor has stipulated an off-road route.

Question 4.1 from Stephen Coates, Save West Fields

The LLF feels this question comes to the heart of the business case. Officers responded that GCP has no plans for Queen's Green at this stage. Concern was expressed regarding the impact of the potential number of busses that would travel on Silver Street as a result of this scheme. Officers responded that it is anticipated that 9 buses per hour will use Silver Street, not approx. 60 as suggested by the LLF.

The Chair commented that the LLF looks forward to receiving the written response to this question, as they are keen to have clarity around the volume of buses using Silver Street through modal shift.

The LLF shared that they have been informed that GCP has spoken to Highways England. If so and there is a change of information, this should be included in the report. Officers agreed.

Question 7 - from Markus Gehring, Ward Councillor, Newnham

Concern was raised that the questions being asked of GCP at this meeting are the same as those asked at the first City Deal meeting, that GCP is ignoring residents.

Officers responded that GCP has accurately followed the consultation process and is reporting accordingly. It was stressed that the business case process is not a public vote.

In response the LLF expressed their view that that LLF responses to the consultation had been ignored.

Question 8 - from Stephen Coates, Save the West Fields

If was commented from the LLF that it is believed that this consultation process has been a cynical one. Officers responded that GCP has tried to outline the process to this point, reiterating that a preferred option has not yet been selected and a decision will be made at a later date.

The LLF commented in response that GCP has presented 2 options, one of which will be selected. Are these the only 2 options that will be presented?

Officers responded that there is more work for GCP to undertake, including working with the Combined Authority and a phase 2 consultation, before presenting recommendations to the GCP Executive Board. The Board paper makes clear that the work is ongoing and GCP will continue to adhere to the national government process.

The LLF asked what criteria had been used to elect the route through Coton. Officers responded that a range of criteria was used, including traffic, environmental, the impact on greenbelt and economic

criteria. Under the proposals buses would not travel any closer to housing than they already do at present and these buses will be cleaner and quieter. It would also allow the route to have a stop at Coton.

The Chair questioned that people are at the bottom of the list of considerations. Officers responded that this is not accurate, the whole purpose of the scheme is to enhance living standards.

The LLF commented that as two options have been defined for the scheme, the decision about route alignment has already been made.

The Chair expressed concern that Coton Parish Council was not approached to discuss the route alignment.

Q8.2 from James Littlewood, Cambridge CPPF

Concern was expressed that there is bias in the board report in terms of what has been selected from the Arup report.

Officers responded that this is not the intention of GCP, and that this will be reviewed.

Q8 from Stephen Coates, Save the West Fields

The LLF is of the understanding that the Mayor is only concerned about a tunnel from West Cambridge to the City and asked if GCP is seeking to demolish properties and take agricultural land.

Officers responded that GCP is in technical discussions with the Combined Authority about tunnelling.

Additional questions were invited from the LLF and public:

Q – How do you manage the conflict with the University of Cambridge having representation on the GCP Executive Board?

A – GCP is basing the assessment of the scheme on those developments that are identified in the local plan.

Q – Last year the GCP Director of Transport informed the LLF that GCP would address the park and ride provision before determining the transport route. Why has this changed?

A – Initial park and ride sites were discussed, then GCP directed Mott MacDonald to just look at Phase 1 of this scheme because it was felt that park and ride should be considered for the whole route.

Q - It is painful that the LLF is not being listened to by GCP. The 2014 consultation was not listened to, the 2018 one the same. The democratic process must be questioned. Doesn't GCP have to provide an alternative route option that is legal and viable?

A - An alternative has to be provided, as part of the ongoing process.

The following comments were made by LLF members and the public:

- GCP has ignored that the public want to travel to lots of other destinations within the City and Greater Cambridge.
- There is the feeling that the off road route has been predetermined from the beginning. Given the Liberal Democrats are opposed to the scheme and will therefore veto it, GCP should start to find an alternative route the public can support.
- GCP should be informed that the public are against this proposal, and start telling the truth.

Chair's summary of the meeting, submitted to the Joint Assembly on 15th November 2018

Public Engagement

Despite the recent LLF review, the timing of LLF/JA meetings is such that the input from the LLF cannot be taken into serious consideration by the JA members. This is a missed opportunity to receive informed local input.

Question: Could the JA please consider allowing two weeks between the papers being published and the JA meeting?

What Value Public Consultation?

The LLF notes that that the GCP has proceeded with the route, and an alignment within that route, that was the most opposed in the public consultation earlier this year, and one that the LLF has repeatedly advised against.

Question: What does the GCP consider to be the value of public engagement when it appears to have no effect whatsoever?

Resolution 1: passed unanimously

The LLF recommends that no decision be taken on a preferred route until greater clarity on CAM is provided: the proposed network, connectivity and funding. As it currently stands, this off-line bus road, with its poor connectivity to the Cambridge Biomedical Campus, Science Park and the City Centre; its poor transport benefits and low BCR, does not stand up to scrutiny.

The idea of tunnels:

Whilst there was support in principle for tunnels, there was concern about their deliverability. There needs to be a degree of certainty about them before this route can be considered, for the following reasons:

The preferred route does not serve commuters from Cambourne and Bourn:

The Coalition of 23 Parish Councils has undertaken an extensive survey concerning where people work, and are about to embark on another one. 23% of people work in central Cambridge; 27% work on southern fringe (Addenbrooke's) or northern fringe (Science Park); 25% elsewhere in the district and 25% outside of the district. Only a very small proportion of people can benefit from this £156 million bus road.

Question: What will the GCP do for the large majority that cannot benefit?

The preferred off-road route provides very poor connectivity:

How the buses connect onwards to the city centre from Grange Road, and the heritage and congestion implications of that, are still unknown. Equally, and more importantly for commuters, it does not provide effective onward links to the Biomedical Campus or the Science Park. These links are better made by staying on road, or, potentially through a northern route (see below).

The transport benefits do not make sense to people:

The LLF technical group expressed concern that the adjusted BCR of this scheme is still 0.2 (one tenth of what is normally expected of public transport schemes), and journey times not markedly better than simple on-road alternatives.

The environmental assessment is considered flawed:

There was ongoing concern expressed about the environmental assessment in the Mott MacDonald report, which concludes that an on-road route would be more damaging to ecology and the environment than a 5km new busway across Madingley Rise and through the West Fields. Equally the lack of heritage assessment beyond Grange Road, vital for the built heritage preservation of the city, is of concern.

Request to JA: The LLF considers the conclusions of the report to be flawed, based on a poor understanding of the importance of the wider landscape to the setting of the city, and heritage implications within the city. It asks for an independent assessment of each, completed before the full EIA and HIA at Planning stage.

CAM and an off-road alternative

Resolution 2: passed unanimously

The LLF notes that the GCP only has one route that is compliant with CAM, and so asks that a northern off-road comparator be developed, for which there could be major advantages. It could better connect with the Oxford Cambridge Expressway and developments at the Girton Interchange in the longer term, but could link with the Science Park, Cambridge Biomedical Campus and the NW Cambridge site now.

ARUP report:

Request for information: The LLF would like to see the full ARUP report that looked at an alternative northern route and dismissed it. What were the terms of reference, and how were the conclusions reached?

A quick win on Madingley Road:

Resolution 3: passed by majority (2 abstentions)

Given the likely lengthy timescale involved in building any off-road C2C scheme, not least because of the new CAM compliancy brief, the LLF recommends that an in-bound bus lane be designed on Madingley Road now. This will provide significant public transport benefit to the residents west of Cambridge, and can be undertaken immediately.

Independent advisors:

Finally, the LLF would like to see a panel of independent experts assessing the economic, environmental and transport implications of the scheme, independent of the GCP.

The meeting closed 20.55.

GCP response to LLF resolutions LLF meeting 14th November 2018

- The LLF requested that the Joint Assembly allowed two weeks between the meeting papers being published and the Joint Assembly meeting taking place, to allow more time for input to be provided by the LLF.

GCP response - This point has been noted. Every effort is made to allow maximum time between publication of papers and public meetings. Papers for the 12th September Joint Assembly will be published on 2 September. The LLF date has now been agreed with the Chair as 10th September 2019.

- The LLF noted that the GCP was taking forward a route and alignment that was most opposed in the public consultation and which the LLF had advised against

GCP response - Full 2017/18 consultation results were published on the GCP website in May 2018. Results showed that 40% of respondents preferred a tidal on-road public transport lane (B), 33% of respondents preferred the off-road route (C) and 18% preferred the on-road inbound only route (A). As any scheme progresses towards Outline Business Case, a range of options are assessed so that a preferred option can be identified. Although not the most preferred option from consultation, the off-road route has been assessed as top-performing in support of future growth, a key objective of the scheme. Analysis and assessment information is available in the Interim and Option Assessment reports published on the GCP website – <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-the-route/>

- The LLF supported the principle of tunnels but was concerned about their deliverability.

GCP response – this point has been noted. GCP continues to work closely with the Combined Authority to align plans, including how the Cambourne to Cambridge scheme would connect with a CAM tunnel in West Cambridge.

- The LLF felt that the GCP's preferred route did not serve commuters from Cambourne and Bourn and would only benefit a small proportion of people.

GCP response – The Cambourne to Cambridge route proposes a reliable, accessible and environmentally-friendly public transport link, with cycling and walking provision, aiming to allow Bourn and Cambourne residents to use the bus, or even to cycle, and leave cars at home.

- The preferred off-road route provided poor connectivity; it did not provide effective links to the Biomedical Campus or the Science Park. A northern route would provide better connectivity.

GCP response – In response to LLF request, GCP committed to provide further clarification on reasons why a northern alignment was previously discounted. The technical papers are now available on the GCP website.

- The LLF technical group expressed concern that the benefit cost ratio (BCR) was one tenth of what was normally expected of public transport schemes.

GCP response – The Benefit Cost Ratio (BCR) for all options remains low. The emphasis on wider economic growth is more relevant in the context of the City Deal, wider growth in Greater Cambridge and priorities of the Cambourne to Cambridge scheme. In that context, the Wider Economic Benefits (WEB) for the off-road scheme is significantly higher than the on-road alternative. An explanation of the WEB calculations is set out in the Interim Report (Appendix 1) of the GCP Assembly Report published in November 2018. Further to this point, GCP held a WEB workshop for the LLF technical Group to answer questions and explain the assessment process.

- It was felt that journey times were not significantly better than on-road alternatives.

GCP response – Whilst this point has been noted, reliability continues to be an important determining factor for optimum route alignment.

- There was concern about Mott MacDonald's environmental assessment which the LLF felt was based on a poor understanding of the importance of the wider landscape setting of the city and heritage implications within the city. The LLF asked for an independent assessment of each to be completed before the full EIA and HIA at planning stage.

GCP response - Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.

- The LLF requested to see the full Arup report that had looked at and dismissed an alternative northern route.

GCP response – In response to LLF request, GCP committed to provide further clarification on reasons why a northern alignment was previously discounted. The technical papers are now available on the GCP website.

- The LLF requested that a panel of experts independent from the GCP, assess the economic, environmental and transport implications of the scheme.

GCP response - Any final route will need to undergo a full Environmental Impact Assessment which will need to demonstrate the overall impact of any scheme on the environment.

- The LLF had:
 1. Recommended that no decision be taken on a preferred route until greater clarity on the CAM was provided; the proposed network, connectivity and funding. It was felt that the off-road bus route due to its poor connectivity to the Cambridge Biomedical Campus (CBC), Science park and the city centre, its poor transport benefits and low BCR, did not stand up to scrutiny.
 2. Noted that there was only one route that was compliant with CAM. It asked that a northern off-road option be developed. It was felt that there could be major advantages to this; it could better connect with the Oxford Cambridge Expressway and developments at the Girton Interchange in the longer term, and could link with the Science Park, CBC and the North West Cambridge site.
 3. Recommended that, given the lengthy timescale involved in building an off-road scheme, an in-bound bus lane be designed on Madingley Road immediately. This would provide significant public transport benefit to the residents west of Cambridge.

GCP response – CAM proposals see tunnelling estimated for completion in 2029. There is an immediate need to ease congestion and connect new developments to meet growing demand for access from the west of Cambridge. A public transport link travelling through the city centre and on to major sites of employment remains the best option to tackle worsening congestion and offer a viable alternative to car use. The Combined Authority and GCP continue to work closely to align plans, including how the Cambourne to Cambridge scheme would connect with a CAM tunnel in West Cambridge. In autumn 2019, the GCP Board will be presented with the Outline

Business Case including a recommendation for an end-to-end route between Cambourne and Cambridge, and new P&R site.

In response to LLF request, GCP committed to undertake work to consider potential 'quick-win' options within the highway boundary along Madingley Hill and provided further clarification on reasons why a northern alignment was previously discounted. The technical papers are available on the GCP website.

Notes from the Cambourne to Cambridge Supplementary LLF Meeting Tuesday 2 June 2020

The below is not intended to be a verbatim account and sometimes the running order differs from the printed agenda. This is a draft document and has been produced to assist the LLF Chair with her preparations for the Joint Assembly meeting. The meeting in full can be viewed here:

<https://www.youtube.com/watch?v=nQ9UPe03HBQ>

Date: Tuesday 2 June 2020

Time: 18.30 – 20.30

Venue: Online, via Zoom Webinar

Present - GCP Officers

Jo Baker – Project Manager

Peter Blake (PB) – Transport Director

Laura Gates (LG) – Communications Lead

Alasdair McWilliams – Digital Media Officer

Beth Warmington (BW) – Communications and Engagement Officer

Present – Mott MacDonald

James Montgomery (JM) – Consultant

Observing

Councillor Roger Hickford – GCP Executive Board

Claire Ruskin – GCP Executive Board

Heather Williams – GCP Joint Assembly member

Present - LLF Members – designated as ‘Panellists’ for Zoom Webinar purposes

Helen Bradbury	Chair
Phil Allen	District Councillor, Harston & Comberton
Ruth Betson	District Councillor, Cambourne
Dr Shrobona Bhattacharya	District Councillor, Cambourne
Steve Jones	Spokesperson, Coalition of 22 Parish Councils
Des O’Brien	Parish Councillor, Bourn
Grenville Chamberlain	District Councillor, Hardwick
Lina Nieto	County Councillor, Hardwick
Tom Bygott	District Councillor, Girton & Dry Drayton
Dr Gabriel Fox	Parish Councillor, Coton
James Littlewood	Cambridge Past Present & Future
Rod Cantrill	City Councillor, Newnham
Dr Markus Gehring	City Councillor, Newnham
Chris Pratten	Save West Fields

The Chair noted there were 25 members of the LLF present in total, the panellist members above and some who were participating in the meeting as ‘Attendees’

Apologies:

None noted

Meeting commenced at ~6.45pm

1. Introduction and Welcome by Chair

The Chair opened the meeting welcoming everyone and introducing herself. She commenced the meeting by reading a statement transcribed below:

Welcome to the Cambourne to Cambridge Local Liaison Forum.

Due to the ongoing Covid-19 pandemic, the regulations surrounding public health measures, and the health risks associated with public gatherings, the forum is being conducted as a digital meeting. This reflects government advice, and is supported by the changes to legislation made by the government to allow virtual committee meetings.

This evening's forum is being hosted on the Zoom Webinar platform and streamed live on Youtube. A recording of the meeting will also be made available on the GCP Youtube Channel at a later date.

Normal rules of behaviour apply, and everyone is reminded that any inappropriate conduct or disruptive behaviour may result in your being excluded from the meeting.

We do have technical assistance on hand to support the conduct of the meeting, but do please remember that everyone is joining the meeting from their own homes; unavoidable technical issues may arise relating to broadband connections or home IT setups, and unexpected interruptions may occur.

If I could ask panellists to please remember to mute their microphones if they are not speaking, and to wait until invited to unmute their microphones.

For members of the LLF and the public who are attending via Zoom, but who are not panellists, there may be an opportunity to ask questions later; at that time, you will be invited to raise your hand via the button in the Participant and Chat pane. To open this pane, please click on Participants and Chat buttons on the bottom menu bar in your Zoom screen. Please do not raise your hand until questions have been invited, and only raise your hand if you want to ask a question.

Members of the public watching the livestream on Youtube will be able to see and hear the proceedings, but will not be able to ask questions or raise their hands.

I'm sure everyone will appreciate that this is a new way of conducting the LLF, and there may be some teething trouble, but with a little patience and forbearance, I'm sure this will be a productive meeting.

The Chair went through the agenda for the evenings' meeting and also introduced all the panellists both from GCP and from the LLF.

The Chair then set the context of the meeting, setting out that the LLF had met last in January and she had presented a summary of what was agreed to the Joint Assembly in February but that the scheme was paused before going to the Executive Board. Last week the LLF were informed that the scheme was going to the Joint Assembly and Executive Board. She noted that she felt there was no warning, a short timescale and took place during lockdown. She noted that the scheme was identical to the one presented before other than the alignment into West Cambridge

All other concerns raised in January by the LLF remain outstanding including EWR's announcement of a preferred route through Cambourne and that the OBC had not been revised in light of this.

The Chair stated that she felt alternatives put forward by the LLF had not been assessed – including an interim inbound bus lane along Madingley Hill and an improvement to the Girton Interchange

Revised papers also do nothing to alleviate potential impact on residents to the west of Cambridge including in Hardwick and Cambourne

2. Minutes of last meeting

The Chair noted that the minutes from the last meeting were ok and that there was no fourth presentation.

3. GCP Presentation - supplementary OBC route update

GCP Transport Director Peter Blake, Project Manager Jo Baker presented the changes made to the Outline Business Case since the last LLF meeting recommended route and Outline Business Case. Slides available to view here: <https://www.greatercambridge.org.uk/asset-library/Transport/Transport-Projects/C2C/C2C-LLF-02-Jun-2020.pdf>

4. Advance Questions

The Chair went through those questions that had been submitted in advance. Full list of questions and GCP officer response is set out below:

Question	
<p>If the busway is being built despite all the opposition, then can we please have a more sensible solution for St Neots Road. Can you please consider to run the bus on St Neots Road and not build an off-road solution for this stretch of the way. Although the tree line between St Neots Road and A428 has not been considered by the environmental surveys as relevant for wildlife preservation, it is however vital to the residents of Hardwick and in particularly St Neots road for air quality and quality of life.</p> <p>There is no traffic issue on St Neots Road. However, the close proximity of the A428 is an issue already due to noise level for example and removing the tree line will have an adverse effect.</p> <p>I have attached a picture from google maps showing the section where A428 and St Neots Road run closest to each other. I have also attached the cross section of how the busway is currently proposed.</p>	<p>The alternatives have been considered and the recommended preferred solution is for a segregated route which is compliant with the Mayor's LTP Sub-Strategy for CAM.</p> <p>Whilst the concern regarding the visual impact of removal of the trees is understood, trees have a marginal impact on noise: hence the high levels of traffic noise already experienced.</p> <p>As previously discussed, GCP would be pleased to provide additional noise barriers to screen the A428 noise and seek to reduce overall traffic noise.</p> <p>Air quality</p>

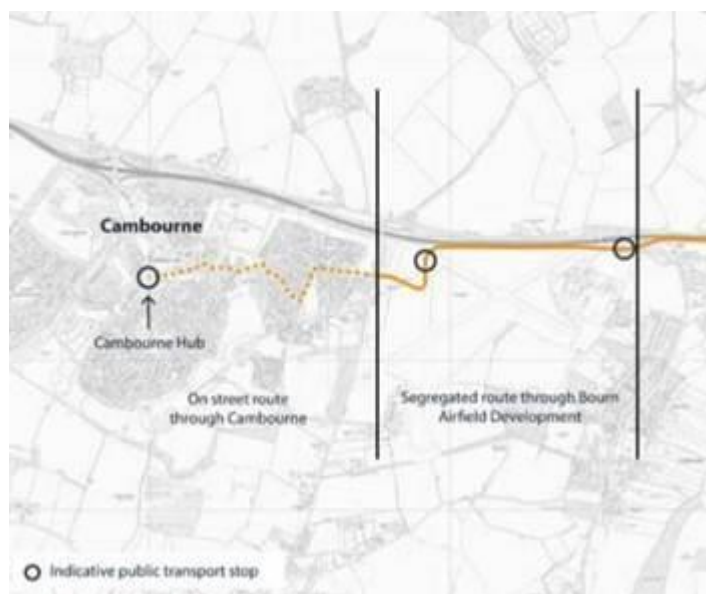
<p>Can I please ask for the solution to be reviewed again and to come up with a proposal which enhances life in Hardwick and along St Neots.</p>	<p>The scheme is intended to contribute to congestion relief and therefore improve air quality.</p> <p>The scheme is intended to run only euro standard/electric vehicles.</p> <p>An initial air quality assessment has been undertaken for Hardwick and notes that the scheme would be expected to have a minimal effect on air quality in the area.</p> <p>The assessment can be viewed online.</p> <p>Public opposition</p> <p>Public consultation and engagement has been a key element of work to date, reflecting differing views amongst the community.</p> <p>With regard to concerns for residents of Hardwick, in particular St Neots Road, the project team has regularly attended Parish Council meetings and hosted drop-in events in Hardwick in order to hear from and respond local residents and businesses and we will continue to do so.</p>
<p>My question concerns the Cambridge end of the proposed C2C bus route. Both Adams Road and the Rifle Range routes pose real problems, but once the CAM (Metro) is operative busways down both routes will be redundant. CAM looks set to operate from 2029. As an interim measure, why not run the C2C busway to West Cambridge? From there a number of smaller buses could take people directly to a range of different destinations in the city they actually want to go to (rather than to West Road)?</p>	<p>Terminating the busway in West Cambridge would mean that for some years the scheme would be incomplete requiring access onto the busy Madingley Road.</p> <p>Whilst the CPCA hopes to complete CAM over the next decade there is currently no certainty with regards to delivery, whereas C2C is intended to enable shorter term developments such as Bourn Airfield and West Cambridge and deliver local congestion benefits.</p> <p>Once CAM is completed, either option will provide additional non-motorised connectivity to the rapidly growing West Cambridge campus</p>
<p>I represent the Cranmer Road RA and sit on the LLF. I have registered for the Zoom meeting and would like to ask the following question please:</p>	<p>All information from GCP Officers is contained in the submitted Board papers as noted in the question. Such information is all in the public arena.</p>

<p>Would the GCP Officers please confirm whether or not the Board will be basing its decision on the information in the June 2020 Board papers and appendices to make its decision on the route alignment? Will the Board be using additional information that has not been made public to come to its final decision?</p>	
<p>1, what alternatives to a busway have been considered?</p> <p>2, instead of an expensive (in terms of money and environment) busway construction project, could that money be used instead for schemes which encourage people onto public transport using existing infrastructure? For instance, a park-and-ride on Barton Road, improved bus services from Coton and Hardwick villages (from Coton, for instance, the first bus of the day is after 10am, which is no good for most working people).</p> <p>3, how can additional buses on Grange Road be seen as a sensible idea? The road has traffic-calming measures, it is heavily used by cyclists, and the rifle range route emerges opposite a junior school.</p> <p>4, given the current coronavirus lockdown, isn't it evident that people do not necessarily need to commute into Cambridge? Could the money be used for schemes with more of a change agenda, such as tele-commuting hubs (and support for amenities) in villages outside Cambridge?</p> <p>5, when I completed a survey about the City Deal, there were questions about new cycling paths from Comberton, Hardwick, etc, which seemed to use existing bridleways. This seemed like a great idea: what happened about this idea, was it not popular? p.s. I do not think these cycle routes need to be paved at great financial and environmental expense -- instead, I would prefer to see the existing bridleways made into gravel paths, because they are relatively low-cost, low maintenance, and not so prone to ice as smooth paved surfaces.</p>	<ol style="list-style-type: none"> 1. A wide range of options based around bus-type vehicles and cycle routes have been considered including alternative alignments and on-road running. The need for a high quality public transport route was accepted at the Local Plan Inquiry, 2. GCP and other partners will continue to look at a wide range of options to improve public transport. These are not alternatives to C2C but may be complementary. 3. Grange Road is not unusual in Cambridge where many roads are constrained and well used by cyclists. 4. The impact of COVID-19 on long term travel demand remains the subject of speculation. At this time it is unclear what the new normal might look like. GCP has been tasked through the City Deal with providing infrastructure to enable growth. A Full Business Case for C2C will be prepared before commitment to invest and this will review future demand if greater clarity is available. <p>That said, however, many activities in Cambridge are based around healthcare and education land-uses which are unlikely to change in the longer term whilst substantial growth is predicted for the Oxford-Cambridge arc.</p> <p>GCP's projects promote active travel and its four sustainable corridor schemes,</p>

	<p>including C2C, are complemented by end-to-end walking, cycling and horse riding to create a continuous link to the city from growing villages and towns to the north, south, east and west and create additional capacity for growing numbers of cyclists.</p> <p>5. Proposals such as the Comberton Greenway are being developed by GCP in parallel to C2C.</p>
<ol style="list-style-type: none"> 1. The Rifle Range route and a bridge over the Bin Brook will certainly increase the flood risk for our community. What are you going to do about that? 2. What sense does this project make if there is going to be a rail link between Cambourne and Cambridge? 	<ol style="list-style-type: none"> 1. The Design of the Rifle Range option will be undertaken in discussion with, and subject to the approval of, the Environment Agency to ensure that, as a minimum, flood risk is not increased. 2. East West Rail has published a Preferred Corridor which suggests a potential rail link from Cambourne to Cambridge. At this time there is no Preferred Route and no firm commitment to scheme delivery. If EWR is delivered it will not serve Bourn Airfield or West Cambridge and will not necessarily provide Park and Ride facilities. <p>The C2C scheme would eventually work with the new EWR line to give thousands of passengers fast and reliable onward journeys from Cambourne station to key employment sites around the city. GCP officers continue to liaise closely with EWR over the next stages of the development of their project.</p>
<ol style="list-style-type: none"> 1. What detailed analysis has there been on the impact of Covid-19 on the likely future demand for public transport and changes to levels of road traffic under the new normal, including levels of switching to working from home and flexible hours impacting on peak-time travel? 2. What detailed analysis (not just high-level assumptions) has been undertaken since these papers on C2C were last presented in February on the subsequent announcement of the East West 	<ol style="list-style-type: none"> 1. The impact of COVID-19 on long term travel demand remains the subject of speculation. At this time it is unclear what the new normal might look like. GCP has been tasked through the City Deal with providing infrastructure to enable

<p>Rail route going via Cambourne and its impact on the business case for C2C?</p>	<p>growth. A Full Business Case for C2C will be prepared before commitment to invest and this will review future demand if greater clarity is available.</p> <p>2. No detailed analysis of East West Rail has been undertaken because at this time there is simply confirmation of a Preferred Route Alignment. There remains no detail as to the route, the location of any potential station at Cambourne, or the likely services which might influence the C2C business case.</p> <p>GCP continues to work closely with EWR as they develop their route and station proposals to ensure maximum integration.</p> <p>It is of note that one of the reasons given by EWR for choosing the Cambourne route was that it would complement the C2C scheme by combining local and inter-urban connectivity.</p>
<p>Currently the long term effect of COVID is completely unknown. Given that the whole country is talking of the 'new normal' with increased working from home, companies splitting their workforce over the working week and the death of the high street, can you tell me on what evidence have you based your assumption that the impact on public transport will be short term? Especially as you have commissioned Hatch Regeneris to explore the impact and their findings will not be available until later this month.</p>	<p>See response to Cllr Allen</p>
<p>I am registered to attend tomorrow's LLF on behalf of Cambourne Town Council.</p> <p>Please see questions below that we would like to ask.</p> <p>1. No Stop in Upper Cambourne: The recommended route alignment (see below) shows just one 'indicative public transport stop' in Great</p>	<p>1. The request for an additional stop in Cambourne is noted and will be discussed further with the Town Council.</p> <p>2. The development of a Travel Hub for Cambourne remains a firm</p>

Cambourne. Does this mean that no stop is proposed in Upper Cambourne? This would be unacceptable to Cambourne Town Council as it would require in excess of a 1km walk for residents living close to the route to access a stop.



2. **Travel Hub:** Can the GCP please provide an update on proposals for a travel hub in Cambourne? It was Cambourne Town Council's understanding that this would be provided as part of the C2C scheme and we are concerned that it appears to have been relegated to something that could potentially be provided at a future date (see paragraph 10.8 of GCP Joint Assembly Report, 4th June 2020).
3. **East West Rail:** Can the GCP please provide an update on discussions with East West Rail regarding potential locations for a station in Cambourne? Cambourne Town Council support both C2C and East West Rail, but are opposed to the potential location of a station to the southwest of Cambourne. We consider any new station must be located to the north of Cambourne so that it is easily accessed from the A428 and the proposed C2C alignment.

I wish to put the following questions to the LLF regarding the proposed busway route, specifically the section

commitment. The location and design, however, has not been advanced pending clarity regarding the likely location and requirements for the Cambourne East West Rail station and potential extension of CAM to St Neots. The views of Cambourne Town Council will be essential in these matters.

3. GCP is engaging regularly with EWR but likewise awaits clarity from EWR regarding station locations.

1. This work is addressed in the published OBC and will be further

<p>running between the proposed park and ride at Scotland Farm and the Maddingley Road roundabout.</p> <p>1. Why is a dedicated busway needed for this part of the route? There is minimal traffic along St Neot's Road even at rush hour. Why can buses not use the existing road?</p> <p>Please can modelling be presented that demonstrates the case for a dedicated busway along this stretch, weighed against:</p> <ul style="list-style-type: none"> • the cost to the taxpayer • habitat loss and threat to endangered species • reduction in noise screening of the A428 • increased noise and air pollution to the north of Hardwick village <p>2. Please can more detail be provided on what is being done to enable cycling along the route from Cambourne to Cambridge? It is hard to see how the proposals as they stand can be implemented without a reduction in space for cyclists along this stretch.</p> <p>3. The trees and land south of the A428 (and north of St Neot's road) provides valuable habitat to a number of important species, some of which are on the red list for concern at a national level, such as starling, skylarks, bullfinches, sparrows and yellowhammers. In particular, starlings roost on this land during the winter and were witnessed murmuring in their thousands over Hardwick this winter. If the proposals were to go ahead, is any mitigation for this loss of habitat planned, particularly given other recent habitat destruction in the area along the footpath from Hardwick to Dry Drayton?</p>	<p>developed in the Environmental Impact Assessment.</p> <ol style="list-style-type: none"> 2. The proposals will include creation of a dedicated route for non-motorised road users which will be significantly better than current provision. 3. Yes. GCP is committed to delivering at least 10% biodiversity net gain through the creation of new habitats, and aspires to deliver 20% biodiversity net gain. The new habitats created will consider the nature of the habitats lost, and the species identified in the area from the surveys completed for the EIA. The objective will be to develop high value habitats that encourage a diversity of species in the area. <p>A number of surveys for ecology have been carried out to date (available online) and additional surveys for ecology are required for the preferred route if this is approved to progress.</p> <p>The output from these will inform the detailed Environmental Impact Assessment (EIA) of an approved preferred scheme, and any measures arising from the surveys will be discussed with the appropriate statutory body.</p> <p>During the EIA there will also be further engagement with stakeholders and the public where the emerging design and proposals for mitigation are presented for comment.</p>
<p>Question I have to propose is whether any consideration was given to put the busway route on the opposite side of the A428 which would of put it inline with the proposed P&R site at Scotland Farm and then followed the A428 joining the (longer than average) slip road for Maddingley Mulch Roundabout? That route would of had the smallest impact on residents along the route and could be</p>	<p>Yes, options to the north and south of the A428 and on-road have been extensively reviewed. Details are available on the website.</p> <p>A northern alignment leading back onto the A1303 at Maddingley Mulch is not desirable for bus operations.</p>

<p>connected simply by adding additional foot bridge along St Neots road for the residents of Hardwick.</p> <p>Thanks in advance for any consideration for this question to be put to the forum.</p>	
<p>Presently Cambourne High Street is a single lane carriageway and the only viable way to widen it is through the development of the last remaining land parcels to the north and south of the High Street, which will also deliver new homes and shops for Cambourne. The site is owned by my client, Newcrest, who has a history of successfully delivering retail units in Cambourne. Notwithstanding this, we have been struggling to engage positively with officers and members of the District Council on our proposals for the High Street and my client is now having to assess whether the project will come forward. What assumption is the GCP making about the development of the High Street coming forward and delivering a widened carriageway that will be essential to enable the proposed travel times between Cambourne and Cambridge to be met?</p>	<p>At this point in time GCP is making no assumptions with regards to High Street.</p> <p>As indicated above there is a need for further engagement with the Town Council, EWR and CPCA on Travel Hub locations and planning.</p>
<p>How can access be guaranteed at all times for the Rugby Club to gain access to our training ground along the Rifle Range track?</p> <p>Whilst daily use is required and could possibly be accommodated, we have concerns over the access needed by large, wide, slow moving vehicles carrying marquees and delivering temporary toilet blocks in the two weeks in November around Steel Bodgers, our biggest single fund-raising activity in the year.</p>	<p>The issue of the Steel Bodgers match is noted and was one of the reasons GCP explored further the Adams Road option.</p> <p>It is recognised that during the build and breakdown of the event a special operational regime will need to be agreed.</p> <p>Should a preferred route be agreed, we will continue to update and meet with the Rugby Club and other landowners as the proposals develop.</p>
<p>October 2019 Hardwick started a poll Save Our Trees on St. Neots Road and the result</p> <p>For Saving were</p> <ul style="list-style-type: none"> • 547 electronic signatures • 319 paper-based signatures, making a total of 866 signatures • A village meeting was arranged, excess of 80 people present indicated their united support for 'Save our Trees' <p>I challenge you the GCP to agree that from this is evidence Hardwick does not support the destruction of our St Neots</p>	<p>GCP has, and will continue to, engage with Hardwick Parish Council and other representative groups on the corridor.</p> <p>Public consultation and engagement has been a key element of work to date, reflecting differing views amongst the community.</p> <p>With regard to concerns for residents of Hardwick, in particular St Neots Road, the project team has regularly attended Parish Council meetings and hosted drop-in events in Hardwick in order to hear from</p>

<p>Road greenery to accommodate a Busway which will be primarily to service new villages and towns to the West.</p> <p>Is the GCP listening to Hardwick Residents, or are we being totally ignored.</p>	<p>and respond local residents and businesses and we will continue to do so.</p> <p>We have conducted an initial air quality assessment and committed to improve the existing noise barrier as a result of meetings.</p> <p>During the EIA there will also be further engagement with stakeholders and the public where the emerging design and proposals for mitigation are presented for comment</p>
<p>We would like to object to the proposals for St Neots Road Hardwick.</p> <p>If the trees are removed from the area between St Neots Road and the A428, the noise and pollution for Hardwick village and St Neots Road, Hardwick residents would be unreasonable from 9 lanes of traffic.</p> <ol style="list-style-type: none"> 1. Citi 4 bus: Will it still run from Cambourne to Cambridge on St Neots Road? 2. Has a reconfigured Girton Interchange been considered? 3. Could the guided busway be on the A428 from Bourn airfield to the Scotland farm park and ride? Then along the A428 to the Girton Interchange and into Cambridge? 4. The front door of the properties along St Neots Road to the hedge/ditch is less than 20 metres. We feel this is too close for the amount of traffic, noise and pollution from 9 lanes of traffic and the distance recommended from housing in other areas. 5. 3m multi use path is not feasible. <p>The drives from the properties on St Neots Road are sloping. The properties are lower than the road. Anyone trying to drive from the property would have great difficulty seeing if there were any cyclists or pedestrians on the pathway as the vehicles front would stick out on the pathway.</p> <p>Cyclists come along the path at the moment very quickly. It is an accident waiting to happen.</p>	<ol style="list-style-type: none"> 1. Bus services will continue to be operated by bus operators. If there is demand for the Citi 4 then it will be maintained. C2C will not prevent that. 2. A reconfigured Girton Interchange has been extensively discussed but does not feature in the recent Highways England Road Investment Strategy. As such it is unlikely to be delivered in the foreseeable future. 3. There is no access from Bourn Airfield to the A428, and at Girton Interchange there is no exit towards Cambridge or plans for HE to update the existing road layout. These options have previously been reviewed, the details are on the website. 4. There is no proposal for 9 lanes of traffic. <p>The proposed scheme will add two lanes carrying a small number of buses, and an improved version of the existing route for walking, cycling, and other non-motorised users. Vegetation would be lost along the narrowest point where there are around 160 semi-mature or mature trees, as well as some newer saplings - around 15 are mature trees.</p> <p>Every effort will be made to replant in areas where trees and vegetation must be</p>

	<p>removed, but for most of this section there will be some combination of planting, noise barriers, and variation in levels - this would not be a single block of eight lanes of tarmac.</p> <p>5. The volume and route of general traffic will be unchanged by the scheme. GCP is committed to trying to mitigate some of the existing problems.</p> <p>6. The proposed alignment will increase the width of the NMU route so it will be easier for cyclists to avoid cars as they emerge. All layouts will be reviewed at the Road Safety Audit stage.</p>
<p>1. Please detail what the officers have done to review this scheme in the light of the lessons learned during the Covid-19 lockdown in terms of increased working from home, more walking and cycling, reduced air pollution and a strong public feeling of a 'new normal'?</p> <p>2. Given the obvious environmental benefits of not laying more tarmac across valued fields and dumping hundreds more buses into the narrow streets of Cambridge centre, how have the officers evaluated the benefits of East West Rail to commuting from Cambourne and access to Cambridge South, Centre and North stations? Please supply detail.</p> <p>3. What in-depth evaluation has actually been completed on the proposals from many councillors and others, to route the busway alongside the A428 from Cambourne to the Girton Interchange and then link from there via Eddington to the West Cambridge site before accessing the City centre, in order to be compliant with the Mayor's CAM scheme. Please supply detail.</p> <p>4. How do the officers propose to ensure that detailed public scrutiny is possible in the Joint Assembly and Executive Board meetings so councillors can vote having carried out their roles responsibly in full awareness of public views.</p>	<p>1. COVID-19 – answered above</p> <p>2. EWR – answered above</p> <p>3. Northern alignment. Various options documented in technical note. Most recent suggestion via Eddington is not compliant with CAM as it is heavily based on existing roads especially through Eddington. This is available on the website. Officers have also attended a large number of meetings with the LLF Technical Group to discuss these issues.</p> <p>4. Public representations and questions are welcomed at public meetings.</p> <p>The government recently passed legislation allowing for local authority committee meetings to be conducted in a virtual environment.</p> <p>Protocol includes details for making the meetings publicly accessible via digital channels, and the submission of questions in writing.</p> <p>As the responsible authority under the terms of the Greater Cambridge City Deal, GCP meetings are being conducted under the County Council Protocol.</p>

The nature of major conurbation development in Cambridgeshire is changing, with all new planned major conurbations (such as Northstowe, Waterbeach Barracks, Alconbury Weald, Wintringham St Neots) now including substantial urban centres of their own, including retail, office, start up space and local social enterprise provision. The focus is now very much moving away from producing unsustainable commuter settlements that generate inward journeys to Cambridge, to providing strong local economies and developing successful businesses centres and offering attractive enterprise accommodation on-site to avoid the reliance on commuting to the established Cambridge business market which is oversubscribed and expensive.

Further, the C-19 pandemic has initiated a paradigm shift in working patterns with office staff working from home at scale. As a result it is well known that many large businesses on the Science Park are already changing their business model and are downsizing their office presence. The focus is moving rapidly to future proofing businesses and changing how society works, with a focus solidly on working from home and developing more local, sustainable locations which are less reliant on the Cambridge market and can be seen as centres or hubs in their own right with open space, community facilities and business centres.

Given the shift that the housing and business development sectors are making in place making and becoming less reliant on commuting to central Cambridge, this shift of emphasis will reduce the need for an engineering solution such as the Bus Way, so shouldn't the business case acknowledge this change and respond accordingly?

Noise pollution. The noise of the A428 is already substantial – particularly in summer when windows are open the road noise is substantial and keeps residents in Hardwick awake at night. The removal of the trees will substantially increase the noise pollution and will make the noise levels intolerably. Has the acceptability of increased noise levels been considered and do the needs of local residents who will be affected by the increase in road noise matter in this regard? Has any research been carried out by the Combined Authority to determine whether the road noise levels will be within acceptable, legal standards?

As noted in previous responses, GCP will monitor the development of the “new normal” but at the same time recognizes the level of development on this corridor and the importance of access to opportunity in the City of Cambridge. As above – a Full Business Case will be needed before funding is committed and at that stage there may be more clarity as to how much society may have changed.

Trees have limited impact on traffic noise. That is why the A428 already has a significant negative impact on St Neots Road. GCP is committed to the provision of noise barriers which could provide effective protection.

The proposal is for a single bus stop on the busway given the need to provide express services. GCP is aware that the Cambridge Guided Busway has proved very successful and that bus capacity may be a concern. It may be that some local services might still be operated on St Neots Rd by services similar to the Citi-4. That will be determined by operators if the demand is there.

<p>Bus capacity – bus demand in Hardwick at peak times is high, with 4 out of the 5 stops having queues of people waiting for buses from 7.30 to 9.30. It is questionable whether replacing Hardwick’s 4 stops with 1 stop will provide sufficient capacity to meet local demand. There is a high chance that buses leaving the new park and ride in peak times could already be full, so how will any capacity be reserved for local residents at peak times?</p>	
<p>Why is it that with so many people from many different locations are so against the scheme that the few of you on the GCP feel you have the right answer in wanting to continue with the off-road solution.</p> <p>Why are you not listening to them, who after all will be the users, and follow their recommendations?</p>	<p>We are very aware of the concern being expressed by a number of residents concerned about, the Cambourne to Cambridge scheme.</p> <p>However, we are also aware of the urgent need for more effective public transport and active travel links between Cambourne and Cambridge, and many of the new homes planned in the area require such high quality connections if they are to be sustainable communities where people want to live. This was acknowledged in the Local Plan Inquiry.</p> <p>Public consultation and engagement has been a key element of the work to date, reflecting differing views amongst the community, and decision makers will consider that alongside the technical evidence.</p> <p>There have been significant efforts to review route options, including those proposed by stakeholders, through three public consultations over the past five years.</p> <p>The assessment process confirms that a route travelling off-road best meets not only the scheme’s objectives but also the CPCA’s requirements for CAM and its contributing schemes to be fully segregated.</p> <p>The project team has regularly attended community meetings and hosted events in order to hear from and respond to the concerns of those more directly affected and will continue to do so.</p>

	<p>Further assessment and a full Road Safety and Environmental Impact Assessment, with further public consultation, would be conducted as part of continuing work.</p> <p>The decision to grant permission to construct the scheme ultimately lies with the planning authority – DfT.</p> <p>We have factored the views of stakeholders into planning wherever possible and will continue to do some examples–</p> <ul style="list-style-type: none"> • Reflecting strong stakeholder opposition and concern regarding the environmental impacts of a site on Madingley Hill, a site at Scotland Farm to the north of the A428 has been adopted for final proposals. • We continue working to define a specific alignment running at least 40-50metres from the closest property in Coton and considering mitigation measures including bunding to minimise visual intrusion. • On St Neots Road in Hardwick, officers have committed to rebuild the current noise barrier with the A428 which is a prime source of existing noise and in a state of disrepair.
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Additional questions and comments

Roger Tomlinson – concerned about GCP’s evaluation of the impact of East West Rail in regards commuting to Cambourne and the way in which this may reduce potential demand for the busway route.

Jo Baker – as mentioned previously, we do not yet know where the Cambourne station is going to be, although it is not likely to be in central Cambourne. Indications are that it is likely to be to the south of Cambourne in which case many residents would not be able to use EWR to access their destinations. If people wish to get to West Cambridge this will not be served by EWR. This is not a closed issue; once the exact location of the station in Cambourne is decided by EWR then GCP can do detailed analysis which cannot happen until there is clarity on final plans for EWR.

Markus Gehring – concerned about the environmental impact of the Rifle Range option. Consultants had expressed concerns about the impact on the green belt, and on places such as Clare Hall which are not addressed by the Board papers

Rod Cantrill – the scheme as put forward by GCP does not deliver a superior journey experience for people, it delivers an inferior one. An on-road solution would accommodate an efficient and cheaper alternative to this expensive scheme. If the scheme is approved, public enquiry would need to look at the failure to demonstrate the logic of delivering a bus route to Grange Road

Chris Pratten – the West Fields are significant as this is where the green belt gets closest to Cambridge. Previously Colleges have attempted to develop the land resulting in a High Court ruling.

Peter Blake – the High Court judgement referred to was around inappropriate development in the green belt which does not apply to transport schemes as long as they go through the necessary tests and that is the process GCP is going through currently

Peter Blake cont. - Comments on some presentations that state this scheme is inferior – that is not the case. The assertion around wider benefits being arbitrarily attached are not true as the benefits that this transport scheme will deliver are attached and set out in the Local Plan. All assessments are online and we have worked extensively with the LLF Tech Group. There have been 12 meetings between GCP and the Tech Group and we have worked extensively on all their alternatives including Madingley Hill and Girton Interchange. All technical papers on this are on the website.

Interrupted by Chair

Chair – cannot agree that the Northern option was worked up with any credibility

Peter Blake – we will have to agree to disagree

Rod Cantrill – there were extensive meetings and the LLF Tech Group disagreed materially with GCP officers. The data produced was on a macro basis and we had to push hard for alternatives to be drawn up.

Grenville Chamberlain – the scheme goes too close to residential properties and is a total waste of taxpayer money for such a tiny amount of time saved on journeys.

Steve Jones – GCP should have assessed their preferred scheme versus the best possible alternative, not their preferred scheme versus do nothing.

Jo Baker – this is not true, a whole series of differing option appraisals have been assessed

Markus Gehring – the Combined Authority Mayor claims this scheme is not compliant with his plans for the CAM

Peter Blake – we are obliged to demonstrate how our schemes are compliant with the Local Transport Plan and this scheme is compliant with the CAM

Lina Nieto – why did GCP use the draft sub strategy to evaluate compliancy?

Peter Blake – we agreed to pause the scheme and now believe that we are in a position to take it forward. There will always be series of developments in emerging Local Plans and other policies.

Grenville Chamberlain – have a question from the climate change organiser in Hardwick. States that it is commendable that reducing air pollution is one of the major aims of the scheme but questions

how this can be accomplished by the removal of so many trees along St Neots Road in Hardwick. How do you plan on replacing the stored carbon value of this wildlife corridor?

Jo Baker – we are not proposing to remove all trees but at the narrowest point we will have to take out a significant number but nowhere near as many as the LLF's preferred scheme would have removed of very mature trees along Madingley Road. There is a very clear commitment from GCP of net biodiversity gain. We would be looking at the carbon impacts

Helen Bradbury – surprised to notice that the dual carriageway is raised significantly along that road and so it is worth looking at what the visual impact for houses along St Neot's Road

JB – those additional visualisations are very much part of the Environmental Impact Assessment

Des O'Brien – the landscape has been changed by EWR. The situation and current timescale is being driven by the imperative to build in Bourn and west Cambourne. The busway will be superseded by EWR and the opportunity will be missed to integrate with EWR and build a complementary bus route. GCP officers are being asked to build something that will be a mistake in 10 to 15 years.

Ruth Betson – Cambourne Town Council doesn't want any more delay as our current transport provision is poor. Should not be at expense of neighbouring parishes and Cambourne will benefit from joined up strategy of CAM, EWR and bus routes. Pleased that GCP will revisit route when EWR publish their final station. Remain concerned about compatibility of C2C with CAM. Please can GCP continue dialogue with CPCA before spending too much money.

Shrobona Bhattachayra – why are we not looking at revising the current bus system which covers most of the key destinations which would be cheaper. Stagecoach are already running buses and they have capacity as long as they revise their routes and prices.

Lina Nieto – thanked GCP for their presentations. Why is all the focus on investment in Cambourne and no planned investment in other areas the scheme covers?

Jo Baker – Cambourne is already heavily developed and the scheme needs to access this urban area.

5. LLF Presentations

5.1 Presentation from Gabriel Fox

5.2 Statement by James Littlewood

5.3 Presentation by Chris Pratten, Save the Westfields

5.4 Presentation by Councillor Markus Gehring

5.5 Presentation by Councillor Tom Bygott

RESOLUTION – The Chair previously noted there were 25 voting members of the LLF present

The LLF formulated their resolution and voted:

24 – yes

1 – abstained

- The LLF opposes a premature decision on the current Cambourne to Cambridge busway scheme. It is unfit for purpose, anachronistic and environmentally damaging, and is now out of step with emerging proposals for East West Rail and CAM.
- The LLF recommends a pause until:
 - The Mayor's CAM consultation has concluded and his proposed route suitable for autonomous vehicles, MRT and adaptable into a Metro is published; and
 - The location of a new east west rail station in Cambourne is confirmed and the business case for a busway reworked in light of its impact. This is a multibillion pound scheme that needs to be thoroughly understood first.
- In the meantime, the LLS supports the development of interim, high-quality bus priority measures and/or improved services on existing infrastructure that can support the Local Plan and provide immediate transport benefits to key employment locations whilst the bigger picture falls into place.

6. Next steps and closure of meeting

The meeting closed at 9.08pm

Questions for the Cambourne to Cambridge Local Liaison Forum 8/12/20

LLF/Public question	GCP answer
<p>Question to Peter Blake:</p> <p>The residents of the 102 homes located on St Neots Road no doubt selected their homes carefully with their long-term futures at the forefront of their minds. For the past 5 years, since the GCP announced their chosen route, those homes have been blighted and the residents have been living in fear of being placed in a situation similar to London's North Circular Road with 8 lanes of live traffic running directly past their properties. This is akin to purgatory and is not seen anywhere else in the County, rarely in the Country, let alone in a village in South Cambridgeshire.</p> <p>The LLF has been asking for many months for detailed plans and elevations of your proposals but none have been forthcoming and despite your assurance that many trees would remain post construction and that adequate land was available we now find that neither is the case; that virtually all the mature trees will be cut down and you are negotiating with Highways England to purchase some of their land as the available land is inadequate for your purposes.</p> <p>It is, in my view, completely unacceptable to leave the 100+ families in such purgatory and I</p>	<p>The C2C scheme has been paused for some time, the project team stood down and during this time no work has taken place. This was a recommendation from the LLF earlier this year. There have been no discussions with Highways England.</p> <p>More detailed plans and elevations can be prepared if the Board agrees to the recommendations. As soon as we are in a position to share detailed designs we will do so.</p> <p>Subject to Board agreement, the Partnership will proceed to undertake an independent audit. The process will be fully transparent and as more detail is available this would be shared.</p> <p>The audit will review the assumptions and constraints that underpin the outline business case for C2C scheme and the elimination of alternative options, including consideration of the evidence submitted to date.</p> <p>As Cllr Chamberlain is aware, previous to this delay, GCP officers regularly attended Hardwick Parish Council meetings and held a number of events in Hardwick to hear and respond to resident's concerns. Planned attendance at a summer Hardwick PC meeting was postponed when the scheme was paused.</p>

<p>now look to you to provide those detailed maps and elevations together with assurances that the proposed audit will be required to operate in a manner which is balanced and considers the impact upon residents central to its objectives. Will you take the opportunity this evening to assure residents that their best interests will be at the heart of the audit and EIA in due course should it proceed?</p>	
<p>1. Despite GCP statements regarding appraisal of alternative routes, and working with the LLF in the current papers, it is shocking that no CAM compliant alternative to the GCP's preferred route has been looked at. The public's views have been disregarded, inferior alternative schemes have been put forward and the LLF has been persistently side-lined by the GCP. The statement that 'the CPCA has no mandate to progress further with proposals' demonstrates a lack of willingness to work with the CPCA in a constructive manner. The GCP has never seriously considered a route following existing transport corridors to Girton and down into Eddington and has made only weak representations to Highways England to resolve congestion on the A1303 with an all-ways junction at Girton.</p> <p>How will the GCP justify this when it come to a Public Inquiry and the GCP is asked to</p>	<p>GCP has consistently applied the DfT TAG approach to scheme development and examined and sifted a number of alternative routes including on-road routes and northern options suggested by stakeholders. Full evidence of assessment of alternatives are published online.</p> <p>GCP has previously petitioned Highways England to put the case for work to upgrade to Girton Interchange and enable movement between west and south. However, at present there are no plans for further works at Girton for the foreseeable future.</p> <p>GCP has, and will continue to work closely, with the CPCA on transport matters, including;</p> <ul style="list-style-type: none"> • the review of the C2C scheme in 2018 when the CPCA consultants concluded that the GCP process was "robust" and that the appropriate route had been chosen • Earlier this year CPCA consultants concluded that a northern route alternative was more expensive and performed less favourably against the GCP alternative

<p>demonstrate a requirement for a greenbelt location for a new transport corridor?</p>	
<p>It is disappointing and misleading to see the shocking degree of poetic licence in the current GCP C2C papers. There is a lack of rigour that borders on incompetence.</p> <p>Travel to work data is based on 2011 ONS figures. This data was collected before much of the current growth had occurred on the biomedical campus and the science Park.</p> <p>Where is the evidence that residents to the west of Cambridge will wish to travel to Grange Road by bus? There has been a trend towards homeworking particularly in high-tech industries, city stores are closing and going into administration. On page 159 of the papers in the employer's travel to work since Covid-19 survey it states 'The majority of respondents indicated that employees would be travelling for work 'less than pre-Covid-19 in 3 to 5 years' time'.</p> <p>On page 57, 1.13 it is stated that there has been' a short term (but there is no evidence for this being only short term) 'move away from public transport but that the case for schemes such as C2C will be stronger as a result of COVID-19'.</p> <p>From where have you obtained your evidence for this extraordinary statement?</p>	<p>In a context where confidence in public transport has been eroded and people are returning to cars more quickly than any other mode, the need to provide quality, reliable public transport options to encourage people out of private vehicles and avoid future pressure on the network is stronger.</p> <p>In Greater Cambridge, people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned.</p> <p>For C2C, the case for providing public transport, cycling and walking connections for new and growing communities in the Local Plan to the west of the city remains.</p> <p>We will continue to monitor the impacts of COVID, draw on emerging data and review the project's business case in advance of application once more is known.</p> <p>However, there remains an urgent need to progress planning to provide better, reliable public transport and cycling and walking connections for new and growing communities.</p> <p>The project is one of four public transport routes that together create vital links between new developments in the Local Plan and key employment hubs including West Cambridge, City Centre, Biomedical Campus and Science Park.</p>

	Services will not stop or terminate at Grange Road, as has been made clear previously.
<p>This project has an adjusted BCR of 0.48. According to DfT guidance this reflects poor value for money. The indicative monetised impacts calculation in the appendix is based on supposition and has high levels of uncertainty. The projected cost of this project is £195 million (in 2010 prices, according to Mott MacDonald Jan 2020).</p> <p>My question is in three parts:</p> <p>In the light of recent overspends on GCP infrastructure projects what is the upper limit of confidence of overspend on this project?</p> <p>If the project overspends to the same extent as the GCP's portion of the Chisholm Trail what would be the projected overspend?</p> <p>Does the GCP team not have a responsibility to safeguard public money and revisit their already pitiful BCR in light of the pandemic and East/West Rail?</p>	<p>The Highways & Transport Committee of the County Council considered the Chisholm Trail project last week – As has been widely reported, they acknowledged that the County Council was leading & delivering the scheme and that project shortcomings led to the problems.</p> <p>The GCP does have a responsibility to safeguard public money</p> <p>The OBC will be reviewed and where appropriate revisited to reflect:</p> <ul style="list-style-type: none"> • EWR and CAM at the point that these are confirmed schemes • relevant longer term impacts of COVID once more is known • an expected update to DfT's Transport Analysis Guidance
Requesting that officers initiate the process of an environmental impact assessment ahead of an independent audit review on only one compliant option indicates clear predetermination. The GCP has repeatedly failed to recognize the environmental impact of their preferred route on the Cambridge greenbelt	<p>The Board report makes clear that public consultation is an integral part of the EIA process and would only proceed subject to the outcome of the audit, thus not predetermined.</p> <p>GCP has looked at a number of alternative routes including on-road routes and options suggested by stakeholders. Full evidence of assessment of alternatives are published online.</p>

<p>and villages of Hardwick and Coton. The route will destroy hundreds of mature trees, pass in close proximity to over 100 houses, traverse open fields, National Trust land, CPPF land, and a 100 year old Orchard. It will open the greenbelt up to development. The suggestion that any aspect of this scheme will insure positive biodiversity net gain (P80) is laughable.</p> <p>Alternative routes following established transport corridors have never been properly assessed. Why not?</p>	<p>However, the recommended preferred route to the south of the A428 has been determined to best meet the scheme objectives.</p> <p>Stakeholders and residents have asked to see more evidence of environmental impacts and need further confidence in the route assessment process. For that reason, in order to make some progress in the face of the significant delay to the project to date, we are recommending that officers should commence the technical work for an Environmental Impact Assessment and a further independent audit be undertaken, the results of which would be reported back to the Board in July.</p> <p>Biodiversity net gain is not something which a single aspect of the scheme delivers but is a principle to ensure a net gain at scheme and programme level.</p>
<p>The lack of depth in analysis of the potential effect of East West Rail on the already weak business case for the GCP's preferred option is astounding. Once there is a train travelling from the direction of St Neots through Cambourne directly to the biomedical campus and on to the city centre, what incentive will there be to take a bus to Grange Road?</p> <p>What evidence is there for the statement on page 67 6.22 that 'it is unlikely that EWR will have an impact on the core business case for C2C?</p>	<p>The C2C route supports growth in the Local Plan and is specifically required to unlock development at the New Village at Bourn Airfield of approximately 3,500 homes. This position was acknowledged in the Local Plan Inquiry.</p> <p>The EWR project, which is not yet a committed project, will support delivery of 1m additional homes in the OxCam Arc over a much longer timeframe.</p> <p>The C2C project is one of four public transport routes that together create vital links between new developments in the Local Plan and key employment hubs across the city including the City Centre, Biomedical Campus and Science Park, and, in the future, can form an integral part of the CPCA's CAM network.</p>

	<p>GCP's plans are continually reviewed to ensure compliance with local strategies and have been designed to be adaptable to developing CAM proposals. Going forward, officers are committed to continuing close working with the CPCA and also with East West Rail to ensure alignment with the emerging Bedford to Cambridge route and Cambourne station location.</p> <p>Integration is a key part of the C2C project. At this point in time, EWR have still not determined a station location and, indeed, there is no formal commitment to delivery of this section of EWR. As EWR proceeds, we will continue to work with them to ensure that the schemes are mutually supportive. EWR have stated a commitment to "integrate with proposed improvements to the local transport network in south Cambridgeshire such as the busway extension"</p>
<p>1) What is the expected height of the Bin Brook flyover over the height of the current bridge? 2) May we have copies of side elevations of the proposed bridge that have been produced in internal documents?</p> <p>We believe that it's inconceivable these two questions cannot be answered at this stage. This information should be provided to the communities impacted.</p>	<p>The bridge would be around 2m higher than the current bridge</p> <p>This will be developed as part of the next detailed design process and will be informed by topographical surveys and dialogue with the Environment Agency.</p>
<p>The last report that discusses possible bus routes that might use the C2C infrastructure suggests only a single route will, in fact, use the section of C2C over the West Fields. Other routes suggested use Madingley Road or come via the M11. (C2C- Jan 2020 - App 1 - Bus Strategy Report)</p>	<p>The AM Inbound data is provided because it is the morning peak hour which currently causes the greatest problems.</p> <p>The Do-Minimum assumes buses continue to Drummer Street as they do now.</p>

<p>The agenda pack from 30th Jan only provides details of inbound timings, even for the evening peak.(page 127 - Table 4: C2C preferred option benefits vs Do Minimum (DM)) .</p> <p>1. Would officers agree that the report should show timings for outbound travel from Drummer Street, as well as inbound (particularly for the evening peak)?</p> <p>2. Could officers provide an update to table 4 to show figures for outbound travel? Could officers also provide details of the DM route and references for the source data?</p>	
<p>We note in the GCP Board papers that the mayor's efforts to develop a northern route for the c2c scheme seem to have been blocked. An alignment via a Park & Ride at the Girton Interchange would seem to have a number of benefits, including:</p> <ul style="list-style-type: none"> - Passengers coming from the north and midlands (A14/M11) - Passengers from Eddington and Girton - Shorter shuttle route to P&R for operators (for inner CAM) - Maintains new infrastructure within existing infrastructure corridor <p>Do officers agree?</p>	<p>A route and Park & Ride at Girton Interchange may well have benefits for those coming in from the north and midlands.</p> <p>GCP has previously petitioned Highways England in correspondence and meetings to put the case for work to upgrade to Girton Interchange and enable movement between west and south.</p> <p>However a route/Park and Ride at Girton:</p> <ul style="list-style-type: none"> • does not best support developments primarily south of the A428 - longer and more expensive • would not be accessible from the A428 west without major changes at Girton Interchange which are not currently planned <p>As part of a full and transparent appraisal process, compliant with DfT guidance, the GCP has readily and regularly considered, documented and published deliberation of alternative routes, including northern alignments and proposals from stakeholders. All are published online.</p>

	<p>Alternative northern routes were recently discussed at the Combined Authority's Transport & Infrastructure Committee on 4 November when it was confirmed that northern routes were more expensive and performed less favourably than the current GCP proposal. The CPCA T&I Committee did not support the northern alignment and an alternative proposal has not at this point been put forward by the CPCA to the Executive Board.</p>
<p>Can GCP officers assure the LLF that an Environmental Impact Assessment (EIA) of the 'preferred option' will not be progressed until the Independent Audit is completed? To do so would send a strong signal to the public that the proposed Audit is simply being set up to validate GCP's work to date. Also, in the event of 'preferred route' being shown to be non-optimal, having progressed with the EIA on a non-optimal route would be an unacceptable waste of public money.</p>	<p>Public consultation is an integral, substantial part of the EIA and will not take place until after the audit reports.</p> <p>After a lengthy delay, we are recommending that an officer team be reinstated and initiate work on design and the process of an Environmental Impact Assessment.</p> <p>Many questions asked by the public can only be answered with the evidence gathered as part of the EIA.</p>
<p>Cambourne and its residents urgently need a fast, reliable, and affordable public transport service going to their workplaces.</p> <p>It has been long time that we had been in static situation because we value the concerns raised by the communities affected along the route and their villages.</p>	<p>Bus services using the A428/A1303 are impeded by the congestion which at pre-pandemic levels was already severe, especially in the morning peak. The pandemic has undermined confidence in public transport and we know that in Greater Cambridge, people have returned to cars more quickly than any other mode and that morning and afternoon travel peaks have returned.</p> <p>C2C proposes a reliable public transport alternative to car use, on a dedicated route, free from congestion for people travelling to the West Cambridge site and onwards, including the City Centre, Biomedical Campus and Science Park.</p>

<p>Cambourne Town Council supports the proposed off-road solution and Town council had never favoured any specific route.</p> <p>County Councillor Mark Howell and I met the directors of the local bus authorities a few times and I always prefer a revised, regular bus system covering more key destinations and routes which are also cheaper.</p> <p>Bus services were criticised being slow because of their long routes and covering as many as destinations by one single bus. That can be easily solved having fast efficient office going routes through existing roads i.e. by using the roads which we already have.</p> <p>Regarding, the proposed busway for Cambourne, it may save a few minutes, but it won't solve the problems unless the bus-way covers the Science Park, Addenbrooke's, railway-stations like St Neots or Cambridge, Biomedical Campus etc. People will rely on the cars if they must change the buses twice or thrice for reaching work.</p> <p>Initially, I thought, busway alongside A428 without disturbing the villages in South Cambridgeshire might help, but, then I realised that people will still use their cars unless they have the good connections for the destinations they need to travel.</p>	<p>A public transport route between Cambourne to Cambridge supports growth outlined in the Local Plan to the south of the A428 and is specifically required to unlock development at the New Village at Bourn Airfield of approximately 3,500 homes.</p>
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<p>Unless we offer the people the right service with better connections, especially at the office hours, this will not reduce the cars on the roads. I still believe that we are under utilising the existing resources to get an immediate faster solution without affecting the local communities along the route.</p> <p>When can we focus on better bus routes, using the existing roads and giving the current generation a fast, reliable, and affordable public transport service sooner?</p>	
<p>We are currently in the midst of a pandemic. Traffic levels are much reduced and no-one can predict what the traffic levels will look like in 3-5 years. The majority of companies have stated that their employees will not return to the office full time and that working from home will continue.</p> <p>My questions are therefore;</p> <p>1: Given the above, on what basis have the Officers made the statement that “schemes such as Cambourne to Cambridge will be stronger as a result of Covid-19”?</p> <p>2: How can the GCP continue with a route based on historic and inaccurate data?</p>	<p>In a context where confidence in public transport has been eroded and people are returning to cars more quickly than any other mode, the need to provide quality, reliable public transport options to avoid future pressure on the network is stronger.</p> <p>In Greater Cambridge, people are returning to cars more quickly than any other mode and morning and afternoon travel peaks have returned.</p> <p>For C2C, the case for providing public transport, cycling and walking connections for new and growing communities in the Local Plan to the west of the city remains.</p> <p>A public transport route between Cambourne to Cambridge is specifically required to unlock development at the New Village at Bourn Airfield of approximately 3,500 homes.</p> <p>We will continue to monitor the situation and emerging data. The C2C OBC will be reviewed in advance of application to reflect relevant longer term impacts of COVID once more is known.</p>

<p>3: Why has the whole scheme not been put on hold until we have a clearer view of what the future traffic levels will look like?</p>	<p>The C2C project has been developed over five years and faced significant delay. Without making progress to deliver viable public transport, walking or cycling options, new communities have no alternative to travelling by private vehicle and will add to the pressure on a transport network which was already struggling pre-pandemic.</p>
<p>Q. Why has a northern route been proposed by the Mayor when he must know that a route through the parish of Madingley was discounted in 2016, following 'high level assessment and public consultation' and, again, in 2019 when Mott Macdonald carried out a further assessment for GCP to make quite sure? Natural England and Cambridge University objected because the route was too close to Madingley Wood, an SSSI, and Historic England objected because of the impact on the American Cemetery, the most significant permanent American WW2 memorial in the UK. The Cemetery was created on land given by the University in 1943 and in 1954 Foreign Secretary Anthony Eden promised that 'the area ... will be restricted to agricultural use'. This is why the A428 had to be put in a cutting.</p>	<p>The GCP proposed route advances a route to the south of the A428, as the most sensitive sites in the C2C corridor lie to the north.</p> <p>A full and transparent Department for Transport (DfT) compliant appraisal process, conducted over five years has narrowed down options in order to present a preferred scheme running primarily off-road to the south of the A428.</p> <p>As confirmed by officers to the November 2020 T&I Committee, the northern alternative is more expensive and performs less favourably than the GCP recommended Preferred Route.</p> <p>The CPCA has not presented an alternative alignment that performs better than the GCP proposals in meeting the objectives of the scheme to serve growing communities and offer a viable alternative to car use to address congestion which is forecast to build on the A1303.</p>
<p>In its various concepts and plans, has the GCP considered an integrated solution for all transport solutions arriving to the north of Cambourne on the A428, ie train, metro and bus? If yes, can you please give details; if not, can you please consider it and give us a</p>	<p>The GCP has considered integrated solutions to the north and south of Cambourne.</p> <p>Integration is a key part of the C2C project and proposals have been designed to be adaptable to emerging CAM and EWR proposals as</p>

<p>timeframe in which you will do so? We believe that creating a travel hub in this location will deliver the fast, reliable and affordable transport that the 12,000 residents of Cambourne, the first town of South Cambridgeshire, need and should be entitled to.</p>	<p>they are confirmed, as was demonstrated with the alternative routes at Cambourne in the 2019 phase 2 consultation.</p> <p>Any interchange with rail services is dependent on EWR's selected station location and GCP officers are liaising closely with both EWR and CPCA officers regarding the future CAM.</p> <p>GCP is supportive of the principle of a Travel Hub, and to working with EWR, CPCA, CTC and other stakeholders once there is clarity as to the location of the EWR station.</p> <p>As Cllr Betson is aware, previous to the delay, GCP officers regularly attended Cambourne Town Council meetings and held a number of events in Cambourne. A planned meeting to discuss a potential travel hub with Cambourne Town Council has been postponed for some time due to the need to understand where the EWR station might be.</p>
<p>We welcome the decision of the GCP Board to appoint an internal auditor. This is an opportunity for the Board to build the trust of the local community in the C2C process. For trust to be built in this way, the audit must be demonstrably independent. For this to be achieved, in our view:</p> <ul style="list-style-type: none"> • The audit should be managed by a steering committee (SC), which is made up of people appointed by GCP and the LLF. The auditor should report to the SC, which will have oversight of the audit process including drafting and agreeing the Terms of Reference, selection of the auditor, regular reviews of progress and 	<p>Subject to Board agreement, as the scheme promoter, it is right that the GCP Board would lead the audit commissioning process. Written submissions would be welcomed from members of the LLF and any other stakeholder wishing to contribute. The process will be fully transparent and as more detail is available this would be shared.</p> <p>The audit will review the assumptions and constraints that underpin the outline business case for C2C scheme and the elimination of alternative options, including consideration of the evidence submitted to date.</p>

<p>commenting on reports and other outputs by the auditor.</p> <ul style="list-style-type: none"> The audit should not be restricted to a narrow assessment of whether due process was followed but will look at wider issues of how decisions were made. <p>Do officers agree with this proposal?</p>	
<p>1. How can you justify a business case for a road that does not reach its destination - the City Centre? It is the same as proposing to build a bridge that goes half way across a river.</p> <p>2. Do you realise what a terrible eyesore your proposed Bin Brook flyover will be, not to mention the huge harm it will cause to Clare Hall?</p>	<p>The scheme forms part of a network across the city and will reach key employment hubs, including the West Cambridge site, City Centre, Biomedical Campus and Science Park.</p> <p>GCP Officers have already and will continue to be in discussions with Clare Hall to address any concerns.</p>