

DfT Ref: TWA/24/APP/03

Document Ref: CD26-01-APP-W1-5

The Cambourne to Cambridge Order

Cambridgeshire County Council

Transport and Works Act 1992

Transport and Works (Inquiries Procedure) Rules 2004

Inquiry into:

THE CAMBOURNE TO CAMBRIDGE ORDER

Rebuttals - Appendices

of

Jo Baker, BSc, MSc, FCIHT, FCILT, ACGI

of Greater Cambridgeshire Partnership

On behalf of Cambridgeshire County Council

27th August 2025

Planning Inspectorate Reference: DPI/E0535/25/1

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APPENDIX 1

Cambridge Connector Details

CavForth Background

Cambridge Connector Trial



A driving force for safety

26th March 2024

We explore the impact of Scotland's first self-driving buses and what's next for autonomous vehicles – from technological developments to safety regulations.

While self-driving cars and services are already operating in cities across the US and China, Scotland is believed to be the first country to launch autonomous buses to the public.

The fleet of five full-sized buses, which each have a safety driver onboard, can carry up to 10,000 passengers per week on the 14-mile route from Fife to Edinburgh Park, with maximum speeds of 50mph ([CAVForth, 2023](#)). The pilot project, which was introduced last year, has brought together multiple organisations, including technology firm Fusion Processing Ltd, transport operator Stagecoach, bus manufacturer Alexander Dennis, Edinburgh Napier University and Transport Scotland.

“CAVForth has helped establish Scotland's credentials in autonomous vehicle (AV) technology on the global stage,” explained Fiona Hyslop, Scotland's Secretary for Transport. “The Scottish Government has used its involvement to learn what steps a roads authority like Transport Scotland must take to support the safe operation of self-driving vehicles.

“Trials like this will be fundamental to their use becoming more widespread.”

Stagecoach is now looking at how AV technology could be applied in different use cases.

In addition to the East Scotland operation, other self-driving transport services will launch in Sunderland and Cambridge later this year.

Steven Russell, innovation manager at Stagecoach, said: “We are also planning to extend the CAVForth route this year, adding a five-

mile stretch running into Dunfermline City Centre.”

Safety first approach

Flexibility has been important throughout the project, said Steven. “We had to work with emerging regulations and be a guinea pig for getting our vehicles approved for public service.”

But what happens if something goes wrong as a result of technological or human failure?

“Currently, the legal framework doesn’t allow for a self-driving entity to be responsible in the event of an accident, so you need to have a human monitoring the driving 100% of the time,” Steven explained. “It’s the safety driver who is ultimately responsible for the vehicle.”

However, this could change if the Automated Vehicles Bill (AV Bill) is passed by UK Parliament (see *Legal implications*). “It would set a new framework for regulation and allow a technology provider to be legally responsible for the system’s driving.”

Dr Nick Reed, founder of research consultancy Reed Mobility, added: “You could argue that putting all these regulations in place makes it harder for developers to deliver what they need to do for commercial deployment.

“At the same time, some of the problems Cruise and Waymo in the US have had over the last year may have been avoided if they took this more cautious, pragmatic approach to AV deployment.”

Understanding interactions

Indeed, self-driving technology could save **3,900 lives and prevent 60,000 serious accidents by 2040**. As such, building societal expectations into the deployment of self-driving cars is key, Nick believes.

“If a vehicle is running late, would you expect it to take more risks to get back on time? No, people don’t want that. In an urban environment, should they nudge out into a stream of traffic as a human driver might do and hope someone lets them in?

“Blending a self-driving vehicle into the way human driving happens today is not going to happen overnight. There’s going to be a mixed economy for decades as these vehicles mix with human driven vehicles.”

The future of AVs

Defining the expected level of safety performance is for AVs should happen this year, according to Nick. “Understanding how to investigate self-driving vehicle crashes to prevent them in the future will help in delivering societal value,” he said.

“We’re shifting from month-long trials to something that becomes part of people’s everyday lives, whether that’s delivering packages or moving people around.”

Fiona agreed: “The development and deployment of self-driving vehicles has the potential to bring transformative change to peoples’ lives, not just in how we travel, but in how we work, where we live, the environment and safety.

“It’s important that projects such as CAVForth and other applications of self-driving vehicles look to ensure that societal acceptance and benefits are central to their thinking.”

Regulating the roads

Efforts to put in place a comprehensive safety framework and provide clarity in terms of legal liability and protection for consumers are underway with the AV Bill. It implements recommendations for the safe introduction of AVs onto the UK’s roads from the Law Commissions of England and Wales and the Scottish Law Commission.

“It is a significant step forward,’ said Roger Davis, corporate affairs lawyer at Kennedys. ‘While much of the detail on technical aspects is to follow by way of secondary legislation, if passed, the Bill provides the legislative framework from which to build.”

Consultation is crucial in shaping the legal and regulatory framework, he explained, and a wide range of stakeholders that includes manufacturers, insurers, road safety groups, consumers, police and local authorities should continue to be involved.

“The framework needs to be robust, but also flexible and able to adapt with developing technology,” Roger added.

For updates, go to: bills.parliament.uk/bills/3506

Written by Katie Smith

About the author

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News

First Alexander Dennis Enviro100AEV autonomous electric bus for Cambridge



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27 Jan 2025



Alexander Dennis, a subsidiary of NFI Group Inc., one of the world's leading independent global bus manufacturers, today announced that it has completed the first Enviro100AEV autonomous electric bus for the Connector project in Cambridge ahead of track testing.

Connector

Backed by Innovate UK, the Connector project consortium is led by the Greater Cambridge Partnership and in addition to Alexander Dennis includes Fusion Processing, IPG Automotive, dRISK and Gamma Energy. It is part funded and supported by the UK Government's Centre for Connected & Autonomous Vehicles.

Consortium partners joined Alexander Dennis representatives at the manufacturer's technology hub in Farnborough for the unveiling of the project's first Enviro100AEV. Using an innovative funding model, the Alexander Dennis Enviro100AEV buses for the Connector project will be owned by Mistral Group and leased to the Greater Cambridge Partnership.

The bus will now enter a period of track-based testing to calibrate and fine-tune Fusion Processing's CAVStar® automated drive system before delivery to Cambridge. This will be followed by testing and training for the safety drivers that will provide on-board supervision when public services commence later this year at the Cambridge Biomedical Campus, which combines world-class biomedical research, patient care and education on a single site.

"The completion of the first Enviro100AEV is a great milestone for the Connector project"

Jamie Wilson, Head of Concepts & Advanced Engineering for Alexander Dennis, said: "The completion of the first Enviro100AEV is a great milestone for the Connector project as we now enter a phase of vehicle testing to ready the technology for public services. This builds on the substantial work we have done with Fusion Processing and other partners in similar projects to further refine this technology as we continue to explore use cases where autonomous buses can improve operational efficiency and add flexibility to transport networks."

Cdr Elisa Meschini, Chair of the Greater Cambridge Partnership's Executive Board, said: "Connector will see autonomous vehicles being trialled on our city's roads to investigate their potential to transform the way people travel. This is a significant opportunity for Cambridge to lead the way in innovation, paving the way for more sustainable and efficient ways to get to where people need to go. Seeing the first vehicle arrive and be ready for testing is a testament to the collaborative efforts of everyone involved with the consortium and I look forward to seeing how this technology can potentially shape the future of public transport."



Page 7 of 25

from left to right: Robert Vermeer, Innovate UK; Daniel Clarke, Greater Cambridge Partnership; David Webb, Centre for Connected and Autonomous Vehicles (CCAV); Gemma Schroeder, Greater Cambridge Partnership; Ben Harrison, Zenzi; Elliot Hemes, IPG Automotive UK; Antony

APPENDIX 2

Electric Vehicles in Cambridge

Park and Ride Services

U Bus Service

Park, Hop On, and Go!

with Cambridge Park & Ride



Cambridge Park and Ride

Why choose Cambridge Park & Ride?

- Our 5 Park & Ride sites are electrified, with 100% electric, 0 emission buses operating on the routes!* Choose bus to reduce emissions and congestion in the City!
- Buses depart up to every 10 minutes at peak times
- Enjoy up to 18 hours free parking at the Cambridge Park and Ride sites- car parks are also open 24/7
- Save with £4 adult return tickets. Up to four children under the age of 5 travel free with each Adult.
- Children aged 5 to 15 can travel with a Child Return ticket for just £1.
- If you're travelling to the Abbey to watch a Cambridge United match, you can get there for just £3.50 with a [Matchday return ticket on the Newmarket Park & Ride!](#)

For more information visit [Cambridge Park and Ride Info](#)

The 5 sites:

There are 5 Cambridge Park and Ride sites, located on the periphery of Cambridge City Centre.

Babraham Road Park & Ride

- Buses up to every 10 minutes
- Location: CB22 3AB
- 1458 car parking spaces, including 10 disabled spaces and 4 electric vehicle charging points
- Ideal service for; City Centre, Addenbrooke's Hospital, Railway Station, Leisure Park and Hills Road Sixth Form.

Maddingley Park & Ride

- Buses up to every 10 minutes
- Location: CB3 0EX
- 930 car parking spaces, including 12 disabled spaces and 4 electric vehicle charging points
- Ideal service for; City Centre, Bridge Street, Jesus College

Milton Road Park & Ride

- Buses up to every 15 minutes

- Location: CB24 6DQ
- 792 car parking spaces, including 17 disabled spaces and 4 electric vehicle charging points
- Ideal service for; City Centre, Landbeach, Waterbeach, Addenbrooke's Hospital, Jesus Green, Midsummer Common

Newmarket Road Park & Ride

- Buses up to every 10 minutes
- Location: CB5 8AA
- 873 car parking spaces, including 15 disabled spaces
- Ideal service for; City Centre, Grafton Centre, Newmarket Road Retail Park, Marshals, Cambridge United Football Ground.

Trumpington Park & Ride

- Buses up to every 10 minutes
- Location: CB2 9FT
- 1340 car parking spaces, including 24 disabled spaces and 4 electric vehicle charging points
- Ideal service for; City Centre, Botanical Gardens and Fitzwilliam Museum.

**Our Park & Ride sites will be predominantly served by electric vehicles, however in the scenario of vehicle maintenance or availability issues, to keep services running we may use a Euro 6 vehicle.*



City Sightseeing
Cambridge City
Sightseeing Tour Details!



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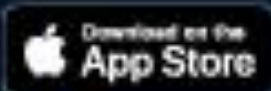


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The University bus for everyone



The University of Cambridge is committed to developing and improving our sustainable transport initiatives for staff, students and the local community.

In 2023, we launched a fully electric Universal bus service. After its first year, the all-electric fleet saw a 5% increase in usage, with over 720,000 passenger journeys made.

The University of Cambridge is committed to developing and improving our sustainable transport initiatives for staff, students and the local community, to reduce emissions and improve connectivity across our sites.

The University identified the need to establish our own bus service due to the limitations of existing public transport in Cambridge. Most existing local bus routes are designed to bring passengers into the city centre from the outskirts, making them inconvenient for travel between University sites, which are mainly located in the south, centre, and west of the city.

As part of planning requirements for new buildings, refurbishments and major developments such as Cambridge West (<https://www.cambridgewest.org.uk/>) and Eddington (<https://eddingon-cambridge.co.uk/>), we were expected to contribute to the local authority to fund public transport improvements. In response, it was agreed that providing a dedicated University bus service would be a more effective and direct alternative to financial contributions. From the outset, our Universal bus service (<https://www.whippetbus.co.uk/universal/>) (U-bus) was made available to the public, not just students and staff, setting it apart from typical university-operated transport systems.

Ahead of the latest bus service contract being tendered in 2019, a public consultation was held to gather feedback and suggestions for improvement. More than 3,000 responses were received, helping to build the case for introducing electric buses as well as altering and extending the service route to better meet community needs.

Community engagement to inform service delivery

Community engagement was central to the project's delivery, with the public consultation acting as the primary method of involving local stakeholders. The launch event for the new bus service included representatives from the wider community, including the Mayor of the Cambridgeshire and Peterborough Combined Authority, a member of the Greater Cambridge Partnership Board, and interest groups such as the Cambridge Area Bus Users.

Since its launch in 2003, our U-bus has played a vital role in improving transport connectivity across Cambridge. In its first year, the service carried 251,870 passengers, with 62% of those being University staff and students, and 38% being members of the public, including residents, tourists, and city visitors.

The Covid-19 pandemic posed significant challenges for public transport, with bus use falling sharply across the country. While many local services were reduced or suspended, the University made a deliberate decision to maintain the full Universal Bus service schedule. This was driven by the need to continue serving Addenbrooke's Hospital, ensuring that key workers and essential staff had reliable transport throughout the crisis. In 2021, despite challenging conditions, the U-bus continued to operate at 15-minute intervals, but with 50% occupancy to ensure social distancing. That year, the service carried 223,102 passengers. 27% of which were University staff and students, and 73% were members of the public.

Securing approval for route expansions and the transition to an all-electric fleet also brought its own challenges. These improvements required a significantly larger financial commitment. A strong case was made, supported by steadily increasing passenger numbers and the high proportion of public users. The consistent growth in ridership year on year demonstrated the wider value of the service.

A new fully-electric bus service for all

In 2023, we launched a fully electric Universal bus service. After its first year, the all-electric fleet saw a 5% increase in usage, with over 720,000 passenger journeys made. User satisfaction rose by 9%, with notable improvements in service reliability, user information, and bus cleanliness. Feedback was overwhelmingly positive, with just 60 complaints in the first nine months, equal to one complaint per 9,450 passengers. Listening to feedback enables us to continually improve our service delivery.

By 2024, ridership had reached 751,580, nearly three times as much as 2003. Importantly, the passenger demographic had changed: 62% of riders were now members of the public, and 33% were University staff and students. This reversal in the original passenger split is likely a result of the shift towards hybrid and remote working among University employees as well as increased public uptake.

Looking ahead to 2025 and beyond, we anticipate continued growth, with a projected 1.3% increase in passenger numbers, equal to approximately 10,000 additional trips.

The Universal bus is a fully electric bus service that runs between Eddington and the Cambridge Biomedical Campus via West Cambridge, the city centre (Queens College, Silver Street) and Cambridge rail station.

Our commitment to sustainable transport extends to residential communities. Eddington is our newly developed sustainable community in North West Cambridge, designed with environmental sustainability at the forefront, with renewable energy systems, rainwater harvesting, innovative waste management and sustainable transport infrastructure throughout. In June 2024, [Eddington's residential travel plan](https://eddington-cambridge.co.uk/news-and-updates/8772) (<https://eddington-cambridge.co.uk/news-and-updates/8772>) received a 'very good' rating from the national travel plan accreditor, [Modeshift STARS](https://modeshift.org.uk/modeshift-stars/) (<https://modeshift.org.uk/modeshift-stars/>), at our Sustainability Showcase. This follows the 'Good' rating awarded to the University's Primary School in 2022. The University's [Environmental Sustainability Team](https://www.environment.admin.cam.ac.uk/our-progress/travel-and-transport-progress) (<https://www.environment.admin.cam.ac.uk/our-progress/travel-and-transport-progress>) reported that in 2023, 79% of Eddington's residents use sustainable commuting methods such as cycling, walking and public transport, and 76% of students at the Primary School choose low-carbon options to travel to school. Through initiatives such as the Cycle Loan scheme, cycle training, the Universal Bus and parking management, we continue to support Eddington as it develops into a sustainable community.

For more details of how to access the service, staff can access Travel by Bus ([https://universityofcambridgecloud.sharepoint.com/sites/UoC EnvironmentalSustainability/SitePages/Travel-by-Bus.aspx](https://universityofcambridgecloud.sharepoint.com/sites/UoC%20EnvironmentalSustainability/SitePages/Travel-by-Bus.aspx)) on our Environmental Sustainability Hub and members of the public can access information on the Whippet website (<https://www.whippetbus.co.uk/universal/>) .



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Read this next



Summer school aims to inspire more girls to pursue careers in mathematics

(</news/summer-school-aims-to-inspire-more-girls-to-pursue-careers-in-mathematics>).



Cambridge students have been raising money for local homeless charities

APPENDIX 3

Clare Hall Correspondence

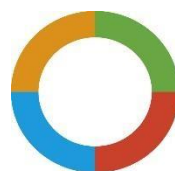
GCP Letter to Clare Hall 2 September 2019

GCP Letter to Clare Hall 26 May 2020

Clare Hall Consultation Response 24 August 2022

Emails to/from Pulsar

Your C2C Better Public Transport Project
Date: 2nd September 2019
E Mail: C2C@greatercambridge.org.uk



**GREATER
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Greater Cambridge Partnership
Shire Hall
Castle Hill
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CB3 0AP

Ian Strachan
Bursar, The Bursar's Office
Clare Hall
Herschel Road
Cambridge, CB3 9AL

Dear Mr Strachan

Cambourne to Cambridge Better Public Transport Project: Route Alignment Update

Further to your meeting with members of the Cambourne to Cambridge Project Team on 8th August, I am writing with an update about the scheme.

As you know, creating a new reliable route for public transport between Cambourne and Cambridge – and improving cycling and walking locally - is a priority for the Greater Cambridge Partnership (GCP).

A new public transport route will ease congestion, create sustainable travel choices, connect communities and support growth and form the first phase of Cambridgeshire and Peterborough Combined Authority's plans for a Cambridgeshire Autonomous Metro (CAM).

The GCP's Executive Board received proposals for Phase 1 of this route in December 2018, setting out that there were two options for the section connecting West Cambridge to Grange Road.

The first option was via Adams Road while the second – and preferred - option set out the route should cross Grange Field and proceed down the Rifle Range track, past the Rugby Ground.

That preference was noted by the Executive Board and the project team were instructed to undertake further assessment on the two detailed alignments, including impact on the green belt.

Following this further work, we are now commencing discussions with residents and landowners about the potential use of Adams Road. The GCP is aware of concerns from residents of Adams Road and surrounding areas with regards to traffic volumes and space for shared road use. If we were to use Adams Road, indicative plans propose minimal physical intervention, other than the removal of on-street parking to create more space and reduce car traffic. A segregated route for non-motorised travel would be proposed to continue via the Rifle Range Track. There would be no restriction for cyclists continuing to access the city centre via Adams Road.

Given the location of land owned by the College, this updated alignment means that the proposed route no longer runs in such close proximity to College owned land. The decision on the final route alignment is however, subject to GCP Executive Board agreement.

If you require any further information, please contact C2C Project Manager Austin Nwadike on Austin.nwadike@cambridgeshire.gov.uk or 01223 703272.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'P Blake', is positioned below the 'Yours sincerely,' text.

Peter Blake
Transport Director
Greater Cambridge Partnership

Date: 26 May 2020

E Mail: contactus@greatercambridge.org.uk

Ian Strachan, Bursar

Clare Hall

Via email

Dear Ian Strachan

C2C Better Public Transport Project: Outline Business Case June 2020

I last wrote to you on 2nd September 2019 regarding the Cambourne to Cambridge (C2C) Public Transport Route. The Outline Business Case for the scheme setting out final proposals was expected to be presented to the Executive Board for final decision in February.

Subsequent to this, presentation of the business case to the Board was delayed after the Mayor of the Cambridge and Peterborough Combined Authority (CPCA) called for a sub-strategy to the Local Transport Plan agreed in January 2020, setting out the vision for the Cambridgeshire Autonomous Metro as a whole system. Along with three other corridor schemes, the C2C project forms Phase 1 of the emerging CAM scheme, part of a network of regional routes planned for delivery by 2024.

After reviewing the draft sub-strategy, in order to deliver on an agreed agenda with Government, the GCP Executive Board has agreed to advance with scheduled decision making and the OBC including final route proposals will be presented at the Executive Board meeting on 25 June.

However, to ensure full compliance with the CPCA's draft sub-strategy requirement for the CAM and its component schemes to be dedicated, segregated routes, and in light of local stakeholder concerns regarding cycling safety, the route put forward in the business case will no longer propose Adam's Road to access the city but will return to the previously proposed Rifle Range alignment.

GCP's project team will be in contact to continue discussion on the impacts of this proposal on land and access, considering the proximity of the route to Clare Hall land.

Please be assured that the project team remains alert to the issues you have raised and will continue to work closely to reflect and address any concerns wherever possible as plans develop.

If the plan is agreed by the Executive Board, the project would progress to submit a Transport and Works Act Order application to the Department for Transport. As part of this work an Environmental Impact Assessment, Transport Assessment, and Road Safety Audit

will be undertaken and there will be further consultation to limit and mitigate environmental impacts wherever possible.

Assessment of the Adams Road and Rifle Range alternatives has always shown benefits and drawbacks for both routes. A key benefit of a continuing off-road route is higher journey time reliability and fewer delays when not sharing road space with general traffic.

Segregated walking, cycling and horse riding provision along the new route will create a continuous link to the city from villages and towns to the west and create additional capacity for growing numbers of cyclists accessing university sites.

GCP's plans will continue to be reviewed to ensure compliance with local strategies and have been designed to be adaptable to developing CAM proposals. Officers remain committed to close working with the CPCA and with East West Rail to ensure alignment with the emerging Bedford to Cambridge route and Cambourne station location.

Our project team will be in touch shortly to arrange further discussion and should you wish to discuss in the meantime please contact c2c@greatercambridge.org.uk or Project Manager Austin Nwadike on 07527 277147.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'P. Blake'.

Peter Blake

Transport Director

Greater Cambridge Partnership

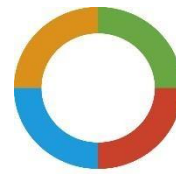
My ref:
Your ref:

Date: 24 August 2022

Contact: Jo Baker

Direct 07788563061

E Mail: jom.baker@cambridgeshire.gov.uk



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Greater Cambridge Partnership
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Dear Michele

Thank you for your letter of 8 July 2022. My apologies for not responding earlier, but as you can imagine we have had significant correspondence, and your detailed response merits a detailed reply.

With regards to the issues you have raised, please can I draw your attention to the following matters:

Requirement to Consider Alternatives

With regards to the requirement to consider alternative options, we have done so throughout the life of the project, and this process is discussed in three Option Assessment Reports that support the Outline Business Case¹. As a result of concerns raised by stakeholders, an Independent Audit² of the OBC was undertaken and confirmed that the processes followed were satisfactory.

We note the Executive Summary prepared for you by Pulsar. It is difficult to comment on such a brief document other than that the assessment of Adams Road and the Rifle Range suggests a limited understanding of the alternatives. We would be pleased to run through the issues with your client in order that they can appreciate the reasons for our decision. Suffice to say that the "Feedback" upon which the decision was made was not simply from residents but also included the following (please see next page):

¹ [Cambourne to Cambridge - Outline Business Case \(greatercambridge.org.uk\)](https://greatercambridge.org.uk/cambourne-to-cambridge-outline-business-case)

² [Cambourne to Cambridge - Independent Audit \(greatercambridge.org.uk\)](https://greatercambridge.org.uk/cambourne-to-cambridge-independent-audit)

- Issues raised by Robinson College with regard to servicing of their land
- Issues raised by CamCycle with regard to cycle safety
- Issues raised by ecologists with regard to the loss of ponds along the track west of Adams Road
- Issues raised by the University with regard to the impact of the scheme on the cycle route from West Cambridge to the City.

Cultural Heritage

The Grade II* status of Clare Hall is noted and will be assessed in the Environmental Status in accordance with the appropriate methodologies. The suggestion that C2C will result in “long term reputational and economic damage to the College” is surprising given the recognition of the University that C2C will improve access to campuses and Colleges and help to provide an alternative to the private car, which has an adverse impact on the City.

Ecological Impact

The impacts of the scheme on the Bin Brook will be documented and appropriate mitigation also set out in the Environmental Statement. I am sure that you are well aware that, in addition to the Bin Brook, the Adams Road Bird Sanctuary is a City Wildlife site, and more importantly, the Coton Footpath Hedgerow is a County Wildlife site, much of which would be lost if the Adams Road option were to be selected.

Flooding and Drainage

In discussion with the Environment Agency a topographical survey of the Bin Brook has been undertaken and a bespoke flood risk model built. All works will be subject to EA approval in order to ensure the flood risk is not exacerbated. This will be documented in the Environmental Statement.

Prejudicial to the existing and future Operation of Clare Hall College

The current proposals are for a conventional busway similar in form to a road and so we would be pleased to agree whatever access requirements may be needed to maintain College Operations, although we would welcome clarification in this regard given your assertion that “the south side of the College bounding Rifle Range Access experiences no vehicular traffic”.

Utilities

We are aware of the Granta Backbone Network, and it is not simply the case that construction in the vicinity must be avoided. Of course, the costs of protection works, relocation and impacts of development on the cable should be thoroughly assessed as part of any application as with any utility.

To conclude, the suggestion that the Environmental Statement or Transport & Works Act application will be in any way “legally flawed” has no basis.

We have met with Clare Hall representatives on a number of occasions in order to understand concerns and address those concerns wherever possible, and would be happy to meet again to discuss.

If you would like to set up a meeting, please contact c2c@greatercambridge.org.uk to agree a date, location and time.

Yours sincerely

Jo

Jo Baker

Project Manager – Greater Cambridge Partnership

From: Jo M Baker
Sent: 09 February 2023 08:47
To: Amelia Goswell
Cc: Kamran Haider; UK - Cambourne to Cambridge; C2C
Subject: RE: C2C Documents - 21086

Dear Amelia,

Thank you for your email. Please see answers to your questions below.

1. Has a location been identified on the route/nearby for where the nearest bus stop or bus depot would be?

The nearest bus stops would be the West Road bus stops on Grange Road.

2. Also, is there a more detailed plan for the section adjacent to Clare Hall College so we can see the proposed boundary more clearly. We note that the scheme appears to be directly adjacent to the Clare Hall boundary and we are keen to understand the impact on the boundary including the drainage features along this frontage.

At this stage (TWA0) we do not have a detailed design, but we are not proposing to acquire land from Clare Hall.

3. Do you have a plan showing the proposed land take (indicating current land ownership) in the area around Bin Brook and along Rifle Range? Ideally this would show temporary land take (for construction) as well as permanent.

These plans are being finalised with the intention that they will be published next month as part of our submission to the County Council. They will be available to view in the document section on C2C's background page <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-background>

4. I think you mentioned a cost assessment of the preferred route in the meeting – is this something you can share with us?

We have produced a previous Financial Case which is already available and an addendum to this with revised costs will be published next month as part of the submission to the County Council. Please see Cambourne to Cambridge Outline Business Case page for the Financial Case document <https://www.greatercambridge.org.uk/sustainable-transport-programme/public-transport-schemes/cambourne-to-cambridge/cambourne-to-cambridge-outline-business-case>

5. Can you confirm that the EIA that you are preparing will review the Adams Road route.

In accordance with Schedule 4 of the EIA Regulations 2017, the Environmental Statement will report the likely significant effects of the Preferred Scheme, with Chapter 4 (Evolution of the Scheme) providing a description of the reasonable alternatives including those along Adams Road considered as part of the optioneering process. This chapter will include the main reasons for selecting the Preferred Scheme.

Best regards

Jo

Jo Baker
Project Manager – Greater Cambridge Partnership
Mobile: 07788-563061
Email: jom.baker@cambridgeshire.gov.uk

<https://www.greatercambridge.org.uk/>

From: Amelia Goswell <amelia@pulsartransport.co.uk>

Sent: 06 February 2023 16:37

To: Jo M Baker <JoM.Baker@cambridgeshire.gov.uk>

Cc: Kamran Haider <kamran@pulsartransport.co.uk>; UK - Cambourne to Cambridge <C2C@wsp.com>

Subject: RE: C2C Documents - 21086

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Hi Jo,

Thanks for sending over this general arrangement.

Any further details you can provide on the proposed route would be appreciated. Would you be able to provide the following information:

1. Has a location been identified on the route/nearby for where the nearest bus stop or bus depot would be?
2. Also, is there a more detailed plan for the section adjacent to Clare Hall College so we can see the proposed boundary more clearly. We note that the scheme appears to be directly adjacent to the Clare Hall boundary and we are keen to understand the impact on the boundary including the drainage features along this frontage.
3. Do you have a plan showing the proposed land take (indicating current land ownership) in the area around Bin Brook and along Rifle Range? Ideally this would show temporary land take (for construction) as well as permanent.
4. I think you mentioned a cost assessment of the preferred route in the meeting – is this something you can share with us?
5. Can you confirm that the EIA that you are preparing will review the Adams Road route.

Thanks in advance, please feel free to get in touch to discuss.

Kind Regards,
Amelia

Amelia Goswell
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From: Jo M Baker <JoM.Baker@cambridgeshire.gov.uk>
Sent: 12 January 2023 16:01
To: Amelia Goswell <amelia@pulsartransport.co.uk>
Cc: Kamran Haider <kamran@pulsartransport.co.uk>; UK - Cambourne to Cambridge <C2C@wsp.com>
Subject: RE: C2C Documents - 21086

Dear Amelia

Please find attached a draft General Arrangement for the section of the scheme adjacent to your client's land. As you will see this is a draft and is circulated for you and your client to review as an adjacent and interested landowner. It is marked confidential as the plans are still being finalised for publication.

The EIA will focus on the preferred route but will also refer back to previous options considered in line with the requirements of legislation.

As previous I'd be happy to discuss access issues but it would be helpful to understand a little more as to what is proposed and what access rights exist

Best regards

Jo

Jo Baker
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From: Amelia Goswell <amelia@pulsartransport.co.uk>
Sent: 03 January 2023 14:09
To: Jo M Baker <JoM.Baker@cambridgeshire.gov.uk>
Cc: Kamran Haider <kamran@pulsartransport.co.uk>
Subject: C2C Documents - 21086

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Hi Jo,

Thanks for meeting with us on 16th December. As mentioned, we are keen to keep a dialogue open going forward.

Just wanted to check on the documents we requested, I appreciate a few different things were mentioned so to summarise, if you could provide:

- GCP's drawings of the proposed route/cross section for Rifle Range and the land-take required

- drawing of the proposed Rifle Range/Grange Road junction
- drawing of the proposed Bin Brook crossing
- any costings you can provide that have been undertaken for the Rifle Range route (and for Adams Road from GCP's previous plans if these are available)

I realise the EIA is still being prepared but any initial outcomes of this that you could provide would be appreciated. We also wanted to check whether the EIA will also include a review of the Adams Road/Coton Cycleway route option impacts as a comparison?

Also, as time got away from us a bit, we were unable to discuss the retention of access to Clare Hall (e.g. for construction of future accommodation/concert hall), do you have any details on how this is intended to be maintained? How will access be controlled along the Rifle Range route?

We would be happy to have another meeting/conversation to discuss the above items.

Kind Regards,
Amelia

Amelia Goswell
BSc (Hons) GradCIHT
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