

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY – (8th July 2020)

PUBLIC QUESTIONS

No.	Question from:	Question to:	Question
1.	Dr Marilyn Treacy	Mayor James Palmer	<p>With another pause in plans for the ill fated C2C busway the Combined Authority has a final opportunity to consider game changing alterations to major infrastructure in Cambridgeshire rather than busways unlikely to bring about modal shift. With upgrading on a further section of the A428 west of Caxton Gibbet now being consulted on I would like to ask the mayor if he is considering taking the C2C route via the A428 corridor to a reconfigured Girton interchange and into the West Cambridge site via Eddington with interchanges south to the biomedical campus via the M11 corridor and on to the science park via the A14 corridor. This would solve many of the Transport issues to the north and west of Cambridge and leave the environment and historic setting of the City’s western approach intact.</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Dr Marilyn Treacy	<p>The Combined Authority T&I Committee have been asked to approve and release the CPCA report to GCP for their review and consideration. If this recommendation is endorsed, CPCA will work with GCP colleagues to review the current GCP C2C alignment against possible alternatives to incorporate many of the amendments identified in the CPCA report.</p> <p>The Combined Authority is already undertaking work at a high level on the regional CAM network routes to St Neots, Alconbury, Mildenhall and Haverhill. As an extension to the work being undertaken by CPCA on CAM Regional Route West between Cambridge and St Neots, an initial high-level review of how any amendments to the current C2C proposals can be incorporated is now underway. As this work is currently ongoing, specific details regarding possible alternative route alignments and route options such as utilising the A428, A14, modification to the Girton interchange etc. cannot yet be provided.</p>
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2.	Jane Renwick	Mayor James Palmer	Will the Board please take into account the effect of Covid on the volume of computer traffic using the A3103. With more people working from home, the traffic coming into Cambridge down the A1303 will be lighter. This would give more time to consider an interim on road bus solution to the problem of traffic congestion, and would also be an opportunity to develop the possibilities of major, long term infrastructure decisions.
	Response from:	Response to:	Response
	Mayor James Palmer	Jane Renwick	See response to question 3
3.	Question from:	Question to:	Question
	Gabriel Fox	Mayor James Palmer	<p>In the five long years that the C2C project has been running, no formal scheme has ever been worked up for an on-road option on the most contentious part of the C2C route, between Madingley Mulch roundabout and the West Cambridge site. As a result, decision-makers, residents and other stakeholders are stil arguing about critical issues relating to feasibility, transport performance and value for money. The longer-term picture with regard to public transport in and around Cambridge (especially west of Cambridge) is extremely unclear, with major schemes such as East-West Rail, Cambridge Autonomous Metro and upgrade of the Girton Interchange in various stages of commitment or consideration. Until these are clearer, an interim, ideally low-cost public transport solution of acceptable quality is desperately needed for residents of communities such as Cambourne.</p> <p>In view of the decision by GCP to consider alternative routes for the proposed C2C public transport scheme, would the Combined Authority consider funding or contributing to the costs of the development of an interim on-road design for this part of the route, prepared by suitably qualified, independent transport professionals, to enable decision-makers to be properly informed and make a robust, evidence-based decision?</p>
	Response from:	Response to:	Response
	Mayor James Palmer	Gabriel Fox	I have already said that the Combined Authority would provide the necessary leadership and take responsibility for future transport projects in the area as part of delivering transport projects across Cambridgeshire and Peterborough. We are planning to bring forward new bus routes between Cambourne and the major

			<p>employment sites around Cambridge, and we are setting out our policy for a 21st Century CAM that will bring clean, rapid transport and sustainable growth to the whole region.</p> <p>As already mentioned, an initial high-level review of how any amendments to the current C2C proposals can be incorporated is now underway. As this work is currently ongoing, I am unable to provide specific details, however many of the points raised in question 2 and 3 will form part of this review. CPCA are taking a co-ordinated look at the integration of the CAM network with other transport modes as outlined in the LTP: CAM Sub Strategy in the short, medium and longer term. This will include co-ordinating with the current activity being undertaken by the Combined authority's Bus Reform Taskforce.</p> <p>As part of the One CAM vision, CPCA will take the time to reassess the current direction of the programme taking into account other ongoing work streams and ensuring all advice is being fully considered and implemented, whilst evaluating the impacts of COVID-19 both in the short and longer term.</p>
4.	Question from:	Question to:	Question
	Terry Spencer	Mayor James Palmer	In relation to the Jacobs C2C Review against CAM Sub Strategy, what is the opinion of the CPCA about the fact that the Greater Cambridge Partnership has prepared their preferred option for the Cambourne to Cambridge busway before the CPCA has published a detailed plan for the CAM?
	Response from:	Response to:	Response
	Mayor James Palmer	Terry Spencer	<p>To date, the CAM programme has been historically 'siloed' in fragmented sections. This is partly due to the long history of the initial GCP City Access deal projects and their subsequent evolution to form the initial integral sections of the overall CAM network.</p> <p>The CAM Partnership Board were recently informed of the 'One CAM' proposals and the future consideration of setting up of a company to manage the entire project. Bringing all sectional projects under this 'One CAM' strategy will allow better planning and design.</p>

			The 'One CAM' approach is about the big picture, grasping that CAM is a vision for the future of our whole region. It will provide a new green network to move people from houses they can afford to jobs they want to have. We have some more work to do to fill-out these plans, but there is a huge benefit in moving the whole scheme forward in a smooth, strategic, unified way.
5.	Question from:	Question to:	Question
	Alistair Burford	Mayor James Palmer	Whilst it is pleasing to see that the Jacobs' report has recognised the impact of the GCP preferred route on the village of Coton and Westfields, I would like to ask why the authors of the report have not considered the proximity (25-30 mtrs.) of the route along St Neots Road, Hardwick and the very obvious environmental damage to one of Cambridge's most prominent landscapes from Madingley Hill to Coton which will be damaged irreparably? The green corridors of Cambridge that run into the City have been recognised by LDA in the Cambridgeshire Green Infrastructure Strategy Report June 2011 as being part of the historic core of Cambridge to be seen across open ground and should be safe guarded (section: 4.7.6. Target Area 6.3 Cambridge). https://naturalcambridgeshire.org.uk/wp-content/uploads/2018/12/GIStrategy2011.pdf
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	Mayor James Palmer	Alistair Burford	The review of the current C2C proposals against the LTP CAM Sub Strategy has been high level in nature. A number of amendments to the current proposals have been identified including committing to electric/zero emission vehicles, connecting to the future East West Rail station at Cambourne and minimising potential environmental impacts. Within the LTP CAM Sub Strategy CAM sub-objective CAM-EV1 states CAM should "minimise adverse impacts on conservation areas, heritage and natural community assets, including protecting the character of villages". Whilst Coton and Westfields were specifically mentioned, this objective is applicable to all locations along the proposed current C2C and wider CAM network proposals.