



CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT PROJECT

**Dry Drayton Parish Council Meeting
7th September 2021
GCP Project Director – Jo Baker**

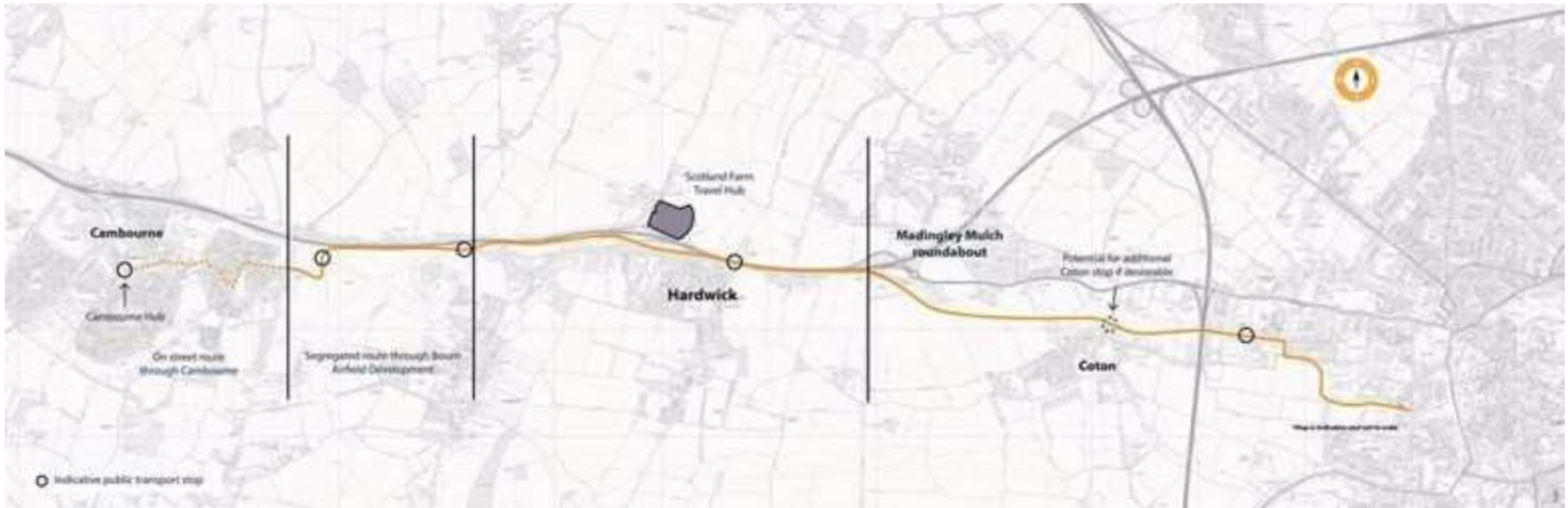
Cambourne to Cambridge (C2C) Better Public Transport Project - Update

- C2C Project was put on hold in the summer of 2020 in response to objection from the former Mayor.
- GCP Board commissioned an independent audit review of the C2C scheme in December 2020, to be reported back to the Board on 1 July 2021.
- Audit found “no reason why the Executive Board of the GCP should not proceed to the next stage in the development of the C2C scheme”. Full report on GCP website <https://www.greatercambridge.org.uk/transport/transport-projects/cambourne-to-cambridge/cambourne-to-cambridge-independent-audit>
- At its 1 July meeting the GCP Executive Board approved the Outline Business Case and asked the project team to go ahead with the next stage of the application process: to undertake a full Environmental Impact Assessment.

Summary of the audit:

- The scheme is aligned with national regional and local policies
- Stakeholder engagement has been robust
- The environmental impact of the scheme is mixed and needs further work in the EIA – the next stage of scheme development
- The business case follows the relevant Government guidance and is robust and valid
- Alternative route options have been put forward and have been considered in line with guidance
- The assumptions and constraints which have informed the OBC are valid although changes such as Covid-19, Climate Change, National Bus Policy, EWR, CAM need to be reflected in next stage.

The route



We are working closely with East West Rail to make sure that the route ties in with the planned Bedford to Cambridge rail link and the location for Cambourne station once a preferred route is announced.

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

Assessing Environmental Impacts

- GCP's schemes served by modern, electric public transport vehicles to limit air pollution and noise
- Minimum of 10% biodiversity net gain, with the objective of achieving 20% gain
- Non Motorised Access and Landscape and Ecology Working Groups set scheme principles including stakeholders like National Trust and British Horse Society
- Before the scheme was paused in 2020, a significant number of environmental surveys and assessments had been undertaken - available on [the Cambourne to Cambridge project background page](#), covering habitats for animals including reptiles, bats, breeding and wintering birds, badgers, barn owls, reptiles, water voles and invertebrates and initial air quality assessment
- The GCP Executive Board agreed in December 2020 that some seasonal surveys could be undertaken whilst the Audit Review was underway.

Next steps: Full Environmental Impact Assessment

- Next steps will identify any further necessary surveys and engage landowners and communities in detailed designs in draft EIA to inform a public consultation to be undertaken later this year.
- Community contributions have so far influenced stop locations, refinement of route alignment and design, commitment to improve A428 noise barriers, and, to incorporate pedestrian and cycling access to the Travel Hub
- Non Motorised Access and Landscape and Ecology Working Groups will continue to inform scheme design
- Following consultation, any further scheme amendments can be made to reflect mitigation of impacts and a final EIA produced.

Addressing concerns

Access to Park and Ride

- Dedicated connection to Park and Ride for non-motorised users
- Links to route from Park and Ride towards the city and wider network

Rat-running

- Risk of A14 access reduced due to junction closure
- Can consider if evidence of ongoing problem

Road safety

- All layouts will be subject to Road Safety Audit

Active travel routes

- End-to-end dedicated walking and cycling provision along the C2C route will complement the Comberton Greenway running along a route to the south of C2C
- Greenway link to Hardwick and potential to connect to Bourn Airfield, subject to agreements and funding
- North-south roads Long Road and Cambridge Road connect the two routes.
- A project to widen and resurface a 300m stretch of path and verge by the M11 bridge was completed in April 2021 - GCP in partnership with Highways England
- Greenway crosses the M11 at Coton then heads east along the south side of the West Cambridge campus towards Adams Road, crossing the C2C route which heads southwards to approach the city via the Rifle Range track
- Madingley Road cycle improvements will also help to connect to the A1303.

Contact us

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



GREATER
CAMBRIDGE
PARTNERSHIP



CAMBOURNE TO CAMBRIDGE BETTER PUBLIC TRANSPORT PROJECT