



**GREATER  
CAMBRIDGE  
PARTNERSHIP**

## **Cambourne to Cambridge Leaflet Statement Friday 24/11/17**

The Greater Cambridge Partnership is consulting local people and stakeholders on the Cambourne to Cambridge Better Bus Journeys project.

We want as many people as possible to find out more about what is proposed and give us their views. So far, we have received more than 350 responses to the public consultation since it started on Monday, November 13.

Since that time, we have been made aware of further information and would like to bring this to your attention.

### Campaign leaflet

We have been made aware of an anonymous campaign leaflet entitled “Important extra information” being distributed to communities along the route, which has a similar look and feel as the Greater Cambridge Partnership consultation document. The Greater Cambridge Partnership is in no way affiliated with, or supportive of, the contents of this leaflet.

We welcome and encourage the widest range of views and people’s right to hold and present alternative views. However, in attempting to take on the identity of the responsible authority, this may constitute a breach of our copyright and we are seeking legal advice, as it has the potential to mislead or confuse respondents to our consultation.

### Clarifications

To ensure your views are based on accurate and like-for-like information, we offer the following points of clarification:

- **Costs** – The costs presented for Routes A (£12.4m), B (£17.7m) and C (£41.5-58.2m) within our document are comparative estimated construction costs for phase one of the scheme only. The costs are presented on a ‘like for like’ basis to allow people to make a fair comparison. There will be other costs associated with all the options including the cost of acquiring land and ongoing maintenance, but these are dependent on the specific option selected. Accurate forecasts will be developed as part of the next stage.
- **Green belt** – Routes A and B are not located within the green belt, although they run through the green belt, so any widening or increase in traffic will have an impact on it. Route C and both Park & Ride sites presented as options, at Scotland Farm and Waterworks, are located within the green belt.

- Route B gantries: A central tidal bus lane along Madingley Road, in line with today's transport regulations on safety, would, as a minimum, require over-head gantries.
- Route B M11 bridge: Engineering work to date shows that a widening of the M11 bridge would be required in order to provide safe and effective operation of this busy junction including a need to provide for safe cycling and walking.
- Journey times: Relative journey times between Madingley Mulch roundabout to Cambridge City Centre presented within our consultation leaflet are based on modelling to date and correct at time of publication. These are:
  - Route A: 25-35 mins
  - Route B: 26-36 mins
  - Route C: 21.5 – 33.5 mins

We will continue to work to refine these figures as the scheme develops and present any updated information openly and transparently to inform future decisions.

#### Other clarifications

We have also been made aware of some information which was unintentionally left out of the original material.

We have updated this information and are grateful for the feedback we have received to point this out.

Please note the following clarifications:

- Park & Ride comparison table (Page 11): Both Scotland Farm and the Waterworks site are located within the green-belt.
- Route comparison table (page 18, journey times): The journey time range for Route C is 21.5 to 33.5 minutes.
- Route comparison table (page 18, impact of bus routes on general traffic): Route A infrastructure is a bus lane and standard bus transport that interacts with traffic and can be affected by congestion; Route B infrastructure is a central tidal lane on Madingley Road, which would provide faster movement of buses into and out of Cambridge during peak periods. At other times, buses would travel in general traffic.

As a public body, it is very important to us that everyone who is interested in the provision of transport along this route has a chance to shape our proposals. That's why we have responded to the feedback and will extend the consultation for a further week to enable all interested parties to participate.

The consultation will now run from 13 November for 11 weeks, through to January 29 (closing at 23:59).

Further information, including opportunities to chat to our officers at a series of community events, is available on our website at [www.greatercambridgepartnership.org.uk](http://www.greatercambridgepartnership.org.uk)