



25th January 2018

Submission to the Cambourne to Cambridge, Better Bus Journeys Consultation.

I welcome the opportunity to submit to The Greater Cambridge Partnership Consultation and thank the many constituents who have shared their views with me in writing and in person over the past few months.

Our region is at the very forefront of the UK life-science and bio-tech sector. We are a major factor in UK plc's success and have the potential to grow yet further as global leaders in scientific research and development. But to support that continued success we need to address our transport and congestion issues. We need to deliver real improvements to the journeys people make every day and have a plan that addresses the short, medium and long term needs of the area.

I welcome the development of innovative solutions, but as residents keep reminding me, we must never lose sight of the fact that it is their money we are spending, so innovative solutions must also offer good value for money.

Turning to the two items at the heart of this consultation.

Park and Ride

The Scotland Farm Park and Ride Site (P&R Option 1), when considered against the assessment criteria is in my opinion the preferred site. It offers a better solution to ease congestion on the Madingley Road stretch of the Cambourne to Cambridge journey and also offers a longer-term solution for city commuters from the west of Cambridge. I therefore support P&R Option 1.

Route options

I reiterate my objection to Route C (previously Option 3/3a) which in my opinion

- fails to deliver an adequate cost benefit ratio
- inflicts the greatest environmental impact
- and fails to respond to the short and medium term need to reduce congestion and journey times in the next 5 years – crucial to economic stability as we seek to sustain post-Brexit growth in our region.

Instead, I encourage the GCP and LLF to continue working together to develop a predominantly on-road route. I suspect this will be a hybrid, containing features of Options A and B and the LLF's original community driven proposal known as Option 6. My sense is that an additional "inward only" extra lane may provide the compromise required to engage residents living along the route as it approaches the City.

I believe this will provide the most cost-effective, desirable and realistic way of delivering the vision set out at the start of the consultation. Such a model would demonstrate prudent use of public money whilst being flexible and immediately responsive to the growing demands of our area.

I urge the GCP to be adaptive and responsive now, instead of focusing so heavily on future proofing the project's infrastructure which in our fast paced landscape could become obsolete before it is complete. The Oxford to Cambridge Expressway, East West Rail, potential for a Girton Interchange upgrade and the Mayor's broader transport strategy will significantly change the local transport environment.

As such, given the more than acceptable journey times of an on-road solution, its modest price tag and swifter statutory development requirements I would urge against over engineering this journey section. We need to deliver something reasonable now.

I am encouraged by the recent partnership working between the LLF and GCP officers and would encourage them to continue in this vein. If I can be a helpful conduit, please do not hesitate to contact me.

Yours sincerely



Heidi Allen
MP for South Cambridgeshire