

Dear Mr Lawson,

Thanks for your email. Your views have been shared with and noted by the project team. I would be happy to set up a conversation, should you wish to discuss further.

Kind regards  
Austin

Austin Nwadike  
Project Manager  
Cambourne to Cambridge Project

Greater Cambridge Partnership  
Shire Hall, Cambridge CB3 0AP  
Tel: [REDACTED]  
Mob: [REDACTED]

-----Original Message-----

From: [REDACTED]  
Sent: 19 February 2020 10:56  
To: Nwadike Austin [REDACTED]  
Cc: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>;  
[localplan@greatercambridgeplanning.org](mailto:localplan@greatercambridgeplanning.org)  
Subject: RE: Park & Ride -- Best Location

Please see my comments in CAPS within your text -- regards -- Tim Lawson. FRICS

-----Original Message-----

From: Nwadike Austin [REDACTED]  
Sent: 18 February 2020 16:04  
To: [REDACTED]  
Cc: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>;  
'[localplan@greatercambridgeplanning.org](mailto:localplan@greatercambridgeplanning.org)' <[localplan@greatercambridgeplanning.org](mailto:localplan@greatercambridgeplanning.org)>  
Subject: FW: Park & Ride -- Best Location

Dear Mr Lawson,

Thanks for your email. The objectives of the Cambourne to Cambridge public transport scheme are to address resulting transport pressures in response to development commitments in the Local Plan and to tackle worsening congestion on roads approaching the city. --- WE ALL KNOW MORE ABOUT THIS THAM MOST LIVING WITH IT EVERY DAY GOING ANYWHERE FROM THE WEST OF CAMBRIDGE CITY!!

As you're aware the current Madingley P&R site has reached capacity despite its location in the heart of growing congestion at peak times. The recommended Scotland Farm site would be accessible by foot or bicycle from surrounding local villages, such as Hardwick and Dry Drayton, -- HOW MANY PEOPLE LIVE IN THESE TWO POPULATION PLACES -V- THE SOON TO BE RESIDENTS OF CAMBOURNE, WEST CAMBOURNE, BOURN AIRFIELD ALL ONLY 3.75 MILES TO THE WEST -- LIKELY TO BE AROUND 11,000 HOUSES SO SAY 20,000 VEHICLES & MAYBE 40,000 PERSONS!! but primarily aims to catch traffic travelling in from further out in advance of building congestion on the A1303. -- WHY -- IS IT NOT BETTER TO GET THEM ALL INTO PUBLIC TRANSPORT BEFORE THEY EVER GET INTO THEIR CARS? New high quality public transport services [IN ABOUT 20 YEARS TIME --- WHAT TWIXT THEN AND NOW!?!?] will provide direct access to key destinations across the city for residents in locations along the route, such as Cambourne and Bourn

Airfield. SO WHY NOT START ALL TO BE ABLE TO "GET INTO/ONTO PUBLIC TRANSPORT RIGHT THERE"?

The Black Cat to Caxton Gibbet A428 improvements form part of the Oxford to Cambridge Expressway. There are no current proposals for changes to the A428 east of Caxton Gibbet. EXACTLY -- SO THE 1 HOUR DELAYS ON MADDINGLEY HILL WILL CONTINUE AND AS SOON AS THE TWO LANE A.428 [DROP DOWN THE BACK (NORTH) OF MADDINGLEY HILL TO JOIN WITH THE A.14] IS COMPLETED A LOT OF THE TRAFFIC THAT CAN NOT NOW EFFECTIVELY USE MADDINGLEY HILL, WILL DIVERT TO THE NEW 2 LANE ROAD AND ENTER THE CITY VIA THE HISTON ROUNDABOUT SO SIMPLY SHIFT THE BURDEN OF TRAFFIC (AND ITS VERY SLOW MOVEMENT INTO ALL PARTS OF THE CITY) EASTWARDS.

With regard to coordination across other transport projects, , the GCP is coordinating with the CPCA to ensure that when the CAM scheme opens, (planned for 2025) regional routes can run metro-style vehicles and enter tunnels running beneath the city centre. The GCP also welcomes plans for East West Rail, which has the potential to transform journeys between Oxford and Cambridge [WITH A STATION AT CAMBOURNE -- SO WY NOT DOUBLE IT WITH A PARK & RIDE IN THAT SAME LOCATION?] and will support further ambitious growth – including thousands more homes across the region. The Cambourne to Cambridge public transport scheme will eventually work with the new line to give thousands of passengers fast and reliable onward journeys from Cambourne station. It is clear that any station at Cambourne would be south of Cambourne [CLEARLY YOU HAVE NOT BEEN READING OR LISTENING TO YOUR OWN PARTIES IN SCDC AND THE CITY - WHO ALL SAY IT SHOULD BE NORTH!!] and that the route would proceed to South Cambridge but a preferred route with final station locations is not yet agreed.

In the city centre, GCP's City Access project is seeking to introduce measures to free up road space to run better public transport services. A Citizen's Assembly was convened in 2019 to provide an opportunity for public representatives to discuss issues around local congestion, air quality and public transport and make recommendations for action. You can find out more here [I KNOW ALL BOUTH THAT AS I WAS AN ATENDEE AND REGARD THE REPORT AN ABSOLUTE TRAVESTY AND TOTALLY UNREPRESENTATIVE OF WHAT I WITNESSED AND OF WHICH I WAS A PART]  
<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.greatercambridg e.org.uk%2Fcity-access%2Fgreater-cambridge-citizens-assembly&data=01%7C01%7Cjo.baker%40mottmac.com%7C357fe7c976ba416ba7e708d7b3bdee51%7Ca2bed0c459574f73b0c2a811407590fb%7C0&odata=iWuYvOgWS2gs%2FmCX2CaDZ2NHqJWnIOAv%2BONEmiYz2xI%3D&reserved=0> and the Assembly's recommendations will be presented to the GCP's Executive Board for consideration with regard to the shaping of future policy on 19th February. YOU WILL BE AWARE THAT THE PART RELATING TO THE SUBJECT OF "CAMBOURNE TO CAMBRIDGE" HAS BEEN CANCELLED --- BECAUSE THERE IS SEEN TO BE "NO JOINED UP THINKING" BY ALL THOSE WHO WERE TO PRESENT "AN ANSWER" TO THE VERY PROBLEM ABOUT WHICH I AM IN TOUCH WITH YOU!!!! AT LAST PERHAPS SOMEONE HAS WOKEN UP TO THE FACT THAT "JOINED UP THINKING" ON ALL THESE COMPLEX MATTERS IS ESSENTIAL!

I hope this provides some further reassurance of consideration and coordination across projects. IT DOES NOTHING TO LEAD ME TO BELIEVE THAT ANYONE IN AUTHORITY IS DEALING WITH THESE THINGS SENSIBLY -- LAST NIGHT'S DO AT THE CORN EXCAHNGE WAS YET ANOTHER EXAMPLE OF COMPLETE ABROGATION OF DUTY BY THOSE WHO SHOULD BE THINKING AND ACTING IN A TOTALLY PROFESSIONAL WAY (AS DID THE VICTORIANS) -- NOT "CONVERSING" TO PRETEND THAT ALL VIEWS HELD BY ALL PARTIES CAN BE ACCOMODATED IN THE NEW LOCAL PLAN --

ONLY REQUIRED BECAUSE THOSE DEALING WITH THE LAST ONE DID SUCH AN APPALLING JOB.

Kind regards - Austin -- Austin Nwadike -- Project Manager -- Cambourne to Cambridge Project Greater Cambridge Partnership Shire Hall, Cambridge CB3 0AP

Tel: [REDACTED]

Mob: [REDACTED]

-----Original Message-----

From: [REDACTED]  
Sent: 11 February 2020 09:29  
To: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>  
Cc: 'Timothy Lawson' [REDACTED]  
Subject: RE: Park & Ride -- Best Location

Dear Ms Warmington,

I wrote to S Kelly, under another heading and following yet another "consultation request" to which no one will pay any attention but to which we must all reply else we are told "we did not reply so can't be concerned"! Rather than repeat most of the same please find a copy attached -- I do so hope that someone somewhere is really listening to what is happening NOW and not basing (bad) decisions on out of date material and facts?!  
Regards -- Tim Lawson . FRICS.

-----Original Message-----

From: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>  
Sent: 28 August 2019 16:29  
To: [REDACTED] Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>  
Cc: 'Timothy Lawson' [REDACTED]  
Subject: RE: Park & Ride -- Best Location

Dear Mr Lawson

Thank you for your email dated 13th August.

The primary objective of the Cambourne to Cambridge project is to connect communities to the West of Cambridge to the City, and to support growth, as well as reducing traffic on the A1303. Representatives from both Whippet and Stagecoach East, including Managing Director, Andy Campbell, contributed to stakeholder workshops in summer and autumn 2017, and early 2018 to discuss Park & Ride locations. At the time the Stagecoach preference was for a more central location to reduce operational costs and running times. This link will take you to the document published on our website following that workshop.  
<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fcitydeal-live.storage.googleapis.com%2Fupload%2Fwww.greatercambridge.org.uk%2Ftransport%2Ftransport-projects%2FAppendix%2520B2.pdf&data=01%7C01%7CJo.Baker%40mottmac.com%7C6481b8623fdc4a81d2a308d72bbca7b9%7Ca2bed0c459574f73b0c2a811407590fb%7C0&data=gjvQM36h%2FIDskuK5UHCWrjLSIDJHo4PHlzz%2Fn2JyXVE%3D&reserved=0>

Proposed scheme design facilitates residents living in closer proximity to the route in accessing stops and using bus services. Residents in surrounding villages off the A428, including those in Bourn Airfield further from the route, will also be key beneficiaries and it's in these areas that there is a particular need to offer easier P&R access and avoid reverse commuting. Proposed P&R locations prioritise access for key local beneficiaries, and this is

equally as important as catching traffic travelling in from further out in advance of building congestion on the A1303.

I hope this reply is helpful

Best wishes

Beth

Beth Warmington

Communications and Engagement Officer

Greater Cambridge Partnership

SH1317

Cambridge CB3 0AP

[REDACTED]

[www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)

-----Original Message-----

From: [REDACTED]

Sent: 13 August 2019 17:59

To: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>

Cc: 'Timothy Lawson' [REDACTED]

Subject: RE: Park & Ride -- Best Location

Dear Ms Warmington,

1. Please may I see the result of that consultation with the bus companies? Why would those parties mind where the site is located so long as they are getting all the business surely the more miles the better so far as they are concerned?

2. MUCH more importantly:-

-- How many people has it been assessed are going to "reverse commute" out of Cambridge (especially those to the North and east of the main city) every day x 2 in order to go into and out of Cambridge & its environs? Surely no-one is suggesting that anyone will go from Cambridge to Scotland farm in order to go on to Cambourne Etc as an alternative? If they are going to do that they will do exactly the same distance from wherever they start.

Versus

-- Those living in Cambourne (3,500 houses) -- West Cambourne (2,500 houses maybe more) -- Papworth (maybe 4,000 houses) -- Bourn Airfield (said to be 2,500 houses maybe more) -- so a minimum of 12,500 houses -- perhaps 35,000 working age people in total -- say 1/2 (likely an over estimate go to London or work locally) -- so 6,250 houses/19,000 people commuting eastwards. What number of busses will that fill all heading from their homes - so no need to get into cars at all if the P & R is sited near to where they dwell!?

-- Additionally does anyone really believe that if someone gets into his car to go "towards Cambridge" they are (especially on a pouring wet day or at night going to go 1/3 maybe less of their journey to their destination to change to a cold (or violently hot) bus for the remainder of their journey?

I look forward to receiving:-

A. The full detail of the Bus company consultation B. The numerical details of all thinking & consultations regarding numbers from all directions Etc Regards -- Tim Lawson.

-----Original Message-----

From: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>

Sent: 13 August 2019 15:58

To: [REDACTED] Greater Cambridge Partnership

<[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>

Cc: 'Timothy Lawson' [REDACTED]

Subject: RE: Park & Ride

Dear Mr Lawson

Thank you for your email and apologies for the slight delay in responding. On purely environmental grounds, and in summer 2017 when the report was prepared, the North Cambourne site performed well as it is outside the Green Belt. The scheme aims to encourage people to leave cars at home, but for the existing and growing local communities using the Park and Ride, in transport terms a North Cambourne site is located further away from Cambridge. This means that the operational costs of park and ride services would be increased and there would be risk that drivers would travel outwards to Cambourne to board Park and Ride services.

Consultation with bus operators has stressed the need for a relatively central Park and Ride location and this has influenced the selection of Scotland Farm and Waterworks.

An Outline Business Case presenting recommendations for a full end to end route and a preferred site for a new Park & Ride location will be presented to the GCP Executive Board for decision in the Autumn.

Best wishes

Beth

Beth Warmington

Communications and Engagement Officer

Greater Cambridge Partnership

SH1317

Cambridge CB3 0AP

[REDACTED]

[www.greatercambridge.org.uk](http://www.greatercambridge.org.uk)

-----Original Message-----

From: [REDACTED]

Sent: 12 August 2019 17:36

To: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>

Cc: 'Timothy Lawson' [REDACTED]

Subject: RE: Park & Ride

Importance: High

Mr Marshall,

I have just returned from a week in Devon and am MOST surprised to find I STILL have NO substantive reply (only an auto-acknowledgement) to my contact as long ago as 15.06.19. Before I left I shared my contact with a specialist in Planning and Highway matters and he has replied (regarding my statement below) --

"I think your 'missive' is entirely correct. It directly identifies a material failing in process. The failing is very clear on pages 34-36 of the document that was attached to Mr Marshall's email. At Table 4 of the document you can see that the North Cambourne site has the equal highest score of all. Then in section 4.5.2 you see some narrative on options 6 and 7 referring to them collectively as the 'options to the west'. The error is contained in the final sentence of that narrative where it says that site 6 is included in the Local Plan but site 7 is not. Whilst that is true for the wider development it is not true in terms of the provision of a P&R as NEITHER site at that stage was identified for that purpose i.e. they both stood outside of the emerging Local Plan.

The effect of that flawed judgement is then read in paragraph 4.6, where site 6 is included in the recommendations and site 7 is not -- when Site 6 was taken out of the Bourn Airfield scheme then clearly BOTH BEST sites were removed"

As I have said before WHY was that so and WHY is the only remaining BEST SITE not even in the mix at this stage -- especially as the Mayor's Metro scheme (which has just received more funding) is, wholly sensibly, due to pick up Cambourne so the P & R at Site 7 could serve TWO purposes -- Bus & Metro Parking?

PLEASE may I have a full reply? -- Tim Lawson

-----Original Message-----

From: Timothy Lawson [REDACTED]  
Sent: 01 August 2019 12:40  
To: Greater Cambridge Partnership <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>; Timothy Lawson [REDACTED]  
Subject: Re: Park & Ride

Dear Mr Marshall,  
Please may I have an early (and full) answer to this contact of mine on 24th July? - Thanks  
— Tim Lawson

On 24 Jul 2019, at 18:24, [REDACTED] wrote:

From: Tim Lawson - [REDACTED]  
> Thanks Mr Marshall -- Indeed the 2017 VERY full appraisal made Bourn Airfield (BAD) [No'6] second only to North of Cambourne [No'7] -- but No' 6 was chosen because of the likely/possible bus route via BAD; otherwise the N of Cambourne site [No' 7] was placed "first".  
> During the planning of BAD the Park & Ride (and a number of other promised features) have disappeared -- SO -- PLEASE Why has the N of Cambourne site (that is clearly nearer to the majority of people in the area than any other location and further from Cambridge) not now again the first choice but rather dropped out of the equation all together?  
> Kind regards -- Tim Lawson

>  
> -----Original Message-----  
> From: Greater Cambridge Partnership  
> <[contactus@greatercambridge.org.uk](mailto:contactus@greatercambridge.org.uk)>  
> Sent: 17 July 2019 14:29  
> To: [REDACTED]  
> 'Timothy Lawson' [REDACTED]  
> Subject: RE: Park & Ride

>  
> Dear Tim,  
> Thank you for your query around how the options for a new Park & Ride site were selected and please accept our sincere apologies again for the delay in [REDACTED]

[REDACTED] e proposing that a reliable, accessible and environmentally-friendly public transport link, with cycling and walking provision, will encourage Bourn and Cambourne residents to use the bus, or even to cycle, and leave cars at home. The P&R would attract commuters coming in from further west, seeking to avoid the traffic on the A1303.

>  
> The existing Madingley Road Park & Ride is due to reach capacity by 2022. New Park & Ride provision is needed as the area continues to grow and attract more businesses.

>  
> Following concerns raised by the project's Local Liaison Forum (LLF)  
> and other stakeholders, the Greater Cambridge Partnership Executive  
> Board instructed GCP in 2017 to undertake a full review of Park and  
> Ride options. This was undertaken during the second half of 2017 in  
> the run up to the End of Stage Report which informed the 2017 Public  
> Consultation. The assessment of a range of Park and Ride options is  
> documented in an Appendix M to the End of Stage Report, and was  
> informed by workshops with LLF members and other st

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