

9 March 2018

To: Members of the Greater Cambridge Partnership Executive Board:

Councillor Francis Burkitt	South Cambridgeshire District Council (Chairman)
Councillor Lewis Herbert	Cambridge City Council (Vice-Chairman)
Phil Allmendinger	University of Cambridge
Councillor Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**, which will be held in the **KREIS VIERSEN ROOM - CAMBRIDGESHIRE COUNTY COUNCIL** at Shire Hall, Cambridge on **WEDNESDAY, 21 MARCH 2018 at 4.00 p.m.**

Requests for a large print agenda must be received at least 48 hours before the meeting.

AGENDA		PAGES
1.	Apologies for absence	
2.	Joint Assembly Membership	
3.	Declarations of Interest	
4.	Minutes of the Previous Meeting To authorise the Executive Board to sign the Minutes of the meeting held on 8 February 2018 as a correct record.	1 - 18
5.	Questions from Members of the Public	
6.	Overview from the Chairman of the Joint Assembly	19 - 22
7.	Histon Road: Bus, Cycling and Walking Improvements Final Concept	23 - 38
8.	Western Orbital: Progress on additional Park and Ride capacity; and submission to Highways England on Girton Interchange and M11 Smart Motorway	39 - 48
9.	City Access update including mode shift and demand management options	49 - 66

- | | | |
|------------|--|-----------------|
| 10. | Quarterly Progress Report, including Budget Setting 2018/2019 | 67 - 94 |
| 11. | Greater Cambridge Partnership Future Investment Strategy | 95 - 292 |
| 12. | Date of Next Meeting
To note that the next meeting will take place on Wednesday 4 July 2018,
at 4pm in Committee Rooms 1 and 2 at the Guildhall, Cambridge. | |

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership Executive Board held on
Thursday, 8 February 2018 at 4.00 p.m.

Members of the Greater Cambridge Partnership Executive Board:

Cllr Francis Burkitt (Chairperson)	South Cambridgeshire District Council
Cllr Lewis Herbert (Vice-Chairperson)	Cambridge City Council
Cllr Ian Bates	Cambridgeshire County Council
Claire Ruskin	Cambridge Network

Members of the Greater Cambridge Partnership Joint Assembly in Attendance:

Councillor Kevin Price	Joint Assembly Chairperson
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Officers/advisors:

Peter Blake	Transport Director, Greater Cambridge Partnership
Mike Soper	Head of Research and Performance, Cambridgeshire County Council
Rachel Stopard	Chief Executive, Greater Cambridge Partnership
Chris Tunstall	Interim Transport Director, Greater Cambridge Partnership
Kathrin John	Democratic Services, South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Professor Phil Allmendinger due to illness.

2. EXECUTIVE BOARD MEMBERSHIP

The Chairperson reminded the Executive Board that, at its previous meeting, Mark Reeve had announced that he was standing down as Chair of the Local Enterprise Partnership and that this therefore created a vacancy amongst the Board's membership.

The Executive Board noted that the Local Enterprise Partnership (LEP) is currently being reconstituted by the Combined Authority; that the Chief Executive of the Combined Authority had informed the GCP that it would not nominate a LEP representative until this had taken place; and that the Chief Executives of the Combined Authority and Greater Cambridge Partnership (GCP) had agreed that the most sensible approach would be for Claire Ruskin, who is one of the LEP representatives on the Joint Assembly, to cover this role for an interim period as the representative of the business community upon the Executive Board, subject to the Executive Board's endorsement.

Claire Ruskin informed the Executive Board that Sir Michael Marshall had stood down as a LEP representative on the GCP Joint Assembly. Pending the reconstitution of the LEP and its ability to nominate a new representative, the Board agreed that the most sensible approach was for Claire Ruskin to make the nomination. She nominated Christopher Walkinshaw, a member of Cambridge Ahead.

The Chairperson declared that Christopher Walkinshaw was a personal friend but that this did not create a conflict. Claire Ruskin said that she had not been aware of this relationship in making her nomination.

Claire Ruskin said that she had not yet identified a representative of the business community to fill the vacancy on the Joint Assembly caused by her leaving it.

The Chairperson mentioned that this was the last meeting that Chris Tunstall, Interim Transport Director, would attend. He introduced Peter Blake as the new Greater Cambridge Partnership Transport Director. The Chairperson, on behalf of the Executive Board, thanked Chris Tunstall for all his hard work supporting the Board over the past year.

The Executive Board **AGREED** unanimously to:

- (1) Endorse the appointment of Claire Ruskin, CEO of Cambridge Network, as the representative of the business community on the Greater Cambridge Partnership (GCP) Executive Board.
- (2) Note that Sir Michael Marshall had stood down from the GCP Joint Assembly and endorse the nomination from Claire Ruskin, as the representative of the business community, of Christopher Walkinshaw, a member of Cambridge Ahead, to fill the resultant vacancy on the Joint Assembly.
- (3) Note the vacancy on the Joint Assembly caused by Claire Ruskin's appointment as a member of the Executive Board and endorse an approach whereby Claire Ruskin will identify and nominate a representative from the business community to fill the position.

3. **DECLARATIONS OF INTEREST**

There were no declarations of interest other than those already recorded on Members' Declaration of Interest forms. However, the Chairperson had made an earlier declaration as recorded in minute 2 above.

4. **MINUTES OF THE PREVIOUS MEETING**

The Executive Board confirmed the minutes of the meeting of the Board held on 22 November 2017 as a correct record for signature by the Chairperson, subject to the amendment of minute 10 to include the words "will consider" between the words "December" and "his" in the second sentence of the minute.

5. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

Three public questions had been received. The Executive Board **RECEIVED** and responded to public questions as part of agenda items 7, 9 and 10. The questions are included as an appendix to these minutes.

Additionally Councillor Tim Bick, a member of the GCP Joint Assembly addressed the Executive and asked a question on agenda item 7 and Councillor Simon Edwards, a member of South Cambridgeshire District Council, addressed the Executive and asked a question on agenda item 11.

6. **OVERVIEW FROM THE CHAIRMAN OF THE JOINT ASSEMBLY**

The Executive Board **RECEIVED** a report from the Chairperson of the GCP Joint

Assembly which gave an overview of discussions from the meeting of the Greater Cambridge Partnership Joint Assembly held on Thursday, 18 January 2018. He particularly noted that the Rural Travel Hubs report was the issue which had most divided opinion at the Joint Assembly's meeting with strong opinions having been expressed both for and against the approaches being recommended to the Executive Board. The Joint Assembly had been pleased to hear more about the findings of "Our Big Conversation" and welcomed the opportunity to make decisions in the future based on good evidence. The recommendation in the Cambridge to Ely A10 report to commend the study to the Combined Authority had been supported by the Assembly but members had not wanted to lose the opportunity to influence modal shift as this was a key part of the GCP's work.

Councillor Bates and Claire Ruskin had been in attendance at the Assembly's meeting and gave their feedback on the Assembly's debate.

The Chairperson noted that he had detected a strong degree of enthusiasm for the concept of the Cambridgeshire Autonomous Metro (CAM) and, with respect to the Rural Travel Hubs, support for the GCP Executive Board's "bottom up" approach to developing community led hubs and to initially developing a number of pilot sites.

7. RAPID MASS TRANSIT STRATEGIC OPTIONS APPRAISAL

The Chairperson invited Roger Tomlinson to ask his question. Details of the question and a summary of the answer given are set out in Appendix A to the minutes.

Councillor Tim Bick, a member of the GCP Joint Assembly addressed the Executive Board under this item. He asked, in view of the Combined Authority's adoption of a lead role in developing a Cambridgeshire Autonomous Metro (CAM), how in practice the Board proposed to ensure an integrated approach to the development of this and other schemes? He believed that it was right that the CAM concept should be taken further but that it was important that CAM did not become "the only show in town" as it was unlikely that it would be able to deliver the solution for all transport needs in the area. He felt it was vital that local transport strategy did not become dominated by the CAM scheme and commented that Greater Cambridge needed a full integrated public transport system in which CAM was part of the solution, but that there was also a need for an upgraded bus service, a demand management scheme, encouragement for modal shift and a street environment that was conducive to the growth of safe cycling and walking. In his view, it had never been intended that the GCP would just be an infrastructure delivery vehicle, rather that it would develop an integrated system and bring together local interest groups and opinion formers in Greater Cambridge. He also felt that the GCP now had a professional officer team who were taking a more holistic approach to their work. Councillor Bick accordingly asked what approach the Board envisaged taking to ensure an integrated approach, given the role of the Mayor and the Combined Authority?

In response to the question, Executive Members made the following points:-

- The comments about the professional team supporting the GCP were welcomed.
- They agreed that whilst CAM would be an important element in addressing the transport needs in Greater Cambridge, it must not become "the only show in town". and referred to the wider programme of schemes the GCP was considering.
- They emphasised the importance of all parties, along with the wider community in Greater Cambridge, working together collaboratively.
- They suggested that CAM presented an opportunity for a transformational change in the City Centre, but that a duality was needed from GCP so that it delivered whether or not CAM was achieved.

- Whilst there might be technical issues to address, the biggest obstacle was likely to be funding.
- It was important that the GCP continued to work on other projects and it would be necessary to link up rail, bus and other options with CAM; to consider measures to reduce the number of vehicles coming into the city; to improve air quality and look at urban design.
- It will not be possible to operate a CAM scheme that needs a large long term subsidy.
- Partnership working would be vital in the future. The GCP had a strong record in delivering schemes in the “zone 2” routes into the city and out into South Cambridgeshire and those were not being addressed with tunnelling options. The GCP therefore needed to hold a discussion with the Combined Authority on how CAM would link to those schemes and what role the GCP would play in this.
- The Mayor has overall responsibility for transport strategy, but the Executive Board hoped that he would recognise the strengths of the GCP in delivering on the current programme and would address issues by collective decisions involving communities, business and the University.
- All parts of the “jigsaw” need to fit together, including walking, cycling, residents’ parking, off street parking and rail. CAM would only be one part of the “jigsaw”.
- It was important that the GCP worked in partnership with the Combined Authority, the City and South Cambridgeshire District Councils, Cambridgeshire County Council, communities, business, Highways England and Network Rail. Moreover there was a need for a common understanding of the objectives that all partners were trying to achieve.
- There was apparent general support for reviewing the opportunities presented by CAM and analysing its viability. However there was also a need to look at behavioural change to manage the growth. People wanting common good could work together, so the key was to get the main stakeholders together.

The GCP Interim Director of Transport presented the report which set out the key findings from the study and updated the Board on the next stage to develop a Strategic Outline Business Case for the CAM proposal. The report also considered how the current schemes proposed by the GCP could transition to form part of the proposed CAM network. In introducing the report, the Interim Director of Transport explained that, whilst the report recommended that the GCP commend the scheme to the Combined Authority, this should be against the background of the GCP continuing to deliver its current schemes with an eye to how those schemes could transition to connect with the CAM network. He noted the advantage of CAM was that it could run on segregated or existing on-street infrastructure. Whilst the study concluded that CAM represented the best overall mass transport solution for the area, significant further work was required to develop the proposal and make a robust case for investment. Therefore the next stage would be to develop a Strategic Outline Business Case as indicated in paragraph 3.21 of the report. However whilst CAM might form the backbone of the system, it should not mitigate against other schemes under consideration by GCP, rather it should be regarded as an integral part of an overall network of schemes.

In response to questions from members of the Executive Board, the GCP Interim Director of Transport:-

- Confirmed his understanding that the Combined Authority was working on the development of a more tightly drawn brief and that he hoped that the GCP would be invited to comment upon that revised brief.
- Concurred that it was important that the GCP was clear about the nature of the brief and advised that he was working closely with the Combined Authority to ensure that any schemes being developed by GCP had regard to the CAM proposals.

- Confirmed that 2026 was the anticipated completion of the construction period, rather than the start. Other dates shown in the report were predicated on the current programmed schemes and therefore the work on the GCP schemes impacted on this timetable

The Executive Board discussed and debated the report and made the following points:-

- There appeared to be an enthusiasm about the project and the step change it could achieve. It seemed that the project was technically viable but the Strategic Outline Business Case needed to demonstrate that it was also commercially viable.
- Paragraph 3.9 set out the benefits and risks of the proposal. It was important that a further update on the proposal was presented to future Executive Board meetings indicating how the project could be developed jointly by all relevant partners.
- The Vice-Chairperson highlighted four main issues:-
 - GCP already had a focus on “zone 2” routes going out west to Cambourne, south east towards Babraham and there was also consideration of improvements around the A10 where the GCP’s role was likely to be leading on non-road options, together with several other projects, including Histon Road and Milton Road. It was important to ensure the ability to deliver the linkages with CAM and tunnelling; and to focus on GCP’s existing programme and on future schemes, subject to consultation and further community input. GCP’s role was to deliver the surface network which would connect with the CAM tunnelling.
 - There was a need to look at interchanges on the edge of Cambridge, including continuing to investigate park and ride and other options to get people out of cars, and an overall strategy was needed.
 - With reference to the late publication of consultants’ report, there should be an opportunity for dialogue on some of the options, including community input. GCP officers were requested to work with the Combined Authority and facilitate discussion as part of the scheme’s development as there had not yet been an opportunity for proper discussion on the proposals.
 - The next phase of the programme needed to highlight the deliverability and fundability of the scheme. Whilst leadership of the core project was the responsibility of the Mayor, it was important that the brief specified the need for clear conclusions on the fundability of the project. Whilst it was laudable to have an ambitious timescale, this had to be predicated on the affordability of the project and the ability to raise funding.

The Vice-Chairperson requested that these four points should be recorded as part of the GCP’s input into the brief and that it should be noted that the GCP was the potential deliverer of surface routes. He further concluded that the GCP needed to work in partnership with the Mayor and Combined Authority, but noted that the GCP had already invested significantly in projects and that it was important that it continued to be the voice for Greater Cambridge.

- The Chairperson welcomed the proposals in the report and supported the recommendations. He suggested it would be regrettable if no further progress was made until the publication of the Strategic Outline Business Case and questioned whether it might be possible to progress any parallel processes, such as testing potential vehicles, in the interim.

The Executive Board **AGREED** unanimously:

- (a) To welcome the findings of the Cambridgeshire Mass Transit Strategic Options Assessment.

- (b) To commend the findings to the Combined Authority with a view to developing a Strategic Outline Business Case.
- (c) That the Greater Cambridge Partnership builds on the Mayor's plans for the next stage of developing a CAM Metro network by ensuring GCP's current and future plans for high quality public transport corridors are consistent and readily adaptable with the emerging proposition (subject to the future business case for CAM being agreed by the Combined Authority).

8. A10 FOXTON LEVEL CROSSING BYPASS AND TRAVEL HUB

The GCP Interim Director of Transport presented a report which recommended that the "A10 Foxton level crossing bypass and travel hub" be approved for further development as part of the Future Investment Strategy. The scheme had been included in the list of priority schemes for support agreed by the GCP in 2015 but with a zero budget, on the assumption that Network Rail would fund it (which they subsequently declined to do). Whilst the original scheme had only considered a level crossing bypass, the revised proposals would also consider a more extensive 'travel hub' with the provision of additional parking facilities to complement both the existing Park and Ride and Rural Travel Hub proposals. The Interim Director of Transport reported that the number of passenger trains using the route was due to increase from four to six trains every hour, with at least two stops per hour at Foxton. This would increase the closure time at the level crossing. Discussions had taken place with Network Rail who did not regard the upgrade as a safety issue and had declined to fund the project. Further discussions with regard to funding would accordingly be needed both with Network Rail and the Department for Transport.

During discussion, Executive Board members made comments as follows:-

- Whilst this scheme may have appeared previously to have had a lower priority than some of the other schemes promoted by the GCP, this report made the case for progressing the scheme having regard to the growing volume of traffic on the A10 and the additional number of trains passing through Foxton. However it was important that the scheme was closely integrated with the travel hub work and the Junction 11 improvements. Additionally, there was a need for involvement by Network Rail in the scheme, including by way of financial contribution.
- When the scheme had been reviewed in 2015 there had been an indication that Network Rail were possible funders. The level crossing was acknowledged to be a travel blockage, but there was a serious question as to whether the GCP should be the only body contributing to the funding of such a scheme. The Executive Board accepted that the scheme should go forward to the next stage of consideration, but commented that this should not infer that the GCP was making a firm commitment to the scheme at this stage. Further discussions were needed with Network Rail with a view to supporting the scheme in the interests of safety.
- Whilst supporting proceeding to outline business case stage in respect of the project, the need for Network Rail's involvement and financial support for the project was again reiterated by the Executive Board. Further discussions were needed between the GCP and Network Rail with regard to securing a financial contribution to the project before the Executive Board would be able to determine whether to commit formally to the scheme.
- Safety was a major consideration in considering the scheme. In addition to risks associated with the level crossing, reference was made to discussions with the community and Parish Council relating to a safety issue concerning a small gate near

to the level crossing which had given rise to incidents in the past. The GCP's new Director of Transport was asked by the Executive Board to raise this safety issue with Network Rail. The Executive Board was also concerned by a safety issue relating to rights of way in the area of the level crossing.

- It would be interesting to establish from Hertfordshire County Council the extent of development proposed for Royston as this would also impact on traffic volumes in the area and have implications for the number of parking places being proposed at the travel hub.
- The Chairperson acknowledged that the situation had moved on since the Network Rail GRIP2 (Governance for Railway Investment Projects) assessment in 2013, most notably, the increased in traffic on the A10 and safety considerations associated with the level crossing. What the GCP could add was the concept of modal shift by providing a rural travel hub and it was acknowledged that the Network Rail GRIP2 report proposal for 85 parking spaces was unrealistically low and that the extent of car parking provision required would need to be re-evaluated upwards based on GCP objectives. There would also be a need for consideration of cycle routes feeding into the travel hub. The more holistic approach to the scheme now being proposed was welcomed by the Executive Board.

In moving the recommendations, a proposition was made and unanimously supported by the Executive Board to amend recommendation 2.1(b) by the addition of the words "in collaboration with Network Rail" at the end of the recommendation.

The Executive Board **AGREED** unanimously to:

- (1) Note the assessment work and review of the options presented in this report and Appendix 1.
- (2) Approve the development of an 'Outline business case' for a preferred option in collaboration with Network Rail.
- (3) Explore the opportunity for Foxton Station to act as a Travel Hub with a Park and Ride facility for onward rail trips into Cambridge and Cambridge North stations and the proposed future Cambridge South station.

9. CAMBRIDGE TO ELY A10 TRANSPORT STUDY

The Chairperson invited Maureen Mace to ask her question. Details of the question and a summary of the answer given are set out in Appendix A to these minutes.

The Interim Director of Transport introduced the report which presented the findings of the Ely to Cambridge A10 Transport Study and proposed next steps.

During discussion upon the report:-

- With reference to the map on page 186, the Executive Board noted that there was an existing underpass under the A10, close to the existing guided busway, in the vicinity of Cambridge Regional College, not far from Cambridge North Station and the Histon Road improvements, which, could be relevant to the consultation in respect of an off-road route. In response, the Interim Director of Transport confirmed that the proposals in the report were predicated on the achievement of an integrated approach linking into existing busways and would also be mindful of potential links into CAM in the future.
- Reference was made to the diagram on page 145, which graphically illustrated the

- costs and benefits of the five options in the report.
- The Executive Board stated that it was important to review the whole package of measures, not just modal shift. Whilst the focus for the GCP might be those travelling from the A10 to the Cambridge hubs, which in itself would be a valuable project, there was also a need for measures to address the traffic travelling along the A10 to somewhere beyond the North of Cambridge, and it would therefore be important to work with partners to examine the various options identified in the report.
 - The Executive Board noted that an indication of scheme components was given on page 209 but it was not clear whether these were at 2010 or 2017 prices. In that context and given that certain aspects of the scheme were not within the remit of the GCP, reference was made to the importance of identifying the cost of the various components which it was anticipated would be the responsibility of the GCP.
 - The Portfolio Holder for Transport noted that the study had been discussed by the County Council's Economy and Environment Committee that morning, and that he supported the earlier comments about the need to break down the various components of the scheme and to identify which body was responsible for each of those components, bearing in mind also that certain aspects of the project fell outside the Greater Cambridge area.
 - The Executive Board asked the Chief Executive to liaise further with the other partners involved in the project with a view to bringing a report back to the Executive Board and Joint Assembly with an indication of the cost of the various parts of the project and which schemes would be the commitment of the GCP.

The Executive Board **AGREED** unanimously to:

- (1) Endorse the recommendations set out in the study.
- (2) Commend the multi-modal package of measures to the Cambridgeshire and Peterborough Combined Authority for approval and further development.

10. OUR BIG CONVERSATION

The Chairperson invited James Littlewood to ask his question. Details of the question and a summary of the answer given are set out in Appendix A to these minutes.

Mike Soper, Head of Research and Performance at Cambridgeshire County Council, introduced the report which presented the interim findings from the GCP's autumn 2017 public awareness and engagement programme "Our Big Conversation". The exercise had aimed to strengthen the evidence-base needed to inform GCP's Future Investment Strategy (FIS) by generating public dialogue on the Greater Cambridge growth story; testing emerging GCP proposals with the public and undertaking a comprehensive travel survey to refresh 2011 census data. A copy of the summary report "Our Big Conversation – Key Findings" was circulated at the meeting.

During discussion:

- The Chairperson noted that "Our Big Conversation" had generated more than 10,000 individual responses and comments and, as such, was probably one of the most comprehensive engagement exercises of residents in the City and South Cambridgeshire. The summary report presented the key findings but there was a significant amount of further data available to inform future development of the GCP's FIS.
- Attention was drawn to confirmation given at the Joint Assembly that the research was

- statistically relevant.
- Reference was made to the further analysis to be undertaken on options to tackle cars coming into the City Centre at peak times and the need to integrate this with the work on ANPR. The importance of linking the assessment of public views and priorities that had been identified in this study with the data gained from other analysis was highlighted. Moreover, it was pointed out that there would be differences of opinion between residents living in the City Centre and those living on the edge of Cambridge in respect of whom the aim was to achieve mode shift.
 - Reference was made to Theme 8 – The Trouble with Housing – on page 20 of the summary document and interest was expressed in seeing further detail at the appropriate time with regard to the findings relating to housing and how this interfaced with transport.
 - The Executive Board acknowledged that the survey findings represented a rich and valuable evidence base which would be of benefit to other partners such as the Combined Authority, the city and district councils, parish councils and communities generally. The Chairperson commented that the GCP Communications team would no doubt be reviewing the extent to which the findings were communicated to partners. However he suggested that the summary report could be sent to City and District Councillors; that perhaps FeCRA could be requested to circulate it to residents' associations; and that the District Council might be able to assist in distribution to Parish Councils.
 - The Executive Board concluded by recognising that "Our Big Conversation" had been an excellent exercise which had provided an invaluable quantitative and qualitative research evidence base; and placed on record its thanks to Beth Durham, Niamh Matthews, Mike Soper and all officers involved in the exercise.

The Executive Board **AGREED** unanimously to:-

- (1) Welcome the broad level of public engagement in Our Big Conversation.
- (2) Note initial findings ahead of the final report published as a supplement to the Future Investment Strategy (FIS) reports in March 2018.

11. **RURAL TRAVEL HUBS**

The Chairperson invited Councillor Simon Edwards to ask his question. Councillor Edwards stated that he was addressing the Executive Board in his capacity as a South Cambridgeshire District Councillor for the Cottenham ward, although he was also a member of Oakington and Westwick Parish Council. He noted that the report at paragraph 2.1 invited the Executive Board to take account of parish consultation with residents and of local knowledge and in that context, rather than asking a question, he wished to use the opportunity to bring Board members up to date with the views of the Parish and local community. He said that the Parish had been encouraged by the "bottom up" process adopted by the GCP to the potential development of rural travel hubs and had been keen to examine the opportunity presented. Councillor Edwards reported that a workshop had been hosted locally involving both the Parish Council and the local transport action group in order to try to establish what measures would be acceptable and what would not be acceptable to the Parish and local community in order to guide the GCP. He said that universal agreement had been achieved between the two parties on a number of measures (including lockable cycle storage; a path and cycleway to Oakington; real time information and wi fi access). However two key issues had been hotly debated. In terms of parking, consensus had not been achieved at the workshop and had been further considered at the Parish Council, which had taken the view that it would be willing to accept the level of parking indicated in the report before the Executive Board. The other

key issue agreed by both parties was the need for the Citi 6 bus service to be extended up to the site. He therefore wished the Executive Board to be aware at this stage, that Oakington would not support an option that did not include the Citi 6 bus link. Finally, Councillor Edwards noted the indication given in the report that the construction at the pilot sites would initially be more temporary in nature and following monitoring, if deemed successful, a more permanent design solution would be developed. Whilst recognising the merit in opting for a temporary solution pending demonstration of the success of a site, Councillor Edwards urged the Executive Board to make the construction of the pilot sites permanent, prior to bringing any other sites on board.

The Chairperson thanked Councillor Edwards for his contribution and commented on the value of adopting the “bottom up” approach and being attuned to community feedback about proposed schemes. In terms of the specific point raised, he noted that Mike Hill, Director of Health and Environmental Services at South Cambridgeshire District Council, who was present at the meeting, was leading on this aspect and asked him to take the points raised by Councillor Edwards on board. Mr Hill said that he would.

The Interim Director of Transport introduced the feasibility report on the development of Rural Travel Hubs in South Cambridgeshire. The report sought approval to proceed to phase two of the project. Phase two would involve the preparation of full business cases for the pilot sites; a detailed analysis of planning considerations; refined costings of construction and an outline of the evaluation method to review the success of the pilots.

He referred to the expectation that the allocation already agreed by the Executive Board should be sufficient to complete Phase 2, and said that if it appeared that this would not be possible, officers would come back to the Board to advise accordingly.

During discussion upon the report:-

- The Executive Board drew attention to the considerable work put into reviewing other potential hub locations and said that it would be regrettable if that work was lost.
- The Chairperson concurred that these should be regarded as the first wave of pilot travel hubs and that the work done on other potential locations should be held in reserve in the expectation of investigating development of further hubs in future.
- A question was raised as to whether the Citi 6 bus was subsidised or a commercial service as this might influence the business case for Oakington. The Transport Director was asked to get back to the Transport Portfolio Holder with the answer.
- It was acknowledged that the outcome of the Combined Authority’s bus review might also be of relevance.
- Following comments regarding the Executive Board’s earlier discussion about the further exploration of a travel hub at Foxton, the Chairperson indicated that, regardless of the differing terminology used in the reports, it was his view that the GCP was exploring the development of four travel hubs; namely Oakington, Sawston, Whittlesford and Foxton.
- Whilst noting that there had been some reservations expressed at the Joint Assembly about the potential for rural travel hubs to create additional traffic, the Executive Board referred to the potential positive advantages of the hubs in securing better public transport provision.
- Building on the previous comment, The Executive Board referred to the aspiration for the rural travel hubs to enable public transport to spread further out, rather than to just start at the edge of Cambridge.

The Executive Board **AGREED** unanimously:

1. To note and take into consideration the results of the feasibility report, future parish consultation with residents, local knowledge and planning considerations to approve Oakington and Sawston as pilots to be taken into Phase 2 as part of the Rural Travel Hubs project.
2. That, in respect of Whittlesford:-
 - (a) A Master Transport Planning exercise be undertaken at a cost of £50,000 which can be met out of existing funding.
 - (b) A contribution of £70,000 be made for the provision of additional cycle parking for 200 bikes.
3. To note that the three villages referred to above will be pilots and based on the evaluation of the success of these pilots that further waves of Rural Travel Hubs could be investigated in the future.

12. DATE OF NEXT MEETING

The Executive Board **NOTED** that the next meeting will take place on Wednesday 21 March 2018 at 4.00pm in the Kreis Viersen Room, Shire Hall, Cambridge.

The Meeting ended at 6.13 p.m.

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No.	Questioner	Question	Responder	Response
For Agenda Item 7				
1	Roger Tomlinson	<p>Context: The Mayor of the Combined Authority has confirmed to the Cambridge News that his office leaked the Steer Davies Gleave report in December, and quotes were obtained from County transport officers and some Executive Board members to accompany press reports; and the chairman has written pieces extolling the potential of the schemes to parish community newsletters. However, the consultation on Cambourne to Cambridge Better Bus Journeys: Phase One was still running, and the Mayor confirms he intended effectively to disrupt this process by advising the public that there were more options; we can confirm that some residents did find the new proposals very confusing.</p> <p>However, no route has yet been decided upon by the Executive Board formally, though it looks increasingly, as officers have repeatedly suggested, that the decision is pre-determined. Now Chris Tunstall, GCP Interim Transport Director, in his report to you points out that the Cambridge Area Metro scheme is predicated on an off-road guided busway, and indeed the comparison of costs for metro options assumes for the preferred bus option that the busway will be built and paid for outside the preferred bus scheme. He reports that legal discussions are under way on how to progress this, with the potential to assist early delivery. The relevant two paragraphs are 3.18 and 3.19.</p> <p>• 3.18 Existing schemes, such as Cambourne</p>		<p>The timetable for the Cambourne to Cambridge scheme was set out and approved by the Greater Cambridge Partnership Board in a report presented on 20th September 2017. This report also confirmed the basis for public consultation on the scheme. The consultation is now complete and is currently being analysed with the outcomes being used to inform the business case being presented to the Board in July 2018. This business case will consider the full range of issues which amount to the widest evaluation of the public benefit of each option and provide a recommendation to the Board on the preferred scheme for Phase 1 of the project.</p> <p>At this time the Board will be updated re the implications of Cambridge Area Metro and any potential impact on the options and any decision by the Board will take this into consideration. The decision will only be taken by the Board at this time based on the information presented to it.</p> <p>The specific 'approval mechanism' for any scheme proposal will to some extent depend on what scheme is taken forward. In the case of an 'off road' scheme it is likely that a Transport and Works Act Order (TWAo) application is made to the Secretary of State for Transport. In the case of a road based scheme it may be that local highway powers are needed although again this depends on the elements of that scheme. Should a TWAo be sought then at the point at which this application is made, the proposed transport mode will have to be set out and been subject to prior public consultation. As such</p>

		<p><i>to Cambridge and the Cambridge South East Corridor Transport Study, create the opportunity to transition in the future to provide key parts of the CAM infrastructure. The SDG integrated network proposition is predicated on these planned interventions being part of the solution.</i></p> <ul style="list-style-type: none"> <i>• 3.19. Discussions are currently being undertaken with our legal advisors as to the most appropriate way of transitioning the existing schemes and subsequently procuring the necessary approvals/orders. The implications will be dealt with in future reports in respect of the individual schemes, subject to the Combined Authority progressing the detailed feasibility work for CAM. At this time it is not envisaged that this will delay the current programmes, but could potentially assist with early delivery of parts of a CAM network.</i> <p><i>(quoting of paragraphs to be removed in publication)</i></p> <p>Question: What exactly are the Transport Officers trying to achieve by these legal discussions and how does this impact on the Executive Board decision-taking timetable and process for Cambourne to Cambridge Better Bus Journeys: Phase One?</p>		<p>engagement with the Department for Transport is underway in terms of the wider implications of CAM under the current regulatory regime for approval of guided transport systems.</p>
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For Agenda Item 9				
2	Maureen Mace	<p>The widening of the A10 is by its nature a road orientated approach. At the present time 60% of people working at the Science Park arrive by car and the new widened road will encourage more. How will parking be restricted at the Science Park and in the North of Cambridge and how will you get the modal shift onto other forms of transport especially to the train as the relocated station will not be near the A10 and is situated to the north east of Waterbeach?</p>		<p>The dualling of the A10 was one of the headline recommendations from the study. However, it was also clear that to provide additional travel capacity, demand on the highway network created by the new developments would need to be managed using policy, planning and regulatory tools. To complement this and to encourage a shift away from the private car, public transport, pedestrian and cycling enhancements should be delivered ahead of any major new highway capacity.</p> <p>Considering the Science Park specifically:</p> <ul style="list-style-type: none"> • Levels of parking at the Science Park and Cambridge Northern Fringe will be critical to determining the scale of development that can be accommodated on the transport network in the future. • Car mode share at the Science Park is particularly high, primarily due to the availability of unrestrained parking on the site, much of which is underutilised. • Much lower car mode shares have been achieved elsewhere in the City through tighter restrictions on parking levels <p>Parking can be restricted at the Science Park and Northern Fringe through:</p> <ul style="list-style-type: none"> • The planning process as planning applications are determined. Parking levels can be established as a planning condition. • The use of existing highway powers to create Controlled Parking Zones around the sites, to discourage people from parking off site. This is

				<p>consistent with one of the eight points of the City Access project.</p> <ul style="list-style-type: none"> Promoting a site-wide approach to car parking management and using ambitious travel planning to encourage a shift to non-car modes. <p>In conjunction with active parking restraint and the relocation of Waterbeach Railway Station, to promote mode shift away from the private car the study recommends:</p> <ul style="list-style-type: none"> Early implementation of the cycle measures Early progression of the segregated public transport corridor from Waterbeach to the Northern Fringe, together with Park and Ride facility provision at Waterbeach just off the A10. The precise location of the Park & Ride site will be determined through the master planning process, however to intercept vehicles from the A10 the site will need to be located as close to the highway as possible. The relocated railway station will need to be highly accessible by cycle and foot to enable maximum use by people living or working in the new development and the existing village. The exact detail of this and level of any associated parking at the station will be developed through the masterplanning process.
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For Agenda Item 10				
3	James Littlewood CEO Cambridge Past, Present & Future	<p>One of the more encouraging findings of the Big Conversation is the apparent willingness of commuters to ditch their cars in favour of public transport, provided a high quality public transport service was made available. The report sets out the improvements in public transport that would be needed – more bus routes, reliability to timetable, cheaper fares, frequency of service, free parking at P&R etc.</p> <p>We know what needs to be done to encourage modal shift – but herein lies the problem for all these measures will greatly increase operating costs. So where is this additional operating revenue going to come from? If substantial long-term funding to subsidise an improved public transport system cannot be secured, then all these ideas will just remain dreams.</p> <p>The only realistic source for sustainable long-term funding is for drivers to pay if they chose to drive rather than use an upgraded high quality public transport system. In the light of the Big Conversation, is it not now time that the GCP Board faced up to realism and commissioned the research to devise a fair, equitable, and non-discriminatory charging system, possibly in combination with a pollution charge to improve air quality, which could then be the subject of a public consultation? And for those who still believe that charging would be unfair, divisive and unpopular, it is interesting to note that some form of road charging system scored the highest of the demand management measures proposed in the</p>	1	<p>Work is currently ongoing in respect of potential demand management options. There will be a Report on the progress of this work coming to the February Joint Assembly and the March Executive Board.</p>

Executive Board Questions and Responses 8th February 2018

		<p>survey.</p> <p>Without a secure long-term source of revenue, the ideas for modal shift expressed by the public will just remain wishful thinking. The inertia of the GCP will then condemn Cambridge to worse and worse gridlock.</p>		
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Agenda Item 6



Report To: Greater Cambridge Partnership Executive Board

21 March 2018

Report From: Councillor Kevin Price, Chairperson of Greater Cambridge Partnership Joint Assembly

1. Overview

- 1.1.** This report is to inform the Executive Board on the discussions at the Joint Assembly held on Wednesday 28th February 2018 which the Board may wish to take into account in its decision making.
- 1.2.** Five reports were considered in total and nine questions were received from members of the public. Seven of those questions were taken with the Histon Road item, one question with the Western Orbital item and one has received a written response which related to specific aspects on specific roads.

2. Histon Road

- 2.1.** The Joint Assembly had a number of views on this item and many found the public questions that had been submitted helpful in generating some of their discussion and questions.
- 2.2.** There was concern expressed by a couple of the Joint Assembly members about the impact of proposals on local businesses that serviced local communities, whilst also noting at the same time there needs to be consideration to restricting deliveries to businesses at peak time.
- 2.3.** There was some anxiety expressed over the timing of the next Histon Road Local Liaison Forum (LLF) as highlighted in one of the public questions asked. It was explained at the meeting that the timing was at the behest of the LLF chair. Following this discussion, officers were asked to clarify the latest position on the LLF review, and it was confirmed that it was still a live process and another facilitated workshop would be set up for chairs and vice chairs.
- 2.4.** There was broad support of the Histon Road report from the Joint Assembly, but there with some questioning over the process for further input by both the LLF and the Joint Assembly in advance of the public consultation.

3. Western Orbital

- 3.1.** There was a good discussion on this report with a variety of views expressed about wider transport related strategies and schemes as well as the specifics of the paper.
- 3.2.** It was discussed and deemed important that GCP's overall Park and Ride strategy needs to look at all transport corridors collectively rather than on a corridor by corridor approach. It was also raised that GCP needed to ensure the capacity of these hubs provide the volume required in the thousands and not just the hundreds. The debate about the J11 P&R also brought the Foxton level crossing into the discussion which was previously debated in detail at the Joint Assembly in January 2018.
- 3.3.** There were questions from members of the Joint Assembly about how innovative the work around Girton and the Smart motorway will be. There was some concern that the Smart motorway will simply provide additional capacity for cars, and risks increasing into congestion further along routes into Cambridge unless modal shift can be encouraged with interchange at park and ride sites.
- 3.4.** There was a question as to how the Western Orbital and Smart Motorway would interchange with CAM and whether there would be a fully sustainable transport option running down this stretch of the M11 into the CBC. Officers were asked to be visionary rather than take small steps.
- 3.5.** There were some questions from the Joint Assembly members about bus priority and where and how this can have a real impact, and a request for the Joint Assembly to have sight of the proposals before going out for public consultation.

4. City Access update including mode shift and demand management options

- 4.1.** The Joint Assembly were pleased to receive a paper on City Access. There were some comments about the timescale that it had taken to reach this point, but it was acknowledged that the Joint Assembly was able to debate this paper with evidence from 'Our Big Conversation' and this was a good position to be in.
- 4.2.** It was felt by many of the Joint Assembly members that understanding what an attractive public transport network should look like is important and a critical part of the package. It was acknowledged, however, that there will be many different views about the best way of delivering this, including the most suitable means of freeing up road space for public transport.
- 4.3.** During the discussion on demand management the Joint Assembly were reminded of a recent South Cambs District Council resolution that reiterated its opposition to the principle of congestion charging. However, there was a general acknowledgement that technology may enable different solutions and

that the study needs to consider all options. It was also felt that if demand management worked properly then it would pay for the public transport network that is needed.

- 4.4. There was a query about cycle parking and whether we needed to be commissioning some work to give us a better understanding of potential solutions to what could become a bigger problem in Cambridge.
- 4.5. Air quality was seen as a particular driver to find a solution, with concern expressed about air quality in specific areas. This linked with the discussion on setting of ambitious targets to highlight our aspirations.
- 4.6. There was also a request from the business community to ask what they can do to support taking forward the City Access mode shift and demand management options, and a prompt that people traveling on our public transport network need to be able to access the best point for their journeys rather than just the closest or shortest point.

5. Quarterly Progress Report

- 5.1. The Joint Assembly had some questions in relation to specific housing matters and requested further detail on the Housing Development Agency and housing affordability and tenure to be included in the next progress report.
- 5.2. It was noted that there were some areas over achieving against the targets set at the start of the partnership, which included skills and cycling, but there was disappointment that the Motion App had not yet been completed. Officers assured the Joint Assembly that there has been progress with the app which would start trials soon and it included all bus providers rather than an individual provider. Officers also informed the Joint Assembly of the £3.2million government funding secured by Smart Cambridge for further autonomous vehicle development and testing in Cambridge.

6. Future Investment Strategy

- 6.1. The Joint Assembly discussions focused on how the proposals contained within the Future Investment Strategy would be consulted upon. A couple of views were expressed that the consultation should not be too light touch and points made about the potential sequencing with further engagement of demand management options. Officers undertook to take these comments on board when considering public engagement and consultation.

End of Chair report

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Agenda Item 7



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Executive Board

21 March 2018

Lead officer: Peter Blake - GCP Transport Director

Histon Road: Bus, Cycling and Walking Improvements Final Concept

1. Purpose

- 1.1. This report sets out the preliminary concept design for Histon Road. The design meets the original objectives of the scheme and also takes into account the considerable public engagement that has taken place since previous options were consulted on.
- 1.2. This scheme supports the Greater Cambridge Partnership's transport vision of implementing public transport improvements along Histon Road, which is a significant part of a wider public transport strategy to help support the delivery of delivering proposed housing and employment growth at Cambridge Northern Fringe, Ely, Cambridge Science Park, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,800 new jobs between 2011 and 2031).
- 1.3. Approval is sought to consult on the proposed design in the spring of 2018. Following analysis of this consultation it is planned to bring the final preliminary design back for consideration by the Joint Assembly and Executive Board in late 2018.
- 1.4. The report sets out a new construction cost estimate of £6M that has been produced by the consultant's quantity surveyor. This cost estimate is above the £4.3M that was original budgeted for this scheme. Therefore approval will be sought to work within the constraints of this increased budget.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - i. Support the 'Preliminary Concept' design shown in Plans 1-6 as a basis for public consultation and further detailed design work, including preparation of the business case.
 - ii. Approve the revised budget that includes a new estimate of £6M in capital costs for delivery of this scheme.

3. Officer comment on technical issues raised at Joint Assembly

- 3.1. The Joint Assembly reflected on public concern raised in the public questions submitted regarding the proposed removal of residents parking and pay and display bays on Histon Road. As set out in sections 5.10 - 5.12 below officers are aware that removal of parking will have implications and are committed to work with affected residents and businesses to deliver suitable mitigation options.

- 3.2. Concerns were raised as to whether it would be possible to enforce the proposed peak time loading restrictions. Officers accept this as an important point to consider and aim to ensure that the Traffic Regulation Orders (TRO's) are designed in such a way to allow effective enforcement.

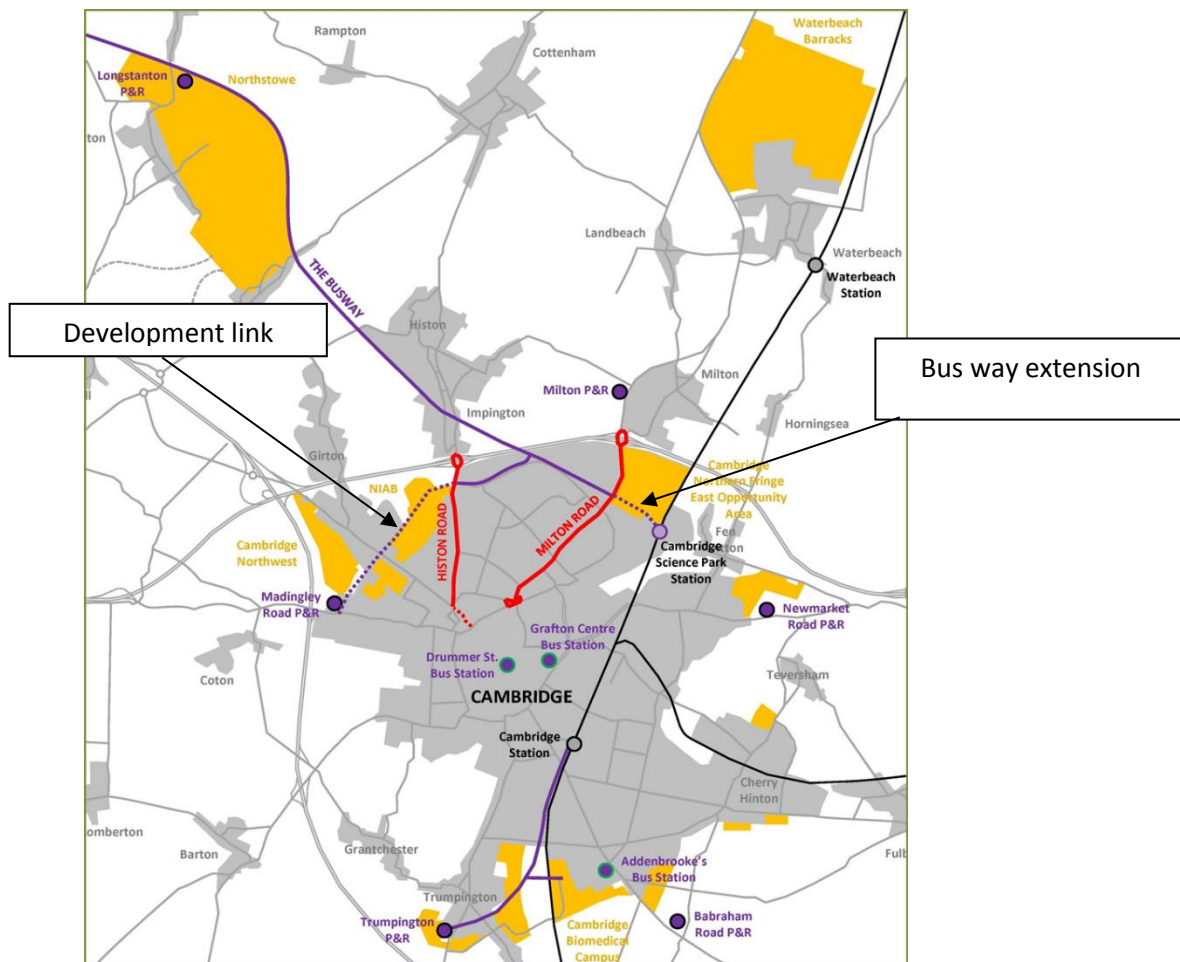
4. Key issues and considerations

- 4.1. The project has the following key objectives:

- a) Comprehensive priority for buses in both directions wherever practicable;
- b) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
- c) Enhance the environment, streetscape and air quality;
- d) Additional capacity for sustainable trips to employment/education sites;
- e) Increased bus patronage and new services; and
- f) Maintain or reduce general traffic levels.

- 4.2. **Figure 1** indicates the length of Histon Road under consideration and shows its setting within the wider strategic context. The report considered by the Executive Board on 3rd November 2015 sets out the strategic and planning background, and broader context for the scheme.

Figure 1: Histon Road in the wider area context



5. Options

- 5.1. Following consultation on previous options and further local engagement that took place during the winter of 2016, the Histon Road Local Liaison Forum (LLF) proposed 12 resolutions along with ideas relating to the main junction designs. In November 2017, the Executive Board approved the Officer responses to these LLF resolutions. The responses set out a modified design direction for Histon Road which has been incorporated into the preliminary concept design by consultants WSP.
- 5.2. The design is presented in **Appendix A** and key considerations of the scheme are detailed in the following sections of this report. Consultation materials including designs and schematics will be produced for the public consultation exercise.

Junctions

- 5.3. Alternative designs for the 4 main junctions along Histon Road have now been considered in detail. This work is supported by detailed traffic modelling in order to assess the benefits or impacts that the proposed designs will have. The modelling work demonstrates that in combination with other City Access proposals, the preliminary concept will improve journey times and reliability and reduce queuing at each of the key junctions along Histon Road.
 - **Victoria Road/Huntingdon Road** – The junction is severely constrained. It is very difficult to significantly modify the junction without affecting traffic flows. However, it has been possible to set out a design that improves the environment for both pedestrians and in particular cyclists, offering some separation from motorised vehicles in the area where there is a current conflict. These benefits seek to be achieved without adverse impact on the ability for traffic to flow through what is a busy junction
 - **Gilbert Road** – It has been possible to use many aspects of the alternative LLF design which offers significant benefit to cyclists by offering off road facilities in all directions. The design also offers an on road advance stop lines for in/outbound commuter cyclists who may prefer to cross the junction on road due to the longer green time.
 - **Darwin Green** - The Darwin Green junction will be delivered by the developers and has already gone through a significant planning process. Officers are continuing the dialogue with the consultants/developers to ensure that the final design fits well with and follows the general principles of the proposed Histon Road scheme.
 - **Kings Hedges Road** - Officers have assessed the Kings Hedges junction and do not propose to make any changes to it aside from improving the cycle lane approach from the A14 junction which can be achieved without affecting the performance of the junction itself with regard to vehicle flows.

Bus Lanes and Bus Stops

- 5.4. A key aim of the project is to enhance bus priority on Histon Road. The design includes a length of inbound bus lane extending Blackhall Road to a point 40m south of Carisbrooke Road. The bus lane is estimated to improve future inbound bus journey times in the peak by up to 2.5 minutes enhancing reliability of service, a significant benefit across the network.
- 5.5. It is intended that future development of the scheme will look to include bus priority measures at the junctions in the form of bus detection and a subsequent hurry call on the signal sequence. At this stage the benefits from early bus detection at traffic signals has not been built into the traffic model and further refinements in the model will allow bus journey times to be more accurately reflected.

- 5.6. The approximate location of existing bus stops has been retained. It is proposed that where width allows the scheme will incorporate floating bus stops. This follows extensive work that has been undertaken by the County Council in developing the design alongside disability groups, cycle campaign groups, and other stakeholders, including an independent study to demonstrate their effectiveness and safety. Where floating bus stops are proposed the designs aim to provide a minimum island width of 2.3m, and in most cases it has been possible to provide up to 2.5m, in order to allow adequate space for wheelchair users to manoeuvre.

Cycling and Walking

- 5.7. The provision of high quality cycling and pedestrian infrastructure is an important objective of this scheme. As well as improvements at junctions, the design includes improved cycle lanes along the length of Histon Road. Where the road is narrower, towards the southern end of the scheme, the aim is to provide an advisory 1.5m wide cycle lane on both inbound and outbound side of the road. The advisory cycle lanes progress into segregated lanes (Cambridge Kerb) as the road widens towards the Gilbert Road junction.
- 5.8. Between Gilbert Road and the Darwin Green junction the aim is to provide a 2m wide segregated outbound cycle lane (1.6m minimum width in pinch points). On the inbound side of the road a 1.5m cycle path is protected by the bus lane for the majority of its length. The improved cycle infrastructure will improve safety and accessibility for cyclists but also address the current situation where vehicular flow is often disrupted due to the proximity of vehicles and cycles.
- 5.9. The aim is to provide 1.8m wide footpaths along the length of the scheme with a 1.4m wide minimum in pinch points. Pedestrian improvements also include provision of a new crossing in close proximity to the junction with Victoria Road.

Removal of on-street parking

- 5.10. In order to deliver highway improvements in the narrow southern section of Histon road, it will be necessary to remove the current on street parking (this includes 31 resident parking bays that are part of the Benson Area Residents Parking Zone (RPZ), and 11 pay and display. Removal of the on street parking is dependent on the ability to mitigate the impact, therefore, a detailed parking survey was undertaken within the area (the methodology agreed with the LLF in advance). The survey demonstrates that during the mornings and evenings there is sufficient space within the Benson Area RPZ to accommodate the displaced residents parking, created from the proposed removal of parking bays on Histon Road. However it is accepted that there would be a level of inconvenience introduced by this proposal, especially to those residents living directly along Histon Road.
- 5.11. A number of points were raised by residents who attended the AGM including the requirement for loading, unloading, deliveries and accessibility for disabled people. These points need to be considered in detail when the Traffic Regulation Orders (TROs) are developed, but initial thoughts are that these issues could be addressed by the use of loading restrictions, along Histon Road, at peak times only. It was also proposed that parking restrictions could also be limited to peak times. This is a point worth considering, but needs to be carefully weighed up against the negative impact this would have on the new cycling provision and compromises this could have on the current design, limiting improvements that are possible at the southern, narrow end, of Histon Road.
- 5.12. With regard to the lost pay and display bays on Histon Road, it is proposed to investigate the possibility of relocating these spaces to Linden Close.

Landscape and Environment

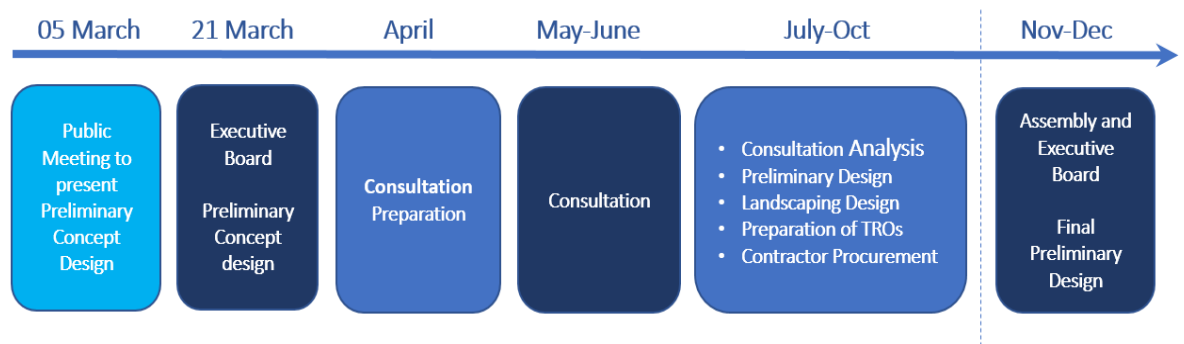
- 5.13. The design retains the line of trees running north from Gilbert Road to Carisbrooke Road. Following discussion with the Cambridge City Council arboriculture officer there is an understanding that if roots are damaged during construction then there will be a commitment to replace any lost trees. It is worth noting that it will also be possible to retain much of the mature hedgerow to the north of Blackhall road and that officers have begun discussions with the landscape designer working for Greater Cambridge Partnership, with regard to opportunities for urban realm improvements along the road. Designs will be worked up in consultation with the LLF in order to feed into the final design.

Cost Benefit.

- 5.14. The consultants WSP have prepared an early cost benefit analysis of the scheme which has indicated a benefit to cost ratio (BCR) in the range of 1.6 to 2.9, demonstrating strong value for money.
- 5.15. The approximate current day capital cost for the preliminary concept design is estimated to be £6 million. This current estimate is above the original £4.3 million that was budgeted for this scheme, but which was at the time a very high level estimate.

6. Next steps and milestones

- 6.1. Subject to the decision made by the Executive Board, Officers plan to follow the broad programme as set out below. This includes consultation on the current proposed design, taking place for a six week period between May and June 2018.



7. Implications

Financial and other resources

- 7.1. The scheme development and implementation is funded by Greater Cambridge Partnership through City Deal funding.

Legal

- 7.2. No significant legal implications have been identified at this stage although they may emerge as the project moves towards the statutory process stage.

Staffing

- 7.3. Project management is undertaken by Cambridgeshire County Council. Design work would be undertaken by consultants WSP.

Risk management

- 7.4. A full project risk register forms part of the Project Plan.

Equality and diversity

- 7.5. There are no equality or diversity implications in this report although they may emerge as the project moves towards the statutory process stage.

Climate change and environmental

- 7.6. The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Consultation and communication

- 7.7. A programme of engagement with the Histon Road Local Liaison Forum has led to the Officer recommendations in this report. Officers will carry out further engagement with the Local Liaison Forum through the future design phases.

List of appendices

Appendix A	Preliminary Concept Design Layout and Key Features
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Background papers

[Paper]	[Link]
Executive Board agenda and minutes Nov 2015	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6537&Ver=4
Executive Board agenda and minutes June 2016	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6632&Ver=4
Executive Board agenda and minutes Nov 2017	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6858&Ver=4

Appendix A

Histon Road Preliminary Concept Design Layout

Key Features

GA002 Histon / Victoria / Huntingdon road

- Improved cycle provision at all junction approaches including off road provision at the junction of Histon/Victoria road.
- Removal of Residents parking on Histon Road to enable advisory cycle lane on each side of the road.
- Floating Bus stop for northbound movement
- Proposed parallel crossing of Histon Road in close proximity to the bus stop.

GA003 Linden Close – Gilbert Close

- Relocation of pay and display bays – it is currently proposed to move these to Linden Close.
- Advisory cycle lanes progress into segregated lanes (Cambridge Kerb) as the road widens. A fully segregated option through Gilbert Road Junction, with on-road provision retained for commuters.
- Various landscaping opportunities in this stretch and retention of the line of trees to the north of the Gilbert Road Junction.

GA004 Gilbert Close – Blackhall Road

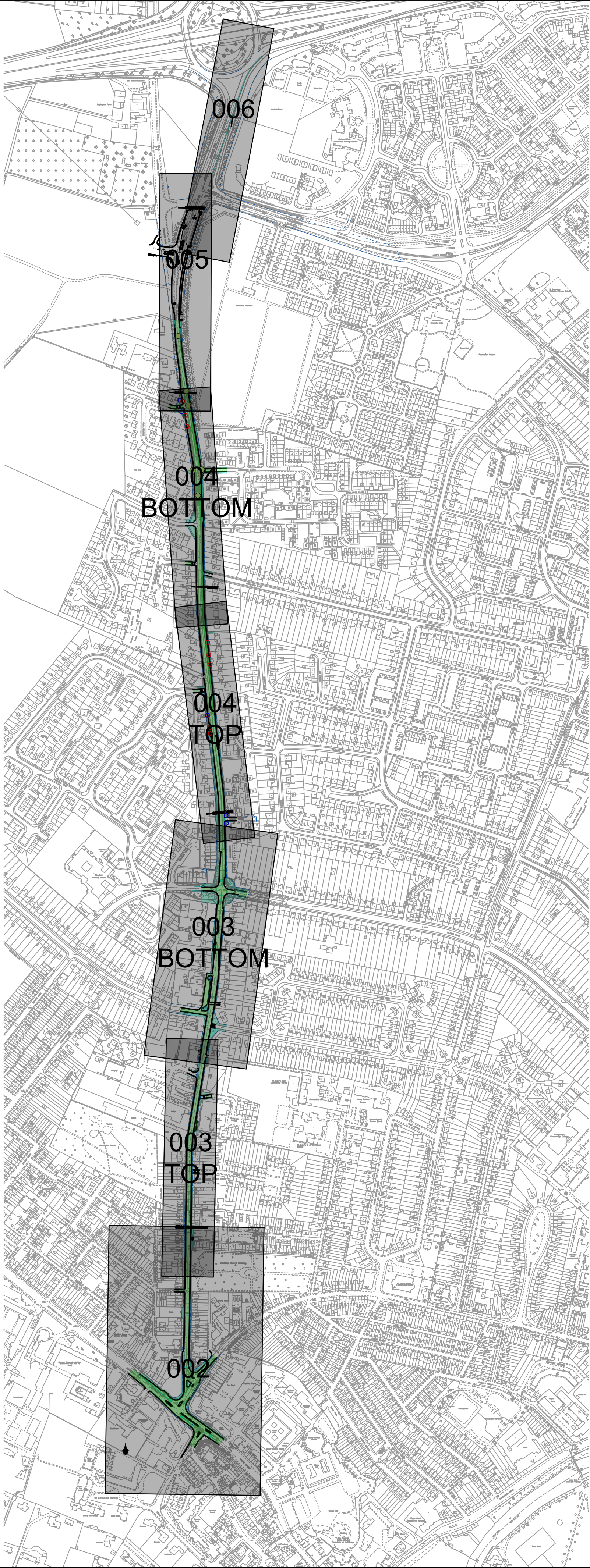
- 3.0m Inbound bus lane from Blackhall Road to just after Carisbrooke Road
- Approx 1.8m wide footpaths – 1.4m in pinch points
- 1.5m wide inbound cycle lane adjacent to bus lane
- Approx 2m wide outbound cycle lane, 1.6m in pinch points
- Several landscaping opportunities in this stretch but net loss of highway trees.

GA005 Darwin Green Junction – to be delivered by developer

GA006 Kings Hedges – A14

- Slight modification of the kerb lines to enable a wider cycle lane and better definition of the cycle lane near the roundabout.
- A sharper better defined cross over point for vehicles wanting to cross the cycle lane to get into the left filter lane.

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DO NOT SCALE

P01	31/01/2018	AKM	FIRST ISSUE	NP	NP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S0 - WORK IN PROGRESS
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wsp.com

CLIENT:	GREATER CAMBRIDGE PARTNERSHIP
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ARCHITECT:	
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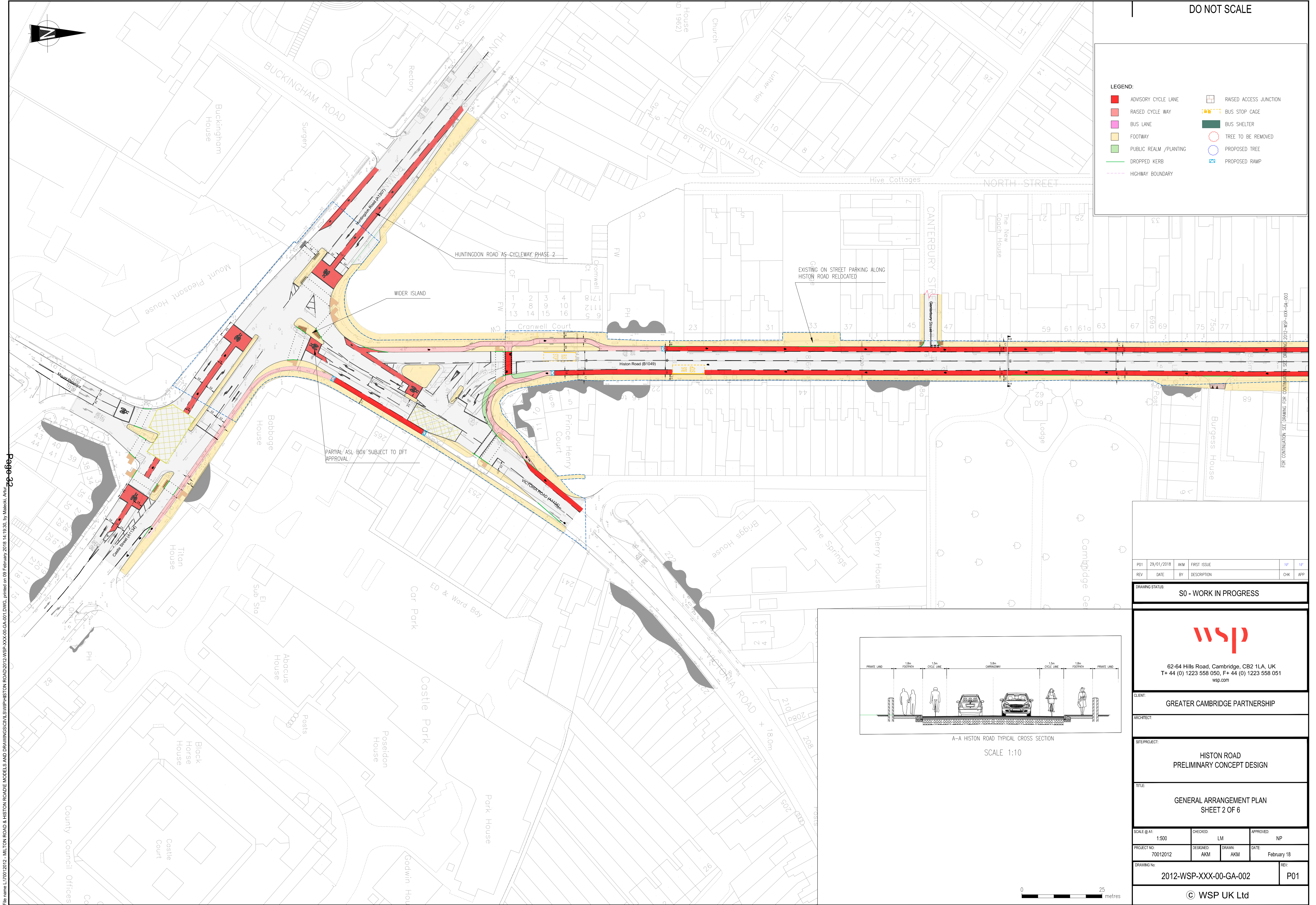
SITE/PROJECT:	HISTON ROAD PRELIMINARY CONCEPT DESIGN
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TITLE:	GENERAL ARRANGEMENT PLAN SHEET 1 OF 6 OVERVIEW
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PROJECT NO:	70012012	DESIGNED:	AKM	DRAWN:	AKM
				DATE:	February 18

DRAWING NO:	2012-WSP-XXX-00-GA-001	REV:	P02
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DO NOT SCALE

- LEGEND:
- ADVISORY CYCLE LANE
 - RAISED CYCLE WAY
 - BUS LANE
 - FOOTWAY
 - PUBLIC REALM /PLANTING
 - DROPPED KERB
 - HIGHWAY BOUNDARY
 - RAISED ACCESS JUNCTION
 - BUS STOP CAGE
 - BUS SHELTER
 - TREE TO BE REMOVED
 - PROPOSED TREE
 - PROPOSED RAMP

P01	29/01/2018	AKM	FIRST ISSUE	NP	NP
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT: GREATER CAMBRIDGE PARTNERSHIP

ARCHITECT:

SITE/PROJECT: HISTON ROAD
PRELIMINARY CONCEPT DESIGN

TITLE: GENERAL ARRANGEMENT PLAN
SHEET 2 OF 6

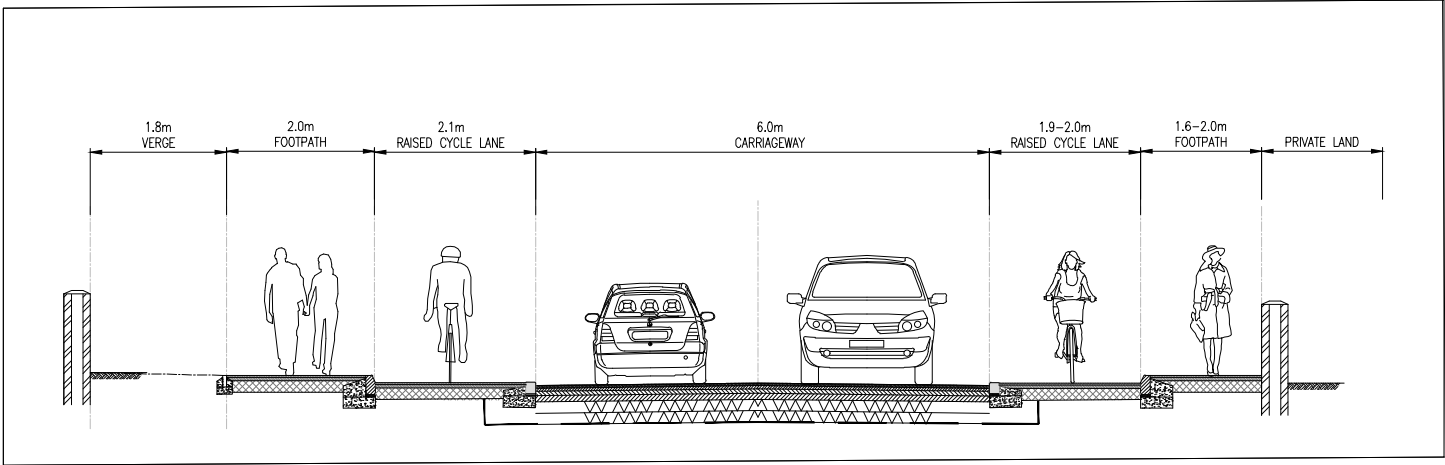
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70012012	AKM	AKM
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2012-WSP-XXX-00-GA-002	February 18	P01

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LEGEND:

ADVISORY CYCLE LANE	RAISED ACCESS JUNCTION
RAISED CYCLE WAY	BUS STOP CAGE
BUS LANE	BUS SHELTER
FOOTWAY	TREE TO BE REMOVED
PUBLIC REALM / PLANTING	PROPOSED TREE
DROPPED KERB	PROPOSED RAMP
HIGHWAY BOUNDARY	



B-B HISTON ROAD TYPICAL CROSS SECTION

SCALE 1:10



P01	01/01/1901	XXX	FIRST ISSUE	XXX	XXX
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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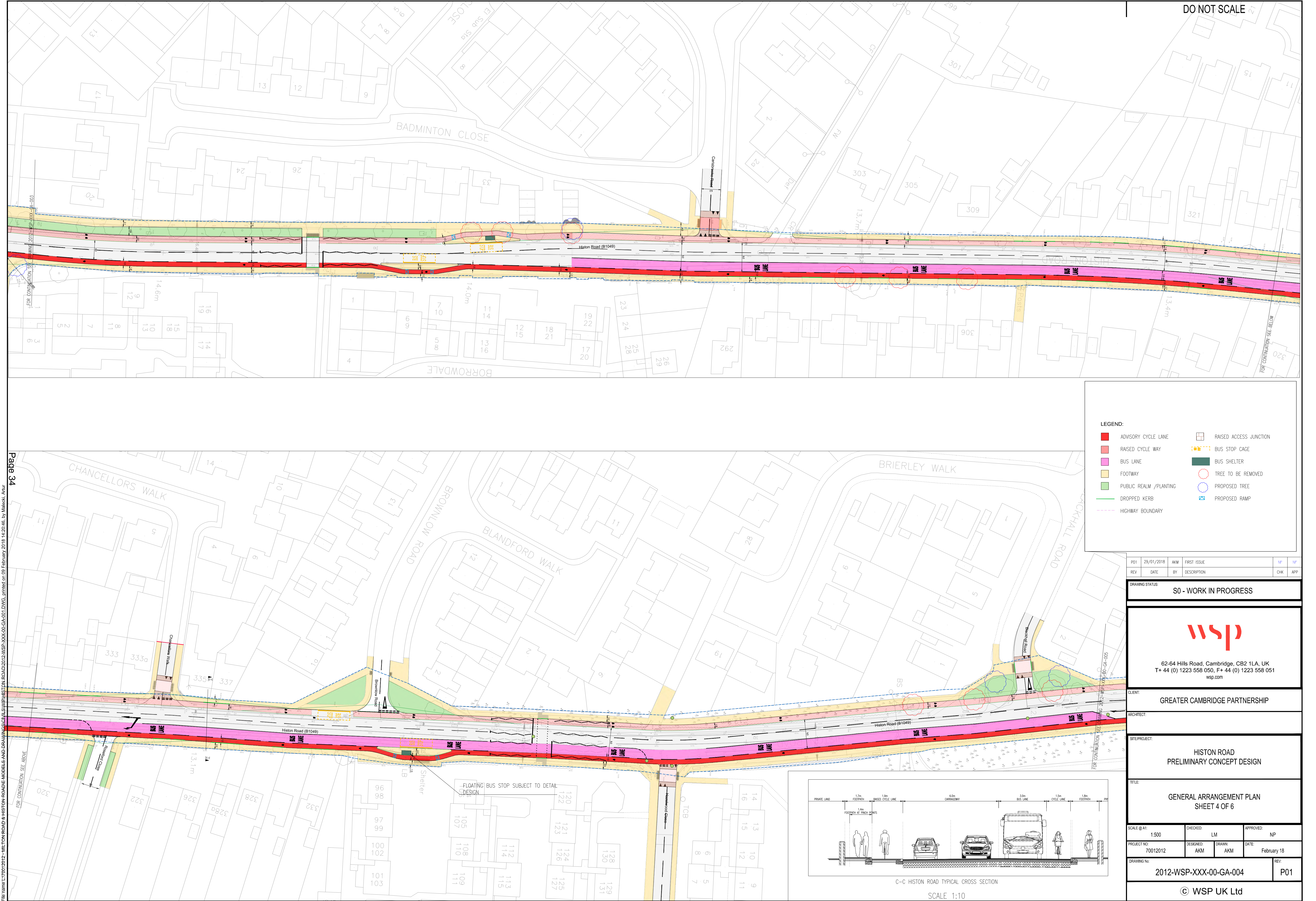
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HISTON ROAD
PRELIMINARY CONCEPT DESIGN

TITLE:

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PROJECT NO: 70012012	DESIGNED:	DRAWN:
		DATE: February 18

DRAWING NO: 2012-WSP-XXX-00-GA-001	REV: P01
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DO NOT SCALE

LEGEND:

- ADVISORY CYCLE LANE
- RAISED CYCLE WAY
- BUS LANE
- FOOTWAY
- PUBLIC REALM /PLANTING
- DROPPED KERB
- HIGHWAY BOUNDARY
- RAISED ACCESS JUNCTION
- BUS STOP CAGE
- BUS SHELTER
- TREE TO BE REMOVED
- PROPOSED TREE
- PROPOSED RAMP

REV	DATE	BY	DESCRIPTION	CHK	APP
P01	29/01/2018	AKM	FIRST ISSUE		

DRAWING STATUS: S0 - WORK IN PROGRESS



62-64 Hills Road, Cambridge, CB2 1LA, UK
T+ 44 (0) 1223 558 050, F+ 44 (0) 1223 558 051
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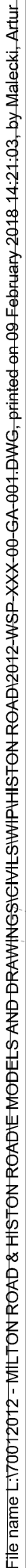
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SHEET 4 OF 6

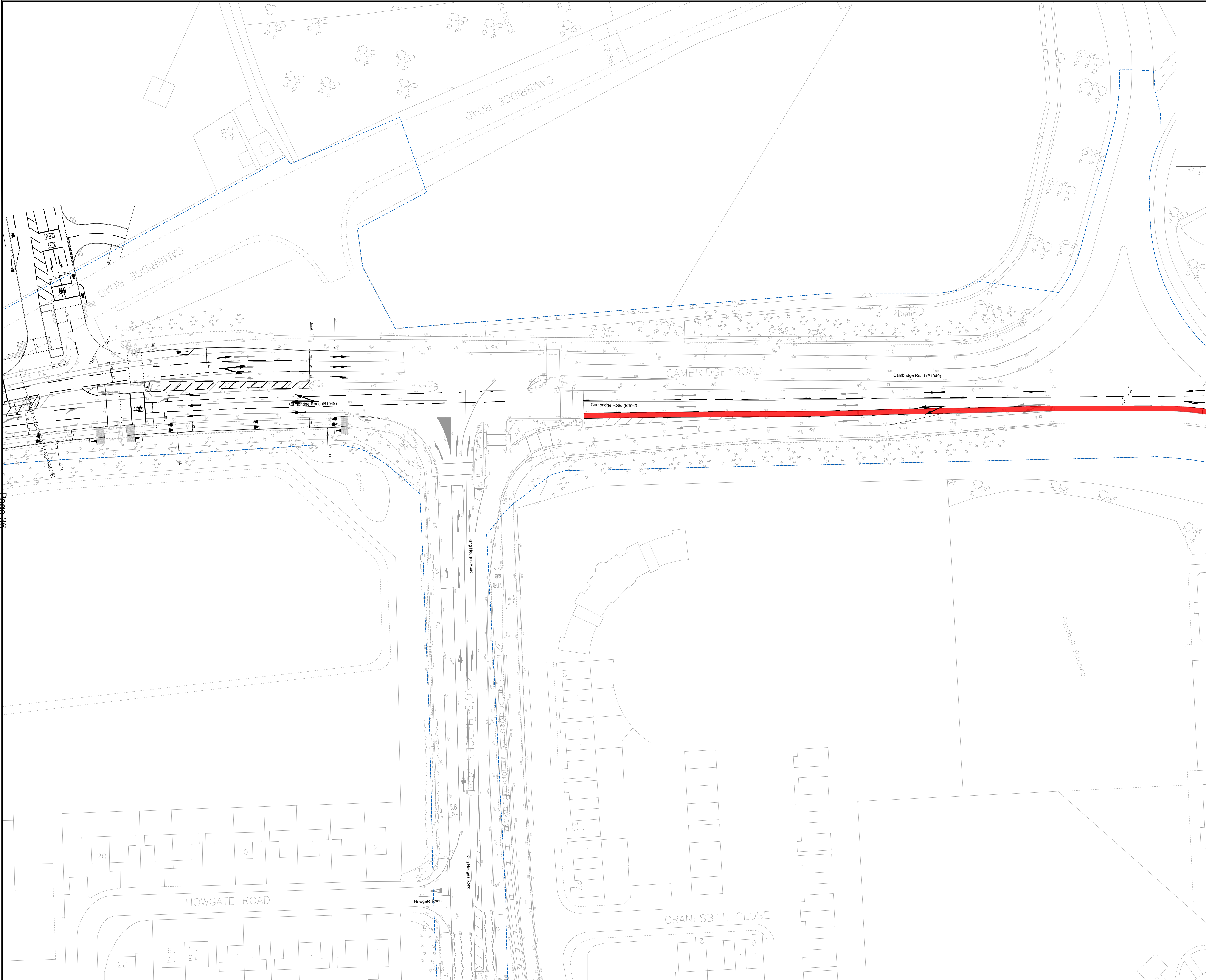
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		DATE: February 18

DRAWING NO: 2012-WSP-XXX-00-GA-004	REV: P01
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SITE/PROJECT:

HISTON ROAD
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PROJECT NO: 70012012	DESIGNED: AKM	DRAWN: AKM	DATE: February 18

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Layout Key

LEGEND:	
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	RAISED CYCLE WAY
	BUS LANE
	FOOTWAY
	PUBLIC REALM /PLANTING
	DROPPED KERB
	HIGHWAY BOUNDARY
	RAISED ACCESS JUNCTION
	BUS STOP CAGE
	BUS SHELTER
	TREE TO BE REMOVED
	PROPOSED TREE
	PROPOSED RAMP

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Agenda Item 8



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Executive Board

21 March 2018

Lead officer: Peter Blake – GCP Director of Transport

Western Orbital: Progress on additional Park and Ride capacity; and submission to Highways England on Girton Interchange and M11 Smart Motorway.

1. Purpose

- 1.1. The Western Orbital proposals support the Greater Cambridge Partnership's transport vision of delivering a world class transport system that makes it easy to get into, out of, and around Cambridge in ways that enhance the environment and retain the beauty of the City including supporting the delivery of the CAM Mass Rapid Transit system.
- 1.2. This report outlines the development of the Western Orbital scheme and sets out issues for public consultation in June - July 2018 on a new Park & Ride site (P&R) at J11 of the M11 and associated public transport/ vehicular priority measures.
- 1.3. This report also seeks to set out proposals to ask the GCP Executive Board to delegate to the Chief Executive in consultation with the Chair a submission to Highways England for the inclusion of Girton Interchange and M11 smart motorway (**Appendix 2**) in the Highway England's second Roads Investment Strategy ("RIS2") (**Appendix 1**).

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - i. Agree that P&R and associated public transport / vehicular access at J11 and Trumpington Road as set out in this report are now developed, with stakeholder input into options for public consultation in June - July 2018.
 - ii. Agree that based on the ongoing analysis set out in this report, the GCP Executive Board delegate to the Chief Executive in consultation with the Chair a submission to Highways England for the inclusion of Girton Interchange and M11 smart motorway in the second Roads Investment Strategy.
 - iii. Note the development of a 'West of Cambridge' package of interventions to replace the previously described 'Western Orbital' scheme.

3. Officer comment on technical issues raised at Joint Assembly

- 3.1. The scope of the proposed consultation and connectivity of proposed infrastructure (bridges, roundabouts and junctions) was questioned by the Joint Assembly. The themes outlined in the diagrams in the report will be developed into a short list of integrated options including Park and Ride, Public Transport, Cycling and Pedestrian measures.

- 3.2. The Joint Assembly welcomed the compelling in case of safety supporting Smart Motorways. The Joint Assembly members raised concerns about the impact on settlements adjacent to the A10 and stated that the interventions should not increase traffic through Harston and that alternatives should be considered including good station and cycle parking at Foxton. The Executive Board recommended the development of a level crossing bypass and Travel Hub business case in February and these two schemes will be considered.

4. Key issues and considerations

- 4.1. Between 2011 and 2031 there are a planned additional 15,500 new homes and 20,000 new jobs in development locations to the west and south of Cambridge, at Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe, West Cambridge, Cambourne and Bourn. It is to be expected that a significant proportion of new residents and new workers will need to make orbital trips between the north, west and south of Cambridge and interventions are required that will support them to make those trips in a way that minimises pressure on key radial routes.
- 4.2. Beyond that, the recent National Infrastructure Commission's report on the Cambridge – Milton Keynes – Oxford Growth Corridor has concluded that improvements in east-west transport connectivity along the corridor are necessary to underpin the area's long term economic success". It estimates that infrastructure investment could support the delivery of up to 1 million new homes in a broad corridor between Oxford and Cambridge. This level of development will inevitably place additional pressure on the existing M11 around Cambridge including the Girton Interchange.

Western Orbital

- 4.3. In early 2016 the GCP undertook a consultation on the wider Western Orbital strategy. This consultation outlined a number of wide ranging concepts including alignments of a future bus priority route and park & cycle projects. These elements of the Western Orbital have subsequently been reviewed and work has progressed on a more focused package of improvements to the West of Cambridge including P&R improvements at J11, improvements to the M11 and Girton Interchange, which taken together, will deliver tangible improvements to the local transport network.

West of Cambridge Package – Park & Ride

- 4.4. The proposals for a Park & Ride at Junction 11 support the Greater Cambridge Partnership's transport vision of delivering public transport improvements across the City and tackling traffic congestion. They also support delivery of the CAM Mass Rapid Transit system and the P&R proposals would, working in partnership with the Combined Authority, ultimately transition to form part of that network. This approach was recommended by the recent Strategic Options Appraisal undertaken by Steer Davies Gleave.
- 4.5. It is of note that in the 2016 consultation the majority of respondents supported the concept of P&R, with the greatest support expressed for a new Park & Ride site at the Junction 11 exit of the M11 (70.9% of respondents supported or strongly supported this option).
- 4.6. In September 2017 the GCP Executive Board agreed to increase the capacity of the Trumpington P&R site by 299 spaces to address short term capacity constraints at this site in the context of the expansion of the Cambridge Biomedical Campus (CBC). Following advice from the Local Planning Authority it is now confirmed that between 250 and 279 spaces can be added to the existing site reflecting the constraints due to adjacent housing.

- 4.7. In November 2017 a report to the GCP Executive Board addressed the additional medium and longer term considerations around a new P&R site at J11 as well as associated junction improvements. The GCP Executive Board agreed to:

“Proceed with a Full Outline Business Case for a new Park and Ride site west of Junction 11 of the M11 and associated access/bus priority measures North West, as outlined in Appendix 1 of the report. The Park and Ride site to be based on the emerging Travel Hub concept”.

- 4.8. A new P&R site could also include developing the concept of multi-functional hubs, providing a range of transport interchange options, not solely focussing upon arrival by car.
- 4.9. This business case will compare the costs and benefits of a new P&R site and is programmed to be completed in December 2018. Public consultation in summer of 2018 forms part of the business case development.

West of Cambridge Package – Girton Interchange

- 4.10. At present, Girton interchange (where the A14 and A428 meet at J14 of the M11) has limited movements on all branches except when travelling west on the A14. As a result there is no movement available for traffic:
- heading North East along the A428 to join the M11 and Huntingdon Road, and can only join the A14 going east and
 - Huntingdon Road outbound only connects to the A14 going North West.
- 4.11. This limits the strategic value of the intersection of the north/south M11 route with the A428 east west connection which will increase in strategic importance given the priority placed by the National Infrastructure Commission (NIC) on the Cambridge – Milton Keynes – Oxford growth corridor and upgrade of the A428 from the A1 to Caxton Gibbet.
- 4.12. Increasing capacity of the Girton interchange is therefore a priority to current traffic congestion issues and support the delivery of improved public transport services. In combination with three lane running on the M11 around Cambridge, options for upgrading Girton interchange has the potential to markedly improve the reliability of routes to the north and west of Cambridge route and reduce their susceptibility to delay caused by traffic incidents.
- 4.13. Officers are working closely with the Highways England team developing the Oxford to Cambridge Expressway scheme to develop the case for inclusion of Girton interchange (all ways movement) in RIS2. This includes traffic modelling on the impacts of allowing all-ways movements with/ without the East/ West Corridor proposal.
- 4.14. It is clear that the addition of potentially 1 million homes along the Cambridge – Milton Keynes – Oxford growth corridor has the potential to significantly impact the outcome. The work currently underway will test the impact of different housing and employment distribution scenarios along that corridor to establish the case for including upgrades to Girton interchange in RIS2. Results of the modelling work are expected / early March.

West of Cambridge Package – M11 Smart Motorway

- 4.15. Around Cambridge, the M11 (which is two lanes in each direction north of J8) currently carries traffic flows that, if constructing a new road, would justify at least three lanes in each direction. Between J11 and J14 2015 traffic counts show flows of between 66,000 and 81,000 vehicles daily¹.

¹ The Highways England Design Manual for Roads and Bridges (DRMB) recommended opening year flows for a 3-lane highway are 25,000-47,000 and for a 4-lane highway are 32,000-90,000. Source: Ta 46/97 Table 2.1.

- 4.16. South of Cambridge traffic flows drop off by almost 40% indicating that significant traffic to or around Cambridge is using the motorway as part of their journey. Between J10 and J11 traffic falls to 50,000 vehicles per day, and between J9 and J10 it is 41,000.



Figure 1: 2015 traffic count of daily vehicle flows on M11 around Cambridge

- 4.17. Existing problems on the M11 are regularly observed including:
- Congestion on the A14 westbound also causes queueing on the M11 (although current works to A14 should alleviate this);
 - Junctions 10, 11, 12 and 13 do not cope well with the level of traffic from the M11 that uses them in the peaks, and congestion at these junctions can cause queueing on the M11 carriageway or hard shoulders on the approaches to them.
- 4.18. A Smart Motorway will be an important contribution to resolving the Greater Cambridge congestion issues but will not be sufficient by itself. Even if the motorway and junctions were not a constraint, the capacity of the local road network into Cambridge might have a similar effect on overall journey times, shifting congestion from the Strategic Road Network to the local road network. M11 Smart motorway is therefore part of a package of solutions to maximise the efficiency of the current network which will underpin the ability to deliver credible alternative options to private car including, in due course, orbital public transport improvements.
- 4.19. There has already been engagement with Highways England regarding the inclusion of a M11 smart motorway upgrade within RIS2, whilst ensuring that local impacts are fully assessed through the business case development process.

5. Park & Ride Consultation

- 5.1. Following on from the previous work presented to the Executive Board, it is proposed to now consult the public on the further details of the Park & Ride:
- Confirming the principle of a Park & Ride at J11 (previously consulted on in 2016) as more detail can now be provided on the specific need and location of the site.
 - The principle of providing segregated links between a new P&R site and Trumpington P&R site/guided busway for buses and cycles.
 - The principle of providing a south bound bus and/or P&R access only slip road for general traffic.
 - The principle of expanding the existing site at Trumpington.
 - Consideration of potential travel hub features.
- 5.2. In addition to the general issues it is proposed to consult on:
- The specific site of a P&R proposed to the NW of J11 of the M11 as set out in Figure 1 to demonstrate that this proposed site is the best option in terms of environmental and physical constraints, transport, delivery and interaction with the existing network.

- 5.3. It is proposed to consult on a range of issues around general P&R access and public transport priority options around the potential new P&R site. It is proposed to identify in the technical work leading up to the consultation in June - July 2018, a shortlist of proposals which will address a number of themes to allow for public input. These themes are set out in the following paragraphs and illustrated in **Figure 1** on the following page.

Vehicular Access

- 5.4. Consultation will be proposed on different potential vehicular access and traffic management arrangements to a P&R site, including different approaches to P&R sites from the A10 (east and west bound) and M11 (north and south bound).

Bus Priority

- 5.5. Bus priority movements in and out of the P&R sites will also be consulted on, including potential new bus only links across the M11 either using the existing agricultural bridge to the north of J11 or alternatively bus priority/ segregation directly across J11. Shared or dedicated bus access into the existing Trumpington P&R site and guided busway avoiding J11 could also be considered in the consultation along with traffic management measures.
- 5.6. It is intended to develop a packages of measures for public consultation. This shortlisting will be done using Department for Transport Assessment Guidance.

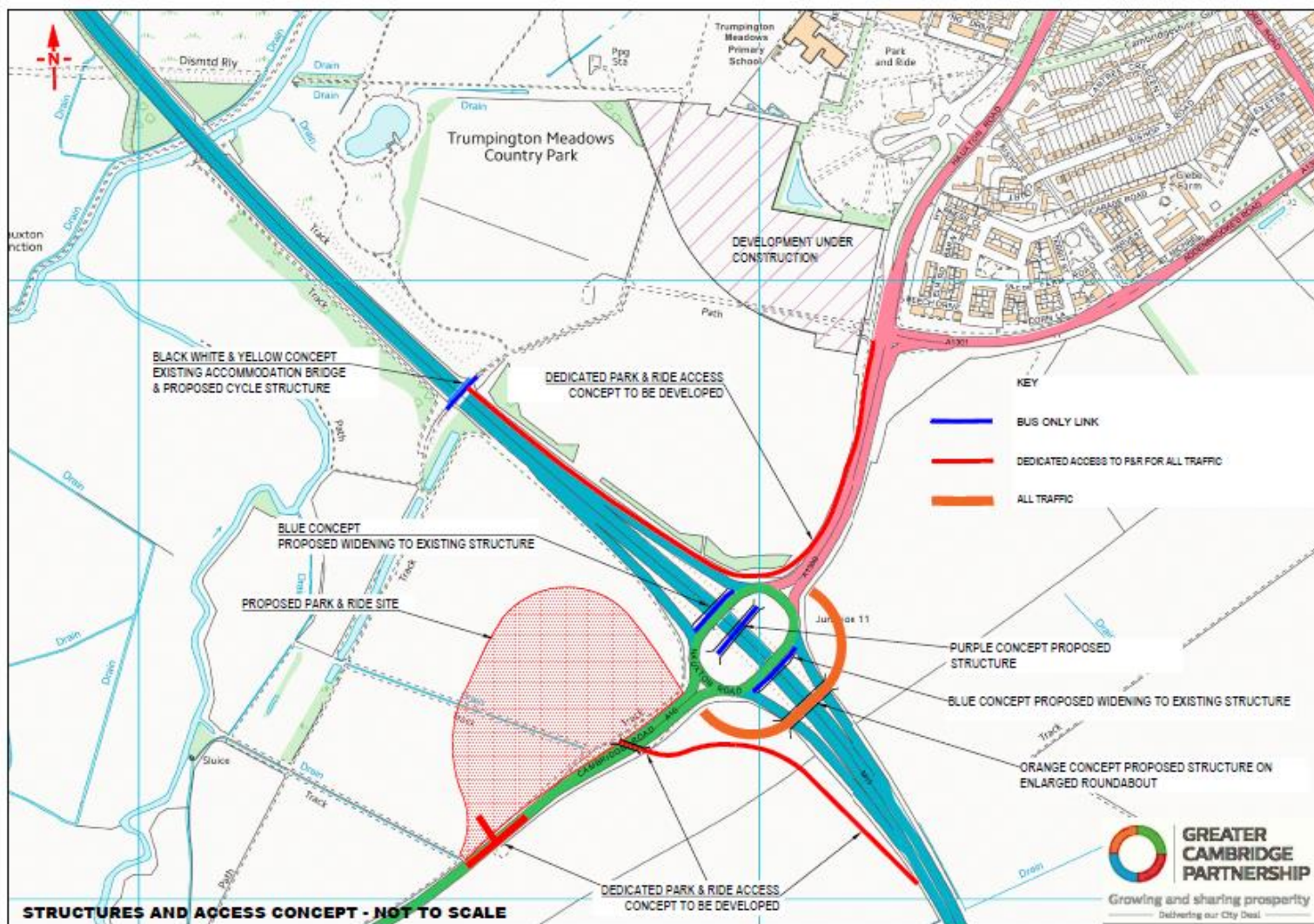


Figure 1 – Themes for public consultation - Summary of vehicular access and bus priority themes

Trumpington Road

- 5.7 As set out in the report of November 2017 there is a strategic argument for considering potential bus priority improvements along Trumpington Road to enhance journey reliability. It is therefore proposed to engage the public on possible priority interventions between the existing P&R site and the edge of the city centre in areas set in **Figure 2** below:



Figure 2: Potential Bus Priority Interventions Trumpington Road

- 5.8 The proposals within each area would be provided in more detail in the consultation in June-July 2018.
- 6. Options**
- 6.1. The proposed consultation scope is in line with decision of the Executive Board of September 2017 and November 2017.
- 7. Next steps and milestones**
- 7.1. This report has identified a number of potential themes for inclusion in the public consultation in June/ July 2018 for the J11 Park and Ride. It is intended that during the period March to June 2018 these proposals will be refined in advance of the public consultation.
- 7.2. This report summarises work to date developing the case for Girton Interchange and M11 smart motorway to be included in RIS2 and this work will be developed to meet a submission deadline of late March 2018.

8. Implications

Financial and other resources

- 8.1. Scheme development is funded by Greater Cambridge Partnership

Legal

- 8.2. No significant legal implications have been identified at this stage.

Staffing

- 8.3. Project management is undertaken by Cambridgeshire County Council.

Risk management

- 8.4. A full project risk register forms part of the Project Plan.

Equality and diversity

- 8.5. There are no equality or diversity implications in this report.

Climate change and environmental

- 8.6. The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Consultation and communication

- 8.7. Stakeholders have inputted in the scheme already and will input into options for public consultation in June - July 2018.

9. Appendix 1: Background information about RIS2

- 9.1. In order to set investment in the Strategic Road Network (SRN) the Government publishes a multi-year 'Road Investment Strategy' (RIS). The first Roads Investment Strategy (RIS1) covered the period 2015/2020 and included reference to technology upgrades which included some elements of smart motorway on J8 to J14 of the M11. These proposals were elaborated in the London to Leeds (East) Route Strategy, published in June 2015 but the scheme was subsequently dropped in the 2017 RIS review.
- 9.2. The second RIS (RIS2) is currently under development and will cover the financial years 2020/21 to 2024/25.
- 9.3. As the first step in the process of defining the RIS, Highways England (HE) has published an Initial Report² and series of supporting documents which collectively set out HE's assessment of the current state of the SRN, its potential future needs, their strategic priorities for RIS2 and their proposed methodology for scheme sifting (but does not yet get as far as recommending schemes for inclusion). That document is now subject to a consultation process which closes shortly. Once responses have been considered and findings published, the Department for Transport (DfT) will develop the RIS2 strategy for publication in 2019.

10. Appendix 2: Smart Motorways

- 10.1. Smart motorways are a technology driven approach to maximising the efficiency of the existing motorway network. They increase capacity and relieve congestion by using the hard shoulder for traffic, either permanently or during times of congestion, effectively creating a new lane without traditional road widening. In addition, technology allows Highways England to monitor and respond to real-time congestion levels using variable speed limits to smooth traffic flow and reduce congestion caused by stop-start driving. Emergency refuge areas with emergency telephones provide an area of relative safety at regular intervals.
- 10.2. Smart motorways increase capacity, support economic connectivity, improve journey times and offer reduced environmental impacts. They are able to deliver this more quickly, at lower cost and with less disruption than traditional road widening.
- 10.3. Evidence from the first smart motorway scheme (the M42, opened in 2006) is that since implementation, journey reliability has improved by 22 per cent; personal injury accidents reduced by more than half; and where accidents did occur, severity was much lower overall with zero fatalities and fewer seriously injured³.
- 10.4. Smart motorways are a central element of Highways England's strategic focus. The recent RIS2 consultation document identifies the extension and evolution of a "smart motorway spine" to the network connecting the UK's largest cities. Smart motorways is one of its strategic priorities, and the current RIS1 identified the stretch of the M11 between J9 and J14 as a potential future priority for smart motorway roll-out. The scheme was dropped due to funding constraints in the 2017 RIS review.

² Highways England, 'Strategic Road Network Initial Report' December 2017 and supporting documents, available at: <https://www.gov.uk/government/publications/highways-englands-strategic-road-network-initial-report>

³ <http://www.highways.gov.uk/smart-motorways-progress.html>

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Agenda Item 9



Report to: Greater Cambridge Partnership Executive Board

21 March 2018

Lead officer: Peter Blake – GCP Director of Transport

City Access Update, including Achieving Modal Shift and Options for Demand Management

1. Purpose of this paper

- 1.1. This is a discussion only paper and no decisions are being asked of the Executive Board at this time. The Executive Board is asked to comment on the progress to date of the City Access programme and provide any views on the options for achieving modal shift through demand management as outlined in the paper. Subject to the Board's comments, work will be progressed on the City Access programme including analysis and modelling of different blends of demand management measures.
- 1.2. These proposals will be discussed with Cambridgeshire & Peterborough Combined Authority, as the strategic transport authority for the area, before any final proposals are developed. Subject to that, the Joint Assembly and Executive Board would receive a further update in June/July respectively, with the aim to continue the demand management aspects of the 'Big Conversation' with stakeholders and the public later in 2018.

2. Recommendations

- (i) That the Executive Board supports the development of options for managing traffic demand in Cambridge and agrees that proposals which best meet the objectives set out in paragraph 7.7 are prepared for the Executive Board in July 2018 with the aim to continue the demand management aspects of the 'Big Conversation' with stakeholders and the public in Autumn 2018.
- (ii) That the GCP engages with partners, including the Cambridgeshire and Peterborough Combined Authority to ensure alignment with the strategic transport plan, and to provide the opportunity for others to shape/comment on the possible approaches for managing demand and reducing congestion.
- (iii) That the Executive Board supports the principles of an electric bus pilot and delegates approval of the pilot to the Director of Transport in consultation with the Executive Board Chairman.

3. Officer Comments on Technical Issues raised by the Joint Assembly

- 3.1. Given the consultative nature of the report the Joint Assembly did not raise any technical issues, rather they await the outcome of the further work and were generally supportive of evidence being gathered to assist with identifying the best solutions to achieve modal shift.

- 3.2. In response to questions about when any consultation should be, officers did confirm that any formal consultation would not be conducted over the summer period.

4. Context

- 4.1. This paper outlines proposed study work designed to explore and evaluate a number of options for reducing congestion and improving air quality in and around Cambridge. This way of managing demand is predicated on putting in place demonstrable improvements in public transport in order for there to be an effective, reliable and affordable alternative to the car prior to interventions designed to manage demand. In particular this work will look at potential ways to reduce city centre car journeys and describe, in detail, the improvements required in public transport services to support any changes, which will need to be delivered in advance.
- 4.2. No decisions are required at this point. The work outlined in the report consists of the analysis and modelling necessary to provide a detailed understanding of the potential demand management options for the city and the investment needed to improve public transport services.

5. City Access – Purpose and Strategy

- 5.1. The City Access project is designed to support the development of a world class transport system that makes it easy to get into, out of, and around Cambridge in ways that enhance the environment and retain the beauty of the City. The strategy for achieving this includes the following elements:
- Supporting the transition to sustainable transport (public transport, bike, foot) making travel easier especially for those arriving from outside the city.
 - Making public transport vehicles significantly more reliable and attractive including the delivery of a segregated rapid transit system.
 - Developing cycling and walking as significantly more attractive options.
 - Reducing city centre and cross-city vehicular journeys by providing attractive alternatives.
 - Delivering enhancements to the public realm and city centre environment.
 - Providing better information to help travellers make more informed choices.
 - Potential to use funds generated by pricing measures to deliver a step change in public transport provision.
- 5.2. Measures to monitor and track progress of the City Access project include:
- Reduction in numbers of vehicles (10-15% reduction in 2011 figure).
 - Increase in modal shift to public and sustainable forms of transport, including an increase in cycling numbers.
 - Reduction in journey times by public transport to/from key locations.
 - Improved frequency of public transport services.
 - Improved journey reliability across all modes.
 - Public transport which is available to more people through the introduction of new services.
 - Increased patronage of public transport services, creating the opportunity to negotiate a reduction in fares.
 - Enhanced air quality and emission volumes.
 - Improved public realm.

6. Feedback from Our Big Conversation Reinforces the City Access Strategy

- 6.1. The City Access strategy has been further reinforced by the early findings of Our Big Conversation.
- 6.2. Our Big Conversation analysis shows that a vast majority of strategic aims for improving transport are supported or strongly supported.
- 6.3. Improving public transport is identified as the measure which would benefit respondents most (55.9 %).
- 6.4. The Systra residents' travel survey revealed that reliability is most frequently cited as the reason for the choice of travel mode (40.6%). In addition, of those who do not use alternative modes, the top three reasons were due to: speed, reliability and price of public transport.
- 6.5. Commuters make up highest proportion of those travelling in/around Cambridge five or more times per week (86.5%). Moreover, 47.7% of commuters cycle compared to 38.7% other respondents.
- 6.6. The biggest transport challenges identified by respondents to Our Big Conversation survey include:
 - Traffic congestion (64.6%).
 - Reliability of public transport (42.5%).
 - The lack of public transport (39.7%).
- 6.7. The findings of Our Big Conversation are being used to refine and revise the City Access strategy to ensure that it remains focused on the priorities of the GCP.

7. Progress Update on Key City Access Initiatives

This section covers four key areas of progress within the City Access project, and further information is contained in **Appendix 1** with specific details of cycling initiatives in **Appendix 2**).

Parking

- 7.1. Parking policy can be used as a policy tool to support wider objectives. It can be a means of demand management that is either physical (in the case of parking restrictions) or price based (in the case of parking charges). It is the intention that City Access parking schemes support the wider aims of the GCP by:

- Restricting the parking available to commuters and others as a means to encourage modal shift including Residents' Parking Schemes.

Four Residents' Parking Schemes were the subject of a public consultation, run by the County Council and funded by the GCP, between 23 October and 4 December 2017 – these four are Accordia, Staffordshire, Coleridge West and Newnham. The preliminary results show the majority of respondents in all four areas are in favour of their respective schemes: 87% in Accordia, 96% in Staffordshire, 53% in Coleridge West and 66% in Newnham. The new schemes, shaped by informal discussions with local Members and residents to fit the local needs, are in line with the County Council's Parking Policy and the GCP's plans to reduce congestion in Cambridge. The GCP will fund the implementation costs associated with these schemes.

The feedback received during the consultation has been considered to develop final plans that are, at the time of writing, the subject of statutory consultation on Traffic Regulation Orders (TROs). Two of the schemes (Accordia and Staffordshire) are having the TRO advertised shortly and will be going to Cambridge City Joint Area Committee (CJAC) in April 2018 and are expected to be implemented by September 2018 as originally envisaged. Following engagement with local members in Coleridge West and Newnham, a number of changes to the TROs are required and these two scheme will now go to CJAC in June 2018 for implementation later in the year.

- Providing more parking and improved facilities at interchange¹ sites to encourage modal shift. This includes additional spaces at the existing Trumpington Park and Ride and the rollout of contactless payments. It could also include developing the concept of multi-functional hubs, providing a range of transport interchange options, not solely focussing upon arrival by car. It will also include looking at developing hubs as places to access relevant services in their own right, e.g. workspace, meeting place and collection services etc.

Air Quality

- 7.2. Improving air quality is a priority in terms of improving public health outcomes. The health implications of poor air quality have become an issue of increasing public concern in recent years, particularly in cities. A potential pollution and/or intelligent charge, if implemented, would be likely to be one of the major interventions by which necessary air quality improvements could be achieved.
- 7.3. Pollution charges and demand management in other cities have led to a reduction in the number of private vehicles being driven in the city, as well as a shift in the composition of the vehicle fleet towards lower emission models. This also happens naturally over time in response to industry wide vehicle standards and regulatory regimes, but pollution charges in some cases have speeded up the 'greening' of the fleet.
- 7.4. A Clean Air Zone feasibility study is being commissioned by the City Council's Air Quality team on behalf of the GCP. The purpose of this study is to determine the feasibility of and options for the implementation of a Clean Air Zone in Cambridge. A Clean Air Zone defines an area where targeted action is taken to improve air quality and resources are prioritised and coordinated in order to shape the urban environment in a way that delivers improved health benefits and supports economic growth. This could include targeted interventions, for example outside schools.
- 7.5. It is anticipated that a supplier will have been selected by end-April 18 and the report will be available by Sep 18. This work will feed into the detailed plans for a pollution charge should this form part of the demand management measures (see below).
- 7.6. In the short term whilst options for t-charges are being assessed, the focus on encouraging the use of clean vehicles is likely to be targeted at taxi and public transport operators, and providing charging infrastructure to encourage the shift to less polluting vehicles.
- 7.7. The first two charging points for electric taxis are scheduled for installation in Mar 18 and a further 6 points are scheduled for installation by end Dec 18.

¹ In the context of this paper, 'Interchange' refers to any facility designed to facilitate a change of mode to public transport or other form of sustainable transport. At the present time, the key interchanges are 'Park and Ride' sites but recognising that our ambition is for these to be arrived at in the future using a range of transport means, including mobility as a service.

- 7.8. An options review study for Electric Buses is ongoing and will facilitate work with the operators to agree a future roadmap. A full report will be provided at the Jul 18 meeting.
- 7.9. Discussions are underway with the two main bus operators to agree the basis for a pilot scheme to operate electric vehicles on two routes. The pilots would provide a better understanding of the implications of operating electric vehicles across the wider public transport network. GCP would fund the necessary charging infrastructure on both routes and the purchase price difference between the cost of diesel and electric vehicles. To expedite the pilot, the Executive Board is recommended to approve the project in principle and to delegate the approval of the two pilot routes to the Director of Transport in consultation with the Executive Board Chairman.

Signals

- 7.10. As the balance between travel modes changes towards public transport, cycling and walking, signals may need to be reconfigured to refine the priorities given to pedestrians and cyclists, public transport and other vehicles. An audit of all signal installations in the GCP area has been undertaken which has assessed the potential for improvement at each site. Further work will be undertaken to prioritise future investment based on a route / area basis taking into consideration other transport projects and initiatives to inform a future upgrade programme.
- 7.11. With the involvement of the County Council's traffic signals team, a new guidance document on signal design and operation has been prepared that would require the endorsement of the County Council as the Highway Authority. This guidance focuses on improving the movement of people rather than on the management of vehicle queues which has tended to be the key factor in signals management in the past. It is proposed that the guidance would inform and influence a future GCP upgrade investment plan. Members are requested to note and comment on this guidance (**Appendix 3**) prior to its consideration by the County Council.
- 7.12. It is proposed that a further report will be brought to the Board at its July meeting which will set out a prioritised plan for investment in signal improvements. Given its significant network operational implications, further discussions are planned with the Highway Authority to determine the best mechanism for delivering the project.

Improving the Public Realm

- 7.13. As modal shift occurs, road space will be freed up for other uses and this provides opportunities for an improved public realm. A key initiative in this context is the development of a Spaces and Movement Supplementary Planning Document (SPD). This will deliver a 'people centric' strategy that steers and shapes future investment and decision making in a way which puts people and a sense of place at the heart of city life, and prioritises the enhancement of the city's spaces, streets, cycleways and walkways in the context of increased use arising from its phenomenal success and continuing growth.
- 7.14. Procurement of consultancy support to progress this work is underway and we expected to finalise the preferred bidder in the next month. Once appointed, the combined team of city planners and GCP staff will work with the consultants to develop the programme of work, which will also include consideration of how to enhance the economic, social and environmental value of Market Square as a key community asset to support the city's growth.

8. Demand Management

Policy Background

- 8.1. Policy TSCSC 15 in the Cambridgeshire Local Transport Plan approved by Cambridgeshire County Council in July 2015 states that:

‘Appropriate measures and interventions will be introduced to manage the demand for general vehicular traffic, and reducing through traffic in Cambridge in line with the strategy approach. Further work is proposed to determine the specific priorities which will be consulted on over time with such as measures expected to include;

- *Reallocation of road space to be used by passenger transport, pedestrians and cyclists*
- *Access restrictions for general vehicular traffic*
- *Parking restrictions’*

- 8.2. This policy was also adopted by the Combined Authority as part of their adoption of the Local Transport Plan on 28 June 2017.

What is meant by demand management?

- 8.3. Demand management encompasses a range of tools, for example:

- Physical controls including closing roads to some or all type of vehicle, either permanently or at certain times.
- Parking controls. This can include a variety of approaches including Residents’ Parking Schemes, reducing the number of on and off street parking spaces, increasing parking charges and introducing a Workplace Parking Levy.
- Pollution or toxicity charging whereby the most polluting types of vehicle are charged.
- Intelligent charging where charges are related to road conditions, normally congestion and/or air quality.

- 8.4. Demand management tools are broadly divided into pricing (fiscal) measures or physical interventions. Whereas pricing measures are likely to have a city-level impact and have cost implications for people and businesses, physical measures allow more local, targeted interventions without imposing cost but they do limit choice.

- 8.5. A summary of the key features of Demand Management options is contained in **Appendix 4**.

Demand management in relation to other City Access initiatives

- 8.6. Consideration of managing demand is predicated on putting in place demonstrable improvements in public transport in order for there to be an effective, reliable and affordable alternative to the car prior to interventions designed to manage demand. In particular this work will look at potential ways to reduce city centre car journeys and describe, in detail, the improvements required in public transport services to support any changes, which will need to be delivered in advance. Extensive travel planning, promotion and public communications will also be required in advance of any demand management interventions.

Why demand management is important

- 8.7. Demand management is a means of reducing the number of vehicles in Cambridge, and it has a number of important impacts:
- Reducing congestion in the city centre and around major employment centres.
 - Making public transport significantly more attractive. Specifically, improving the reliability of public transport since public transport vehicles will be less prone to being caught up in congestion. Since speed and reliability were shown by Our Big Conversation to be key influencers of travel mode choice, this is likely to be very positive for encouraging modal shift.
 - Changing the balance away from private vehicles and towards other modes including public transport thus increasing patronage. This has the potential to make routes significantly more viable; encourage operators to open up new routes and increase frequency, and create a downward price pressure.
 - Minimising the time wasted in traffic congestion for people that live and work in Greater Cambridge.
 - Freeing up road space thus creating a more pleasant environment for cyclists and pedestrians which also encourages modal shift to sustainable options.
 - Improving air quality, especially if public transport vehicles use cleaner technologies.
- 8.8. Demand management is particularly relevant in the context of Greater Cambridge where there are predicted to be 33,000 new homes, 44,000 new jobs and a 65,000 increase in population by 2031. If demand management techniques are not used, there is a risk that any reduction in congestion brought about by other means will be temporary because in the absence of such measures, less congested roads tend to attract more vehicles. As a result, demand management is an important means to 'lock-in' hard won benefits and ensure the system is sustainable in the long term.
- 8.9. As described above, there are a number of different types of demand management measures. It is important that a blend of measures is considered which would ensure that GCP realises its objectives in the most optimal way. Taking a holistic approach helps to ensure that the measures are coherent and effective, and allows an informed assessment of the impact on different stakeholder groups and the equity of the proposals. This is likely to mean that using physical and pricing mechanisms in combination would provide the best approach for managing demand.
- 8.10. Pricing means that those who continue to drive when good alternatives are available would be required to pay for the pollution they cause and/or the benefit of using roads which are less congested than previously. If those funds were to be directed to improving public transport, this would be most likely to benefit those who currently have few choices, for example the 44% of the lowest income quintile who have no access to a car (National Travel Survey DfT 2017).
- 8.11. Some methods of managing demand can be used to generate funds to improve public transport further by subsidising: fares, routes, frequency and hours of operation. As well as providing the means to help fund a world class public transport system, it also provides revenue against which borrowing could be secured to part fund major capital works e.g. mass rapid transit. In the longer term this leads to more people having good alternatives to car travel, creating a virtuous cycle.
- 8.12. If there was support to fund public transport improvements in this way, the GCP could consider up-front funding to ensure the public transport alternatives are more attractive for all Greater Cambridge residents, employees and visitors, ahead of any charges being introduced.

What benefits could demand management bring for Greater Cambridge?

8.13. The key public transport service improvements requested in Our Big Conversation were:

- More frequent public transport services to key destinations which, in addition to enhancing service provision, may include the development of new and improved rail links to make the most of the new Cambridge North station and planned Cambridge South station, as well as other stations within the Greater Cambridge area.
- Expansion of the hours of operation, e.g. to give people frequent public transport services until around 8.30pm, instead of 6pm as is often the case at present, and to extend services to key interchange hubs to at least 8.30pm and possibly as late as 11.30pm.
- Improved links between rural communities and the new travel hubs and rural transport hubs that are being proposed within other work streams.
- Reduced public transport fares, including on services to current and future interchanges.

8.14. The estimated cost of these service enhancements is of the order of £20m (this figure excludes the cost of rail enhancement, which could increase the figure significantly).

8.15. Some or all of the above could be met by using funds generated by demand management measures. We are currently assessing which of the above have the greatest potential to support demand management in achieving modal shift.

8.16. In order for demand management to be a driver of modal shift which is the principal objective, there needs to be an available and affordable alternative to using the car at the point at which any charge were it to be introduced so these will need to be prioritised and potentially forward funded by GCP.

Exploring options for demand management

8.17. Option assessment for demand management measures is underway and includes interrogating the evidence from the ANPR survey amongst other sources to support the definition of the optimal package of measures, and ensure that any eventual policy recommendations are evidence based.

8.18. Drawing on the above, an economic model is being developed to estimate the demand response that might be expected using the different price-based options available. It will also allow us to estimate the proposals that would be necessary to achieve the headline 10-15% reduction on 2011 traffic levels target.

8.19. It is intended to model a range of options to provide insight into different alternatives. Work is ongoing on the precise scenarios to be modelled and tested.

8.20. Consideration is being given to how and where physical measures could be used either alone or to support the implementation of a pricing mechanism. This will be informed by the results of the ANPR analysis and a review of the functionality of the city road network in response to planned growth.

8.21. The output of that work will be to estimate the potential impact of intelligent charging, pollution charging, workplace parking levy and physical demand management interventions on the following metrics of success:

- Traffic demand (number of trips in total and by category of vehicle, total vehicle km).
- Emissions.
- In addition a qualitative assessment will be made of the likely impact on the equity implications of each option.

8.22. In parallel, work is underway to deliver tangible improvements in public transport services making them more attractive to potential users. This will include developing greater detail on the costs, revenues and timetable of operation.

- 8.23. Finally, work is being undertaken to:
- Prioritise those investments according to their ability to deliver against the overall Transport Future Investment Strategy vision and objectives.
 - Consider how any future implementation programme would be organised, in particular the need to provide improved public transport in advance of any pricing or physical measures.
- 8.24. This modelling work will provide an insight into the different options available and how they could be blended to achieve the objectives and measures of the City Access project described in 5.1 and 5.2 above.

Equality considerations

- 8.25. It is extremely important that this work reviews any impact of demand management measures on different stakeholder groups. This work will clearly identify impacts, both positive and negative, of these measures on different groups of people and make explicit the likely equalities impact of any measures introduced. This will consider in particular people with lower incomes, people with mobility concerns and children and older people.
- 8.26. The modelling approach will consider a number of different realistic scenarios or personas, each focused on a different group of stakeholders with different needs and constraints to illustrate the impact of the measures so that equity and fairness can be objectively assessed and considered in the decision making process. This will include a wide range of situations including those less well served by current public transport provision, for example individuals working early, late and split shifts; extended or anti-social hours and those commuting long distances.
- 8.27. In the future, this work could potentially form the basis of engaging, interactive approaches tailored to personal situations which would allow individuals to receive information about their travel options and explore alternatives. This would support travel planning and information provision which will be important elements of this work to ensure that all travellers are in a position to take advantage new and improved transport options.
- 8.28. A full equalities impact assessment will be undertaken as part of any decision to progress with a package of demand management measures.

9. Next steps

- 9.1. This is a discussion only paper and no decisions are being asked of the Executive Board at this time. The Joint Assembly have commented on the progress to date of the City Access programme and their feedback on the options for achieving modal shift through demand management has been reflected in the paper. Subject to the Executive Board's comments, work will be progressed on the City Access programme including analysis and modelling of different blends of demand management measures.
- 9.2. These proposals will be discussed with Cambridgeshire & Peterborough Combined Authority, as the strategic transport authority for the area, before any final proposals are developed. Subject to that, the Joint Assembly and Executive Board would receive a further update in June/July respectively, with the aim to continue the demand management aspects of the 'Big Conversation' with stakeholders and the public later in 2018.

10. Implications

Financial and other resources

- 10.1. The City Access project development is funded by Greater Cambridge Partnership

Legal

- 10.2. No significant legal implications have been identified at this stage. Existing and new schemes need to be engaged with and managed as much as is possible within the current legal framework to minimise any negative effects.

Staffing

- 10.3. Project management is undertaken by Cambridgeshire County Council.

Risk management

- 10.4. Risks are managed with a project risk register.

Equality and diversity

- 10.5. A full equalities impact assessment will be undertaken as part of any decision to progress with a package of demand management measures.

Climate change and environmental

- 10.6 The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Consultation and communication

- 10.7 The report has been developed based on broad public and stakeholder feedback as part of Our Big Conversation in Autumn 2017. Detailed option proposals will be subject to further engagement and/or consultation at the appropriate time, subject to approval.

Appendix 1 Key City Access Work streams not covered in the main report

Other public transport provision highlights

Initial feedback from the Big Conversation has raised the need to extend public transport service operating hours. An early consideration is the possible extension to existing interchange (Park and Ride) opening hours, and analysis of this has started and will be reported in March 2018.

Investigations of the routes taken by existing P&R and Busway services, and their experience of issues such as non-compliant parking and right-turning traffic, have now been completed and the details logged. Officers are currently exploring potential feasible measures to address some of those issues. Once potential measures have been explored, depending on the outcomes of that work there will either be a proposal put to the Executive Board on a package of short-term measures, or a clear explanation given to Board members of why a work package of short-term measures is not feasible.

New secure cycling lockers have now been installed at six interchange sites (78 lockers in total). There are a further 14 still to be installed at Trumpington Park and Ride and it is anticipated that these will be available around mid-February 2018.

Other Parking provision highlights

The trial of contactless payment at interchange sites is underway and is expected to be rolled out to the five existing Cambridge ring Park & Ride sites by end of April 2018.

Delivery of additional car parking spaces at Trumpington Park and Ride is dependent on a Planning decision expected September 2018. Increased coach/minibus spaces at that site has been delayed by work on a planning amendment (this does not require full planning approval). Delivery is now scheduled for June 2018.

Other Signals highlights

A separate study to evaluate the available 'state of the art' technology is expected to be completed by the end of March 2018 and this is focussing on the operational aspects highlighted in the guidance note.

Evidence Base

Some initial analysis of the ANPR was published in October 2017 resulting in a press release. A subsequent press release in November 2017 covered the public release of initial datasets via the Cambridgeshire Insights website. A partial refresh of the data is being undertaken by the supplier.

The data is being or will be analysed by a range of groups including:

- Arup transport consultancy who are analysing the data to identify key information about patterns of travel.
- The University of Cambridge Architecture Department who are enhancing a model for use in policy and planning.
- Mandrel Solutions (one of the finalists in the recent Internet of Things (IoT) Boost programme) who are doing some initial analysis of the data.
- The County Council modelling team who are using the ANPR data to update the paramics model, and this is scheduled to be available in March 2018.

Further arrangements with 3rd party data analysis organisations may be explored to add more capacity or specialist knowledge as required.

Cycling

Cross city cycling routes and the Chisholm Trail are progressing to plan. With respect to the Chisholm Trail, there are a number of planning conditions which are proving challenging to comply with and these pose a potential risk to the delivery timetable.

To complement the wider GCP cycling programme, the City Access team proposes to take forward other cycling initiatives focusing on cycling needs within the central area of Cambridge. **Appendix 2** scopes further work on central area cycling initiatives and budget implications.

Strategic rationale	To increase the modal share of cycling
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1. Background

- 1.1 With just under 31% of Cambridge residents cycling to work and a general modal share of 26%, cycling levels are already very high in Cambridge but in order to manage a predicted population growth of 16% in the city, increasing this level of cycling, particular at peak times, should be a key part of the City Access programme.

2. Key Issues

- 2.1 The wider GCP programme includes improving cycling routes across the city through the cross city cycle schemes, improving routes out to the villages through the Greenways project and providing high quality cycle routes as part of arterial route improvements like the Histon Road and Milton Road schemes. The City Access team will support these schemes as necessary and will also focus on improvements for cycling in the city central area, in terms of route improvements and cycle parking, as well as managing the effects of dockless bike sharing schemes within the city.
- 2.2 As and when traffic management options for managing private car access across the city are developed, there will be the need to ensure that the opportunities to improve routes and junctions for cyclists are exploited, particularly where capacity is freed up.
- 2.3 Cycle parking within the city centre is already inadequate to meet existing demand so unless additional facilities can be provided and existing facilities managed more efficiently this problem will get worse as the number of cyclists increases.
- 2.4 There are no easy solutions in providing additional off-street cycle parking in the city centre but further work into the feasibility of options, such as the expansion of the existing Grand Arcade cycle park into the magistrates car park (if the magistrates court closes in Cambridge) or looking at use of the lower ground floor of the car park, could be undertaken. In the shorter term, parking at the under-used Park Street cycle park could be enhanced through minor refurbishment and better promotion.
- 2.5 Space for additional on-street cycle parking in the historic core area, which does not impinge on access, loading or pedestrian space, is extremely limited although some options for small scale capacity improvements are being considered. On-street student parking adjacent to colleges limits the options for other users. Further out, an audit of cycle parking at civic buildings was undertaken recently by the City Council which has identified a number of places where there is demand and where space is available for the installation of cycle racks. As the numbers of children cycling to school increases there is also demand to improve cycle parking at schools across the city.
- 2.6 There is a high demand for cycle parking in many terrace housing streets where there are no front gardens, garages or easy access to back gardens. As part of the rollout of further residents parking schemes, consideration should be given to the provision of additional cycle parking including for cargo bike parking, where demand exists.
- 2.7 Consideration needs to be given to how best to manage the most popular city centre cycle parking spaces to optimise capacity. Currently little is known about the duration of stay and the purpose for cycle parking. Investigation of current usage and methods to encourage

more short term use of on street spaces, particularly in the historic core, would help optimise access to services by cycle.

- 2.8 The introduction of dockless bike sharing schemes to Cambridge also has implications for the amount of cycle parking available and could potentially make the current situation worse. Existing and new schemes need to be engaged with and managed as much as is possible within the current legal framework to minimise any negative effects, whilst providing the city with a flexible and good quality system which encourages sustainable travel.

3. Next steps

3.1 Current work is focusing on:

- Develop an improved evidence base to define the scope and scale of the problem, and identify potential solutions
- Further investigation into the options for increased off-street provision including supporting the Market Square feasibility study.
- Promotion and minor refurbishment of the Park Street Cycle park in liaison with the City Council.
- A survey of existing usage and scoping of options for improved management of existing on-street cycle parking spaces in the historic core area including engagement with city centre colleges to relieve pressure on on-street parking.
- Assessing and consulting on additional small scale on-street cycle parking in the city centre in viable locations.
- Identifying the priorities for funding additional cycle parking at civic buildings and schools.
- Development of a Code of Conduct for dockless bike share schemes in Cambridge.

4. Budget

- 4.1 Within the City Access budget for 2018/19, an allocation of £150,000 is proposed to allow the above recommendations to be taken forward (this will be met from existing City Access funding).

Appendix 3 TRAFFIC SIGNALS DESIGN AND OPERATIONAL GUIDANCE

Purpose

This document sets out guidance on the design and operation of traffic signals within Cambridgeshire. When applying this guidance it is emphasised that a flexible approach should be adopted to allow a balanced outcome to be achieved that is consistent with transport strategy objectives.

This guidance will inform and influence any reviews of existing traffic signal installations and the design of new signal installations including those being delivered by external parties, particularly in respect of new development.

This guidance is intended to complement existing traffic signal best practice and regulation.

General approach

As a first step in any traffic signals review or in the design of new installations, the principle of traffic signal control should be tested with alternative methods of control being considered.

Traffic signals should be configured so that signal stages and timings optimise the movement of people rather than simply the movement of vehicles. Signal timing plans should be flexibility to respond to changing modal demands throughout the day/week/season. In urban areas, traffic signal systems should have the ability to utilise air quality data to influence and inform changes in networked signal timings in response to poor air quality.

Up to date information on people movement and delays at individual junctions and crossings should be collected to inform and influence the way in which signal control is configured and operated.

Individual transport mode considerations

Pedestrians

Wherever practical and possible pedestrian movements across individual junction arms should be made in a single movement. All red motor vehicle stages (potentially incorporating diagonal crossing facilities) should be considered at junctions where necessary to manage high pedestrian flows.

Pedal cyclists

Wherever practical and possible cycle movements should be:

- Segregated by space or time or both from motor vehicle movements.
- Made in a single movement across individual junction arms.

Public Transport

Local registered public transport service movements should be prioritised over general traffic movements through early detection on junction approaches. At sites where public transport vehicles run on conflicting routes, priority should be given to which ever one is experiencing the greatest delay in punctuality or whichever is carrying the greatest number of passengers (implementation of this aspect will be dictated by the availability of technology to monitor timetabling and passenger levels in real time).

Other motor vehicles

The signal review process should determine whether the retention of all current permitted movements for private motor vehicles is essential or necessary, in consideration of other transport strategies and projects. If considered appropriate, consideration could be given to restricting identified motor vehicle movements if they support and/or achieve strategic transport aims and

create more opportunity to prioritise sustainable transport modes. Any proposal to restriction junction movements should be modelled to fully assess and understand the implications for access on the wider road network.

Road safety

To improve road safety, injury accident data should be assessed to:

- Determine the need for any changes in design or operation at existing signal sites
- Inform the design process for new signal installations.

Perceived safety concerns for vulnerable users (pedestrians and pedal cyclists) should also be taken into account.

Technology and Innovation

At all signal controlled junction/crossing the use of 'state of the art' technology should be considered to address the following key operational aspects:

Pedestrians - on-crossing detection and other aids for those with limited mobility to optimise pedestrian stage operation.

Pedal cyclists - stop line and approach detection to optimise cycle stage operation.

Public transport - the ability to detect public transport vehicles early to optimise the prioritisation of those movements for registered local services (with the ability to access timetable and real time information and passenger levels to prioritise conflicting movements).

Pollution – the ability to factor in air quality data in real time to influence and inform the optimisation of signal timings.

General traffic - the ability to optimise general traffic movements on a network/ corridor basis.

Whilst traffic signal designs and operations need to be consistent with current Department for Transport (DfT) regulations, the design and/or review process should aspire to test and adopt innovative approaches through DfT approved trials.

Application of guidance

The way in which this guidance is applied to individual junctions and crossings needs to take into account their location and role within the road hierarchy to ensure consistency with strategic aims and to achieve a pragmatic balance between competing movement demands. Therefore, the degree to which sustainable transport mode movements are prioritised over motor vehicle movements could be expected to be more significant on routes within city and town centres than on the ring roads / arterial routes.

Appendix 4: Key features of Demand Management Options

	Intelligent Charging	Toxicity Charge (T-Charge)	Workplace Parking Levy (WPL)	Parking Controls	Physical measures
Pros: opportunities and benefits	<ul style="list-style-type: none"> Greatest potential to deliver the 10-15% reduction in traffic, modal shift and the other City Access objectives. Charges can be related to a range of factors including when congestion is less of a problem. Significant potential for funding for improved, subsidised public transport and sustainable alternatives which helps to address concerns about low paid workers. Potential modal shift to sustainable transport options. Potential flexibility may allow change over time. This could provide a means of adjustment in response to feedback from those affected. Could be managed in conjunction with the T-charge thus increasing efficiency. 	<ul style="list-style-type: none"> Health benefits and public realm benefits from reduced emissions. Through traffic may avoid the area and thus reduce congestion. Vehicle owners (businesses and individuals) may change their vehicles over time. This may encourage new delivery operations e.g. electric fleet, freight consolidation. Could be managed in conjunction with Intelligent Charging thus increasing efficiency. 	<ul style="list-style-type: none"> The main pro is the potential to impact commuter behaviours including modal shift if businesses choose to pass on the charge. There is also the likelihood that some businesses will be incentivised to release car parks for more productive uses (e.g. housing or employment) providing windfall and infill sites in the city centre and at key employment locations. 	<ul style="list-style-type: none"> Potentially an effective way to achieve modal shift to sustainable transport options. Reduced parking might over time lessen problems caused by queues for car parks if there is sufficient modal shift. Space freed up from parking can be used in ways that contribute to the GCP aims. 	<ul style="list-style-type: none"> Can influence congestion and public realm in specific areas Potential modal shift to sustainable transport options.
Cons	<ul style="list-style-type: none"> There is a perception that this option would negatively impact those travelling from outside the city more than those living in Cambridge. The ANPR survey results show around 90,000 trips (50% of total – 24 hour survey period) are “internal to internal”. This 	<ul style="list-style-type: none"> Risk of displacement rather than behavioural change. 	<ul style="list-style-type: none"> Relatively small potential for funding improvements (‘carrots’) in comparison to Intelligent Charging. By itself this cannot fund the potential improvements (‘carrots’) Business opposition For those businesses that don’t release land but choose 	<ul style="list-style-type: none"> Effective use of parking controls for demand management would reduce revenues, with a negative impact on City and County Council budgets (particularly significant for City given its relatively high proportion of overall budget). 	<ul style="list-style-type: none"> Risk of displacement rather than behavioural change Strong previous business opposition.

	Intelligent Charging	Toxicity Charge (T-Charge)	Workplace Parking Levy (WPL)	Parking Controls	Physical measures
	suggests that the impact would fall on both groups in almost equal measure.		to pay the Levy, it is not clear what proportion would absorb a Levy as a business overhead (which would be likely to have minimal traffic reduction impact) and what proportion would pass the cost on to individual drivers.		
Feedback from business (as recorded at Big Conversation business briefings unless otherwise stated).	<ul style="list-style-type: none"> Recognition that some form of congestion charging is required and support for it being 'intelligent'. Marked preference for this over WPL. 	<ul style="list-style-type: none"> Some recognition that pollution/emissions need to be tackled. 	<ul style="list-style-type: none"> Some business saw WPL as an opportunity to develop land currently used for parking. Many businesses were opposed to WPL because of the impact on low paid staff. Examples include Colleges with low paid staff working outside office hours who park at the College. 	<ul style="list-style-type: none"> Some support for more parking controls. Some businesses supported expansion/extended hours of existing P&R sites and new P&R sites. 	<ul style="list-style-type: none"> 'Tackling Peak Time congestion' (summer-autumn 2016) resulted in negative feedback from businesses. In particular 'The least popular option was the introduction of the 6 Peak-time Congestion Control Points'.
Big Conversation (Resident feedback from the Systra survey).	<ul style="list-style-type: none"> The Systra residents' survey indicates that this is the highest scoring demand management option (above parking controls and WPL). 	<ul style="list-style-type: none"> The Systra residents' survey indicates that this is the second highest scoring demand management option (well above parking controls and WPL). 	<ul style="list-style-type: none"> The Systra residents' survey indicates that this is a low scoring demand management option (significantly below Intelligent Charging). 	<ul style="list-style-type: none"> The Systra residents' survey indicates that this is a low scoring demand management option (significantly below Intelligent Charging). 	
Main impacted group.	<ul style="list-style-type: none"> All drivers in charging area. 	<ul style="list-style-type: none"> All drivers of vehicles that attract the T-charge. 	<ul style="list-style-type: none"> Businesses in the affected area. People working for businesses in the affected area. 	<ul style="list-style-type: none"> All drivers needing to park. Does not impact through traffic (except potentially where affected by increased queues for car parks caused by limited parking). 	<ul style="list-style-type: none"> All drivers in affected area.

Report To: Greater Cambridge Partnership Executive Board

21 March 2018

Lead Officer: Niamh Matthews – Strategic Programme and Commissioning Manager

Quarterly Progress Report, including Budget Setting 2018/2019

1. Purpose

- 1.1. An update for Joint Assembly members on progress across the Greater Cambridge Partnership (GCP) programme.

2. Recommendations

- (i) That the Executive Board notes the progress across the GCP Programme; and
- (ii) That the Executive Board agrees the proposed 2019/2020 Budget (Appendix 1 and 1A)

3. Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 28 February.

The Joint Assembly noted and discussed the changes in the progress report. The Joint assembly was interested to understand more about the timings and costs of the Independent Economic Assessment Panel which officers were able to clarify and is referred to in Appendix 2.

4. Programme finance overview (to end of January 2018)

- 2.1. The table above gives an overview of finance to the end of January 2018. For further information about finance and information about the GCP budget setting for the 2018/2019 financial year, please see **Appendix 1A**.

Funding type	2017/18 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast variance (£000)	Status*		
					Previous ¹	Current	Change
Programme Budget	12,721	5912	9241	- 3480			↔
Operations Budget <i>Forecast for the financial year</i>	3,662	2930	2930	-732			↔

*Please note, RAG explanations at the end of this report

¹ Throughout this report references to “previous status” relates to the progress report last considered by the Joint Assembly and Executive Board

Housing & strategic planning

“Accelerating housing delivery and homes for all”

Indicator	Target	Timing	Progress/ forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed *	250	2016 - 2018	301			↑
Delivering 1,000 additional affordable homes**	1,000	2011- 2031	762			↔

*Based on housing commitments as at February 2018. **On rural exception sites and 5 year land supply sites in the rural area

5. Housing Development Agency completion locations:

Scheme Name	Local Authority	Ward / Area	Actual Affordable Completions 2016/17	Actual Affordable Completions 2017/18
Colville Road	City Council	Cherry Hinton	25	0
Water Lane	City Council	Chesterton	0	14
Aylesborough Close	City Council	Arbury	20	0
Clay Farm	City Council	Trumpington	0	104
Homerton	City Council	Queen Edith's	39	0
Fen Drayton Road	SCDC	Swavesey	20	0
Horseheath Road	SCDC	Linton	4	0
Hill Farm	SCDC	Foxton	15	0
Ekin Road	City Council	Abbey	0	6
Hawkins Road	City Council	Kings Hedges	0	9
Fulbourn Road	City Council	Cherry Hinton	0	8
Uphall Road	City Council	Romsey	0	2
Bannold Road	SCDC	Waterbeach	0	11
Cambridge City Housing Company	City Council	Arbury & Chesterton	0	24
Total New Homes			123	178

Delivering 1,000 additional affordable homes

6. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements can any affordable homes on eligible sites be considered as 'additional' and count towards this target. Each year the Greater Cambridge housing trajectory is rebased taking into account developer updates on planned delivery and actual completions. These figures are published in both Councils' Annual Monitoring Reports (AMRs) in December. The rebased housing trajectory in the December 2017 AMRs shows a slight increase in the completions delivered for 2016/17 but some slippage for some of the projected completions over the next couple of years. This means that it is anticipated that there will now be a surplus of completions compared to the cumulative annualised requirement in 2020/21, rather than in 2019/20 as previously predicted. Therefore it is estimated based on current information that any affordable homes on eligible sites anticipated to be delivered from 2020/21 can be counted towards the delivery of the 1,000 additional affordable homes.
7. Until 2020/21, affordable homes being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
8. The table above shows that on the basis of known planning permissions and planning applications with a resolution to grant planning permission that 762 (as opposed to the previously estimated figure of 923) affordable homes on eligible sites are likely to be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 76% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
9. Overall the housing trajectory shows that 38,080 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,580 dwellings more than the housing requirement of 33,500 dwellings.
10. There remains 13 years of the period to 2031 outstanding during which affordable homes on other eligible sites will continue to come forward, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

Skills

“Inspiring and developing our future workforce, so that businesses can grow”

Indicator	Target/ profile	Progress	Status		
			Previous	Current	Change
Employability events supported for 11-16 year olds	100	137			↔
Employability events supported in Primary Schools	10	11			↔
Employability events supported for 16-18 year olds	30	44			↔
Schools engaging in briefings about work experience	16	16			↔
Young people engaged in briefings about work experience	1,500	2,469			↔
Providing information on the local labour market	18	18			↔

October 2017 – February 2018

11. Officers have received a final evaluation from Form the Future for their work over the last 12 months. Officers are happy with the work that Form the Future have done. Form the Future have consistently exceeded their targets.
12. Across the last twelve months Form the Future have engaged and worked with over 288 employers and providers to deliver this programme. The types of events varied and where possible apprenticeships will be part of the employability events in some way but they have also delivered 70 Apprenticeship specific events to parents and young people. Apprenticeship support materials have been developed and disseminated to schools and some of the CPD events and activities have had an apprenticeship focus.
13. In the July 2018 officers will provide an update on further work that Form the future will have completed between January 2018 and July 2018.

Careers Champions

14. GCP has also supported schools to develop their capacity by providing access to two programmes:
 - a) A Careers Coaching programme with a company called Talentino - 9 schools and 79 staff
 - b) L4 & L6 Units of the Careers qualification - upskilling staff to ensure that those providing careers Information Advice and Guidance are appropriately qualified. This is delivered by Cambridgeshire County Council - 6 schools 11 staff

Both of these programmes are still on going and some schools are now exploring/committed to the Careers Quality Award as a result.

Training Needs Analysis

15. Through CRC, GCP is supporting an increased awareness raising campaign amongst our businesses, across our priority sectors, to conduct a Training Needs Analysis (TNA) and discuss how apprenticeships could be part of their workforce development plans. CRC are aiming to deliver 179 TNA's (67 of which will be with employers that were previously not working with CRC). Progress as of the end of December 2017 was as follows;

Contracted TNA's	Actual TNA December	Sector
50	15	Construction
24	11	Adv Manufacturing
15	5	IT
30	5	Life Sciences
60	12	Engineering
179	48	

A further update will be available in July 2018.

Apprenticeships

16. As has previously been reported, the total number of apprenticeships in Greater Cambridge in the 2015/16 academic year was 1,550 – an 18% increase against the 2014/15 total of 1,310. Whilst the increase cannot be solely related to GCP activity, the increase does correlate with the start of GCP's activity on skills. This growth is reflected across all levels of apprenticeship: higher, advanced and intermediate.
17. We had expected to have final data on the full academic year 2016/17 by now. This data has not been released from the ESFA and is expected in March 2018.

Future Activity

18. As is discussed in the FIS paper the GCP has an apprenticeship target (additional 420) to meet but also recognises that the process for meeting the target can't be achieved in isolation of other skills work happening across the area. To that end, all further work will be designed in close consultation with the CA to ensure that the GCP's activity is fully aligned with the CA's Skills Strategy which, is due to be completed in July 2018
19. The skills working group acknowledges the need to focus on the apprenticeship target but wants to deliver a framework that ensures close linkages with schools, business and parents across all its work on skills.
20. As such, the Skills Working Group has agreed to establish an apprenticeship service to bridge the gap between employers and prospective apprentices as well as to engage with schools and parents. Officers will externally procure an organisation to manage the service. Officers are currently working on the procurement process. Depending on the quality of tender returns new activity should be operational by early May 2018.

Smart Places

“Harnessing and developing smart technology, to support transport, housing and skills”

Project	Target completion date	Forecast completion date	Status		
			Previous	Current	Change
Establishment of an Intelligent City Platform (ICP)	Completed				↔
ICP Early Adopters	Autumn 2017	December 2017			↔
Digital wayfinding	TBC	TBC (target Apr 18)			↔
First steps to Intelligent Mobility	Completed				↔
Phase 2	2020	2020			↔
Motion Map	2018	New release Feb 18			↑

21. *Digital wayfinding*

For the pilot stage of this work, the specialist company ‘21st Century’ were appointed in January 2018 to deploy both a wayfinding screen at Cambridge Station and a ticket machine with integrated wayfinding at Trumpington Park & Ride.

- Station Gateway: the current screen at the station gateway is difficult to read and fails often. The new screen to replace this will give high level travel information such as real-time bus information, walking routes into town and will give visitors access to onward travel information.
- Trumpington Park and Ride: the installation of a next generation ticket machine with built-in screen for real time bus and wayfinding information. Tickets can be purchased via Chip and Pin and, if under £30, via contactless. The software is also mobile wallet compatible for Apple Pay and Android Pay if the Client Merchant account supports it. There is also the option to dispense rail tickets.

A planning meeting with the Wayfinding Working Group and screen suppliers was held on 6th February. Detailed content for the screens is now being drawn up by this group. Specifications for the devices have been agreed and the expected lead time is 2-3 months.

22. *MotionMap travel app*

The first release of MotionMap suffered from a number of issues arising from the availability and quality of real time bus data. Additional work has been undertaken to address this difficulty by reverting to timetabled data when real time data is unavailable (which is the approach taken by other travel apps).

Good progress is being made on the additional work packages and it is anticipated that the revised software will be available in early February, and testing and evaluation will be complete by end - February. If the software proves satisfactory, a wider trial will be organised.

23. ***Data Audit***

An information asset audit for transport data across the GCP organisations is underway. The audit will set out where the data is stored and any barriers to it being used including quality of the data, ownership, accessibility and reliability. The audit is a first step in making robust data and evidence more readily available.

There has been a high level of engagement at the inception event on 22 Nov 2017 and the workshop on 16 Jan 2018, and good progress is being made.

24. ***Making the most of Real Time Data***

The Intelligent City Platform (iCP) contains a wealth of data including live bus movements, car park occupancy and air quality, and this data can be viewed at www.smartcambridge.org. A key objective is to make this data easily available to those wanting to investigate it in more depth or create applications. As a result, a project has been initiated to develop 'Application Programming Interfaces' (APIs) which are a standard way to achieve this. The design of the APIs is underway, and the first phase is being planned for release later in the spring.

25. ***Lobby Screens***

This project is developing content based on real time bus and other data to provide valuable information for travellers. The content of the screens will be configurable so that information about buses and trains is relevant to the location of the screen. The screens will be capable of showing buses as they make their way to nearby bus stops so that travellers can plan accordingly. A demonstration version will be available in Mar 18 with deployment to three pilot sites planned from end-Apr 18. Once feedback and learning has been obtained from the pilots, wider deployment can take place.

Transport

“Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity”

Transport delivery overview

Project					Delivery stage	Target completion date	Forecast completion date	Status		
					Previous	Current	Change			
Tranche 1										
Ely to Cambridge Transport Study		Completed								
A10 cycle route (Shepreth to Melbourn)		Completed								
Greenways Development		Design	2018	2018			↔			
Histon Road		Design	2022	2020			↑			
Rural Travel Hubs		Design	2019	2019			↔			
Milton Road		Design	2021	2020			↑			
Chisholm Trail cycle links	Phase 1	Design	2018	2019			↑			
	Phase 2	Design	2021	2022			↓			
Cambourne to Cambridge / A428 Corridor		Design	2024	2024			↔			
City Centre Capacity Improvements [“City Centre Access Project”]		Design	2020	2020			↔			
Cambridge Southeast Transport Study (formerly A1307)		Design	2025	2025			↓			
Western Orbital		Design	2025	2025			↔			
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	2019	2019			↔			
	Hills Road / Addenbrooke’s corridor	Construction	2017	2017			↔			
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔			
	Arbury Road corridor	Construction	2018	2018			↔			
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔			

Transport finance overview (to February 2018)

Project	Total Budget (£'000)	2017-18 Budget £'000	Spend to date £'000	Forecast Spend – Outturn £'000	Forecast Variance – Outturn £'000	2017-18 budget status		
						Previous	Current	Change
Histon Road bus priority	4,280	200	19	120	-80			↔
Milton Road bus priority	23,040	800	179	340	-460			↔
Chisholm Trail	8,400	2,025	505	825	-1,200			↔
Cambourne to Cambridge / A428 corridor	59,040	1,200	1,109	1,300	+100			↗
Programme management & Early scheme development	3,200	950	324	464	-486			↔
Cambridge Southeast Transport Study (formerly A1307)	39,000	1,000	219	600	-400			↔
Cross-City Cycle Improvements	8,000	3,537	1,993	2,800	-737			↔
Western Orbital	5,900	600	440	600	0			↔
Ely to Cambridge Transport Study	2,600	783	286	550	-233			↔
A10 cycle route (Shepreth to Melbourn)	550	0	43	43	+43			↔
City Centre Access Project	8,045	1,426	652	1,400	-26			↔
Greenways	480	200	144	200	0			↔
Total	162,535	12,721	5,913	9,242	-3,479			

The explanation for variances is set out below.

19. Histon Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £80k in 2017/18. The latest forecast takes into account the latest fee proposal from the consultants which includes all work required to achieve a final concept design.

20. Milton Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £460k in 2017/18. This is due to the extensive Local Liaison Forum (LLF) engagement process which has resulted in further rounds of modelling and design. The latest forecast takes into account the latest fee proposal from the consultants which includes all work required to achieve a final preferred option design.

21. Chisholm Trail

The planning application for Phase One between Cambridge North station and Coldhams Lane has been approved by the JDCC (Joint Development Control Committee), and there are extensive pre-commencement planning conditions to be discharged. The planning process

- took longer than expected, and based on the current 2017/18 budget, there is likely to be an underspend of £1.2m which would carry into 2018/19.
22. Chisholm Trail link – Phase 2
- The completion date for Phase 2 has moved from 2021 to 2022. This is due to a longer than anticipated planning and planning condition discharge period in Phase 1, and has required additional staff and consultant resources.
23. Cambourne to Cambridge / A428 Corridor
- Given the current range of business case activities being undertaken and the need to ensure that maximum information is available for the Board decision paper on the preferred option in July 2018, it is considered prudent to increase the projected spend by £100k to account for any further additional analysis which may be required.
24. Programme management & early scheme development
- £1.75m of this budget has been allocated to pay for GCP's contribution to the development phase of Cambridge South station and the budget has been reduced accordingly.
25. Cambridge South East Transport Study (formerly A1307)
- Forecast revised spend to reflect additional engagement work and time required to deliver preliminary proposals.
26. Cross-City Cycle Improvements
- The current forecast shows that there is likely to be a shortfall of £737k in spend. Construction work has commenced on three out of the five projects. Some additional design work to address road safety audit issues and the transition to a new highway services contract have resulted in a delay in the delivery of some of the schemes, and hence a reduced spend profile in 2017/18. This delayed spend is instead expected in 2018/19.
27. Western Orbital
- Spend is currently on track as projected. It has now been agreed that a full application be undertaken for expansion of the Trumpington P&R site which will not impact the spend projections.
28. Ely to Cambridge Transport Study
- Expenditure for the study was expected to be c£780k. The final fee was c£550k so a project saving of £130k has been made.
29. A10 cycle route (Shepreth to Melbourn)
- This project is complete and final costs remain on target.
30. City Access project
- The current forecast shows that the 2017/2018 budget will come in broadly on target as work is progressing across a number of workstreams.
31. Greenways Development
- The forecast is on target to meet the 2017/18 budget.

Note to reader – RAG Explanations

Finance tables

- Green: Projected to come in on or under budget
- Amber: Projected to come in over budget, but with measures proposed/in place to bring it in under budget
- Red: Projected to come in over budget, without clear measures currently proposed/in place

Indicator tables

- Green: Forecasting or realising achieving/exceeding target
- Amber: Forecasting or realising a slight underachievement of target
- Red: Forecasting or realising a significant underachievement of target

Project delivery tables

- Green: Delivery projected on or before target date
- Amber: Delivery projected after target date, but with measures in place to meet the target date (this may include redefining the target date to respond to emerging issues/information)
- Red: Delivery projected after target date, without clear measures proposed/in place to meet the target date

List of appendices

Appendix 1	Greater Cambridge Partnership Budget setting
Appendix 1A	Greater Cambridge Partnership Budgets
Appendix 2	Update on Independent Economic Assessment Panel
Appendix 3	Update on Spaces and Movement Project
Appendix 4	Executive Board Forward Plan of decisions

Appendix 1

GCP Budget Setting 2018/19

1. Purpose

- 1.1 Allocating the GCP's resources in the right way is key to ensuring the GCP achieves its objectives and unlocks future funding from government and elsewhere to secure the infrastructure improvements GCP needs to support its local plans, ensure economic growth and continued quality of life. The Future Investment Strategy which develops the longer term resourcing strategy is also on this agenda for the Joint Assembly's consideration. This report focuses on the Tranche 1 resources and the first call on the next phase of resources required to complete the existing GCP planned programme and future investments.
- 1.2 This report takes forward the GCP Financial Strategy (approved in November 2016) and the GCP Budget Setting 2017/18 (approved in March 2017). The Financial Strategy developed a structured framework within which the GCP Board would identify the resources at its disposal and a financial governance framework to ensure that resources are used effectively.
- 1.3 The GCP has a "gainshare" agreement to unlock further government funding for the infrastructure our region needs, it must demonstrate that it can deliver agreed projects on track and on budget, achieve the anticipated benefits, and, in the longer term, have prioritised investments that produce additional economic growth in Greater Cambridge.
- 1.4 The Joint Assembly is asked to comment on the proposed allocation of resources as detailed in Appendix A below, in particular where scheme proposals and estimated total costs have changed since the budgets were last approved in March 2017.

2. Key issues and considerations

- 2.1 **Appendix A** below details the previously approved funding, the updated funding required, and the difference (the proposed increase in funding). Since last year's Budget Setting paper, there has been some movement of schemes between the Infrastructure Programme Budget and the Operational Investment Budget to better reflect the nature of the schemes.
- 2.2 Detailed below is the explanation for where proposed schemes costs have materially changed since the last budget-setting process. Some of the changes are as a result of decisions that have been made by the Executive Board in the last financial year. It has been possible to incorporate many of these increases into the current budgets, but there are a few exceptions which it has been necessary to request a slight increase on previously agreed funding profiles.

3. Infrastructure Programme Budget

- 3.1 Cross-City Cycling Improvements: Increase from £8m to £8.9m over the next three financial years through to 2021 due to some redesign work and related increased staff and consultancy costs. The failure to secure some private land in Fulbourn Road has meant some re-design of the scheme. In the early stages of works mobilisation in Arbury Road and Fulbourn Road there were a range of issues that needed resolving relating to hedging, trees, parking and traffic management arrangements.
- 3.2 A1307 Corridor: Increase from £39m to c£140m profile for up to 2022 and beyond. For presentational purposes the higher cost option is reflected in the tables but no decision has

yet been made. If the lower cost option (£48.2m) is taken forward overall commitments will reduce by £92.9m. In March 2017, the Executive Board agreed to develop options with the Local Liaison Forum which resulted in additional options, but also the re-introduction of an option for an off-highway route that had previously been discarded on the basis it was unaffordable within the £39m. In November 2017 the Executive Board approved public consultation on three strategies with an estimated cost ranging up to £145m. Note that costs have been estimated for a non-guided, busway solution. For an optically guided metro solution the infrastructure costs are (subject to further work) assumed similar, but do not include vehicle costs or any contribution to network costs of a metro solution such as depot, control systems etc. Equally, the Mayor is working to identify alternative funding sources for the CAM Metro.

- 3.3 Chisholm Trail Cycle Links: Increase from £8.4m to £9.3m over the next three financial years through to 2021 for reasons relating to the planning process for Phase 1 and that the procurement process has been much lengthier than anticipated and as a result meant some increased costs.
- 3.4 Travel Hubs: Increase from £100K to £700K for the financial year 2019/2020. In March 2017, the Executive Board approved £100,000 for feasibility and conceptual work in relation to the development of Rural Travel Hubs. This has been used to contract Skanska to complete the initial feasibility study and resulting report and to start on some detailed design and planning for any identified pilot schemes. The increase in budget (subject to decisions made by the Executive Board) is to pay for the progression of Sawston and Oakington as pilot sites.
- 3.5 City Centre Access Project: Increase from £8.0m to £9.6m. This is to reflect the decision made by the Executive Board in November 2017 to fund 50% of the lost annual income resulting from the removal of the £1 parking charge at Park & Ride sites in the GCP area for 3 years, equating to £531k pa and with a review at the end of 2019/2020.

4 Operational Investment Budget

- 4.1 Programme Management: Increase of £91K in 18/19 and 19/20 over two financial years to reflect part of the costs of the GCP Chief Executive who has now been appointed on a 2-year substantive contract from 1st April 2018. Although this costs less than the previous interim arrangements, additional funding is required because previously an element of one-off funding had been allocated.
- 4.2 Evidence, Economic Assessment and Modelling: Increase from £40K to £590K over the next two financial years. It is important that the GCP is able to clearly evidence additionality and growth, not only to meet external scrutiny such as the Gateway Reviews, but also to assure itself that the investments it is making are the right ones. It also needs to be placed to quickly respond to external requests for information and significant reports, for example the National Infrastructure Commission and the Cambridgeshire and Peterborough Independent Economic Review. As such the GCP needs to invest strategically in being able to evidence and model additional growth.
- 4.3. The additional budget would allow for include further Paramics modelling as conducted by the University of Cambridge to support the Future Investment Strategy, as well as enable the procurement of additional and / or external capacity to respond to short notice requests. We are also required to fund the work of SQW, the consultants appointed by Government to run the National Evaluation Panel (related to the Gateway Reviews) which evaluates the impact of the locally-appraised interventions on economic growth. The Executive Board agreed in

July 2017 to bear the required cost of £70k for the first phases of their work in the current financial year and we have just received the costs for the next two financial years (circa £300k), and so are requesting a further £230k over the next two financial year.

5. Funding Assumptions

5.1 The overall funding assumptions (reflecting the City Deal Grant, S106 developer contributions, New Homes Bonus and Interest) have not significantly changed since last year, although the Final Allocations of New Homes Bonus 2018/19 have now been published by the Ministry of the Housing, Communities and Local Government and are now reported and the interest estimates have been updated.

5.2 The S106 estimated profile assumes S106 receipt of £44.5m and to date £27.8m has been agreed, although some of it depends on being matched against applicable GPC schemes, and this will not be known until the detail of the GCP schemes are finalised. The estimated residual amount of S106 receipts (£16.7m) will come from both major Growth Site S106 contributions and the smaller site contributions to be agreed over the next few years. The estimated profile can be seen in Appendix 1A below.

5.3. New Homes Bonus position

The current GCP position on New Homes Bonus assumes the below contributions.

NHB	15/16	16/17	17/18	18/19	19/20
	£K	£K	£K	£K	£K
Cambridge City	1,986	3,166	2,385	2,238	2,039
South Cambs	1,683	2,633	1,570	1,204	1,272
CCC	917	1,485	1,023	860	726
TOTAL	4,586	7,284	4,978	4,302	4,037

6. Approach to Funding Shortfall*

6.1 The current profiled costs and funding across all the Tranche 1 schemes identify a shortfall of £111m (or £18.5m if the lower-cost option for A1307 corridor is taken forward), which will be funded from a first call on the next phase of the City Deal grant funding. Given that the majority of the scheme expenditure occurs in the later years, it is considered appropriate to develop Tranche 1 on the assumption that future funding is released.

6.2 This approach was considered reasonable to ensure schemes were developed to ensure the release of future tranches of funding. If for any reason the next phase of City Deal grant funding is not released to GCP, there may be other funding streams the GCP can call upon, or as a very last resort some of the schemes will be refined to ensure that their budgets meet available resources.

**Please note that all financial assumptions, beyond the £100m already secured as tranche 1, assume that the GCP will be successful in securing future (£200m 2020 – 2025 and £200m 2025 – 2030) funds as agreed as part of the City Deal agreement.*

Appendix 1A

Infrastructure Programme Investment Budget	Previously Approved Funding	Updated Funding Required	Increase in Funding	Actual Spend 2015/16	Actual Spend 2016/17	Forecast Spend 2017/18	Budget 2018/19	Budget 2019/20	Budget 2020/21	Budget 2021/22	Future Years
	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000	£000
Milton Road bus priority	23,040	23,040	0	188	238	340	800	10,786	10,688		
Histon Road bus priority	4,280	4,280	0	199	181	120	150	400	1,639	1,591	
A428 Madingley Mulch to Grange Road segregated bus route including Park & Ride bus priority - Tranche 1 development/delivery	55,640	55,640	0	268	1,485	1,300	2,900	3,000	46,687		
A428 Cambourne to Madingley Mulch segregated bus priority - Tranche 2 development	3,400	3,400	0						3,400		
Cross-city cycle improvements	8,000	8,934	934	257	864	2,800	4,500	513			
Cambridge South East Transport Study (formally known as A1307) (As referenced in para 3.2 above)	39,000	141,082	102,082	157	175	600	1,150	2,300	36,700	50,000	50,000
Chisholm Trail cycle links	8,400	9,269	869	235	679	825	5,320	2,000	210		
Programme management and early scheme development	3,200	3,200	0	355	781	464	800	800			
Western Orbital	5,900	5,900	0	240	416	600	600	600	3,444		
Ely to Cambridge Transport Study	2,600	2,600	0	67	72	550	733	1,178			
A10 Cycle route - Frog End Melbourn	550	553	3		511	43					
City Centre Access Project	8,045	9,638	1,593	255	566	1,400	3,995	2,891	531		
Electric Vehicle Charging	100	100	0			25	25	25	25		

City Centre spaces & movement	150	150	0			30	120				
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Developing 12 cycling greenways	480	500	20			200	300				
Travel Hubs	100	700	600			25	75	600			
Travel Audit - South Station and biomedical campus	150	150	0			58	92	0			
Residents Parking implementation	1,000	1,191	191			72	219	392	508		
Cambridge South Station	1,750	1,750	0			100	825	825			
Total	165,785	272,077	106,292	2,221	5,968	9,551	22,604	26,310	103,832	51,591	50,000

Page 82

City Deal grant	100,000	100,000		20,000	20,000	20,000	20,000	20,000			
S106 contributions	44,500	44,500				7,874	2,000	2,000	2,000	4,000	26,626
Total funding	144,500	144,500		20,000	20,000	27,874	22,000	22,000	2,000	4,000	26,626

Net Infrastructure Budget	-21,285	-127,577		17,779	14,032	18,323	-604	-2,810	-101,832	-47,591	-23,374
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Operational Investment Budget	Funding Agreed	Updated Funding Required	Increase in Funding	Actual Spend 2015/16	Actual Spend 2016/17	Forecast Spend 2017/18	Budget 2018/19	Budget 2019/20	Budget 2020/21	Budget 2021/22	Future Years
	£000	£000		£000	£000	£000	£000	£000	£000	£000	£000
Programme Management	2,211	2,394	183	111	391	604	644	644			
Engagement & Communications	339	339	0			283	56				
Skills	2,907	2,907	0	47	188	201	1,231	1,240			
Evidence, economic assessment and modelling	40	590	550			30	280	280			
Cambridge Promotions Agency	150	150	0	60	90	0					
Housing Delivery Agency	400	400	0		200	200					
Affordable Housing	50	70	20		10	25	35				
Cambridgeshire County Council costs	93	93	0			31	31	31			
South Cambridgeshire District Council costs	120	120	0			40	40	40			
Cambridge Promotions	40	40	0			40					
Towards 2050	230	230	0			57	143	30			
Smart Cambridge	2,270	2,270	0		271	1009	650	340			
Total	8,850	9,603	753	218	1,150	2,520	3,110	2,605	0		

Funding

New Homes Bonus											
NHB - Cambridge City	11,740	11,814		1,986	3,166	2,385	2,238	2,039			
NHB - South Cambs	8,373	8,362		1,683	2,633	1,570	1,204	1,272			
NHB - CCC	4,907	5,011		917	1,485	1,023	860	726			
Interest accrued on grant funding	268	594			80	149	197	168			
Total funding	25,288	25,781		4,586	7,364	5,127	4,499	4,205	0		

Net Operational Budget	16,438	16,178		4,368	6,214	2,607	1,389	1,600	0		
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Appendix 2

Update on Independent Economic Assessment Panel

Overview of Gateway Review process

The Greater Cambridge Partnership's City Deal is one of a number of 'Gainshare' deals between Government and groups of local partners: the Cambridgeshire and Peterborough Devolution Deal is another. The aim of 'Gainshare' deals is that Government agrees to invest in an area, for the economic benefit of that area and the UK as a whole. A condition of the Greater Cambridge City Deal agreement – and all other Gain share deals – is that a Gateway Review is conducted every 5 years by an Independent Economic Assessment Panel, to inform future funding decisions. This work is being led by consultancy firm SQW.

Central Government funding under the GCP's City Deal Agreement (all in equal annual instalments) is:

- £100 million for 2015/16-2019/20.
- Up to £200 million for 2020/21-2024/25, depending on the outcome of the 2019 Gateway Review.
- Up to £200 million for 2025-35 (or 2025 to 2030 if we can deliver quickly), depending on the outcome of the 2024 Gateway Review.

GCP's first Gateway Review will be in December 2019. This first Review is expected to evaluate whether we are delivering on track and on budget, whether our investments are realising the expected benefits, the added value from our partnership and, if they can be identified as early as December 2019, any wider economic benefits.

The economic assessment work is an opportunity to ensure that the GCP's activities are evidence-driven and will assist us in continuously improving the performance monitoring and evaluation of our investments.

The Independent Economic Assessment Panel is overseen by a Steering Group of the Locality Partnerships with Gain Share deals, as well as Government representatives. This shares lessons between Localities and has overseen the work on an overarching National Framework as well as individual Locality Frameworks for each Locality Partnership with a Gain share deal.

- The National Framework effectively provides a menu from which the Locality Frameworks have been developed.
- The Locality Frameworks tailor the National Framework to local circumstances and the details of the individual Deals, recognising that local factors will be key in evaluation.

Officers from the GCP Team have been working closely with those from the Combined Authority to take a consistent approach to working with the panel.

Separately from the economic assessment work, the Cambridgeshire and Peterborough Combined Authority has established an Independent Economic Commission (CPIEC), whose work will be available for the GCP to use to inform its decision-making as part of the FIS. The GCP has provided a response to the CPIEC's call for evidence and is represented within its governance structure.

Progress since last update

The panel has now completed the National Framework and is in the final stages of completing the Locality Framework for Greater Cambridge. GCP officers have worked very closely with SQW and Government to develop our Locality Framework, to ensure it has developed in a way that suits the needs and details of the GCP's City Deal.

The panel's work is being broken down into three phases:

1. Design – broken down into three further stages:

- a) Development of the National Evaluation Framework
- b) Co-production of Locality Evaluation Frameworks
- c) Development of Outline Evaluation Plans for each Locality Framework

2. Implementation

3. Reporting

The Board delegated authority for phase 1 sign off to the Chief Executive in July 2017. Phase 1a of the work is now completed and was signed off by the Chief Executive in October 2017. The cost of this work was £30,500.

Since the last update in July 2017 officers have been working with SQW to refine phase 1b and 1c. Following an intensive period of work officers and SQW have agreed a draft version of both the Locality Evaluation Framework and the Outline Evaluation Plan. In July 2017 phases 1b and 1c were not sufficiently progressed to be able to accurately estimate their cost but estimated costs can now also be confirmed at c£300,000.

During this process officers have also worked with other UK Cities in receipt of City Deal Gainshare funds to collaborate on the thinking behind and progression of this phase of work.

As reported above, the previously agreed budget for this work is £70k (a guesstimate made in advance of working with SQW to refine the work). As such, the budget will need to be increased by £230,000 for this specific aspect of impact evaluation. Officers propose to split this across 2018/2019 and 2019/2020. Although the Chief Executive has delegated authority to sign this work off officers are keen to keep the Joint Assembly and Executive Board up to date with progress being made.

Next steps

As above, officers have gone through an intensive period of work to refine phase 1b and 1c of this work which, is in its final stage of development. As a result, the Chief Executive expects to be able to sign off both the Locality Evaluation Framework and the Outline Evaluation Plan by the end of February 2018. Over the next 22 months, officers will continue to work with SQW and with Government to ensure the evaluation process continues to progress to time and to budget.

Appendix 3

Update on the progress of the Spaces and Movement SPD project

1. Summary

- The project is now being actively progressed, and there is good collaboration between City Council and GCP staff.
- A clear brief for the project has been agreed with the sponsor (Stephen Kelly).
- The procurement of a consultancy organisation is underway, and the successful bidder is expected to be identified in March.
- The recruitment of a project manager during Jan/Feb 18 has proved unsuccessful. However, interim arrangements to support the project are in place until permanent arrangements can be made.
- The proposed Market Square project is included in the SPD work and will be delivered by the same team.
- A firm schedule will be established once the consultancy organisation is in place.

2. Project aim and objectives

The aim of the Spaces and Movement Supplementary Planning Document (SPD) is to set out a 'people centric' strategy that steers and shapes future investment and decision making around public and private sector investments in the City in a way which emphasises people and maintaining a sense of place at the heart of the city's development, and prioritises the enhancement of the city's spaces, streets, cycleways and walkways in the context of increased use resulting from its phenomenal success and continuing growth.

The objectives of the SPD are:

- To clearly articulate the current and future roles and functions of the city's hierarchy of spaces, streets, cycleways and walkways, ensuring a strategic, holistic and integrated approach to long-term management;
- To establish the key design principles for each classification, to be incorporated in the creation of new or improved spaces, streets, cycleways and walkways; and
- To set out the delivery strategy, including inter-relationships with existing and planned City Access and other projects, priorities for further interventions, and immediate and longer-term funding options.

3. Key activities progressed to date

Procurement

A brief for the procurement of expert consultants to support this work has been prepared by the City Council planning team in conjunction with GCP staff. The purpose is to procure a consultancy that can offer through its supply chain both urban designers with an international reputation and proven skills in stakeholder and community engagement.

Procurement is now underway using the Homes and Communities Agency (HCA) Multi-Disciplinary framework. The programme has a number of stages:

- Expression of interest stage (complete) – 8 bidders expressed interest

- Sifting stage (complete) – 7 bidders have submitted responses from which 5 have been selected to proceed to the next stage
- Full brief stage (ongoing) – the five bidders are currently preparing their written responses which will be evaluated in late Feb/early Mar
- Interview stage – this is scheduled for 8 Mar 18
- Selection of successful bidder

We expected to select the preferred bidder in March. Once appointed, the combined team of city planners and GCP staff will work with the consultants to develop the detailed programme of work.

Stakeholder Engagement

There has been some early stakeholder engagement which the project expects to build upon following the appointment of the consultancy team. Key highlights include:

- Cambridge Past, Present and Future (CPPF) event on 13 Jan 18 at which a high level of interest and engagement was demonstrated by attendees
- Representatives from CPPF and FeCRA have been invited to take part in the interview stage of the procurement for the consultancy organisation. These representatives along with Smarter Cambridge Transport have also been invited to provide comment on the procurement brief.
- Some names have been put forward for a reference group. However, significant further work is required to ensure that this group includes representatives from the wide range of stakeholders who will be impacted by the SPD. This will be progressed with the consultants once appointed.

Project Management

A project manager is required to support this work (including the proposed Market Square initiative). The recruitment of a project manager during Jan/Feb 18 has proved unsuccessful. Interim arrangements are in place to maintain momentum until the project manager is in place.

4. Budget

An indicative budget of £150k was identified (from existing City Access budget) to cover the ‘core’ SPD development (excluding the Streetscape manual and the Market Square). A more detailed budget will be prepared once a consultant has been appointed.

5. Key risks and mitigations

Risk		Mitigation
1	Failure to procure a consultancy of sufficiently high standing resulting in a poor outcome and/or a loss of stakeholder confidence	The procurement brief and evaluation process have been designed to reduce this risk. Key criteria include a supply chain covering both urban designers with an international reputation and proven skills in stakeholder and community engagement
2	The cost of the consultancy work exceeds expectations leading to delays or a poor outcome (if budget cannot be found)	The likely costs will only emerge during the procurement process. If costs are higher than expected, this will be escalated via standard governance processes
3	A suitably experienced project manager cannot be appointed resulting in a loss of project momentum	Continue interim arrangements by agreement with GCP.

6. Next steps

- Complete consultancy organisation procurement
- Review project manager recruitment
- Finalise project governance arrangements
- Provide outline schedule (once consultancy organisation in place)

Appendix 4

Executive Board forward plan of decisions

Notice is hereby given of:

- Decisions that will be taken by the GCP Executive Board, including key decisions as identified in the table below
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part).

A 'key decision' is one that is likely:

- to result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; or
- to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Executive Board: 21 March 2018		Reports for each item to be published: 9 March 2018	Report author	Key Decision	Alignment with Combined Authority
Histon Road	To consider the preferred option preliminary design for Histon Road along with the strategic outline business case as a basis for public consultation to facilitate the final preliminary design and outline business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
City Access Strategy	To update on the City Access programme including recent evidence base work, intelligent signals, electric/hybrid buses, freight management, Space & Movement SPD, city bus network review and demand management principles		Peter Blake	No	CA LTP Passenger Transport / Walking & Cycling / Streetscape Strategy
Western Orbital (Girton Interchange, Smart Motorway and M11 J11 Park & Ride)	To approve the public consultation on the M11 J11 Park and Ride site. To update Executive Board on the response to Highways England on the M11 Smart Motorway proposals and RIS2 for the Girton Interchange		Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Future Investment Strategy & 2018/19 budget setting	To approve the principles of the Future Investment Strategy and the budget for 2018/19		Rachel Stopard	Yes	CA Prospectus/ 4-year plan
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none">Smart workstream update and presentation of ‘Real Time Travel Information’ screens		Niamh Matthews	No	N/A

	<ul style="list-style-type: none">• The latest financial monitoring information• Six-monthly report on skills• Milton Road update• Update on CBC Travel audit study• Six-monthly update on GCP Strategic Risk Register				
Executive Board: 4 July 2018		Reports for each item to be published: 22 June 2018	Report author	Key Decision	Alignment with Combined Authority
A428 Cambourne to Cambridge	Full Outline Business Case for options for investment in Cambourne to Cambridge.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Milton Road	To consider the preferred option preliminary design for Milton Road along with the strategic outline business case as a basis for public consultation to facilitate the final preliminary design and outline business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
City Access	To update on the City Access programme including a detailed intelligent signals review delivery plan and to give approval to consult on demand management principles and measures		Peter Blake	Yes	CA LTP Passenger Transport / Walking & Cycling / Streetscape Strategy
Greenways	To consider the outcomes of initial engagement and approve public consultation on proposals.		Peter Blake	No	CA LTP Walking & Cycling Strategy
GCP Future Investment Strategy	To agree prioritised list for future investment.		Rachel Stopard	Yes	CA Prospectus/ 4-year plan
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none">• The latest financial monitoring information• Six-monthly report on housing.• Six-monthly report on Smart Cambridge• Cambridge South East Corridor – inform results of public consultation and note preparation of Outline Business Case.• Foxton Level Crossing and Travel Hub update and options• A10 Melbourn to Royston Business Case		Niamh Matthews	No	N/A

Executive Board: 11 October 2018		Reports for each item to be published: 1 October 2018	Report author	Key Decision	Alignment with Combined Authority
Histon Road	To consider results of the public consultation and give approval to any proposed modifications to the final preliminary design for Histon Road and to approve the outline business case as a basis the detailed engineering design and final business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> The latest financial monitoring information Six-monthly report on skills Six-monthly update on GCP Strategic Risk Register 		Niamh Matthews	No	N/A
Executive Board: 6 December 2018		Reports for each item to be published: 26 November 2018	Report author	Key Decision	Alignment with Combined Authority
Chisholm Trail cycle links	To approve construction of phase 2 of the scheme subject to planning permission.		Peter Blake	Yes	CA LTP Walking & Cycling Strategy
Milton Road	To consider the results of Public Consultation and give approval to any proposed modifications to the final detailed design and to approve the outline business case, as a basis for the detailed engineering design and final business case.		Peter Blake	Yes	CA LTP Passenger Transport Strategy
Foxton Level Crossing and Travel Hub	Present options and give approval for public consultation		Peter Blake	Yes	CA LTP Passenger Transport Strategy
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> The latest financial monitoring information Six-monthly report on housing. Six-monthly report on Smart Cambridge City Access update 		Niamh Matthews	No	N/A

Executive Board: Early 2019			Report author	Key Decision	Alignment with Combined Authority
Western Orbital (M11 J11 Park and Ride)	Full Outline Business Case for P&R Expansion at J11.		Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy

Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
8 February 2018	29 January 2018	18 January 2018	8 January 2018
21 March 2018	9 March 2018	28 February 2018	16 February 2018
4 July 2018	22 June 2018	14 June 2018	4 June 2018
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018

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Agenda Item 11



Report to: Greater Cambridge Partnership Executive Board

21 March 2018

Lead officer: Rachel Stopard - Chief Executive, Greater Cambridge Partnership

Greater Cambridge Partnership Future Investment Strategy

1. Purpose

- 1.1 Following Executive Board agreement in July 2017 to develop a Greater Cambridge Partnership (GCP) Future Investment Strategy (FIS), this paper sets out a draft FIS and the focus and rationale for the projects and schemes that are at its core.

2. Recommendations

That the Executive Board:

- (i) Agrees the core Future Investment Strategy (FIS) principles and focused themes set out in this paper;
- (ii) Asks officers to work in collaboration with the Combined Authority to ensure that the GCP's future investment priorities are aligned with the Combined Authority's Prospectus and Four Year Plan;
- (iii) Agrees that officers continue to work on the process and criteria for the prioritisation of FIS schemes and projects, and develops plans for wider engagement later in 2018.

3. Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 28 February 2018.

- 3.1. The Joint Assembly discussed the paper and were broadly supportive of the FIS proposals.

4. Context

- 4.1 Greater Cambridge continues to be the UK's economic powerhouse. Cambridge is forecast to be the UK's fastest growing City in 2018 at 2.19% in Q4 of 2018.
(<https://www.irwinmitchell.com/ukpowerhouse>).
- 4.2 Such significant levels of growth remind us again of the importance of maintaining the Greater Cambridge economy and continuing to grow its status for the benefit of its wider economic geography. Indeed, the drivers behind the City Deal agreement are now more relevant than

ever. Gaining momentum on achieving the Deal's core outputs is as important, if not more important, as it was when the Deal was originally signed with Government.

- 4.3 The renewed focus on local industrial strategies reinforces the need for local areas to deliver robustly on plans for supporting economic growth and continuing to strengthen the case for investment in core growth activities.
- 4.4 The GCP took a leading role in making the case for Greater Cambridge as part of the National Infrastructure Commission's (NIC) call for evidence on the Cambridge – Milton Keynes – Oxford corridor. The urgent need for an integrated transport solution across the corridor was made clear - <https://www.nic.org.uk/wp-content/uploads/Greater-Cambridge-Partnership-First-Last-Mile-Strategy-Report-2017.pdf>.
- 4.5 The NIC see such integration as the essential element of realising the growth potential of the corridor and to unlocking strategic sites for new settlements along the corridor - <https://www.nic.org.uk/wp-content/uploads/Partnering-for-Prosperty.pdf>.
- 4.6 Another important element of the corridor development will be a new Cambridge South station. The GCP has, with the Combined Authority (CA) and business jointly funded the feasibility stage for a new Cambridge South station.
- 4.7 The delivery of the station will also offer another, non-car, core link in to an already significantly congested part of Cambridge.
- 4.8 It is clear from the work the GCP has been involved in over the last three years, the work of partner organisations and authorities preceding it and the body of evidence that exists in the market that a transformational solution is required to address the economically stifling issues (set out in section 3 below) that Greater Cambridge experiences.
- 4.9 For example, we know that productivity suffers as a result of congestion and acts an inhibitor to growth. Difficulty accessing the jobs market as a result of an unaffordable housing market compounds this issue.
- 4.10 As such, the GCP's Future Investment Strategy (FIS) focuses on transformational solutions created by tying together a complimentary package of interventions. By its very nature the FIS looks to the future to tackle long term issues by offering genuinely evidenced based game changing solutions. A robust evidence base will be the foundation on which future interventions are developed.
- 4.11 The shared evidence base that the Cambridge and Peterborough Independent Commission (CPIEC) (due to be finalised in September 2018) is expected to produce will act to help shape interventions and further guide investment principles.
- 4.12 The GCP will also work alongside the CA on its Four Year Plan and Prospectus to ensure the two are aligned on future direction and delivery principles.

5. Achievements since 2015

- 5.1. The GCP has evolved over the last three years and has achieved a lot in that time. It is continuing to build upon, and strengthen, its progress; a core part of which has been to champion and trial more inclusive approaches to stakeholder engagement. For example, it has established a series of Local Liaison Forums which meet regularly to inform and involve interested parties and local representatives in shaping and progressing our larger transport projects.
- 5.2. The GCP continues to harness the strength of public opinion to enable it to act as a positive force for the development of new projects and key interventions.
- 5.3. The GCP is delivering across an extensive programme. It is developing and implementing proposals to improve transport infrastructure across modes, whilst supporting improvements to public transport in the area.
- 5.4. As well as its transport focus, the GCP is supporting programmes that will deliver benefits to Greater Cambridge in housing, skills and smart infrastructure. Through our work in these areas, as well as the recent 'Our Big Conversation' engagement campaign the GCP has developed a successful brand that is widely recognised amongst the people of Greater Cambridge and beyond.

6. Current progress

6.1. Progress across tranche 1 (T1) is good and will continue to be delivered as below:

Project	Cost (£'000)	Target Completion Date
A10 cycle route (Shepreth to Melbourn)	500	Completed
Ely to Cambridge Transport Study	500	Completed
Greenways – Development	500	2018
Cross-City Cycle Improvements	8,000	2018 - 2019
Rural Travel Hubs	700	2019
Cambridge South Station – Development Phase	1,75	2020
Milton Road bus priority	23,000	2020
Histon Road bus priority	4,000	2020
Chisholm Trail - Phase 1 and Phase 2	8,000	Phase 1 2019 Phase 2 2022
City Centre Access	8,000	2020
Cambridge Southeast Transport Study (formerly A1307)	40,000	2021- 2025
Cambourne to Cambridge / A428 corridor	60,000	2020 - 2024
Western Orbital (West of Cambridge Package)	6,000	2020 – 2025 (Aligned with RIS 2 Delivery Period)
Total	c160,700	-

6.2. Securing timely delivery of current schemes is essential. As part of the GCP's deal with Government the GCP will be subject to Gateway Reviews every five years from 2015 – 2030. The first Review will be in December 2019.

6.3. It is worth noting that whilst currently profiling an over-commitment of resources, many of the major infrastructure projects are not programmed for completion until beyond 2020. Therefore, there is likely to be an element of the FIS that builds in existing commitments in order to see schemes through to completion.

- 6.4. Officers are working closely with the nominated consultants (SQW) and the Government to ensure the process gives Government the confidence and evidence it needs to release further rounds of grant funding (£400m to 2030).
- 6.5. To feed in to the first Gateway process to the GCP needs to demonstrate to Government that its future investment plans are robust and evidence based. The current and ongoing FIS work is the most significant part of this exercise.

7. Rebalancing the GCP's focus – Infrastructure to support wider growth and a challenging housing market

- 7.1. The City Deal signed with Government in 2015 predominantly focused on investment for transport infrastructure. In thinking about the FIS and how the GCP should be supporting the further growth of the economy and the acceleration of housing delivery there is an opportunity to rebalance the GCP's investment focus.
- 7.2. Portfolio holder led working groups have been meeting over the course of the last six months to understand what this could look like and how the FIS can most helpfully meet the challenges posed by a growing population, a fast growth economy and a near impenetrable housing market.
- 7.3. In crafting the draft FIS working groups have taken account of the significant findings from the 'Our Big Conversation' (OBC) campaign led by the GCP. The OBC findings have been used to support the direction of each working group and can be summarised as follows:

OBC General Key findings

- OBC Engagement showed high levels of awareness of growth. 89.4% of OBC respondents were 'aware' or 'very aware'.
- Traffic congestion was ranked as the highest challenge or travel challenge at 64.6%, with associated issues of sufficient and reliable public transport (both 42%).
- 67% of respondents said they were unhappy with their current housing situation; over 50% cited the cost of buying as the key issue; 44% of Cambridge respondents also cited the cost of renting property as a key issue.
- In priority order, people said the following GCP investments would help them get on better in life:
 1. Improved public transport - 55.9%.
 2. Access to housing - 17.5%.
 3. Smart technology solutions - 8.9%.
 4. Linking training opportunities to employment - 4.6%.
- In general, people showed support for both immediate and long-term solutions to address these challenges. In the case of transport, there was a general acceptance that behaviour change is required alongside the introduction of new public transport infrastructure.

- Most of the comments received focused on the travel behaviour of particular groups and how this needed to change. In particular, people pressed for a switch out of cars and onto public transport. More details on the analysis of the qualitative aspects of OBC is provided in **appendix 1** which can be found in a separate document.

8. Evidence Beyond the OBC

- 8.1. Specific and recently produced evidence on housing affordability should also guide the FIS's investment principles. **Annexe 1** sets out the research that demonstrates the acute affordability issues, across nearly all tenures that exist across Greater Cambridge.
- 8.2. We can also use a recently produced set of analyses (Dr.Franziska Sielker. Department of Land Economy. University of Cambridge. February 2018) that highlights blockages to growth by demonstrating a number of core themes across transport, housing, skills and smart technology.
- 8.3. The work also identifies a number of other themes that could helpfully be placed under the Economy and Environment portfolio badge.

The core themes identified can be summarised as follows:

Workstream	Theme	Solutions (as suggested by above analysis)
Transport	<ol style="list-style-type: none"> 1. Access to Cambridge City is difficult 2. Congestion is a significant issue 3. High Percentage of car use 4. Demand on existing transport infrastructure - Becomes more acute as growth projections are considered 	<ol style="list-style-type: none"> 1. Citywide enhancements required. Better transport links by road, rail, bike and aeroplane are considered to be critical. 2. Significantly better connections between the city, commuter areas and new settlements. 3. Increased provision of public transport and cycling infrastructure inc. cycle parking 4. Development of existing infrastructure as well as introducing new infrastructure across modes.
Housing	<ol style="list-style-type: none"> 1. Not enough supply – High demand 2. Housing shortage creates recruitment and retention difficulties 3. Affordability 	<ol style="list-style-type: none"> 1. Increased delivery across all tenures 2. Increased delivery of specific tenure types to target specific sectoral or income bands 3. As above and extension of specific subsidies e.g. Help to Buy
Smart	<ol style="list-style-type: none"> 1. Access to fast broadband 	<ol style="list-style-type: none"> 1. No specific solution suggested. We know from our work that there are opportunities to tackle this by working with developers at any early stage to ensure broadband speeds and availability is optimised

Economy and Environment	<ol style="list-style-type: none"> 1. Scale up space for start ups 2. Lack of laboratory space 3. Lack of office space – specifically for start ups 4. Increased pressure on infrastructure risking continued growth of unique clusters 5. Lack of financial support for start ups 	<ol style="list-style-type: none"> 1. More research needed but the evidence suggests alternatives to commercial funding required 2. As above 3. Subsidised rents and diversification of existing spaces 4. As above and closer working with business community to better understand the issues and risks 5. Public/private partnerships to create investment vehicles
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9. Process for FIS prioritisation

- 9.1. The above themes and the OBC findings outline some high level themes across each of the GCP's workstreams. They demonstrate some obvious links across the GCP's full portfolio of work and provide a helpful basis on which to start to prioritise the schemes and projects that will form part of the final FIS.
- 9.2. Though a helpful start to the prioritisation process more work needs to be done to understand what the likely impact of GCP's FIS interventions will be. Further criteria will be developed by identifying the key cross-cutting themes that underpin major roadblocks to economic growth and social mobility in Greater Cambridge.
- 9.3. These themes will then be used to further refine the GCP's FIS process for prioritisation. To that end, officers are working on some detailed modelling which, can be used to analyse each proposed intervention and subsequently tell us what impact it's likely to have; e.g. reduced congestion along X route or increased usage of public transport in Y corridor.
- 9.4. In doing this, the FIS should provide a transparent and objective basis on which to make investment decisions whilst avoiding an inflexible and over prescriptive process.
- 9.5. Officers will be able to report the progress of criteria development back to the Board and Joint Assembly in July 2018.

10. Responding to the evidence - Proposed investment across key workstreams

- 10.1. Notwithstanding the above, each portfolio working group has developed a draft package of interventions which, are closely aligned to the above themes and focus on much of what the OBC results tell us is required to address key issues across Greater Cambridge.
- 10.2. All of the interventions in the FIS will need to go through a public test/consultation later this year and be subject to further development and "narrowing down" but should be used as a solid foundation for the FIS.
- 10.3. The indicative funding allocated against each FIS project listed in this paper is in addition to already agreed Tranche 1 funding. Therefore, all assumptions, beyond the £100m already secured as part of Tranche 1, assume that the GCP will be successful in securing future (£200m 2020 – 2025 and £200m 2025 – 2030) funds as set out in the City Deal agreement.

11. Transport Package – “Creating better and greener transport networks, connecting people to homes, jobs, study and opportunity.”

11.1 The transport package builds on existing schemes to achieve transformational impact but also recognises the need to make challenging decisions to deliver a “whole package” of coherent measures e.g. demand management and intelligent charging.

11.2 Measures which could generate an income stream have been considered as a balance against the projected costs of other interventions e.g. GCP’s contribution to the CAM (yet to be determined). The package prioritises core growth principles and recognises congestion as a key inhibitor to growth.

11.3. **Annexe 2** sets out a schematic that demonstrates what the Greater Cambridge transport

Transport Package		
Description	GCP Funding £	Delivery Period
Cycling	40,000,000	2020 - 2030
Public Transport	75,000,000	2020 - 2030
Road	25,000,000	2020 - 2030
City Access	30,000,000	2020 - 2030
*CAM (Projects that could transition to CAM)		
Cambourne to Cambridge	60,000,000	2020 – 2030
Cambridge South East Transport Study (Formally A1307)	140,000,000	2020 – 2030
West of Cambridge Transport Hub	20,000,000	2020 – 2030
A10 – Waterbeach to Cambridge Public Transport	50,000,000	2020 – 2030
Newmarket Road	50,000,000	2020 – 2030
North West Orbital	50,000,000	2020 – 2030
CAM Total	370,000,000	-
TOTAL	540,000,000	-

network could look like in 2050 based on current draft FIS transport proposals.

*GCP funding as a portion of total costs yet to be agreed with the Combined Authority.

12. Housing Package – “Accelerating housing delivery and homes for all”

- 12.1. The focus of the housing package is to have a maximum impact in a minimal number of places and to respond to the gap in delivery that the market is unable to fill.
- 12.2. Research, as in **Annexe 1**, tells us that we have a significant issue with supply and that people in some income brackets have very limited options to enter either the private market to rent or buy or to access any kind of publically subsidised housing.
- 12.3. As above and below, research and business tells us that such acute affordability issues are having a detrimental impact on attracting and retaining the workforce that Greater Cambridge needs to maintain and further strengthen its unique and globally competitive economy.
- 12.4. Keyworker (exact definition to be further refined) housing could act to tackle this issues and provide a product that the market is not currently bringing forward. Essentially, delivering homes for people doing the jobs that support the continued growth of Greater Cambridge.
- 12.5. Officers have been working on what a site specific key worker model could look like. Through the housing and strategic planning working group this work will be developed further.
- 12.6. Early indications suggest a broad ranging model as below:

Housing Package				
Description	GCP Funding £	Number of units	Milestones for delivery of homes	Additional investment secured
<ul style="list-style-type: none"> Direct investment to unblock difficult sites and deliver key worker housing across specific schemes. List of sites to be developed. Likely focus on market diversification, modern methods and community led 	10,000,000 – 50,000,000	TBC	2020 - 2030	TBC dependant on model of investment
Total	10,000,000 – 50,000,000	-	-	-

13. Skills Package – “Inspiring and developing our future workforce, so that businesses can grow”

- 13.1. As with all the GCP's interventions, the skills package needs to respond to the specific needs of the Greater Cambridge economy.
- 13.2. The GCP has an apprenticeship target (additional 420) to meet but also recognises that the process for meeting the target can't be achieved in isolation of other skills work happening across the area. As such, the current package focuses on gaining momentum on the apprenticeship target in close consultation with the CA to ensure that the GCP's activity is fully aligned with the CA's Skills Strategy which, is due to be completed in July 2018. Therefore, GCP's activity from 2020 – 2030 is still under ongoing development.
- 13.3. The skills working group acknowledges the need to focus on the apprenticeship target but wants to deliver a framework that ensures close linkages with schools, business and parents across all its work on skills.
- 13.4. The working group has agreed to externally procure a piece of work to take it towards additional delivery and officers are currently working on the procurement process. Depending on the quality of tender returns new activity should be operational by early May 2018.

Current Skills Package		
Scheme	GCP Funding £	Delivery Period
Current work - Apprenticeship Service to inc. core links to schools, business and parents. Underpinning the CA's Skills Strategy.	2,200,000	2018 - 2020
Future Work TBC. In development with the CA skills strategy	TBC	2020 - 2030
Total	2,200,000	-

14. Smart Package – “Harnessing and developing smart technology to support transport, housing and skills”

- 14.1. The smart package is designed to underpin and strengthen all the GCP's workstreams.
- 14.2. It promotes the use of smart technology to: transform transport, public Services and place for the benefit of those living and working in Greater Cambridge. Its core framework acts to leverage private sector investment on a 1:4 public/private ratio.
- 14.3. The smart workstream is looking across the GCP's cycle, road and public transport schemes to identify opportunities to deliver, through the construction process, fibre ducting which will enable high speed digital connectivity and facilitate 5G mobile networks in the future. This offers a genuine opportunity to join up and ensure innovative digital solutions and leading edge technology are a core part of GCP infrastructure delivery.
- 14.4. The smart FIS package recognises core economic growth principles as its foundation and strives to enable the development of technology that can support continued growth to 2050 and beyond.

Smart Package

Description	GCP Funding	Match Funding	Milestones	Other funding sources
<p>1a. Support the development of Autonomous vehicles for last mile public transport (12 seater mini bus for out-of-hours on-demand service).</p> <p>1b. Support for the Combined Authority's CAM metro proposal – initial vehicle development</p>	£2m £1m	£10m £6m	By 2020 By 2023	<ul style="list-style-type: none"> Awaiting decision on current CCAV government funding round –If unsuccessful a review of how to deliver a pilot will be undertaken and funding sources could include GCP, Future CCAV bids, private sector financing.
2a. Unlock the market for 'mobility as a service' providers – Framework for operation, Data and Ticketing	£2m	£5m	By 2021	<ul style="list-style-type: none"> Private Sector (in advanced discussion with a leading provider)
2b. New mobility Models e.g. Demand Responsive Transport, Car Share etc.	£1m	£5m	By 2025	<ul style="list-style-type: none"> Private Finance Govt funding bids
3. Enable the deployment of urban logistic models and technology e.g. Hubl, Drone Deliveries etc.	£1m	£4m	By 2023	<ul style="list-style-type: none"> Private Finance Innovate UK & other innovation funding pots
4. Pilots and trials for the next generation of digital connectivity which is an essential foundation for both current initiatives (e.g. within City Access) and future initiatives covered in this document e.g. Air Quality	£5m	£20m	By 2030	<ul style="list-style-type: none"> Private Finance Govt funding bids
5. Support for new types of community, in particular the Cambridge NE fringe, which require innovative approaches such as low or no car developments that are dependent on a variety of smart technologies.	£2m	£10m	By 2030	<ul style="list-style-type: none"> Developers Govt funding bids
Total	£14m	£60m	-	-

15. Economy and Environment Package

- 15.1. The economy and environment (E&E) portfolio is new. Its aim is to promote the transformation of place for the benefit of those living and working in Greater Cambridge by making links across each of the GCP's workstreams and establishing a core portfolio of tangible outputs.
- 15.2. The E&E work is at a very early stage but it has identified some core areas of activity as well as opportunities to strengthen existing workstreams.
- 15.3. It will provide leadership for GCP on shaping the industrial strategy work.

Environment and Economy Package		
Scheme	GCP Funding £	Delivery Period
In development – Facilitating enabling infrastructure: utilities, power, and water interventions	10,000,000	2020 - 2030
In development – Start up and incubator follow on space	10,000,000	2020 – 2030
Evidence and Evaluation across GCP schemes	1,000,000	Ongoing
Total	21,000,000	-

16. Consolidated FIS package

- 16.1. When brought together the consolidated FIS package presents a strong framework for the GCP's future activity and investment in growth across Greater Cambridge to 2030 and beyond.

Consolidated FIS Package		
Description	GCP Funding £	Delivery Period
Transport	*540,000,000	2020 - 2030
Housing	** 10,000,000 –50,000,000	2020 - 2030
Skills	2,200,000	2018 - 2020
Smart	14,000,000	2018 - 2030

Economy and Environment	21,000,000	2019 - 2030
TOTAL	£590,000,000 – 630,000,000	-

*Dependant on GCP contribution to CAM - tbc. **Dependant on model of housing investment

17. Thinking differently about the GCPs role in investment

- 17.1. The GCP's grant funding from Government is a flexible funding resource that is subject to a series of Gateway Reviews over the 15 period of the City Deal agreement.
- 17.2. When considering how this resource can most effectively be used to achieve the strategic aims of the GCP the FIS can act as a catalyst for the GCP to use its resource more flexibly. The Government grant funding element is not restricted to capital or revenue expenditure and therefore provides an opportunity for GCP to consider investment opportunities outside of the normal approaches adopted by local authorities.
- 17.3. For example, the GCP could decide to borrow against its projected grant funding to raise additional funds. The GCP could also look more broadly across its workstreams to explore the possibility of directly investing in projects or schemes that would allow it to benefit from an ongoing income stream over a medium to long term period of time.
- 17.4. The transport package could maximise these opportunities through initiatives like demand management.
- 17.5. The housing and strategic planning working group is also in the process of looking for such opportunities and is testing whether directly investing in housing schemes could provide both a medium to long term income stream and fill a much needed requirement in Greater Cambridge for key worker housing.
- 17.6. More work needs to be done on what an investment model could look like and any model will need to be tested by an independent financial expert to ensure the GCP is confident it can balance its risk appetite against the outcomes it wishes to secure.

18. Delivery capacity and relationship with partner organisations

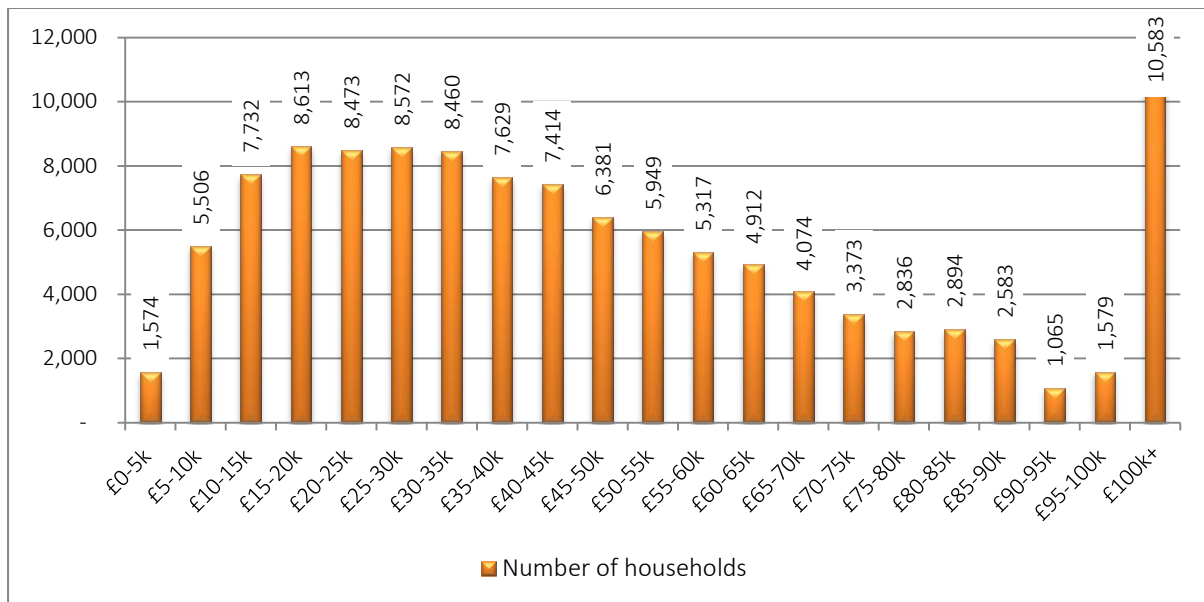
- 18.1. The GCP now has a core set of officers focusing solely on GCP related work. It has a real opportunity to use the work of the CPIEC to finalise and further develop a shared evidence base for delivery across Greater Cambridge.
- 18.2. The GCP works closely with the CA and will continue to do so in order to make sure it is aligned on its further strategies and plans for delivery. In particular, as above, the GCP's future workstreams will be closely aligned with the CA's four year plan and the CA's Prospectus. The GCP will also continue to support the work of the CA the CAM system.
- 18.3. The FIS also needs to take account of the non-statutory spatial strategy and Local Transport Plan, also being developed by the CA; as well as the new Local Plan for Cambridge and South Cambridgeshire. In addition, work being done with agencies such as Highways England, Department for Transport, the National Infrastructure Commission and Network Rail will also be important in the development of priorities.

19. Next steps

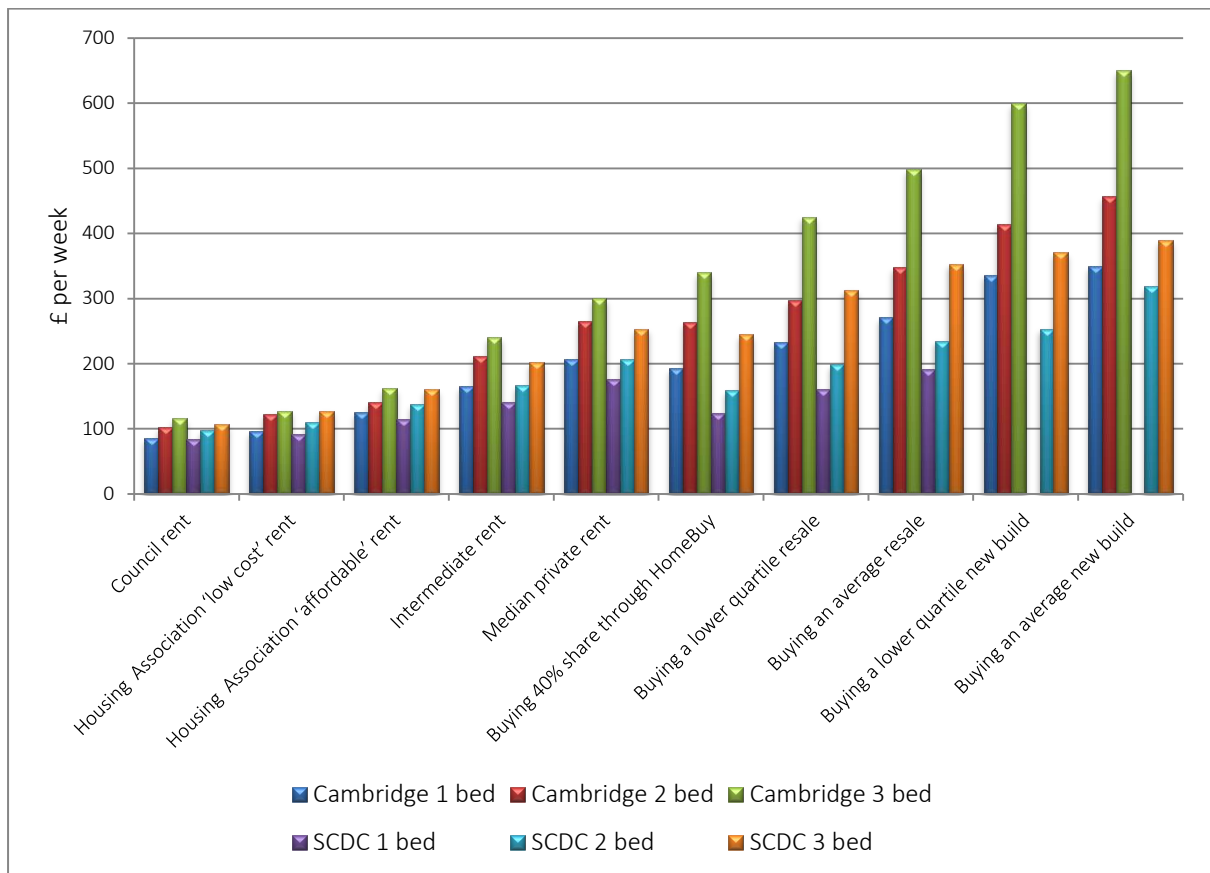
- 19.1. The GCP Board will need to decide when and how the GCP consults on its FIS.
- 19.2. One option would be to link it to a further conversation on Demand Management options process which is due to take place mid-2018. This would provide a link between the FIS and the potential to raise additional investment to fund public transport.
- 19.3. Another option could be to use a relatively light touch online approach. This approach would offer more of a temperature check than a detailed, longer term engagement process like the OBC.
- 19.4. This paper is the first cut of FIS investment opportunities all of which need to be further refined.
- 19.5. Officers will continue to work with Cambridge University on refining the criteria for investment. In tandem, the working groups will continue to refine their packages of investment. Work with Cambridge University is expected to yield results in May 2018 and will be fed back to the Board and Joint Assembly in the July 2018 meeting cycle.
- 19.6. In July 2018 the Board will be asked formally approve the FIS subject to any further refinement necessary.

Annexe 1 - Housing Evidence

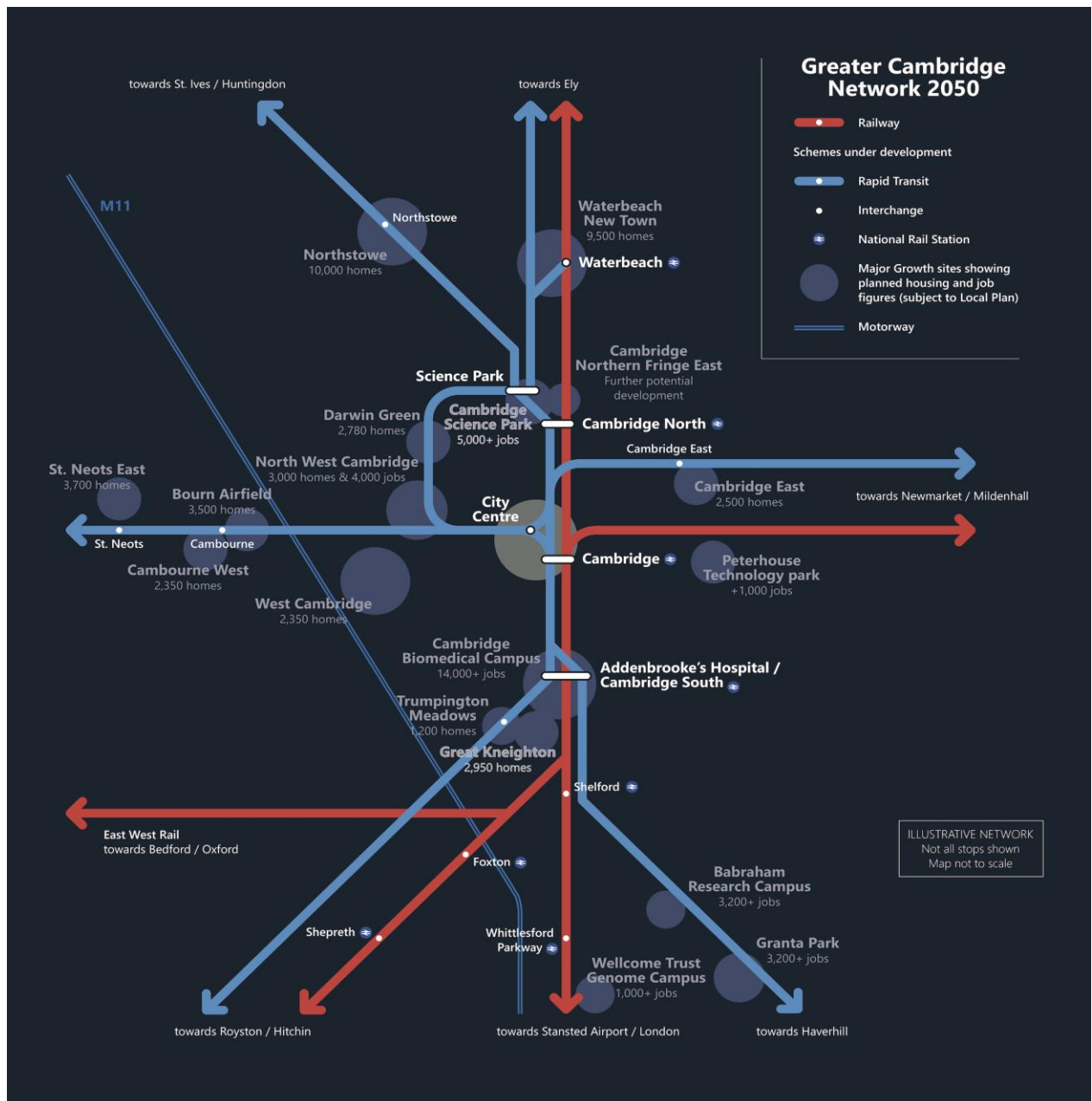
The number of households in each income band, across Cambridge and South Cambridgeshire. Data gathered for the year January to December 2016.



Housing costs - From the Housing Market Bulletins over the year June 2016 to March 2017 (4 quarters, sources local authority data, HCA SDR and Hometrack).



Annexe 2 – Greater Cambridge 2050 transport network



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Produced by the Cambridgeshire Research Group



Greater Cambridge Partnership Big Conversation Summary Report of Survey findings

Version 0.5

Jan 2018

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For more information about the team phone 01223 715300

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Contents

Executive Summary.....	5
Key findings – Quantitative analysis	5
Growth	5
Transport	5
Smart technology	6
Housing	6
Skills and employment	6
Future Investments	6
Key Findings – Qualitative Analysis.....	6
Growth	6
Key themes in ‘what other aspects of growth have been noticeable to you?’	6
Transport and Smart technology	7
Key themes in ‘Other technology that could help with your needs in the future’	7
Key themes in ‘what would be the one thing that would improve travel in and around Greater Cambridge?’	8
Housing	9
Key themes in ‘other reasons for being unhappy with current housing situation’	9
Skills and employment	9
Key themes in ‘other barriers to improving skills or employment chances’	9
Key themes in ‘other challenges when finding training or work in and around Cambridge’	10
Future investments	10
Key themes in ‘why did you choose this GCP investment that will help you get on better in life?’	10
Key themes in ‘why did you choose this GCP investment that will help your community get on better in life?’	11
Introduction	13
Background	13
Design and Delivery	13
Survey Findings	15
Respondent Profile	15
Question 1: How aware are you of the amount of growth that the Cambridge area is experiencing?	17
Question 2: Which aspects of growth have been particularly noticeable to you?	19
Question 3: What other aspects of growth have been noticeable to you?	23

Question 4: What are the biggest challenges for you when travelling in and around the Cambridge area?	25
Question 5: We are planning forward, to the year 2031 and beyond, to understand how the transport network will meet the needs of people and businesses in the future. How far do you support our strategy aims:	30
Question 6: Considering your travel needs, which of these would benefit you the most? 37	
Question 7: Do you think the following technology could help with your needs in the future?.....	45
Question 8: What would be the one thing that would improve travel in and around Greater Cambridge?.....	52
Question 9: Are you happy with the current housing situation?	54
Question 10: Are you looking for access to training or new/different employment?	64
Question 11: If yes, what are the biggest barriers to improving your skills or employment chances?.....	66
Question 12: Of the following, what are/have been the biggest challenges for you finding training or work in and around Cambridge?	71
Question 13: Which of the following GCP investments would most help you get on a bit better in life?.....	78
Question 14: Which of the following GCP investments would most help to improve the quality of life in your community?	83
Feedback from public events.....	88
Business Feedback	95
Appendices.....	101
Appendix 1: Full Survey.....	101
Appendix 2: Comments left in Big Conversation survey	107

Executive Summary

Key findings – Quantitative analysis

In autumn 2017, between September and November, the Greater Cambridge Partnership (GCP) carried out a public engagement campaign on the Greater Cambridge growth story.

The campaign used different methods to capture feedback: a general 'Big Conversation' questionnaire, a residents' travel survey and a general travel survey.

This report provides information and analysis of the responses to the 'Big Conversation' questionnaire (the 'survey') and free text comments captured during face to face contact.

The survey generated 491 responses.

Growth

- The majority of respondents were aware of growth in the Greater Cambridge area (94%).
- The most noticeable positive aspect of growth for respondents was an 'increase in new homes being built' (76%). Over half of respondents from Cambridge (55%) and South Cambridgeshire (51%) had also noticed 'new employers moving to the area and the development of employment sites'.

Transport

- When travelling in and around the Cambridge area 'traffic and congestion' was respondents' biggest challenge (66%).
- The 'reliability of public transport' was of more concern to South Cambridgeshire respondents (52%) than Cambridge respondents (42%).
- 'Lack of public transport' was of more concern to South Cambridgeshire respondents (62%) than Cambridge respondents (36%).
- All of the GCP's strategic transport aims were supported by respondents to varying degrees, ranging from 95% support for 'improving public transport' to 70% support for 'reducing the volume of commercial deliveries in the [City] centre'.
- When considering their travel needs, 'significantly improving public transport' (69%), 'increasing people's access to safe cycle and walking facilities' (65%) and 'reducing general traffic in the city' (57%) were considered of most benefit.
- More Cambridge respondents felt that 'improving people's access to safe cycle and walking facilities' (78%) was of benefit than South Cambridgeshire respondents (65%).
- More South Cambridgeshire respondents felt that 'significantly improving public transport' (80%) and would be of benefit than Cambridge respondents (65%)

- More South Cambridgeshire respondents felt ‘expanding Park and Ride services’ (50%) would be of benefit than Cambridge respondents (28%).

Smart technology

- When considering their needs and what technology could help, respondents felt that ‘real-time public transport updates’ (60%), ‘smart ticketing’ (56%) and ‘responsive traffic signals’ (58%) would be of benefit.

Housing

- The majority of respondents were unhappy with their current housing situation (73%).
- Respondents were unhappy because of the ‘cost of housing’ (54%) and the ‘cost of rent’ (37%). More respondents from Cambridge felt the ‘cost of rent’ was the reason they were unhappy (46%) than South Cambridgeshire respondents (23%).

Skills and employment

- Only 16% of respondents were looking for access to training or employment.
- The ‘cost of training opportunities’ was the biggest barrier for respondents looking to improve their skills or employment chances (47%) (due to the limited response to this question district level analysis was not possible).

Future Investments

- The majority of respondents felt the GCP investment that would help **them** the most was ‘improved public transport’ (65%). South Cambridgeshire respondents (74%) felt stronger about this investment than Cambridge respondents (62%). Cambridge respondents felt stronger about ‘investment in access to housing’ (20%) than South Cambridgeshire respondents (12%).
- When considering their **communities**, the majority of respondents felt that ‘investing in improved public transport’ would be of benefit (64%). Cambridge respondents were again more supportive of ‘investment in access to housing’ (27%) than South Cambridgeshire respondents (21%), while South Cambridgeshire respondents were more supportive of ‘investment in improved public transport’ (71%) than Cambridge respondents (61%).

Key Findings – Qualitative Analysis

1705 free text comments were received as part of the survey. Comments were subject to qualitative analysis that took the form of coding responses into themes within the Smart Survey tool based on the researcher’s interpretation of the comments and a further quality check by a reviewer. Long responses could be coded to multiple themes based on different aspects of the content. The aim being to provide an overall feel for the nature of the written content and provide a written list of key themes for the answers to each question.

Growth

Key themes in ‘what other aspects of growth have been noticeable to you?’

- Increase in **congestion**, covering all modes of transport.
- Increased **pressure on school places**.
- Increase in **shopping options**, particularly in relation to food and drink.
- Increase in **housing**, but respondents also noted they were unaffordable or of poor quality.
- Increased **demand on services**, such as doctors, amenities and waste collection.
- **Changing visual landscape** of Cambridge.
- Increase in **cycle paths**.
- Lack of development of infrastructure for **pedestrians**.
- Increased **cost of public transport**.
- Lack of growth in the **availability and quality of public transport**.
- Increase in **roadworks**.
- Increase in **new businesses**.
- Increased pressure on **green spaces**.
- Increase in **tourism** and the numbers of tourists and other visitors.

Transport and Smart technology

Key themes in 'Other technology that could help with your needs in the future'

- Respondents commented **that technology would not solve other underlying problems** or offered **non-technological or simple alternatives** to solving problems.
- There were comments regarding the **best way of implementing smart ticketing**.
- Respondents discussing the **real-time public transport app** felt that it should include the ability to purchase tickets as well as live information.
- There were comments about **expanding live signage**, both for public transport departure times and general road traffic.
- Respondents commented that **electric vehicle charging points** should be expanded and **electric cycle hire** should be introduced.
- Comments were made about the **lack of accessibility** for less physically able individuals and the design of public spaces.
- Respondents felt that smart technology could be used **to cut down on road related crime**.
- Respondents who commented about **driverless vehicles expressed concern** with this technology or actively opposed it.
- Comments were made **supporting the introduction of responsive traffic signals**.

- Respondents felt that **environmentally friendly technology** needed to be embraced, particularly on public transport.

Key themes in 'what would be the one thing that would improve travel in and around Greater Cambridge?'

- Respondents commented on the increase in **congestion during term times**. These respondents felt some form of restriction on parents driving children to school should be put in place, unless there were medical reasons.
- **Improvements to cycle routes** was suggested.
- Respondents felt that introducing a **congestion charge** in some form would be beneficial.
- Comments were made about introducing **staggered working patterns** or **restricting traffic during peak hours**.
- Respondents commented that introducing **alternative modes of public transport** that avoided on road travel would be beneficial. These included an underground, light railway or tram system.
- **Improvements to public transport** were mentioned. Comments were made on the increased cost of these services and inefficiency of the routes.
- Comments were made about **controlling traffic into the city and around villages**.
- Respondents suggested introducing a **parking levy** that should be used to fund public transport cost reductions. Others felt **reducing parking costs** would encourage drivers to use appropriate places to park rather than on street in residential areas.
- **Smart ticketing solutions** were mentioned. Respondents commented that they should be integrated across services and some commented on them working like an oyster card.
- Respondents felt that **accessibility** should be considered further, with some commenting that cycle ways aren't usable by everyone and some feeling that current public transport does little to support physically disadvantaged users.
- Respondents commented on creating **car sharing incentives**.
- **Smart signalling and signage** was considered by respondents, who felt that traffic signals should be responsive to current road conditions or redirect traffic to less congested routes.
- Respondents felt that **city growth** should be redirected further out to avoid more traffic needing to enter the city itself.

Housing

Key themes in 'other reasons for being unhappy with current housing situation'

- Comments were made on how **difficult it is to purchase a home** or afford the cost of a mortgage along with living expenses.
- Respondents also commented on the **difficulty of affording rental prices and deposits**. Some comments were related to the **length of tenancy** in that it was often very short, making it difficult for communities to develop.
- The cost and availability of housing was linked to a **limitation in housing locations**. Respondents felt they were forced outside of Cambridge where there was a lack of public transport. New builds were felt to have not **considered infrastructure issues**.
- Respondents commented on the amount of building on the **green belt** and in areas that encourage **unsustainable living** through commuting by car.
- The **low quality of housing** in Cambridge was discussed by respondents. There were comments on the increase in multiple occupancies, a lack of green or play space, their restricted size, poor quality of the building, poor aesthetic quality and lack of consideration for infrastructure.
- The cost and availability of housing was linked to a **limitation in housing locations**. Respondents felt they were forced outside of Cambridge where there was a lack of public transport options. New builds were felt to have not **considered infrastructure issues**.
- Respondents commented on there being a lack of available housing, particularly in relation to **social housing**.
- Respondents felt that there had been an **increase in homelessness**, indicating the increased need for social housing.

Skills and employment

Key themes in 'other barriers to improving skills or employment chances'

- There were comments on the increased **need to commute** and that it had negative impact on employment. People had to solve the equation of work / cost of transport and cost of housing.
- Respondents commented on there being **an age issue** when it comes to training opportunities and employment. It was challenge to learn new skills once you were in the workplace or transfer to another part of the economy.
- One respondent felt there was not enough training available for those not wanting to go into **academic study**.

- Respondents were concerned over the **time needed to train** and the **lack of guarantee** it would lead to employment.
- Comments were made about having a **work/life balance**, with training interfering with this.

Key themes in 'other challenges when finding training or work in and around Cambridge'

- Respondents felt there was a **lack of job opportunities**. Some of this was related to particular career paths, such as rail work or construction.
- Others commented on the **lack of flexible working** arrangements such as part time work or working from home.
- Respondents commented on the **disparity between wages and other living costs**, particularly in relation to housing prices.
- Respondents felt there were **equality issues** with accessing work places. Some felt that being older resulted in less opportunities. One respondent commented on the difficulty of finding nursery placements for their child.
- Respondents felt that the **commute** was a challenge. These included comments on the safety of routes, the congestion and the cost of public transport.
- Respondents commented on the **need for skilled work and post graduate training**.

Future investments

Key themes in 'why did you choose this GCP investment that will help you get on better in life?'

Of those who chose 'Improved public transport' as their answer:

- Respondents commented that they needed a **better provision of service**, as they found their location wasn't served well or that the services didn't run late enough or often enough during the weekend.
- They also commented on the **high cost of public transport**, with some requesting an increased age range for bus passes.
- Respondents felt that **public transport is unreliable**, especially during peak hours of traffic.
- There were comments on the **length of time public transport journeys** took.
- Respondents cited **health reasons** for improving public transport.
- Respondents want to **reduce traffic** in the city and felt improvements would encourage more cars off the road. Respondents felt that the trains, particularly during rush hours, were overcrowded and needed more carriages to reduce congestion.

- Respondents felt that **improved cycle routes** should be included, requesting more segregated routes to improve safety and better routes between villages and Cambridge.
- Respondents felt that improving public transport would help **alleviate housing problems** within Cambridge, as better serving outer areas with public transport would encourage people to move out.

Of those who chose 'Access to housing':

- Respondents felt that **housing and rental prices are too high** in Cambridge, especially on lower than average wages.
- Respondents commented that being able to live **closer to work** would reduce the need for commuting and subsequently reduce congestion.
- Respondents commented on the **poor quality of housing** options available to them, particularly in relation to social housing.

Of those who chose 'Linking training opportunities to employment':

- Respondents commented that this may lead to **improvements in earnings**.
- There were also comments concerned about the **costs** involved with undertaking training.
- Respondents felt that training without links to employment was a risk and improving this would **encourage** more people to undertake it. Respondents commented on being concerned about taking this risk when they had previously had to leave work, for maternity leave for example.

Of those who chose 'Smart technology solutions':

- Respondents commented that **public transport and traffic** needs smart solutions to improve them. There were comments on introducing smart traffic signals to achieve this.
- Respondents felt that this was the best way of improving **growth** in Cambridge and the surrounding rural areas. Comments indicated that smart technology could improve the usage of space and further develop Cambridge as a technological hub.

Key themes in 'why did you choose this GCP investment that will help your [community](#) get on better in life?'

Of those who chose 'Improved public transport' as their answer:

- Respondents commented on the **isolation** of certain communities from public transport.
- There were comments on the lack of **evening and weekend** services. The lack of **reliability** of public transport services was also mentioned, with some respondents finding congestion to be the cause of the problem.

- Respondents felt that **costs** were too high. Reducing costs, particularly for students, children and elderly residents, was felt would encourage more people to use public transport.
- Respondents commented that these improvements should include **cycle route improvements**.
- Respondents felt that considerations should be given to improving the **safety** of public transport, suggesting more segregated routes.
- Respondents commented on the **health** of residents in their community, feeling they needed more regular and reliable services to get around.
- Respondents commented that these improvements would have a positive impact on **congestion**. Some suggested the introduction of **alternative modes** of public transport, such as tram ways or an underground system.
- There were comments on how these improvements would also help the **environment** by improving air quality.

Of those who chose 'Access to housing':

- Respondents were concerned about the **affordability** of housing.
- Respondents commented on the lack of **social housing** available.
- Respondents commented on how more accessible housing would reduce **congestion**.

Of those who chose 'Linking training opportunities to employment':

- Respondents commented that there were too few **job opportunities** or that they struggled to find relevant experience.

Of those who chose 'Smart technology solutions':

- Respondents commented that **public transport and traffic** needs smart solutions to improve them.
- Respondents commented on the need from improvements to **mobile signal** coverage.
- Respondents commented on how this could be the most **cost effective** option.
- One respondent commented that this had the potential to **improve cycle journeys** but would prefer investment to go into cycle routes.
- One respondent commented that **none** of these options would be of benefit to them.

Introduction

Background

Our Big Conversation survey was developed to complement the face-to-face communication being carried out by Greater Cambridge Partnership (GCP) team members¹ as part of two months' of engagement activity. The questions were developed to capture, in a quantifiable way, public feedback on what people's current challenges, hopes and ideas for the future are, within the context of GCP investment opportunities. This was to help inform prioritisation of GCPs long-term investment proposals in the transport network, the delivery of new homes and jobs, the harnessing of Smart technology to benefit local communities and businesses, and in promoting the transformation of places for the benefit of those living and working in Greater Cambridge.

Design and Delivery

The survey questions were designed with input from the County Council's Research Team. The team provided quality assurance on the process and analysis of the results.

Promoting Our Big Conversation was led by the Greater Cambridge Partnership's Communication Team, which delivered an integrated channel approach using traditional methods, including face to face events, marketing materials, local media and advertising, as well as online and social media. The question set was designed to be neutral and as clear to understand as possible, and was structured to enable people to comment on all the key areas of decision making, helping people to understand and comment on the GCP's strategies and help shape them.

There was a focus on grid questions with the option for respondents to enter free text comments on the majority of questions. Grid questions were subject to quantitative analysis. Comments were subject to qualitative analysis that took the form of manually theming responses based on the researcher's interpretation of the comments. Responses could be coded with multiple themes, as such analysis could show equal weighting for themes that are linked with a limited number of respondents.

A broad overview of the most commonly occurring words was also created in the form of Word Clouds using NVIVO software. Questions were grouped into several areas: growth, transport, housing, skills and employment, and Greater Cambridge Partnership's investments. The main tool for gathering comments was an online survey although it was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. As a result, paper copies of

¹ The Greater Cambridge Partnership is the academic, business and civic (ABC) body with responsibility for delivering the Greater Cambridge city deal, a growth deal with central Government worth up to £1 billion to 2031. The GCP partners work together, and with others, to accelerate and manage future growth and to maintain the quality of life for all that live in, and use, Greater Cambridge. GCP is investing in key incentives including better, greener transport links, more housing and growing a skilled workforce.

the questions were also available at public events. Other forms of response e.g. detailed written submissions and comments from several events, were also received and have been incorporated into the analysis of the feedback.

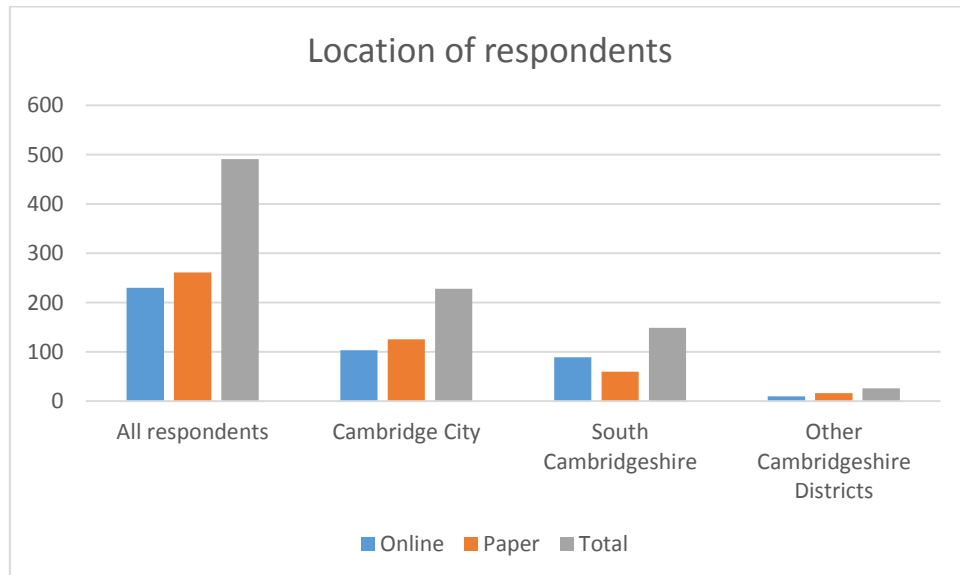
Survey Findings

Respondent Profile

491 responses were gathered from the online and paper surveys, 230 online and 261 from the paper surveys. These responses were broken down into Cambridgeshire districts from postcodes given by respondents.

	Cambridge City	South Cambridgeshire	East Cambridgeshire	Huntingdonshire	Fenland	Outside Cambridgeshire	Unknown	Total respondents
Online	103	89	4	6	0	7	21	230
Paper	125	60	12	3	1	25	35	261
Total	228 (46.44%)	149 (30.35%)	16 (3.36%)	9 (1.83%)	1 (0.2%)	32 (6.52%)	56 (11.41%)	491

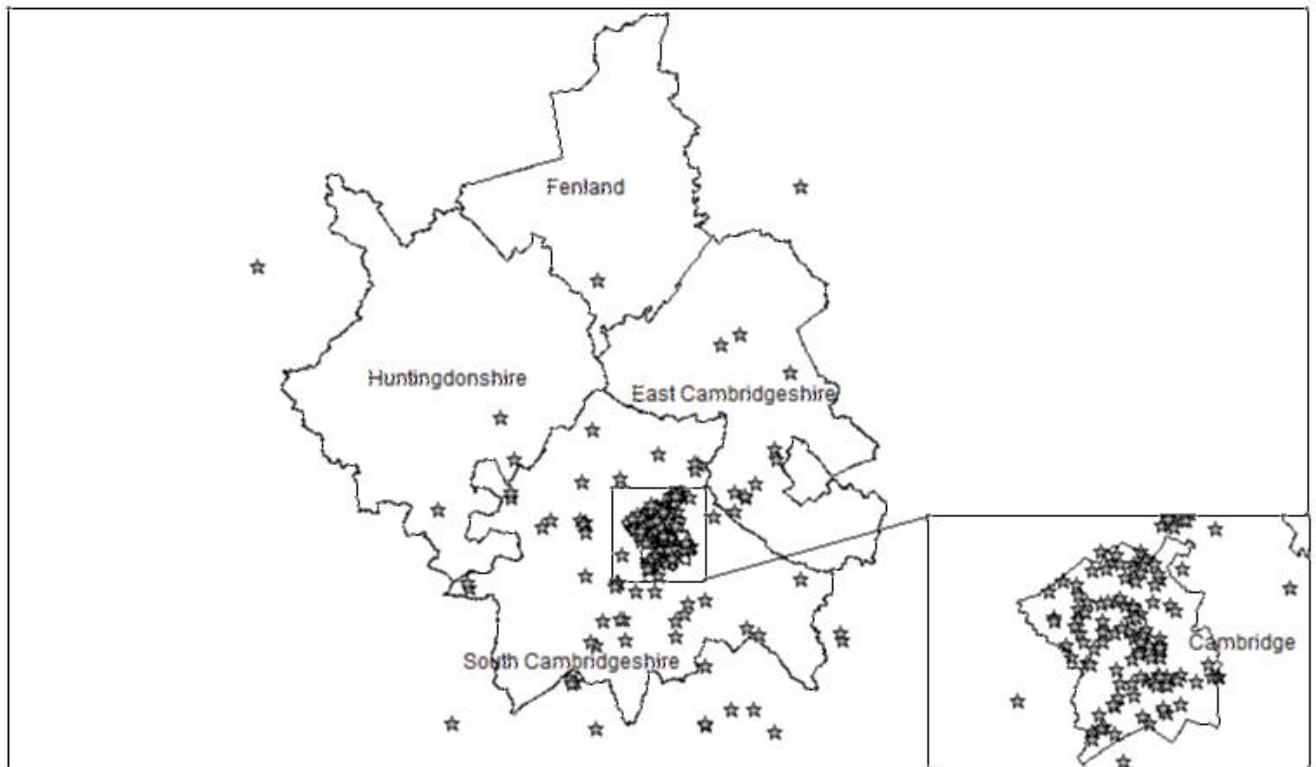
Figure 1: Location of respondents



Nearly half of the responses came from Cambridge residents (46.44%) with South Cambridgeshire residents making up the majority of the remaining responses (30.35%). East Cambridgeshire, Huntingdonshire and Fenland collectively made up 5.3% of responses and are collated into 'Other Cambridgeshire Districts' for the rest of this report. A small number of respondents came from outside of Cambridgeshire (6.52%) and 11.41% of respondents either did not leave a postcode or entered unrecognisable data.

The following map shows the breakdown of responses by district:

Figure 2: Map showing location of responses by district

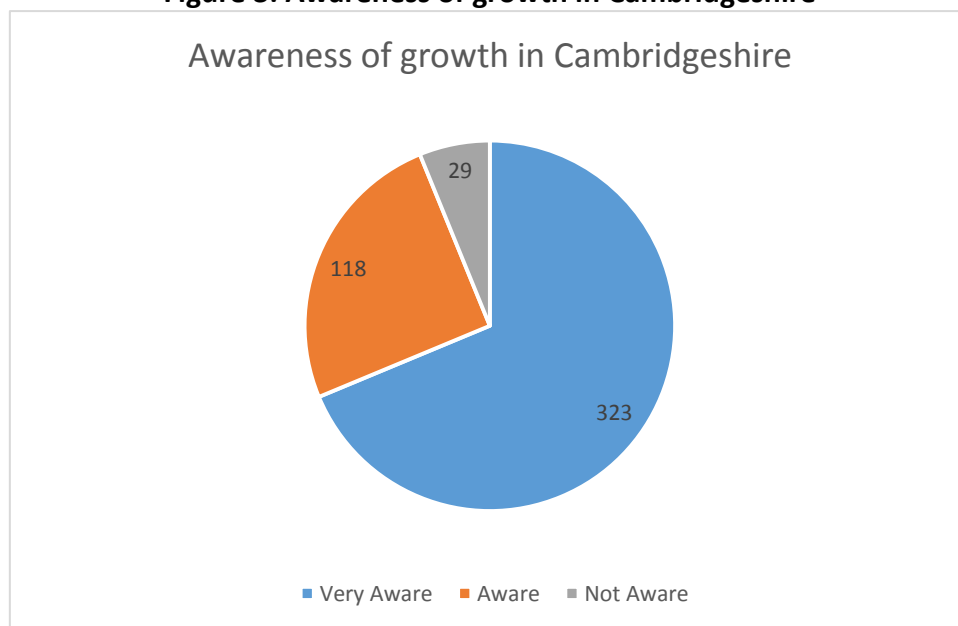


Question 1: How aware are you of the amount of growth that the Cambridge area is experiencing?

Question 1 asked respondents to rate how aware they were of the amount of growth in the Cambridge area. 470 respondents answered this question.

Very Aware	Aware	Not Aware
323 (68.72%)	118 (25.11%)	29 (6.17%)

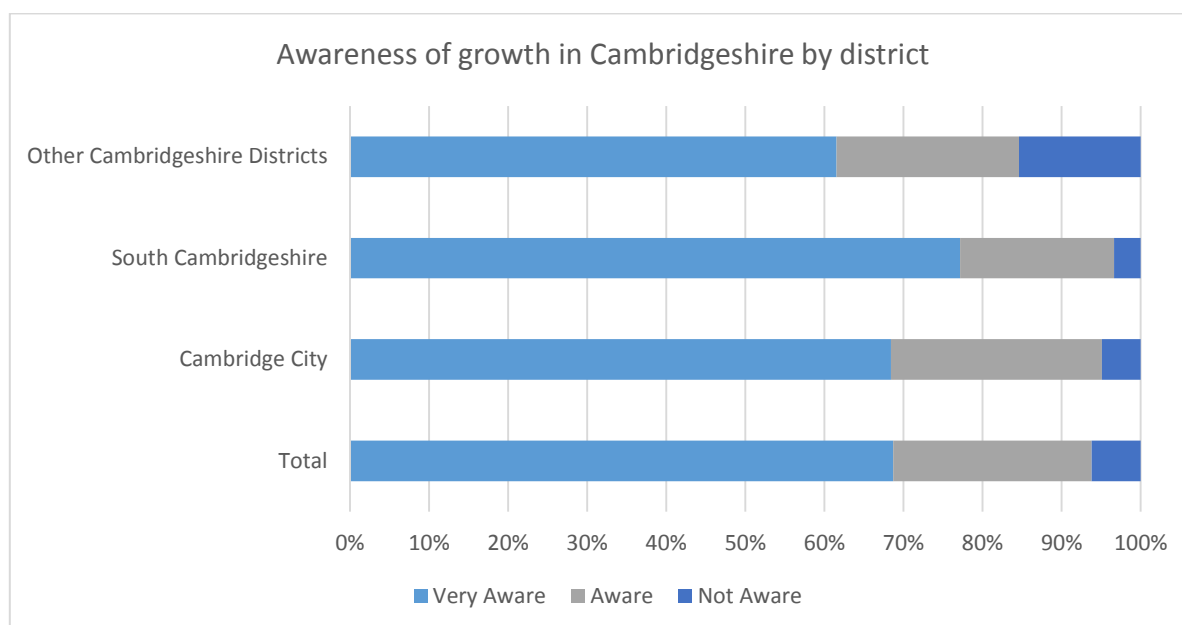
Figure 3: Awareness of growth in Cambridgeshire



The majority of respondents had noticed growth (93.83%), while few respondents were 'not aware' (6.17%).

	Very Aware	Aware	Not Aware
Cambridge City	154 (68.72%)	60 (26.67%)	11 (4.89%)
South Cambridgeshire	115 (77.18%)	29 (19.46%)	5 (3.36%)
Other Cambridgeshire Districts	16 (61.54%)	6 (23.08%)	4 (15.38%)

Figure 4: Awareness of growth in Cambridge area by district



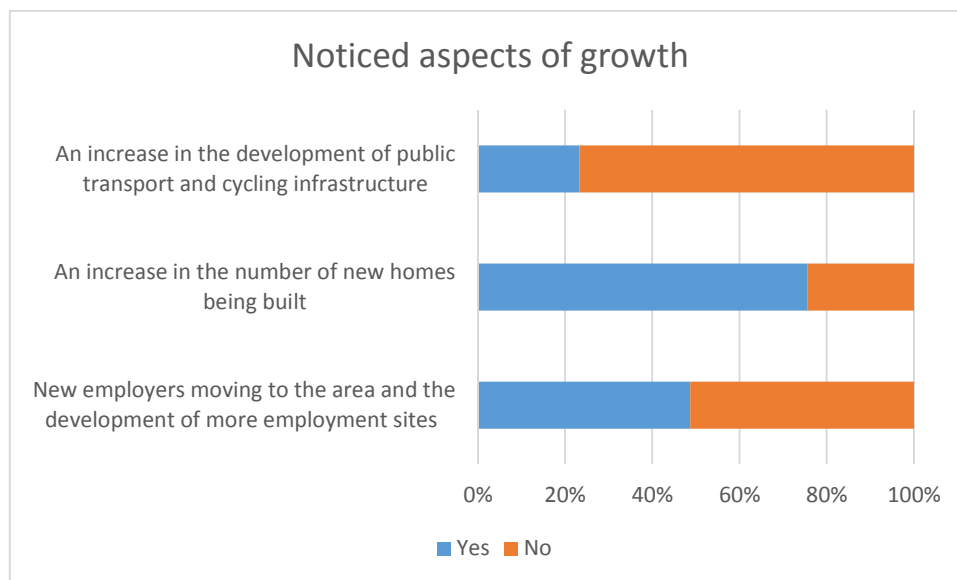
Respondents from South Cambridgeshire were more likely to respond that they were 'very aware' of growth in the Cambridgeshire area (77.18%) than other districts. However respondents from Cambridge were similarly aware of growth (95.11%) as South Cambridgeshire (96.64%). Although the majority of people from other Cambridgeshire districts were aware of growth (84.62%) there were more responses to being 'not aware' of growth (15.38%). This may be due to these respondents' location away from Cambridge as well as the low number of overall responses from outside the area.

Question 2: Which aspects of growth have been particularly noticeable to you?

Question 2 asked respondents what aspects of growth were particularly noticeable to them. 489 respondents answered this question.

	New employers moving to the area and the development of more employment sites	An increase in the number of new homes being built	An increase in the development of public transport and cycling infrastructure
Yes	238 (48.67%)	370 (75.66%)	114 (23.31%)
No	251 (51.33%)	119 (24.34%)	375 (76.69%)

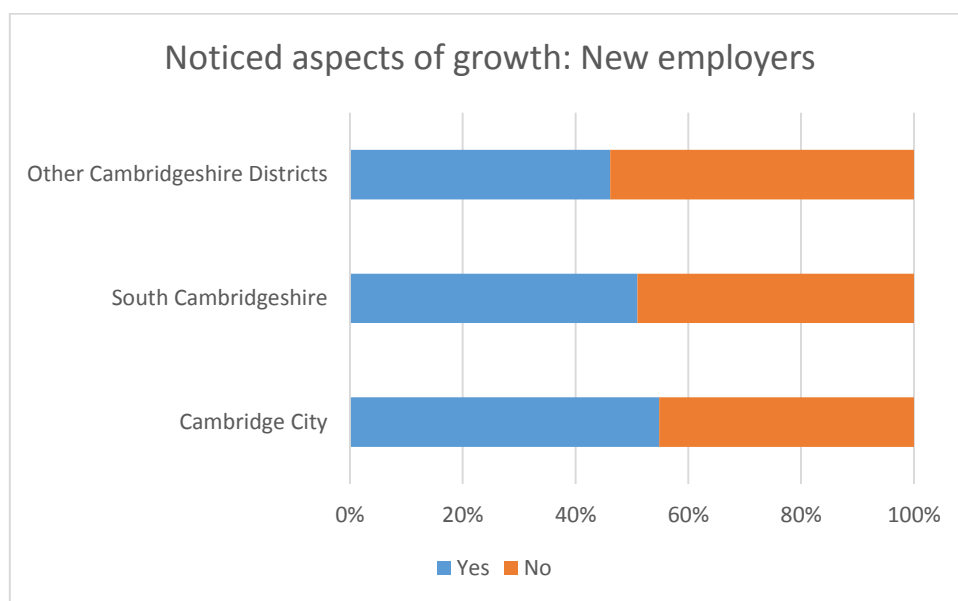
Figure 5: Noticed aspects of growth



The most noticeable aspect of growth for respondents was 'an increase in the number of new homes being built' (75.66%). Nearly half of respondents had noticed 'an increase in new employers moving to the area and the development of more employment sites' (48.67%). Only around a quarter of respondents had noticed 'an increase in the development of public transport and cycling infrastructure' (23.31%).

New employers moving to the area and the development of more employment sites	Yes	No
Cambridge City	124 (54.87%)	102 (45.13%)
South Cambridgeshire	76 (51.01%)	73 (48.99%)
Other Cambridgeshire Districts	12 (46.15%)	14 (53.85%)

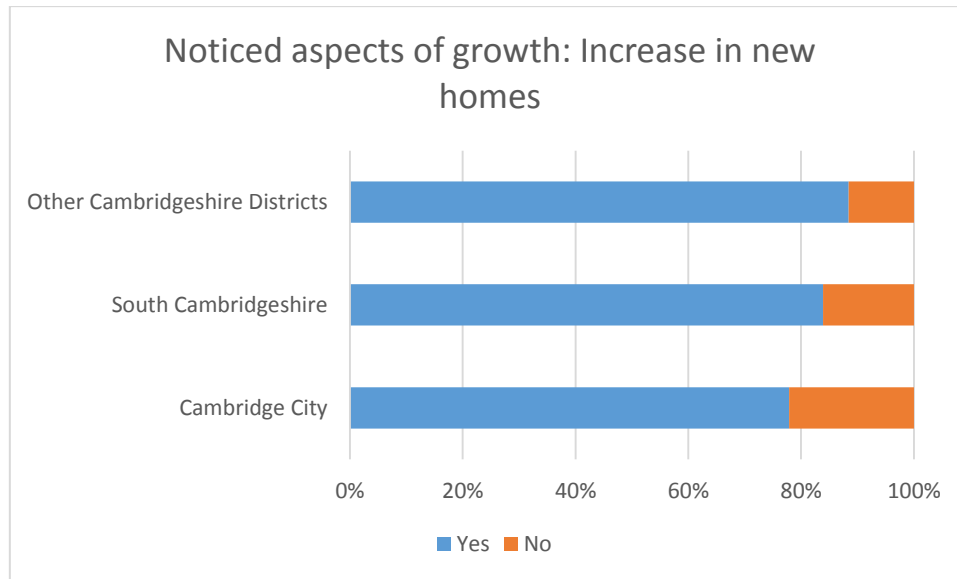
Figure 6: Noticed aspects of growth: New employers and development of employment sites



Over half of respondents from Cambridge (54.87%) and South Cambridge (51.01%) noticed 'an increase in new employers and the development of employment sites'. Slightly less than half of respondents from other Cambridge districts (46.15%) noticed this aspect of growth.

An increase in the number of new homes being built	Yes	No
Cambridge City	176 (77.88%)	50 (22.12%)
South Cambridgeshire	125 (83.89%)	24 (16.11%)
Other Cambridgeshire Districts	23 (88.46%)	3 (11.54%)

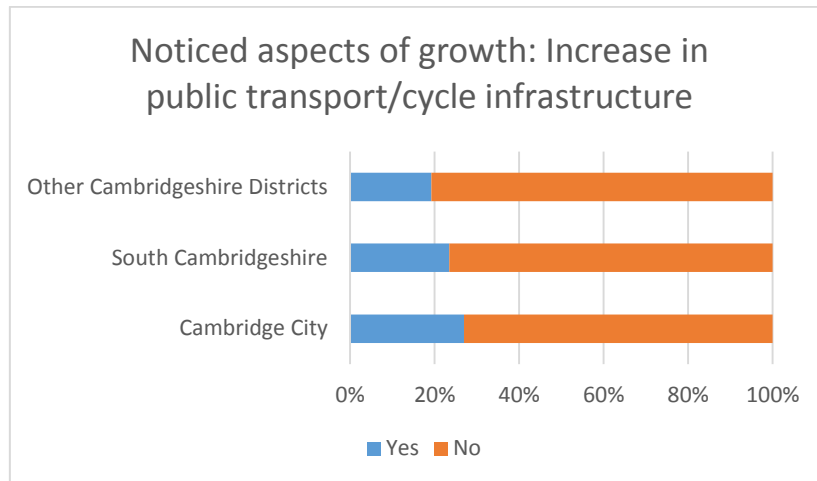
Figure 7: Noticed aspects of growth: Increase in new homes being built



Respondents from other Cambridgeshire districts were more likely to have noticed ‘an increase in the number of new homes being built’ (88.46%). Nearly three quarters of respondents from South Cambridgeshire (83.89%) also noticed this aspect of growth, with slightly fewer respondents from Cambridge (77.88%) selecting this option.

An increase in the development of public transport and cycling infrastructure	Yes	No
Cambridge City	61 (26.99%)	165 (73.01%)
South Cambridgeshire	35 (23.49%)	114 (76.51%)
Other Cambridgeshire Districts	5 (19.23%)	21 (80.77%)

Figure 8: Noticed aspects of growth: An increase in public transport development and cycle infrastructure



Around a quarter of respondents from Cambridge (26.99%) had noticed ‘an increase in the development of public transport and cycle infrastructure’. The further from Cambridge respondents were located, the less noticeable this aspect of growth was to them. Less than a quarter of South Cambridge respondents (23.49%) and 19.23% of respondents from other Cambridgeshire districts noticed ‘an increase in cycle infrastructure and public transport development’.

Question 3: What other aspects of growth have been noticeable to you?

Question 3 asked respondents to comment on what other aspects of growth had been noticeable to them. 313 people responded to this question. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 9: Word Cloud of comments from ‘What other aspects of growth have been noticeable to you?’



These comments were broken down into themes and are analysed below.

- Respondents commented on an **increase in congestion**. This included an increase in road traffic from personal vehicles and transportation vehicles, crowded modes of public transport on both buses and trains, crowded cycle routes, and an increase in foot traffic in Cambridge City. Respondents who identified as living in satellite villages commented on the difficulty of getting out on minor roads. Others commented on the increased amount of time it takes to get into Cambridge, particularly during rush hour, which some felt had increased.
- Respondents felt that there was an **increased pressure on school places**.
- There were comments on the **increase in shopping options**, particularly around eating and drinking establishments. Some of these did not feel this was a positive growth, commenting on the increased expense needed to use these establishments and loss of individualised shops for more chain stores.
- An **increase in housing** was noted but respondents felt they were either of poor quality or unaffordable. There were also comments on an increase in the amount of student based accommodation, which this was taking away on housing options for local residents.
- Respondents noted that there was an **increased demand on services**, such as doctors, amenities and waste collection.

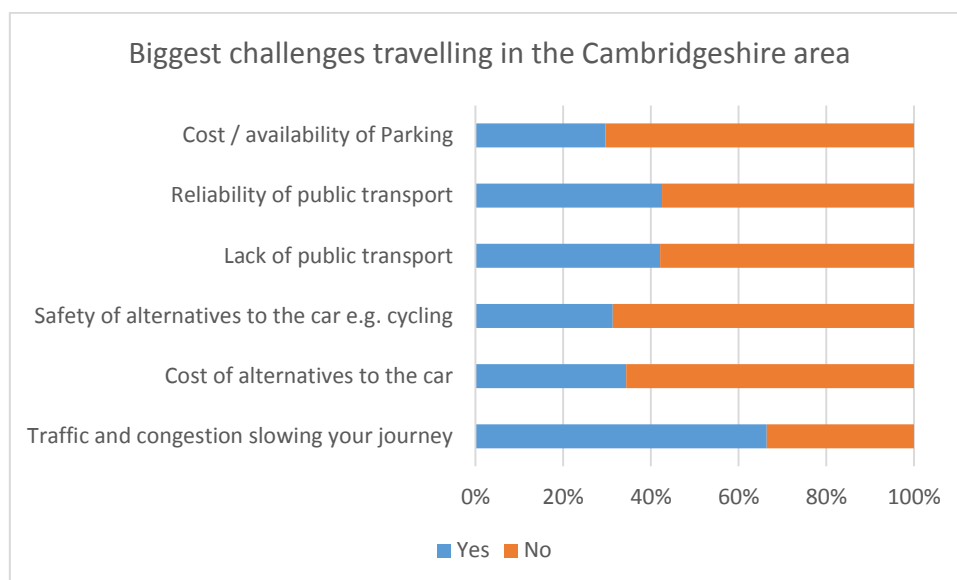
- Respondents commented on the changing **visual landscape of Cambridge**, with an increase in building works. Some felt these works were improving areas but others felt locations such as the new station at Cambridge North were of poor quality.
- There were comments on an **increase in cycle paths**. Many felt there needed to be more expansion in this regard and of better quality, feeling they needed to be further separated from motor or pedestrian traffic. There were comments on a **lack of increase for pedestrians**.
- Respondents felt there had been a growth in the personal **cost of public transport** but a lack of growth in the **availability and quality of public transport**, particularly in relation to other growth.
- There were comments on an **increase in roadworks**.
- Respondents commented on the **increase in new businesses**, noting the growth of CB1, Addenbrookes and Babraham.
- Respondents felt that growth had increased **pressure on green spaces** and was damaging the natural environment.
- Respondents commented on a noticeable **increase in tourism**, both visitors and services catering towards tourism.
- One respondent felt there had been an increase in **gentrification and inequality** in certain areas.
- One commented on seeing an increase in **cycle theft**.

Question 4: What are the biggest challenges for you when travelling in and around the Cambridge area?

Question 4 asked respondents what the biggest challenges were for them when travelling in and around the Cambridge area. 489 respondents answered this question.

	Traffic and congestion slowing your journey	Cost of alternatives to the car	Safety of alternatives to the car e.g. cycling	Lack of public transport	Reliability of public transport	Cost / availability of Parking
Yes	325 (66.46%)	168 (34.36%)	153 (31.29%)	206 (42.13%)	208 (42.54%)	145 (29.65%)
No	164 (33.54%)	321 (65.64%)	336 (68.71%)	283 (57.87%)	281 (57.46%)	344 (70.35%)

Figure 10: Biggest challenges travelling in the Cambridgeshire area

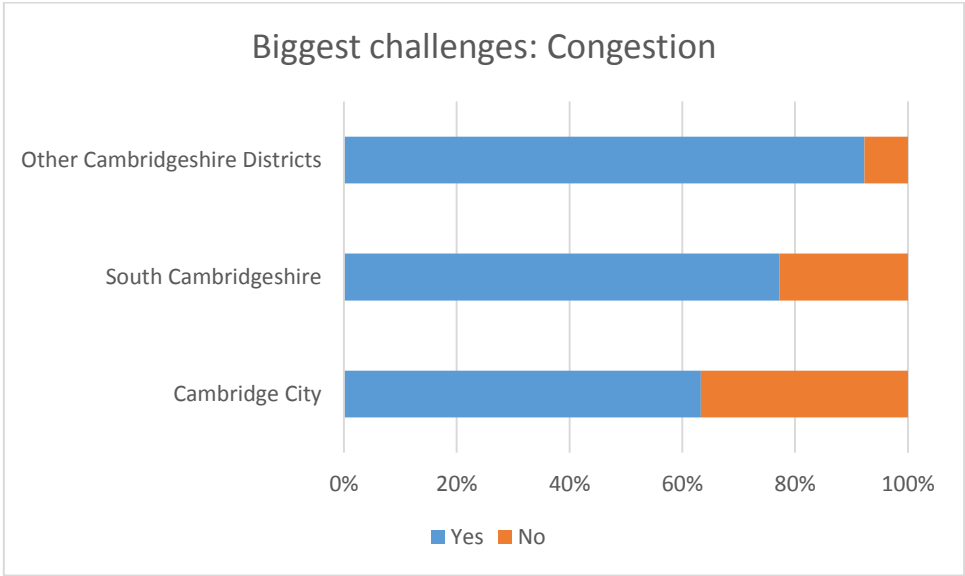


‘Traffic and congestion’ was the most commonly chosen answer (66.46%) and the only answer where more respondents felt was a challenge than did not. Nearly half of respondents felt that a ‘lack of public transport’ (42.13%) or the ‘reliability of public transport’ (42.54%) was a challenge. 34.36% of respondents felt that ‘costs of alternatives to the car’ was a challenge travelling around Cambridge, 31.29% felt ‘safety of alternatives to the car’ and 29.65% the ‘cost or availability of parking’.

	Traffic and congestion slowing your journey		Cost of alternatives to the car		Safety of alternatives to the car e.g. cycling		Lack of public transport		Reliability of public transport		Cost / availability of Parking	
	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No
Cambridge City	143 (63.27%)	83 (36.73%)	63 (27.88%)	163 (72.12%)	92 (40.71%)	134 (59.29%)	81 (35.84%)	145 (64.16%)	95 (42.04%)	131 (57.96%)	52 (23.01%)	174 (76.99%)

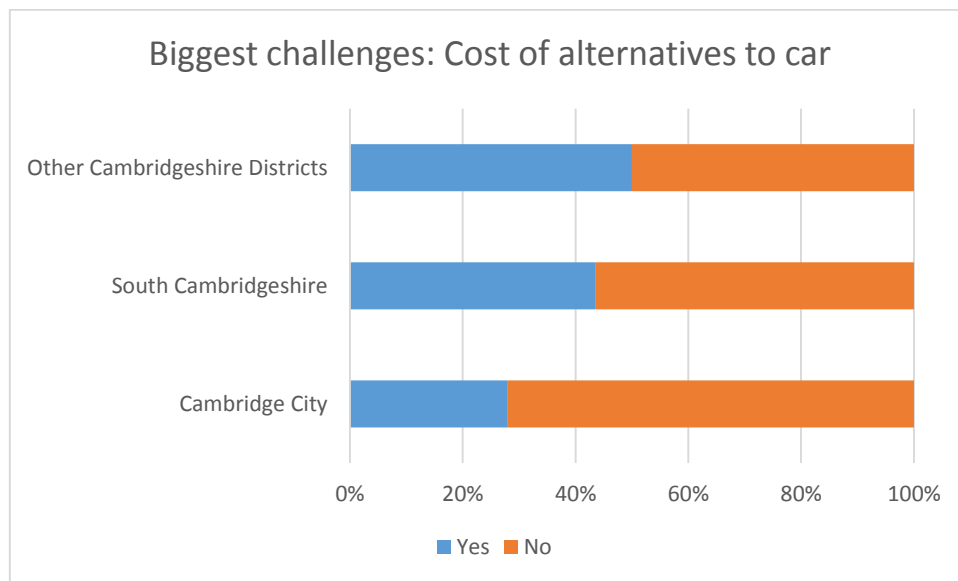
South Cambridgeshire	115 (77.18%)	34 (22.82%)	65 (43.62%)	84 (56.38%)	39 (26.17%)	110 (73.83%)	93 (62.42%)	56 (37.58%)	77 (51.68%)	72 (48.32%)	53 (35.57%)	96 (64.43%)
Other Cambridgeshire Districts	24 (92.31%)	2 (7.69%)	13 (50.00%)	13 (50.00%)	8 (30.77%)	18 (69.23%)	15 (57.69%)	11 (42.31%)	13 (50.00%)	13 (50.00%)	18 (69.23%)	8 (30.77%)

**Figure 11: Biggest challenges when travelling in and around the Cambridgeshire area:
Traffic and congestion**



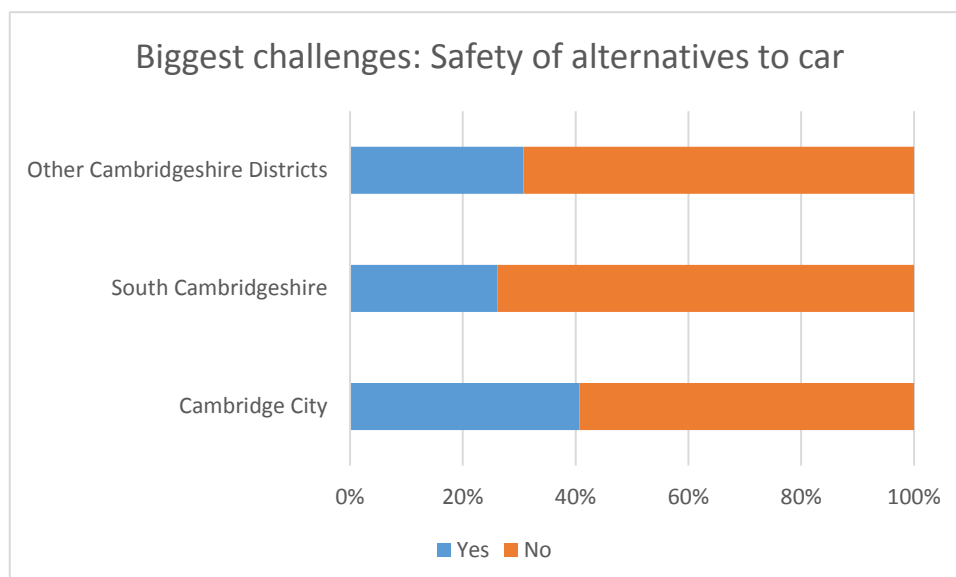
‘Congestion’ was a bigger concern the further from Cambridge respondents were located. 92.31% of respondents from other Cambridgeshire districts felt ‘traffic and congestion slowing their journey’ was a concern, over three quarters of respondents from South Cambridgeshire (77.18%) felt the same and 63.27% of Cambridge respondents also selected ‘congestion’ as a concern.

Figure 12: Biggest challenges when travelling in and around the Cambridgeshire area: Cost of alternatives to car



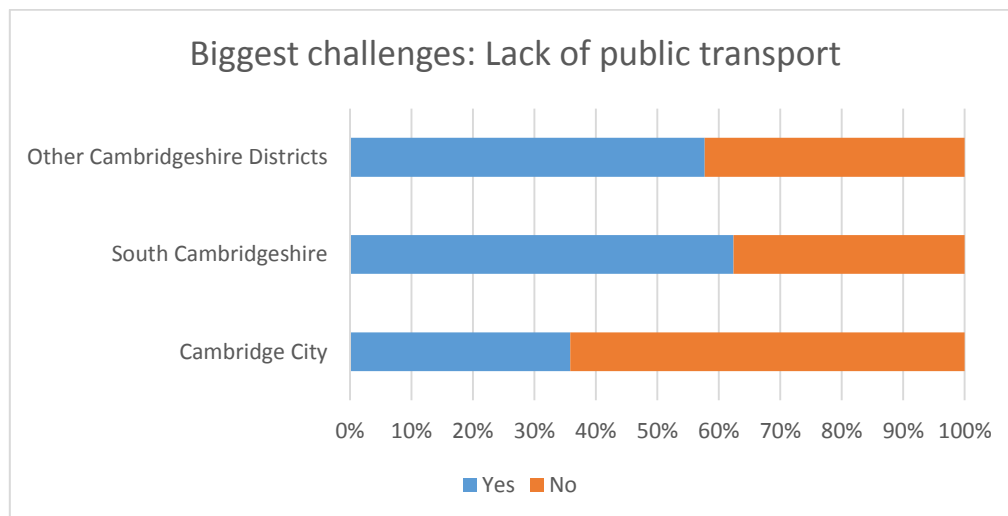
This trend also follows with 'cost of alternatives to the car', but this was overall less of a concern for respondents. Half of respondents from other Cambridgeshire districts found the 'costs of alternatives to the car a challenge' (50%). A little under half of respondents from South Cambridgeshire felt the same (43.62%) while just over a quarter of respondents from Cambridge felt this way (27.88%).

Figure 13: Biggest challenges when travelling in and around the Cambridgeshire area: Safety of alternatives to car



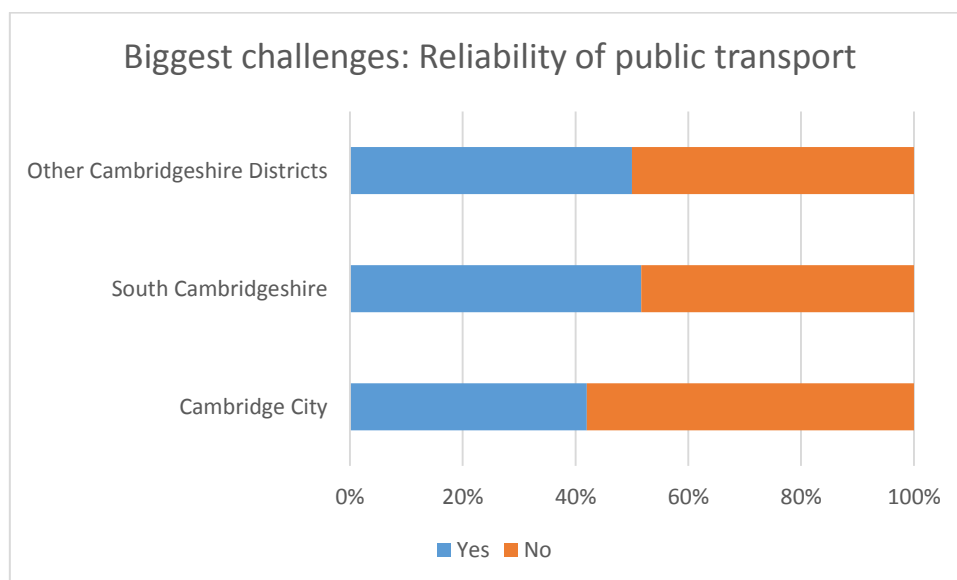
Cambridge based respondents were most likely to find the 'safety of alternatives to the car' a challenge (40.71%), with over a quarter of respondents from other Cambridgeshire districts also considering this a challenge (30.77%). Just over a quarter of respondents from South Cambridgeshire selected this option (26.17%).

Figure 14: Biggest challenges when travelling in and around the Cambridgeshire area: Lack of public transport



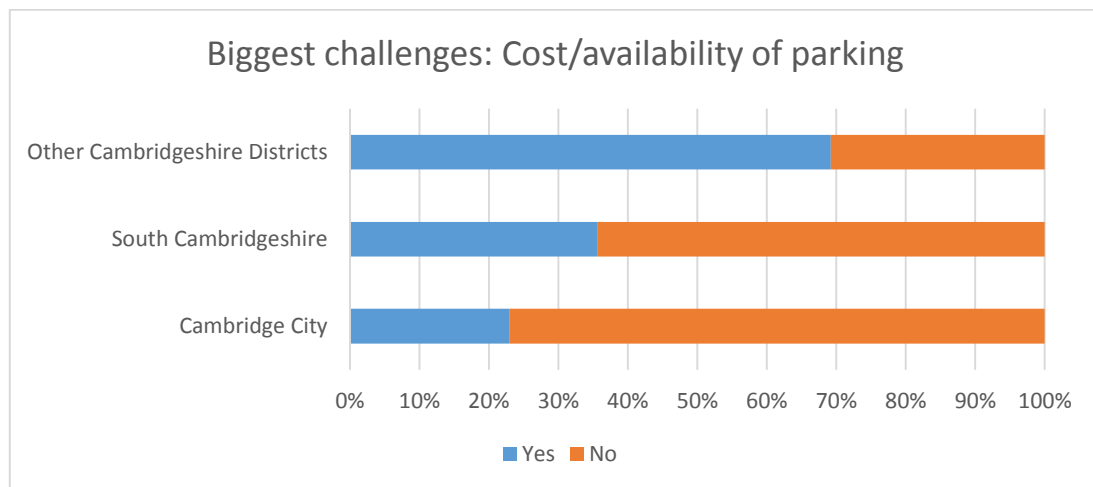
A 'lack of public transport' was considered a challenge for a small majority of respondents from South Cambridgeshire (62.42%) and other Cambridgeshire districts (57.69%). Less respondents from Cambridge felt that a 'lack of public transport' was a challenge for them (35.84%).

Figure 15: Biggest challenges when travelling in and around the Cambridgeshire area: Reliability of public transport



'Reliability of public transport' was of near equal concern across Cambridgeshire. A little under half of respondents from Cambridge (42.04%) found 'public transport reliability' a challenge and around half of respondents from South Cambridgeshire (51.68%) and other Cambridgeshire districts (50%) felt the same.

Figure 16: Biggest challenges when travelling in and around the Cambridgeshire area: Cost and availability of parking



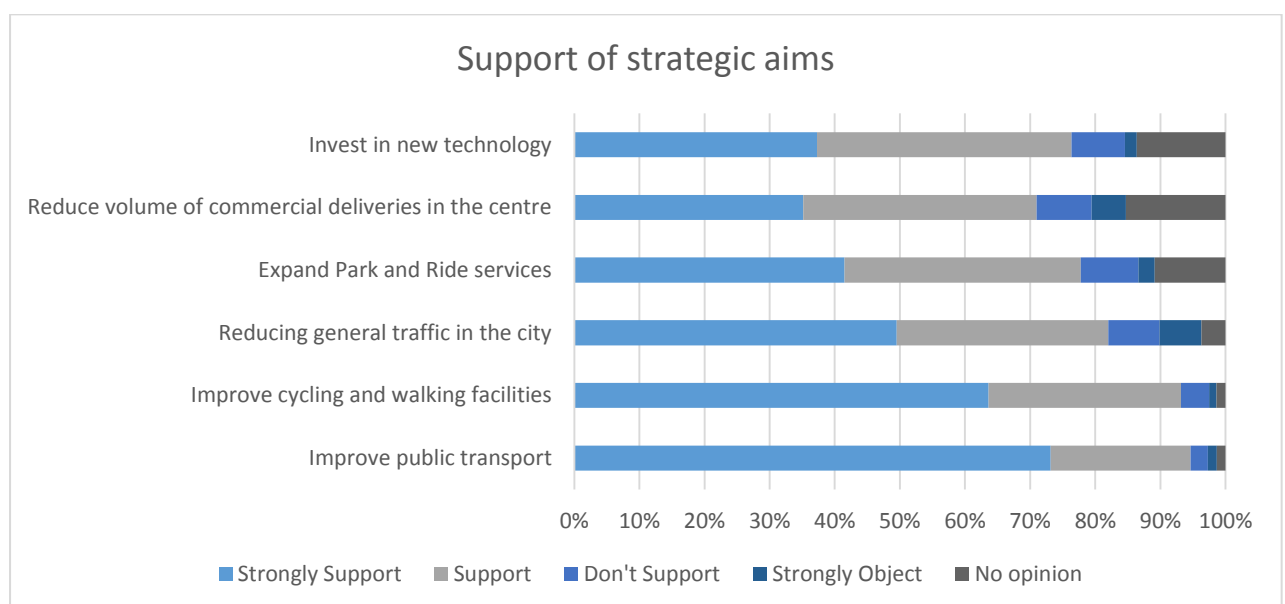
Finally, the 'cost and availability of parking' was a challenge for other Cambridgeshire respondents (69.23%). Fewer respondents from Cambridge (23.01%) and South Cambridgeshire (35.57%) considered 'parking' a challenge.

Question 5: We are planning forward, to the year 2031 and beyond, to understand how the transport network will meet the needs of people and businesses in the future. How far do you support our strategy aims:

Question 5 asked respondents how far they supported each of the strategic aims put forward; 'improve public transport in terms of availability, capacity, and reliability and, as far as possible, affordability'; 'improve cycling and walking facilities'; 'reducing general traffic in the city'; 'expand Park and Ride services, both in scale and use'; 'reduce volume of commercial deliveries in the centre by using hubs on the outskirts'; 'invest in new technology that helps people make choices and travel around more easily'. 447 people responded to this question.

	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Improve public transport	327 (73.15%)	96 (21.48%)	12 (2.68%)	6 (1.34%)	6 (1.34%)
Improve cycling and walking facilities	280 (62.64%)	130 (29.08%)	19 (4.25%)	5 (1.12%)	6 (1.34%)
Reducing general traffic in the city	215 (48.10%)	141 (31.54%)	34 (7.61%)	28 (6.26%)	16 (3.58%)
Expand Park and Ride services	183 (40.94%)	160 (35.79%)	39 (8.72%)	11 (2.46%)	48 (10.74%)
Reduce volume of commercial deliveries in the centre	154 (34.45%)	157 (35.12%)	37 (8.28%)	23 (5.15%)	67 (14.99%)
Invest in new technology	164 (36.69%)	172 (38.48%)	36 (8.05%)	8 (1.79%)	60 (13.42%)

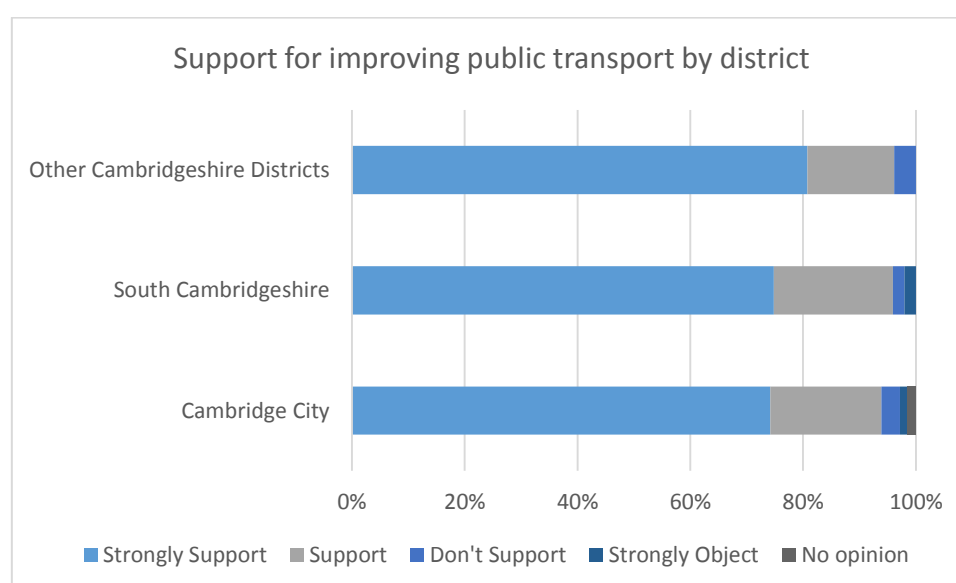
Figure 17: Support of strategic aims



All strategic aims had more support than did not, however the strongest support came for 'improving public transport', with 94.63% of respondents strongly supporting or supporting this. 'Improving cycling and walking facilities' also had a significant amount of support with 91.72% of respondents supporting or strongly supporting this aim. Although 79.64% of respondents supported or strongly supported the strategic aim to 'reduce general traffic in the city', this was also met with the most objection with 13.87% of respondents not supporting or strongly objecting. 'Reducing the volume of commercial deliveries in the centre' came with the least support, with 69.57% of respondents strongly supporting or supporting it. This aim also had the highest responses of 'no opinion' (14.99%). 'Expanding Park and Ride services' (76.73%) and 'investing in new technology' (75.17%) had similar levels of support, however 'investing in new technology' had more responses of 'no opinion' (13.42%).

Improve public transport	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	158 (74.18%)	42 (19.72%)	7 (3.29%)	3 (1.41%)	3 (1.41%)
South Cambridgeshire	110 (74.83%)	31 (21.09%)	3 (2.04%)	3 (2.04%)	0 (0.00%)
Other Cambridgeshire Districts	21 (80.77%)	4 (15.38%)	1 (3.85%)	0 (0.00%)	0 (0.00%)

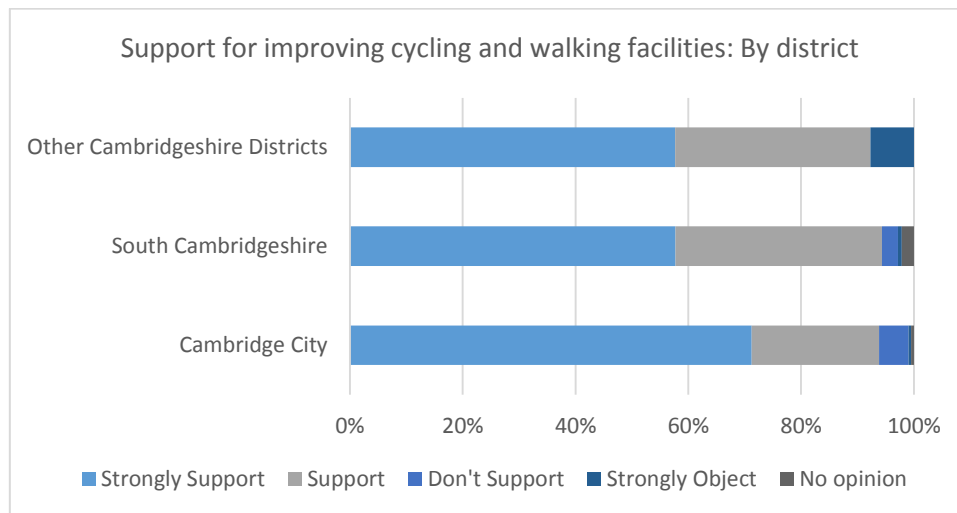
Figure 18: Support for strategic aim, improving public transport, by district



Support for 'improving public transport' was relatively even throughout Cambridgeshire. The highest support came from other Cambridgeshire districts where 96.15% of respondents strongly supported or supported this aim, with the lowest support coming from Cambridge where 93.9% supported or strongly supported 'improving public transport'.

Improve cycling and walking facilities	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	151 (71.23%)	48 (22.64%)	11 (5.19%)	1 (0.47%)	1 (0.47%)
South Cambridgeshire	82 (57.75%)	52 (36.62%)	4 (2.82%)	1 (0.70%)	3 (2.11%)
Other Cambridgeshire Districts	15 (57.69%)	9 (34.62%)	0 (0.00%)	2 (7.69%)	0 (0.00%)

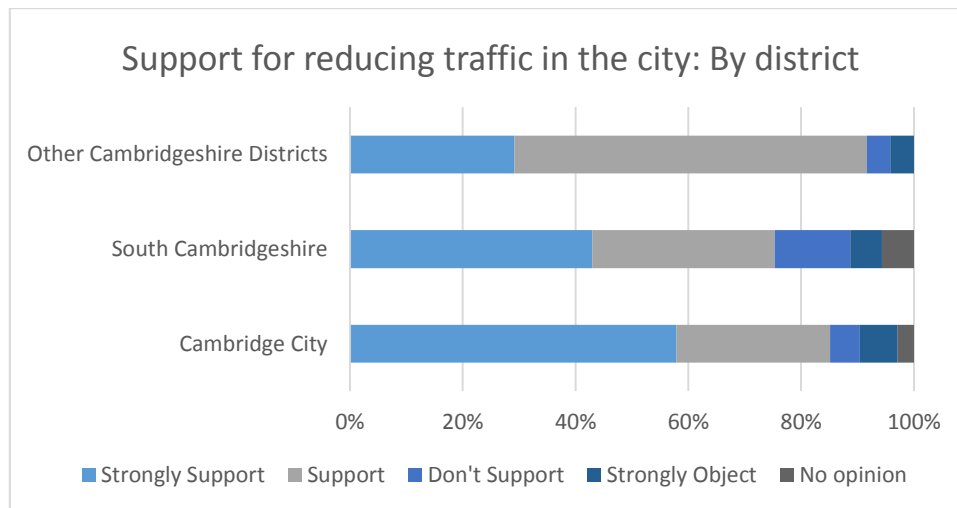
Figure 19: Support for strategic aim, improving cycling and walking facilities, by district



Support for 'improving cycling and walking facilities' was also fairly even across Cambridgeshire, with 94.37% of South Cambridge respondents strongly supporting or supporting this aim, 93.87% of Cambridge respondents and 92.31% of respondents from other Cambridgeshire districts. Cambridge respondents were more likely to strongly support this statement (71.23%) but also more likely to respond as 'don't support' (5.19%). Respondents from other Cambridgeshire districts were more likely to strongly object to this aim (7.69%).

Reducing general traffic in the city	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	121 (57.89%)	57 (27.27%)	11 (5.26%)	14 (6.70%)	6 (2.87%)
South Cambridgeshire	61 (42.96%)	46 (32.39%)	19 (13.38%)	8 (5.63%)	8 (5.63%)
Other Cambridgeshire Districts	7 (29.17%)	15 (62.50%)	1 (4.17%)	1 (4.17%)	0 (0.00%)

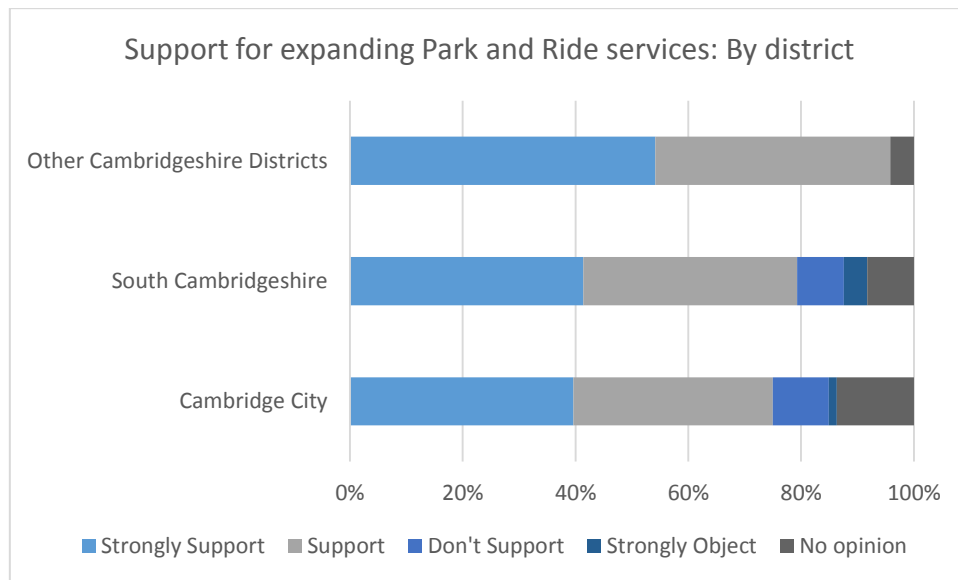
Figure 20: Support for strategic aim, reducing general traffic in the city, by district



The most support for 'reducing general traffic in the city' came from respondents from other Cambridgeshire districts (91.67%), followed by Cambridge (85.16%) and South Cambridgeshire (75.35%). Respondents from other Cambridgeshire districts did not support this as strongly (29.17%) as Cambridge (57.89%) or South Cambridgeshire (42.96%) respondents. Respondents from South Cambridgeshire were more likely to have chosen 'don't support' (13.38%) over other districts.

Expand Park and Ride services	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	84 (39.62%)	75 (35.38%)	21 (9.91%)	3 (1.42%)	29 (13.68%)
South Cambridgeshire	60 (41.38%)	55 (37.93%)	12 (8.28%)	6 (4.14%)	12 (8.28%)
Other Cambridgeshire Districts	13 (54.17%)	10 (41.67%)	0 (0.00%)	0 (0.00%)	1 (4.17%)

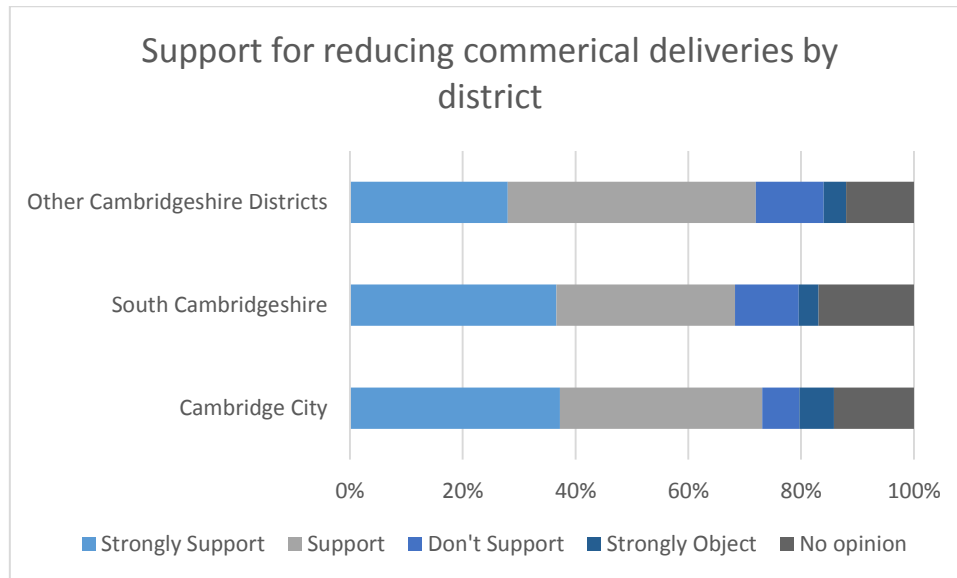
Figure 21: Support for strategic aim, expanding Park and Ride services, by district



Strongest support for 'expanding Park and Ride services' came from respondents from other Cambridgeshire districts, with 95.84% of respondents supporting or strongly supporting this aim. Support was similar from Cambridge (75%) and South Cambridgeshire (79.31%) respondents. More Cambridge respondents selected 'no opinion' (13.68%) than in other districts.

Reduce volume of commercial deliveries in the centre	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	79 (37.26%)	76 (35.85%)	14 (6.60%)	13 (6.13%)	30 (14.15%)
South Cambridgeshire	52 (36.62%)	45 (31.69%)	16 (11.27%)	5 (3.52%)	24 (16.90%)
Other Cambridgeshire Districts	7 (28.00%)	11 (44.00%)	3 (12.00%)	1 (4.00%)	3 (12.00%)

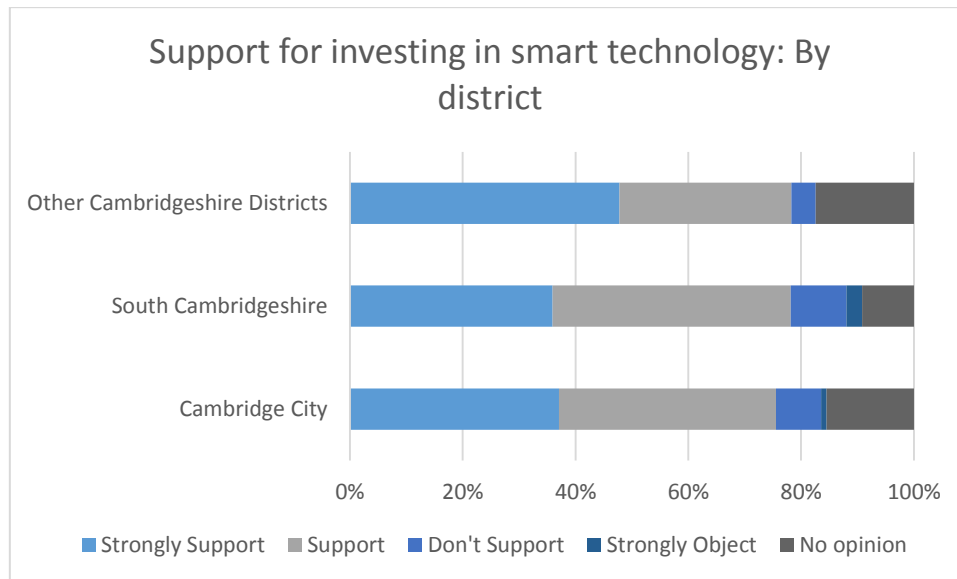
Figure 22: Support for strategic aim, reducing commercial deliveries, by district



Support was similar for 'reducing the volume of commercial deliveries in the city centre' from respondents from other Cambridgeshire districts (72%) and Cambridge (73.11%), with South Cambridgeshire being slightly less supportive (68.31%). Cambridge respondents were most likely to strongly object to this aim (6.13%) however overall lack of support was higher in South Cambridgeshire respondents (14.79%) and other Cambridgeshire district respondents (16%) than in Cambridge (12.73%).

Invest in new technology	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Cambridge City	79 (37.09%)	82 (38.50%)	17 (7.98%)	2 (0.94%)	33 (15.49%)
South Cambridgeshire	51 (35.92%)	60 (42.25%)	14 (9.86%)	4 (2.82%)	13 (9.15%)
Other Cambridgeshire Districts	11 (47.83%)	7 (30.43%)	1 (4.35%)	0 (0.00%)	4 (17.39%)

Figure 23: Support for strategic aim, investing in smart technology, by district



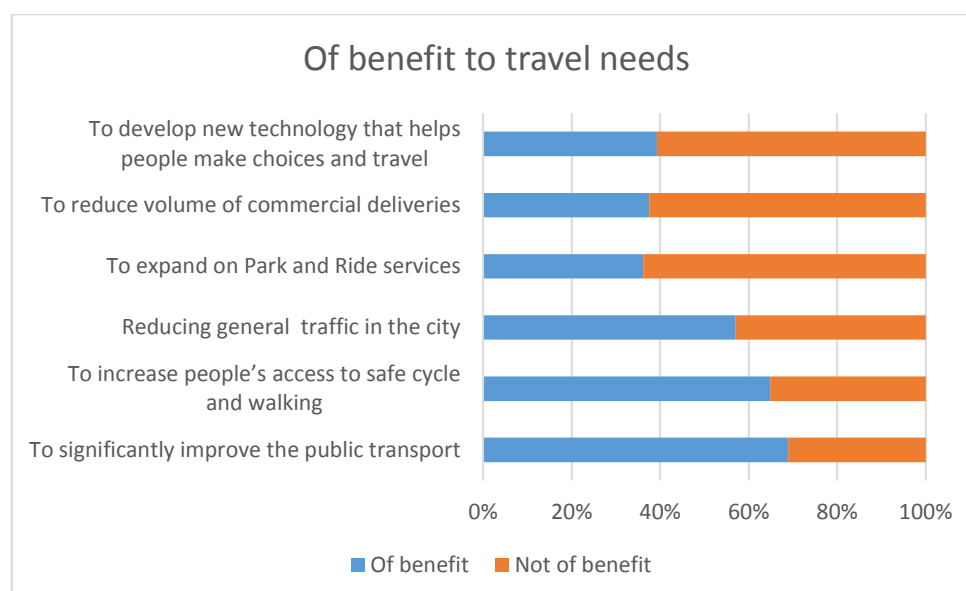
Support for 'investing in new technology' was similar between districts, with slightly more respondents from South Cambridgeshire (78.17%) and other Cambridgeshire districts (78.26%) supporting or strongly supporting this aim than Cambridge (75.59%).

Question 6: Considering your travel needs, which of these would benefit you the most?

Question 6 asked respondents to consider what would be of benefit most to their travel needs. 473 people answered this question. Due to differences in question formatting between the online version and paper version of the questionnaire responses have had to be merged. The online questionnaire asked respondents to rate needs as 'of great benefit', 'of some benefit' and 'of little benefit' whereas the paper questionnaire asked respondents to choose 'yes' or 'no'. For the purposes of this report 'of great benefit', 'of some benefit' and 'yes' have been merged together as 'of benefit'. The same has been done for the negative responses 'of little benefit' and 'no', which are merged together as 'not of benefit'.

Considering your travel needs, which of these would benefit you the most?	Of benefit	Not of benefit
To significantly improve the public transport	326 (68.92%)	147 (31.08%)
To increase people's access to safe cycle and walking facilities	308 (65.12%)	167 (35.31%)
Reducing general traffic in the city	270 (57.08%)	203 (42.92%)
To expand on Park and Ride services	168 (35.52%)	297 (62.79%)
To reduce volume of commercial deliveries	176 (37.21%)	293 (61.95%)
To develop new technology that helps people make choices and travel	184 (38.90%)	285 (60.25%)

Figure 24: Of benefit to travel needs

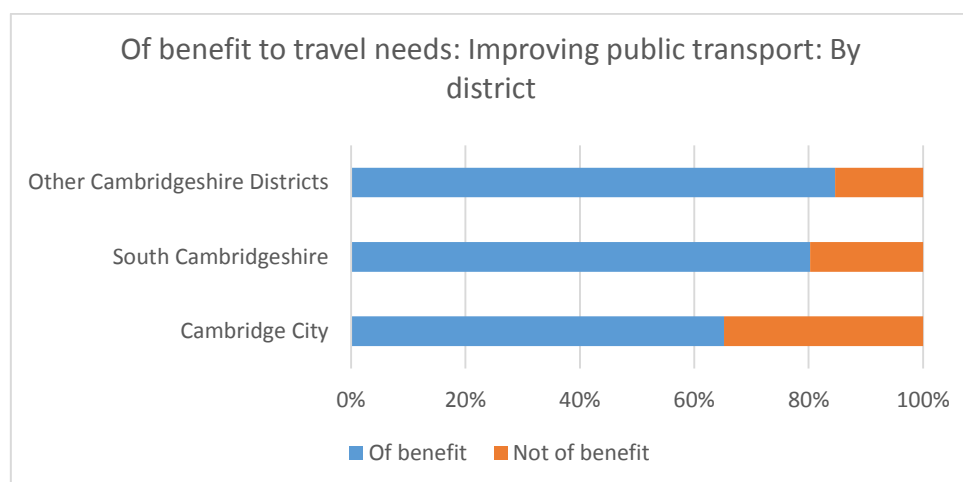


'Significantly improving public transport' (68.92%) and 'increasing people's access to safe cycle and walking facilities' (65.12%) were the most considered of benefit to respondents. The only other option considered of benefit was 'reducing general traffic in the city'

(57.08%). 'Expanding on Park and Ride services' was the least considered of benefit (35.52%), however 'reducing the volume of commercial deliveries' (37.21%) and 'developing new technology' (38.90%) were similar in responses.

To significantly improve the public transport	Of benefit	Not of benefit
Cambridge City	148 (65.20%)	79 (34.80%)
South Cambridgeshire	118 (80.27%)	29 (19.73%)
Other Cambridgeshire Districts	22 (84.62%)	4 (15.38%)

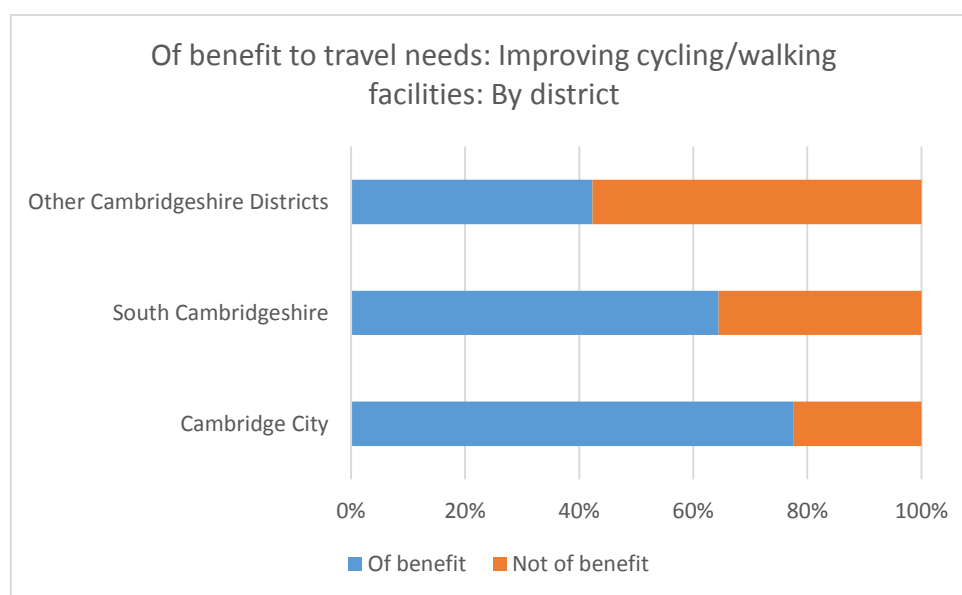
Figure 25: Of benefit to travel needs, improving public transport, by district



Over three quarters of respondents from other Cambridgeshire districts felt ‘improving public transport’ would be of benefit (84.62%). Nearly as many respondents from South Cambridgeshire felt the same (80.27%). Although more respondents from Cambridge felt ‘improving public transport’ would be of benefit (65.20%) than did not, significantly less did than other districts.

To increase people's access to safe cycle and walking	Of benefit	Not of benefit
Cambridge City	176 (77.53%)	51 (22.47%)
South Cambridgeshire	96 (65.31%)	53 (36.05%)
Other Cambridgeshire Districts	11 (42.31%)	15 (57.69%)

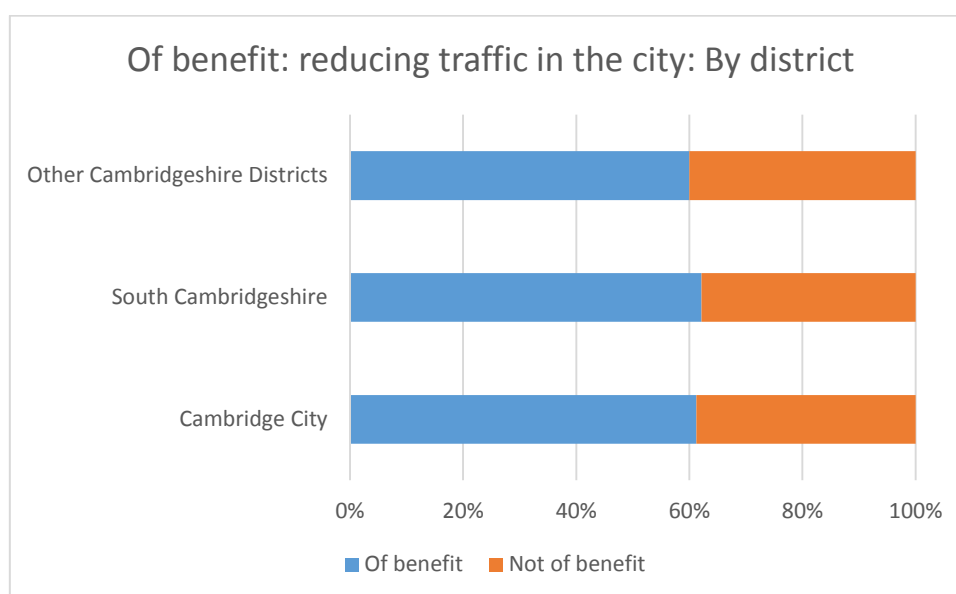
Figure 26: Of benefit to travel needs, improving cycling and walking facilities, by district



Around three quarters of respondents from Cambridge felt that 'increasing access to safe cycle and walking facilities' would be of benefit (77.53%). This is significantly higher than South Cambridgeshire, with 65.31% of respondents feeling this would be of benefit. Respondents from other Cambridgeshire districts were not as positive about this option, with 42.31% of respondents feeling it would be of benefit.

Reducing general traffic in the city	Of benefit	Not of benefit
Cambridge City	139 (61.23%)	88 (38.77%)
South Cambridgeshire	92 (62.59%)	56 (38.10%)
Other Cambridgeshire Districts	15 (57.69%)	10 (38.46%)

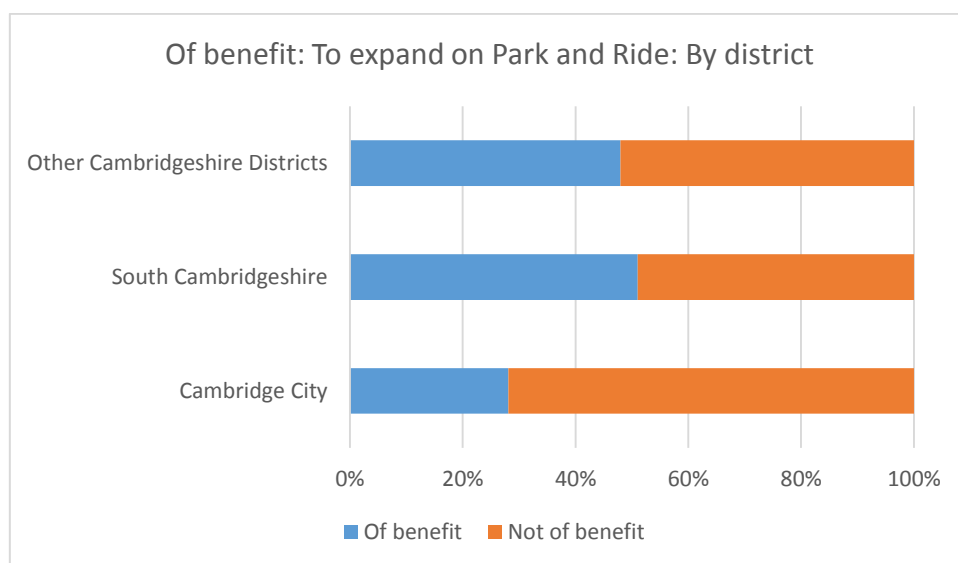
Figure 27: Of benefit to travel needs, reducing general traffic in the city, by district



'Reducing general traffic in the city' was considered of benefit similarly across Cambridgeshire. 62.59% of South Cambridgeshire respondents, 61.23% of Cambridge respondents and 57.69% of respondents from other Cambridgeshire districts felt this would be of benefit.

To expand on Park and Ride services	Of benefit	Not of benefit
Cambridge City	63 (27.75%)	161 (70.93%)
South Cambridgeshire	73 (49.66%)	70 (47.62%)
Other Cambridgeshire Districts	12 (46.15%)	13 (50.00%)

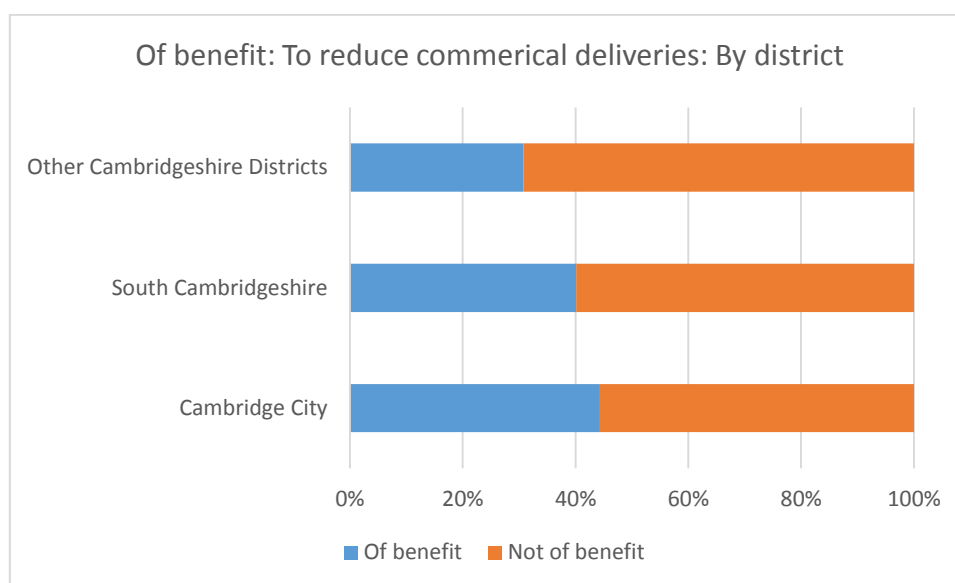
Figure 28: Of benefit to travel needs, to expand on Park and Ride services, by district



Nearly half of respondents from outside of Cambridge felt that 'expanding on Park and Ride services' would be of benefit to them, 49.66% of South Cambridgeshire respondents and 46.15% of respondents from other Cambridgeshire districts. Only 27.75% of Cambridge respondents felt this would be of benefit, which is as expected considering their location to Park and Ride sites and the areas these sites service.

To reduce volume of commercial deliveries	Of benefit	Not of benefit
Cambridge City	99 (43.61%)	125 (55.07%)
South Cambridgeshire	59 (40.14%)	88 (59.86%)
Other Cambridgeshire Districts	8 (30.77%)	18 (69.23%)

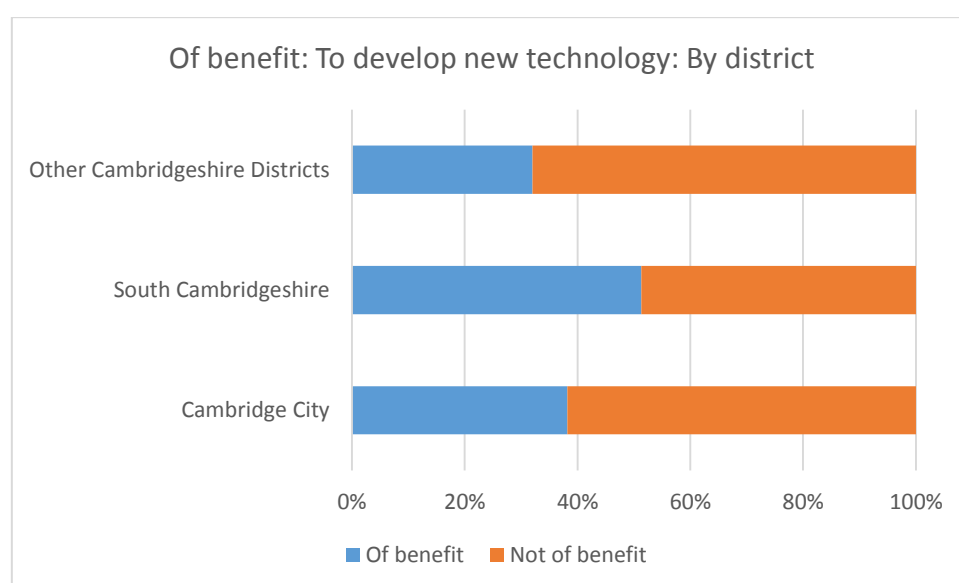
Figure 29: Of benefit to travel needs, to reduce the volume of commercial deliveries, by district



More respondents from Cambridge (43.61%) and South Cambridgeshire (40.14%) felt that 'reducing the volume of commercial deliveries' would be of benefit. Over a quarter of respondents from other Cambridgeshire districts (30.77%) responded that this would be of benefit.

To develop new technology that helps people make choices and travel	Of benefit	Not of benefit
Cambridge City	86 (37.89%)	139 (61.23%)
South Cambridgeshire	76 (51.70%)	72 (48.98%)
Other Cambridgeshire Districts	8 (30.77%)	17 (65.38%)

Figure 30: Of benefit to travel needs, to develop new technology to help with travel needs, by district



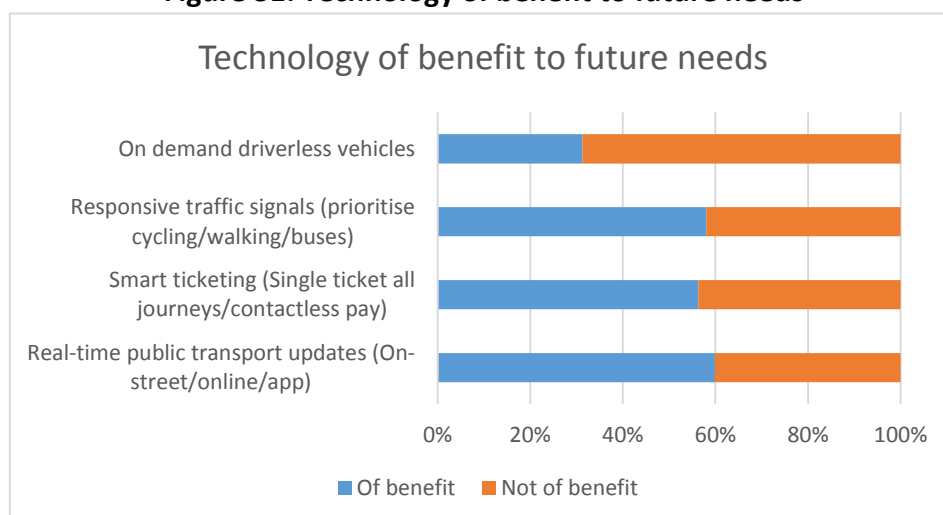
Respondents from South Cambridgeshire were more receptive to the 'development of technology to help with travel' (51.70%) than other Cambridgeshire districts. 37.89% of Cambridge respondents felt this would be of benefit and over a quarter of respondents from other Cambridgeshire districts (30.77%) felt the same.

Question 7: Do you think the following technology could help with your needs in the future?

Question 7 asked respondents to consider what technology would be of benefit most to their future needs. 471 people answered this question. Due to differences in question formatting between the online version and paper version of the questionnaire responses have had to be merged. The online questionnaire asked respondents to rate technology as 'of great benefit', 'of some benefit' and 'of little benefit' whereas the paper questionnaire asked respondents to choose 'yes' or 'no'. For the purposes of this report 'of great benefit', 'of some benefit' and 'yes' have been merged together as 'of benefit'. The same has been done for the negative responses 'of little benefit' and 'no', which are merged together as 'not of benefit'.

Do you think the following technology could help with your needs in the future?	Of benefit	Not of benefit
Real-time public transport updates (On-street/online/app)	282 (59.87%)	189 (40.13%)
Smart ticketing (Single ticket all journeys/contactless pay)	264 (56.05%)	205 (43.52%)
Responsive traffic signals (prioritise cycling/walking/buses)	275 (58.39%)	199 (42.25%)
On demand driverless vehicles	146 (31.00%)	321 (68.15%)

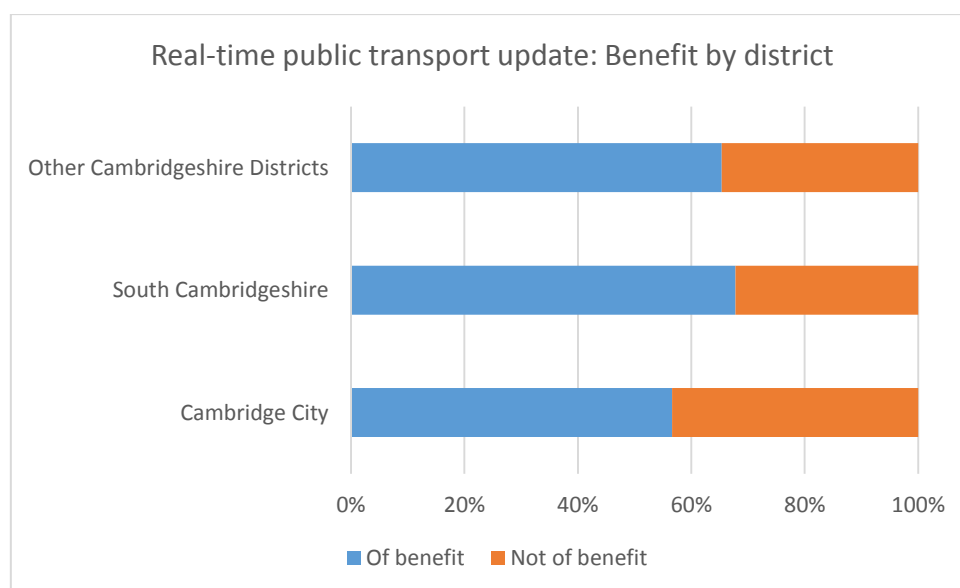
Figure 31: Technology of benefit to future needs



'On demand driverless vehicles' was the only technology where the majority of respondents felt it would not be of benefit, with 31% considering it of benefit to their future needs. Over half of respondents felt that 'real-time public transport updates' (59.87%), 'smart ticketing' (56.05%) and 'responsive traffic signals' (58.39%) would be of benefit to them.

Real-time public transport updates (On-street/online/app)	Of benefit	Not of benefit
Cambridge City	128 (56.64%)	98 (43.36%)
South Cambridgeshire	99 (67.81%)	47 (32.19%)
Other Cambridgeshire Districts	17 (65.38%)	9 (34.62%)

Figure 32: Technology of benefit to future needs, real-time public transport updates, by district

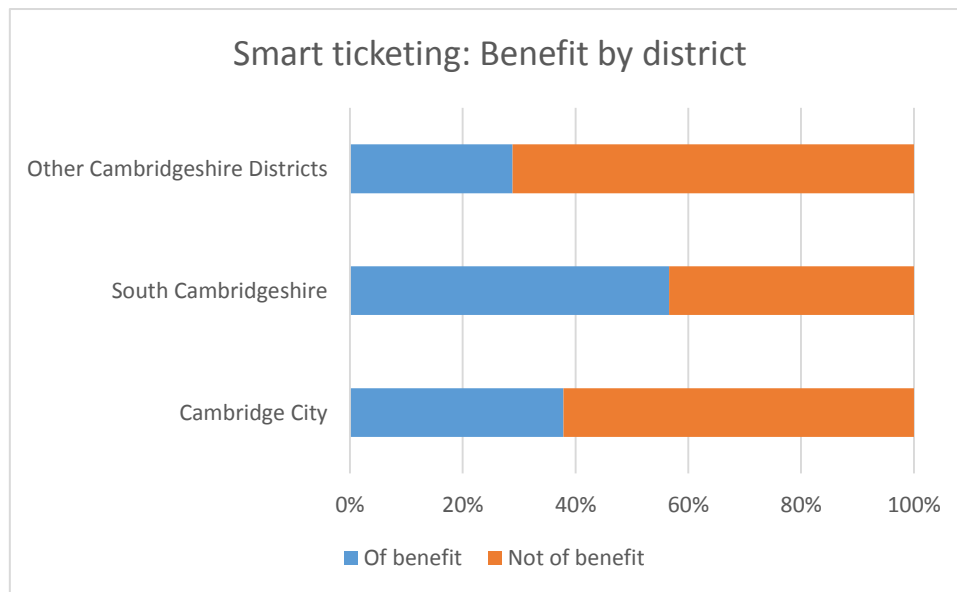


Respondents from outside Cambridge felt stronger about 'real-time public transport updates'. 67.81% of South Cambridgeshire respondents and 65.38% of respondents from other Cambridgeshire districts felt it would be of benefit. Over half of Cambridge respondents (56.64%) did feel 'real-time public transport updates' would be of benefit. This is in line with other questions relating to public transport, with Cambridge respondents being slightly less supportive of improvements in this area. This may be due to the comparatively high number of Cambridge residents who use cycling or pedestrian facilities²

² As evidenced in the Future Transport Research: Cambridge and South Cambridgeshire Residents' Survey by Systra, 2017

Smart ticketing (Single ticket all journeys/contactless pay)	Of benefit	Not of benefit
Cambridge City	125 (61.27%)	79 (38.73%)
South Cambridgeshire	103 (77.44%)	30 (22.56%)
Other Cambridgeshire Districts	15 (65.22%)	8 (34.78%)

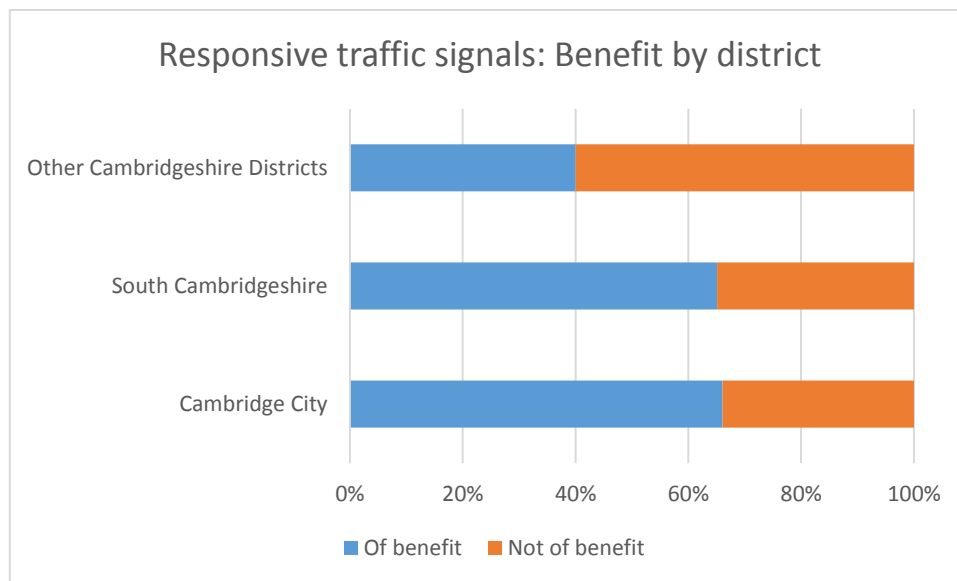
Figure 33: Technology of benefit to future needs, smart ticketing, by district



As with the previous technological solution, respondents from outside Cambridge considered 'Smart ticketing' more favourably although all districts felt it would be of benefit. Over three quarters of South Cambridgeshire (77.44%) respondents considered 'Smart ticketing' of benefit, 65.22% of respondents from other Cambridgeshire districts and 61.27% of Cambridge respondents.

Responsive traffic signals (prioritise cycling/walking/buses)	Of benefit	Not of benefit
Cambridge City	150 (66.08%)	77 (33.92%)
South Cambridgeshire	97 (65.10%)	52 (34.90%)
Other Cambridgeshire Districts	10 (40.00%)	15 (60.00%)

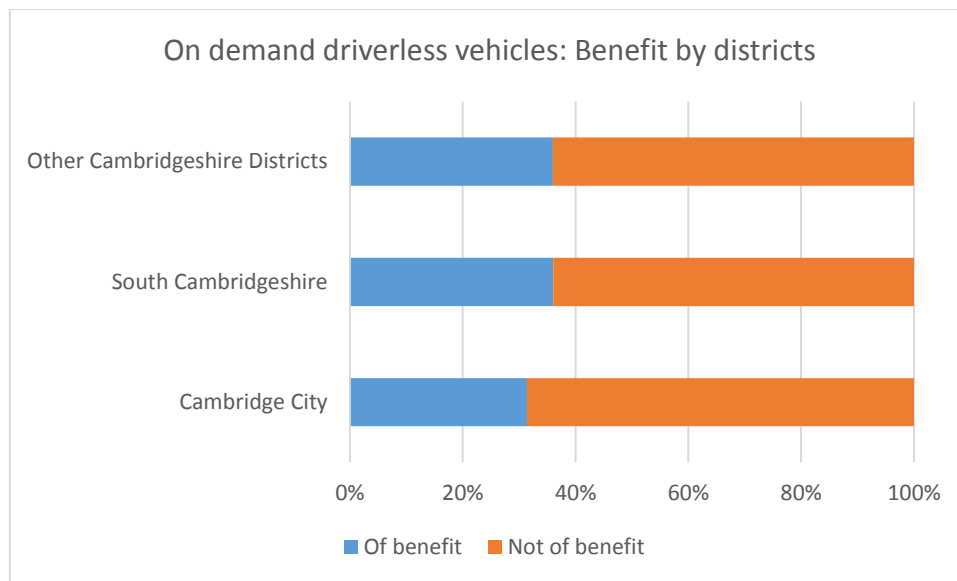
Figure 34: Technology of benefit to future needs, responsive traffic signals, by district



'Responsive traffic signals' were seen as of benefit to respondents from Cambridge (66.08%) and South Cambridgeshire (65.10%). Fewer respondents from other Cambridgeshire districts considered this technology of benefit (40%) than did not.

On demand driverless vehicles	Of benefit	Not of benefit
Cambridge City	70 (31.39%)	153 (68.61%)
South Cambridgeshire	53 (36.05%)	94 (63.95%)
Other Cambridgeshire Districts	9 (36.00%)	16 (64.00%)

Figure 35: Technology of benefit to future needs, on demand driverless vehicles, by district



Over a quarter of respondents from all Cambridgeshire districts felt this technological solution was of benefit. 31.39% from Cambridge, 36.05% from South Cambridgeshire and 36% of respondents from other Cambridgeshire districts.

cycling and encouraged others. Comments were made on the quality of some cycle paths, which were not maintained or were built poorly.

- Respondents discussing the **real-time public transport app** felt that it should include the ability to purchase tickets as well as live information. One respondent felt that it should include current traffic information so users could make the best decision for them. Comments expressed concern with current live departure boards, as they appeared to be inaccurate or damaged for prolonged periods of time. One respondent felt apps are rarely used and would be a waste of money.
- There were comments about **expanding live signage**, both for public transport departure times and general road traffic. Respondents felt that signs for public transport in key locations, such as shopping centres would be helpful. For road traffic comments were made about giving those approaching the city live information on current traffic levels or suggesting alternative routes, earlier signs for parking space availability, and real time air pollution levels so cyclists could choose healthier routes.
- Respondents commented that **electric vehicle charging points** should be expanded and **electric cycle hire** should be introduced.
- Comments were made about the **lack of accessibility** for less physically able individuals.
- Respondents felt that smart technology could be used **to cut down on road related crime**.
- Respondents who commented about **driverless vehicles expressed concern** with this technology or actively opposed it, feeling it wouldn't cut down on the amount of congestion, be of danger to more vulnerable road users or put people out of work. One respondent felt they should have dedicated roads.
- Comments were made **supporting the introduction of responsive traffic signals**, feeling it would help the flow of traffic during peak periods, keep vulnerable users safe and allow redirection of traffic when needed.
- Respondents felt that **environmentally friendly technology** needed to be embraced, particularly on public transport.
- Comments were made on introducing **alternative methods of public transport**. These included using school buses to reduce traffic during peak periods and developing a tram or underground system as these would avoid road traffic.

Question 8: What would be the one thing that would improve travel in and around Greater Cambridge?

Question 8 gave respondents the opportunity to comment on what one thing would improve travel in and around Greater Cambridge. 380 respondents left comments. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 37: Word Cloud of comments from ‘What would be the one thing that would improve travel in and around Greater Cambridge?’



These comments were broken down into themes and are analysed below.

- Respondents commented on the increase in **congestion during term times**. These respondents felt some form of restriction on parents driving children to school should be put in place, unless there were medical reasons. Suggestions were made for using the Park and Ride sites as school bus hubs or the introduction of school buses.
- **Improvements to cycle routes** was suggested. This ranged from lighting improvements on existing routes, Park and Cycle hubs, more segregated cycle ways and Dutch style routes. One respondent felt that not enough had been done to ensure pedestrians were safe from bicycles on certain routes.
- Respondents felt that introducing a **congestion charge** in some form would be beneficial.
- Comments were made about introducing **staggered working patterns** or **restricting traffic during peak hours**.

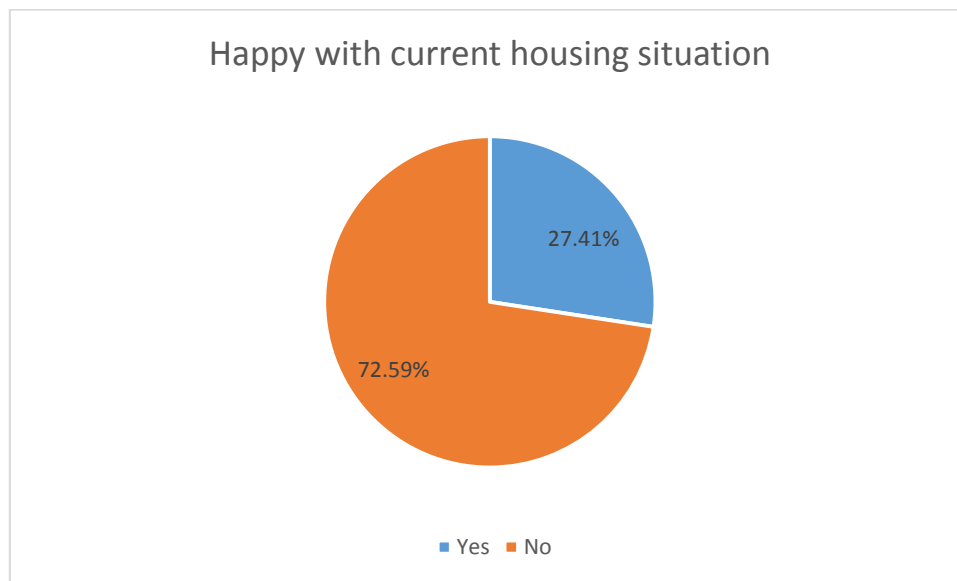
- Respondents commented that introducing **alternative modes of public transport** that avoided on road travel would be beneficial. These included an underground, light railway or tram system. One comment expressed concern over the guided busway's effect on the natural environment and felt it was ineffective once it joined general traffic.
- **Improvements to public transport** were mentioned. Respondents felt that services ran infrequently or were commonly delayed. Rural areas were felt to be underserved, as were all routes very early morning, into the evening or at weekends. Park and Ride services were felt to not run late enough and be placed too close to the city to avoid congestion. Comments were made on the increased cost of these services and inefficiency of the routes.
- Comments were made about **controlling traffic into the city and around villages**. Suggestions included pedestrianising or limiting motorised vehicles in certain areas, introducing bollard systems for non-local traffic, developing a ring road, using distribution hubs for commercial vehicles outside of the city, and increasing the availability of non-major road routes.
- Respondents suggested introducing a **parking levy** that should be used to fund public transport cost reductions. Others felt **reducing parking costs** would encourage drivers to use appropriate places to park rather than on street in residential areas.
- **Smart ticketing solutions** were mentioned. Respondents commented that they should be integrated across services and some commented on them working like an oyster card.
- Respondents felt that **accessibility** should be considered further, with some commenting that cycle ways aren't usable by everyone and some feeling that current public transport does little to support physically disadvantaged users.
- Respondents commented on creating **car sharing incentives**.
- **Smart signalling and signage** was considered by respondents, who felt that traffic signals should be responsive to current road conditions or redirect traffic to less congested routes. One respondent felt that signs needed to be clearer as traffic slows to read them.
- Respondents felt that **city growth** should be redirected further out to avoid more traffic needing to enter the city itself.

Question 9: Are you happy with the current housing situation?

Question 9 asked respondents whether they were happy with their current housing situation. 456 people responded to this question.

Yes	No
125 (27.41%)	331 (72.59%)

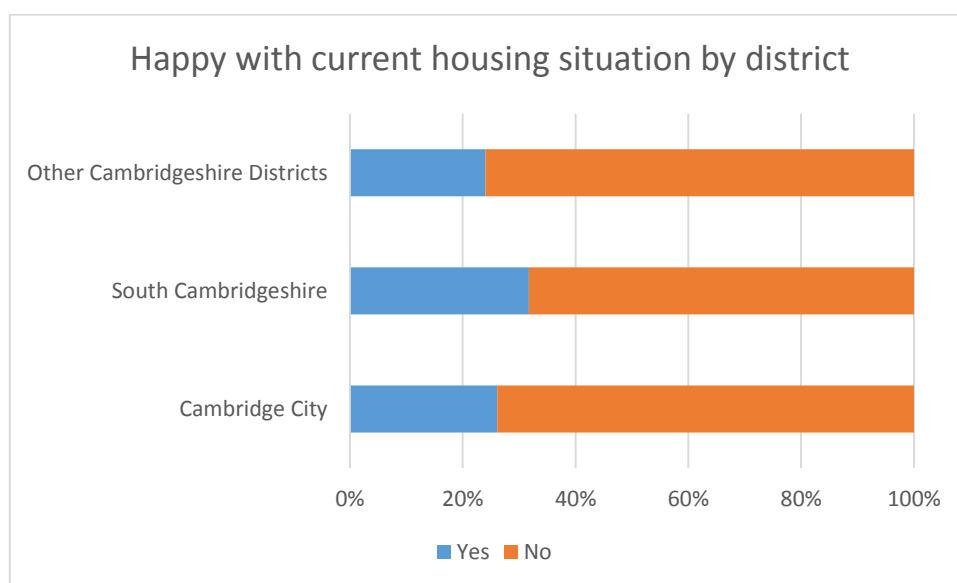
Figure 38: Happy with current housing situation



Nearly three quarters of responses (72.59%) were 'no'.

	Yes	No
Cambridge City	58 (26.13%)	164 (73.87%)
South Cambridgeshire	46 (31.72%)	99 (68.28%)
Other Cambridgeshire Districts	6 (24.00%)	19 (76.00%)

Figure 39: Happy with current housing situation by district

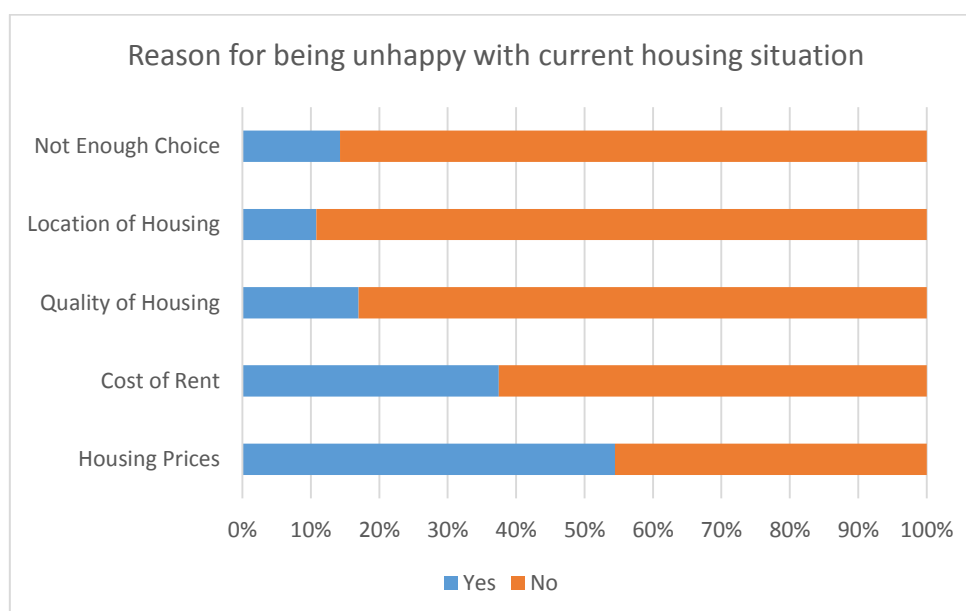


Responses were similar across Cambridgeshire. Respondents from other Cambridgeshire districts were the least happy (76%) with their current housing situation, with 73.87% of Cambridge respondents and 68.28% of South Cambridgeshire respondents also unhappy.

Following this was an option for respondents to reason why they were not happy with their current housing situation. Respondents on the paper survey were given fixed responses alongside the option to comment, while the online survey was comments only. 259 of the paper survey respondents answered this question.

Paper Survey Responses	Yes	No
Housing Prices	141 (54.44%)	118 (45.56%)
Cost of Rent	97 (37.45%)	162 (62.55%)
Quality of Housing	44 (16.99%)	215 (83.01%)
Location of Housing	28 (10.81%)	231 (89.19%)
Not Enough Choice	37 (14.29%)	222 (85.71%)

Figure 40: Reason for being unhappy with current housing situation

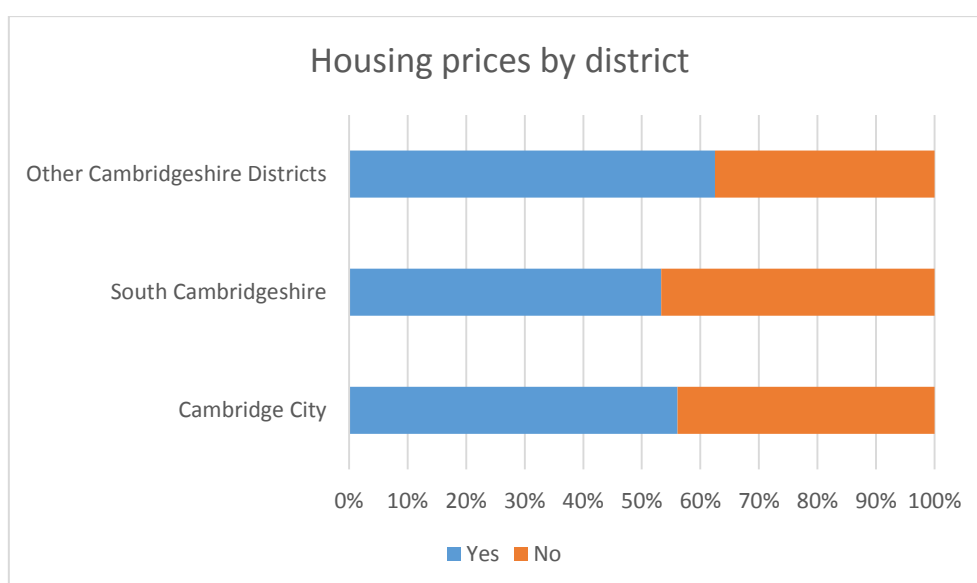


For the paper survey the only majority response was for 'housing prices' being the reason they were unhappy with housing (54.44%). Nearly two fifths of respondents felt that the 'cost of rent' was the reason they were unhappy (37.45%). What should be noted with this figure is that 16% of households in the Cambridgeshire region are privately rented³. This indicates this is a significant issue for those households. Nearly a fifth of respondents felt there 'isn't enough choice in housing' (14.29%) and are not happy with the 'quality of housing' (16.99%), with 10.81% unhappy with the 'location of housing'.

³ Taken from the Strategic Housing Market Assessment (2013) on Cambridgeshire Insight

Housing Prices	Yes	No
Cambridge City	69 (56.10%)	54 (43.90%)
South Cambridgeshire	32 (53.33%)	28 (46.67%)
Other Cambridgeshire Districts	10 (62.50%)	6 (37.50%)

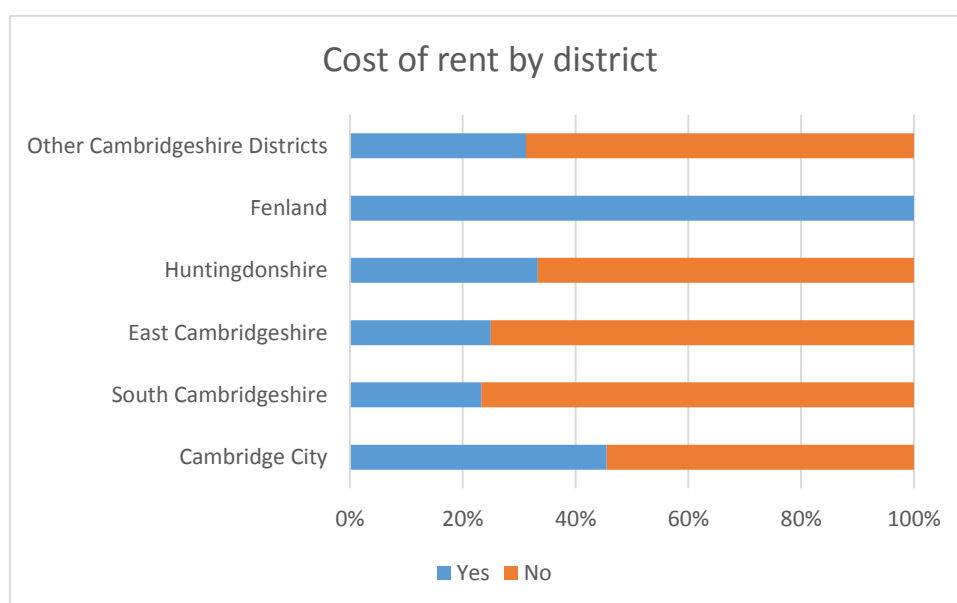
Figure 41: Reason for being unhappy with current housing situation, housing prices, by district



Respondents from all districts of Cambridge were similarly unhappy with 'housing prices', with slightly more respondents from other Cambridgeshire districts (62.5%) and Cambridge (56.1%) selecting this option than South Cambridgeshire respondents (53.33%).

Cost of Rent	Yes	No
Cambridge City	56 (45.53%)	67 (54.47%)
South Cambridgeshire	14 (23.33%)	46 (76.67%)
Other Cambridgeshire Districts	5 (31.25%)	11 (68.75%)

Figure 42: Reason for being unhappy with current housing situation, cost of rent, by district

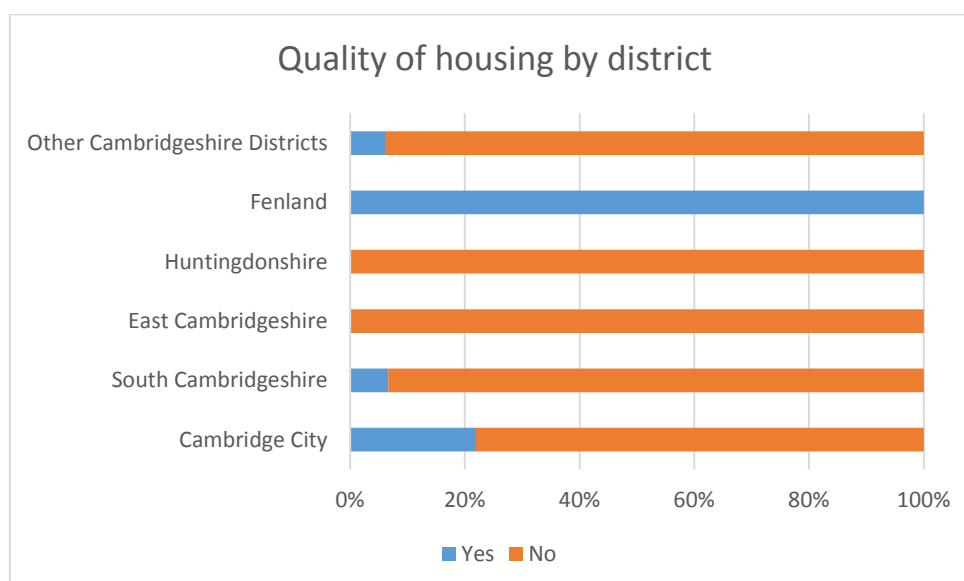


Nearly Half of respondents from Cambridge (45.53%) felt that the 'cost of rent' was the reason they were unhappy with the current housing situation, while just over a quarter of respondents from other Cambridgeshire districts (31.25%) and just under a quarter of South Cambridgeshire respondents (23.33%) responding the same. The higher response from Cambridge respondents is expected with there being a higher percentage of residents of Cambridge privately renting compared to other districts⁴.

⁴ Taken from the Strategic Housing Market Assessment (2013) on Cambridgeshire Insight

Quality of Housing	Yes	No
Cambridge City	27 (21.95%)	96 (78.05%)
South Cambridgeshire	4 (6.67%)	56 (93.33%)
Other Cambridgeshire Districts	1 (6.25%)	15 (93.75%)

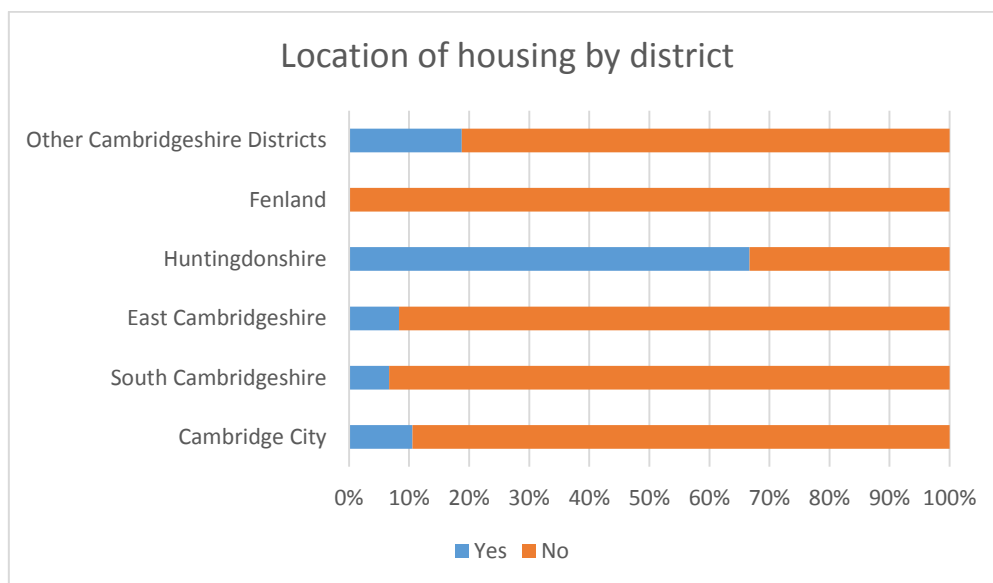
Figure 43: Reason for being unhappy with current housing situation, quality of housing, by district



Respondents from Cambridge were more likely to consider 'quality of housing' (21.95%) the reason for being unhappy with their current housing situation than South Cambridgeshire respondents (6.67%) or respondents from other Cambridgeshire districts (6.25%). This can again be attributed to the higher percentage of private rentals in Cambridge.

Location of Housing	Yes	No
Cambridge City	13 (10.57%)	110 (89.43%)
South Cambridgeshire	4 (6.67%)	56 (93.33%)
Other Cambridgeshire Districts	3 (18.75%)	13 (81.25%)

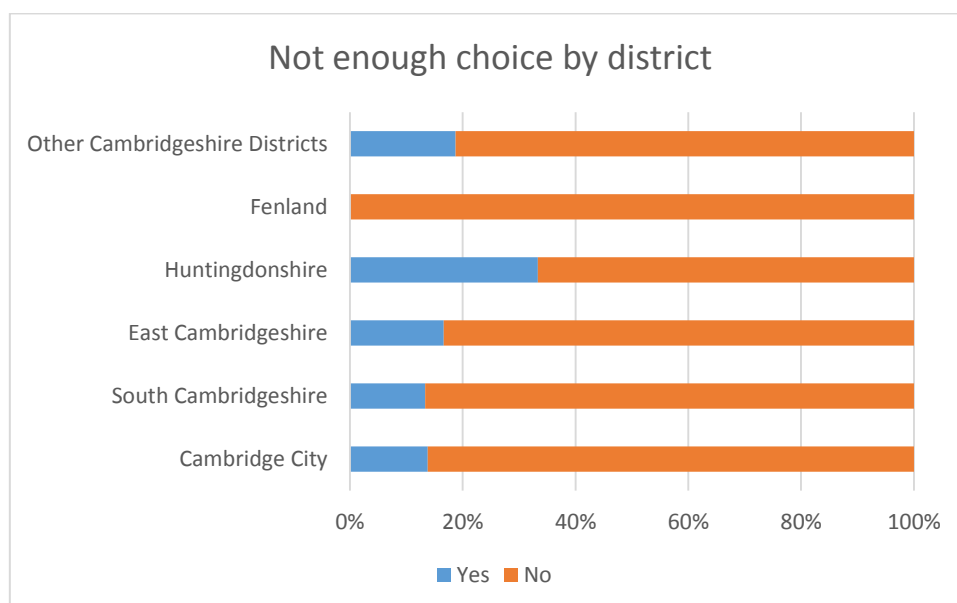
Figure 44: Reason for being unhappy with current housing situation, location of housing, by district



Respondents from other Cambridgeshire districts were more likely to consider the 'location of housing' (18.75%) the reason for being unhappy with their current housing situation. This could be due to the distance from centres of work for these respondents, as only 6.67% of South Cambridge respondents and 10.57% of Cambridge respondents felt the same.

Not Enough Choice	Yes	No
Cambridge City	17 (13.82%)	106 (86.18%)
South Cambridgeshire	8 (13.33%)	52 (86.67%)
Other Cambridgeshire Districts	3 (18.75%)	13 (81.25%)

Figure 45: Reason for being unhappy with current housing situation, not enough choice, by district



Responses were similar across districts when considering a 'lack of choice' as the reason respondents were unhappy with their current housing situation. Slightly more respondents from other Cambridgeshire districts (18.75%) felt this was the case than Cambridge (13.82%) or South Cambridgeshire (13.33%) respondents.

243 comments were left by respondents to this question. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 46: Word Cloud of comments from 'If not, why not?'



These comments were broken down into themes and are analysed below.

- Respondents commented on the amount of building on the **green belt** and in areas that encourage **unsustainable living** through commuting by car.
- Comments were made on how **difficult it is to purchase a home** or afford the cost of a mortgage along with living expenses. Help to buy schemes were not perceived as alleviating the problem. Some respondents felt this was because of an increase in overseas investment, developers and educational institute purchases. Comments highlighted the need to look to **purchase outside of the city**, increasing congestion issues.
- Respondents also commented on the **difficulty of affording rental prices and deposits**. Some comments were related to the **length of tenancy** in that it was often very short, making it difficult for communities to develop.
- The **low quality of housing** in Cambridge was discussed by respondents. There were comments on the increase in multiple occupancies, a lack of green or play space, their restricted size, poor quality of the building, poor aesthetic quality and lack of consideration for infrastructure.
- The cost and availability of housing was linked to a **limitation in housing locations**. Respondents felt they were forced outside of Cambridge where there was a lack of public transport options. New builds were felt to have not **considered infrastructure issues**.
- Respondents commented on there being a lack of available housing, particularly in relation to **social housing**.

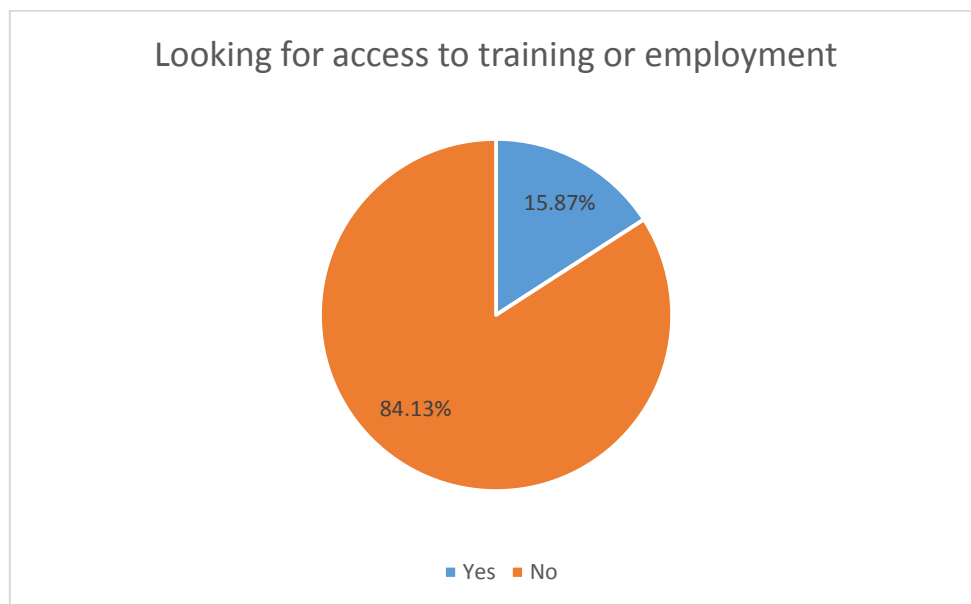
- Respondents felt that there had been an **increase in homelessness**, indicating the increased need for social housing.
- One respondent commented on needing **better information** on home buying schemes.

Question 10: Are you looking for access to training or new/different employment?

Question 10 asked respondents whether they were looking for access to training or employment. 460 respondents answered this question.

Yes	No
73 (15.87%)	387 (84.13%)

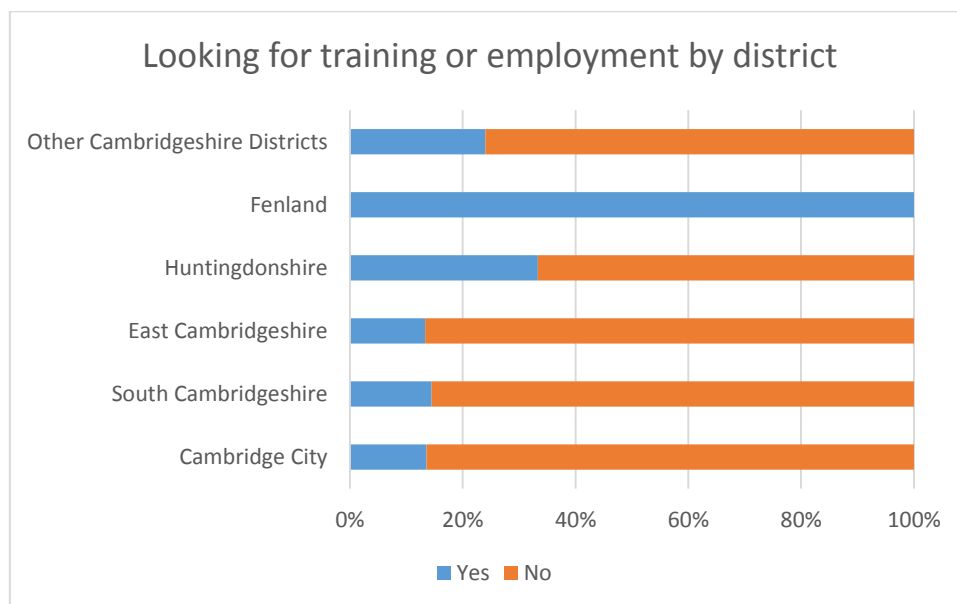
Figure 47: Looking for access to training or employment



Only 15.87% of respondents answered that they were looking for training or employment.

Looking for access to training or employment	Yes	No
Cambridge City	30 (13.57%)	191 (86.43%)
South Cambridgeshire	21 (14.48%)	124 (85.52%)
Other Cambridgeshire Districts	6 (24.00%)	19 (76.00%)

Figure 48: Looking for access to training or employment by district



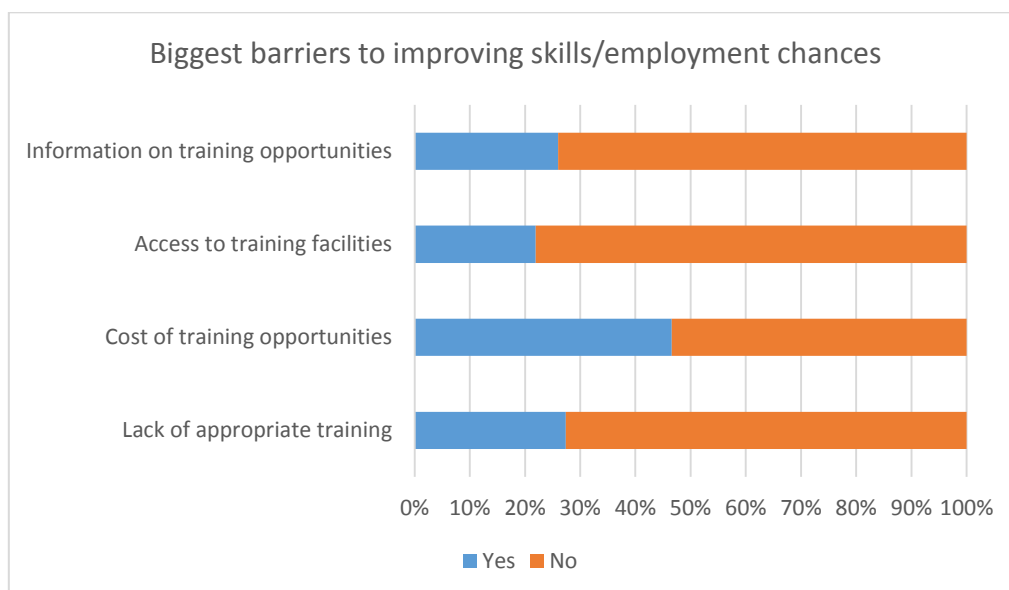
Nearly a quarter of respondents from other Cambridgeshire districts (24%) were looking for access to training or employment, while 13.57% of Cambridge and 14.48% of South Cambridgeshire respondents were doing the same. This may be due to the distance from centres of work for respondents from other Cambridgeshire districts.

Question 11: If yes, what are the biggest barriers to improving your skills or employment chances?

Question 11 asked respondents who had answered 'yes' to the previous question what the biggest barriers to improving skills or employment chances was. 489 respondents answered this question, indicating that those respondents which answered no to the previous question also answered. As such, the figures below are just for those respondents who answered yes to question 10.

	Yes	No
Lack of appropriate training	20 (27.40%)	53 (72.60%)
Cost of training opportunities	34 (46.58%)	39 (53.42%)
Access to training facilities	16 (21.92%)	57 (78.08%)
Information on training opportunities	19 (26.03%)	54 (73.97%)

Figure 49: Biggest barriers to improving skills or employment chances

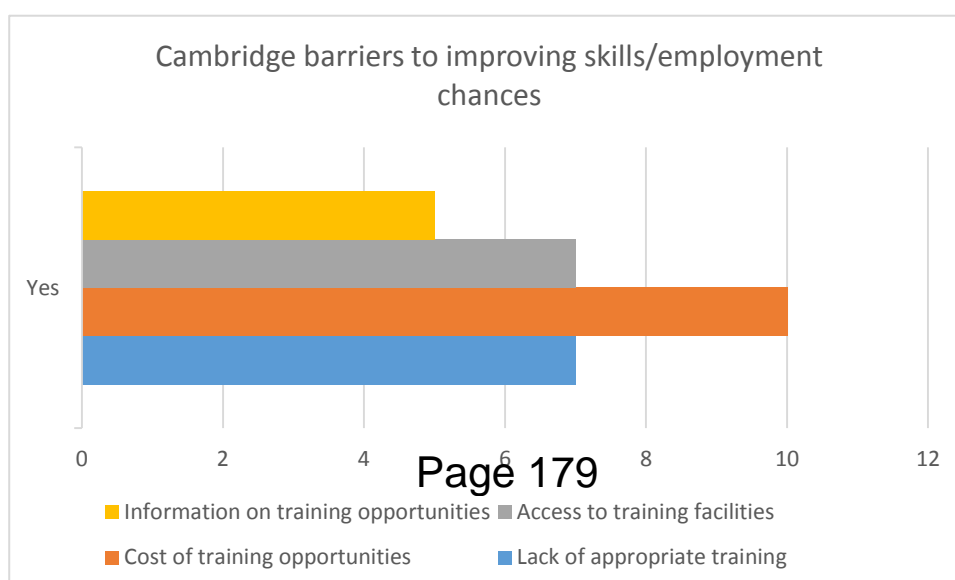


The strongest response was to the 'cost of training opportunities' (46.58%) being a barrier to improving skills or employment chances. 'Lack of appropriate training' (27.4%), 'access to training facilities' (21.92%) and 'information on training opportunities' (26.03%) had similar levels of response.

For all districts 'cost of training opportunities' was the biggest barrier to improving skills or employment chances. Differences appeared in what districts considered of least concern. For Cambridge this was 'information on training opportunities' (16.67%), for South Cambridgeshire 'access to training facilities' (14.29%) and for respondents from other Cambridgeshire districts this was a 'lack of appropriate training' (33.33%). This indicates different districts have some different needs as they have access to some opportunities already but cost, such as time or financially, is a big barrier for respondents.

Lack of appropriate training		
Cambridge City	7 (23.33%)	23 (76.67%)
South Cambridgeshire	6 (28.57%)	15 (71.43%)
Other Cambridgeshire Districts	2 (33.33%)	4 (66.67%)
Cost of training opportunities		
Cambridge City	10 (33.33%)	20 (66.67%)
South Cambridgeshire	10 (47.62%)	11 (52.38%)
Other Cambridgeshire Districts	6 (100%)	0 (0%)
Access to training facilities		
Cambridge City	7 (23.33%)	23 (76.67%)
South Cambridgeshire	3 (14.29%)	18 (85.71%)
Other Cambridgeshire Districts	3 (50%)	3 (50%)
Information on training opportunities		
Cambridge City	5 (16.67%)	25 (83.33%)
South Cambridgeshire	6 (28.57%)	15 (71.43%)
Other Cambridgeshire Districts	3 (50%)	3 (50%)

Figure



50:

67

Cambridge barriers to improving skills or employment chances

Figure 51: South Cambridgeshire barriers to improving skills or employment chances

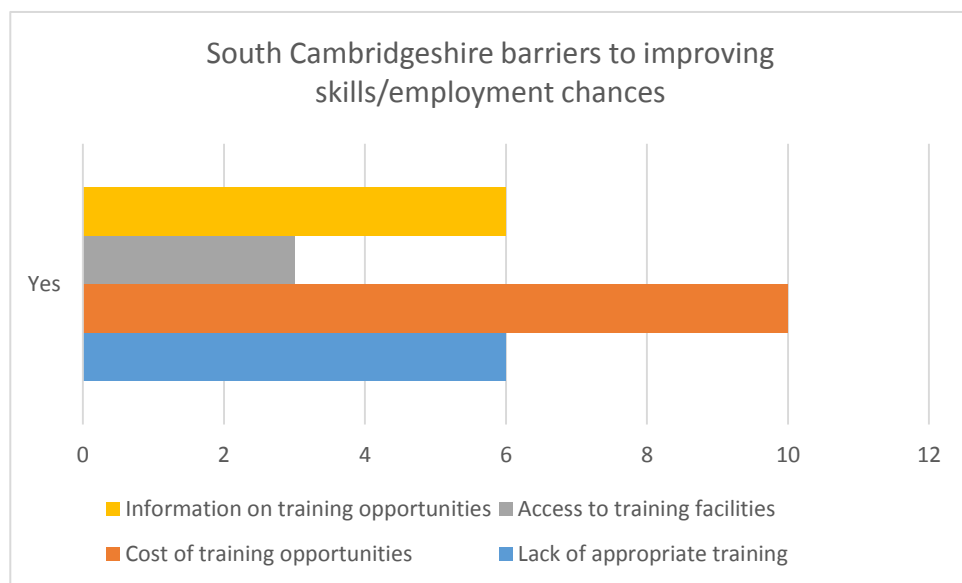
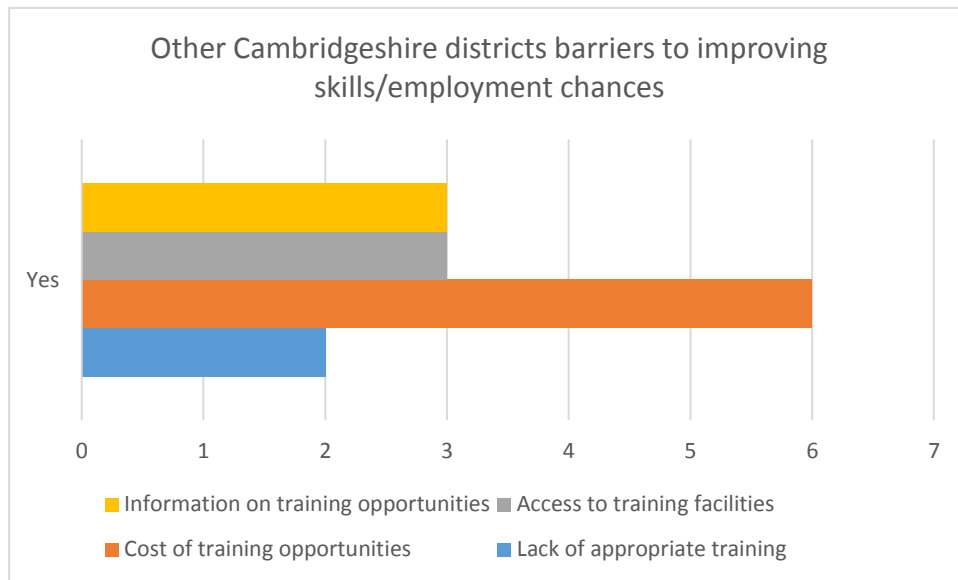


Figure 52: Other Cambridgeshire districts barriers to improving skills or employment chances



Respondents were also given the opportunity to comment on what other barriers there were to improving skills or employment chances. 48 respondents left comments. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 53: Word Cloud of comments from 'Other barriers to improving skills or employment chances'



These comments were broken down into themes and are analysed below.

- There were comments on the increased **need to commute** and that it had negative impact on employment. Some were concerned that it was becoming increasingly difficult to arrive to work on time.

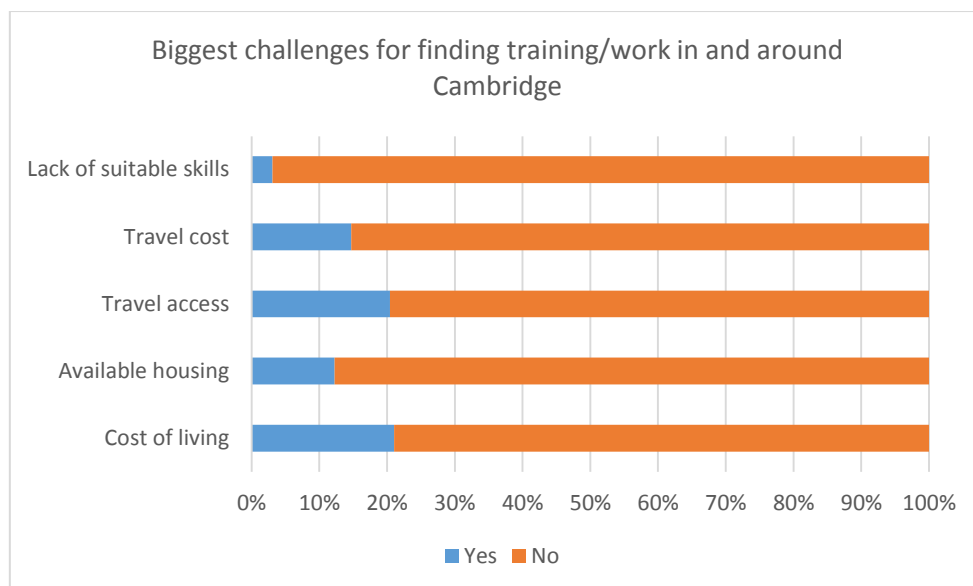
- Respondents commented on there being **an age issue** when it comes to training opportunities and employment.
- One respondent felt there was not enough training available for those not wanting to go into **academic study**.
- Respondents were concerned over the **time needed to train** and **the lack of guarantee** it would lead to employment.
- Comments were made about having a **work/life balance**, with training interfering with this.
- One respondent commented on the loss of **lifelong jobs and skills**.
- One respondent felt that improving **networking skills** and gaining contacts was important.

Question 12: Of the following, what are/have been the biggest challenges for you finding training or work in and around Cambridge?

Question 12 asked respondents what were or had been the biggest challenges when finding training or work in and around Cambridge. 489 respondents answered this question.

	Yes	No
Cost of living	103 (21.06%)	386 (78.94%)
Available housing	60 (12.27%)	429 (87.73%)
Travel access	100 (20.45%)	389 (79.55%)
Travel cost	72 (14.72%)	417 (85.28%)
Lack of suitable skills	15 (3.07%)	474 (96.93%)

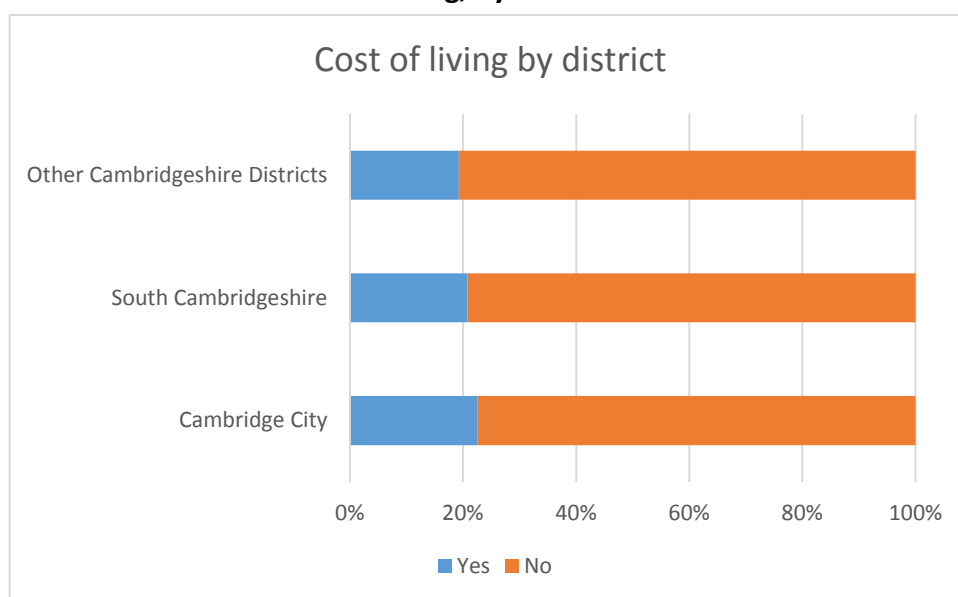
Figure 54: Biggest challenges finding training or work in and around Cambridge



None of the options given to respondents got a majority. 'Cost of living' (21.06%) and 'travel access' (20.45%) had the highest response, with 'available housing' (12.27%) and 'travel cost' (14.72%) having nearly half the responses. 'Lack of suitable skills' was the least considered a challenge (3.07%).

Cost of living	Yes	No
Cambridge City	51 (22.57%)	175 (77.43%)
South Cambridgeshire	31 (20.81%)	118 (79.19%)
Other Cambridgeshire Districts	5 (19.23%)	21 (80.77%)

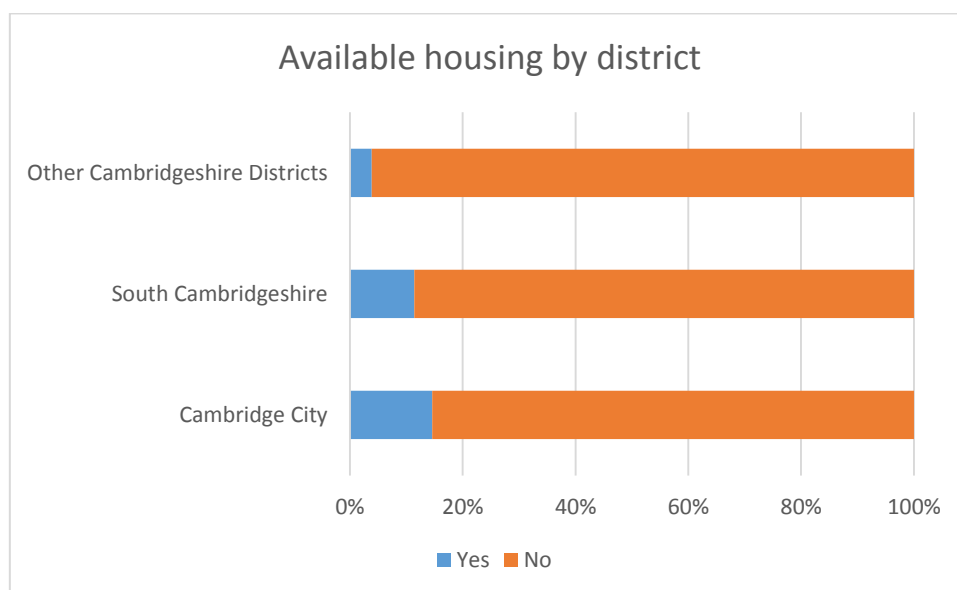
Figure 55: Biggest challenges finding training or work in and around Cambridge, cost of living, by district



'Cost of living' was of near equal concern across all districts. Cambridge respondents (22.57%) were slightly more likely to consider this a challenge over South Cambridgeshire respondents (20.81%) and respondents from other Cambridgeshire districts (19.23%).

Available housing	Yes	No
Cambridge City	33 (14.60%)	193 (85.40%)
South Cambridgeshire	17 (11.41%)	132 (88.59%)
Other Cambridgeshire Districts	1 (3.85%)	25 (96.15%)

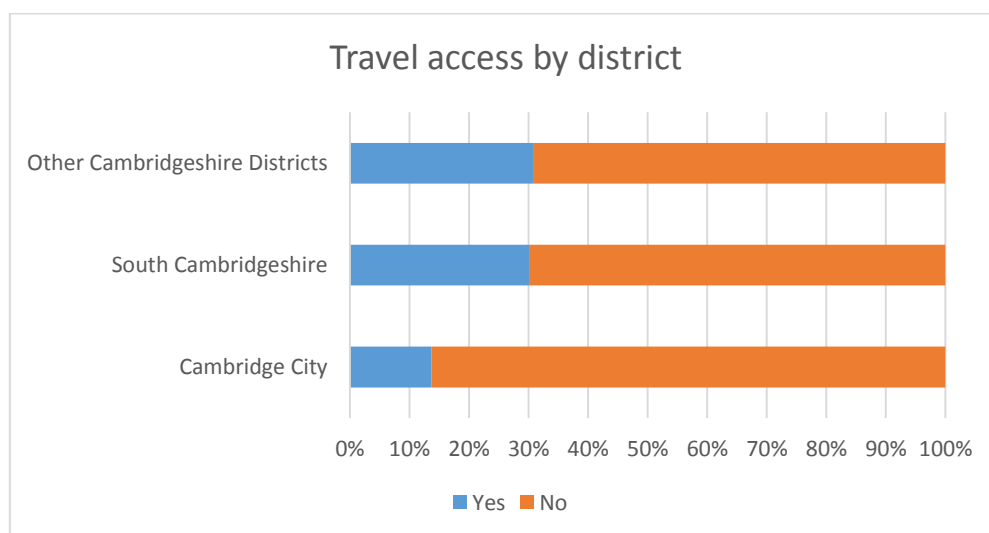
Figure 56: Biggest challenges finding training or work in and around Cambridge, available housing, by district



Cambridge (14.6%) and South Cambridgeshire (11.41%) were more likely than other Cambridgeshire districts (3.85%) to consider the 'availability of housing' a challenge when finding training or work.

Travel access	Yes	No
Cambridge City	31 (13.72%)	195 (86.28%)
South Cambridgeshire	45 (30.20%)	104 (69.80%)
Other Cambridgeshire Districts	8 (30.77%)	18 (69.23%)

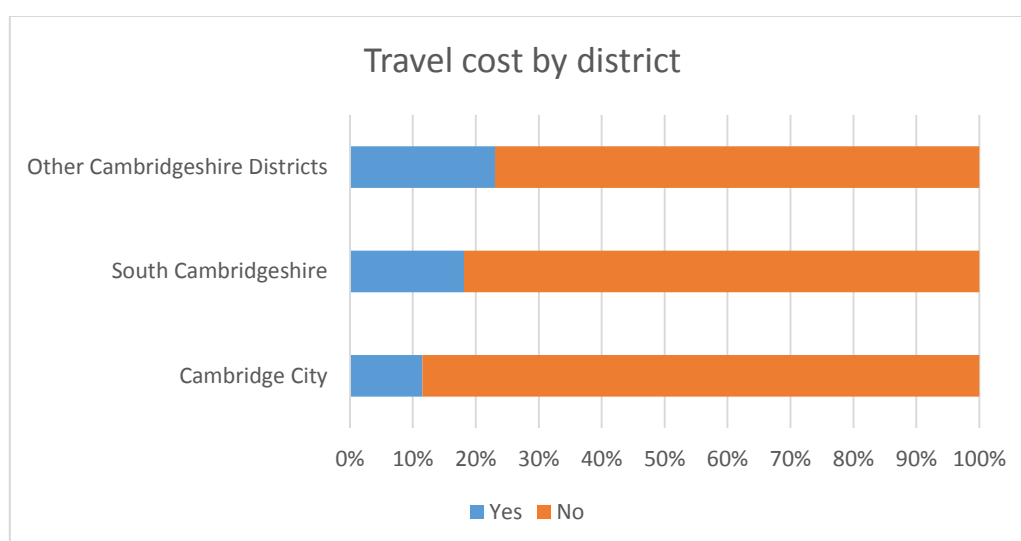
Figure 57: Biggest challenges finding training or work in and around Cambridge, travel access, by district



Over a quarter of respondents from outside of Cambridge found 'travel access' a barrier to finding training or work in and around Cambridge, 30.2% of South Cambridgeshire respondents and 30.77% of respondents from other Cambridgeshire districts. 13.72% of Cambridge respondents found 'travel access' a barrier, indicating that accessing the city is an issue.

Travel cost	Yes	No
Cambridge City	26 (11.50%)	200 (88.50%)
South Cambridgeshire	27 (18.12%)	122 (81.88%)
Other Cambridgeshire Districts	6 (23.08%)	20 (76.92%)

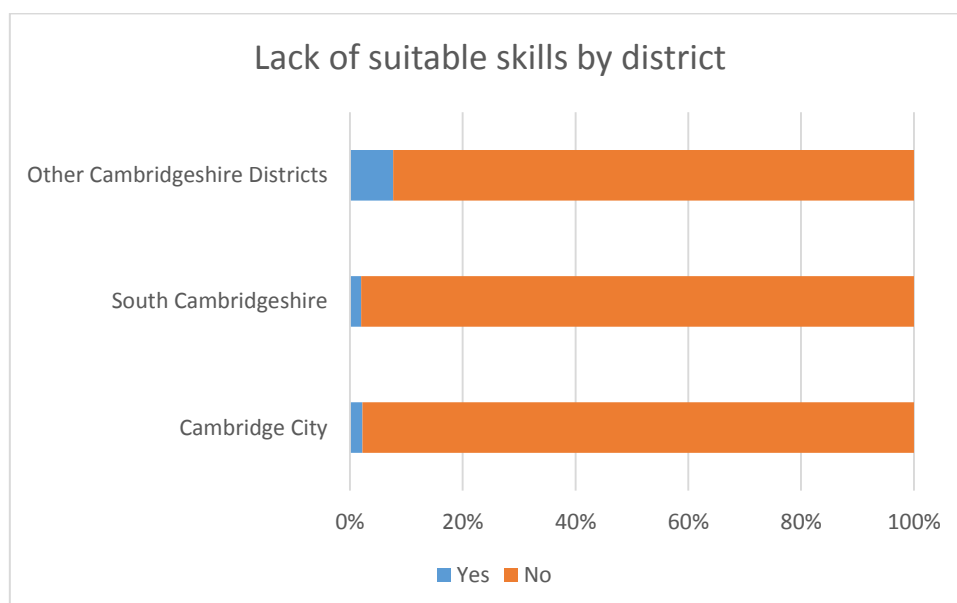
Figure 58: Biggest challenges finding training or work in and around Cambridge, travel cost, by district



Again, respondents from outside of Cambridge found 'travel cost' more of a barrier than those in Cambridge, likely owing to the need for those respondents to travel further for training or work. 23.08% of respondents from other Cambridgeshire districts and 18.12% of South Cambridgeshire respondents felt 'travel cost' was a barrier to finding training or employment, while only 11.5% of Cambridge respondents felt the same.

Lack of suitable skills	Yes	No
Cambridge City	5 (2.21%)	221 (97.79%)
South Cambridgeshire	3 (2.01%)	146 (97.99%)
Other Cambridgeshire Districts	2 (7.69%)	24 (92.31%)

Figure 59: Biggest challenges finding training or work in and around Cambridge, lack of suitable skills, by district



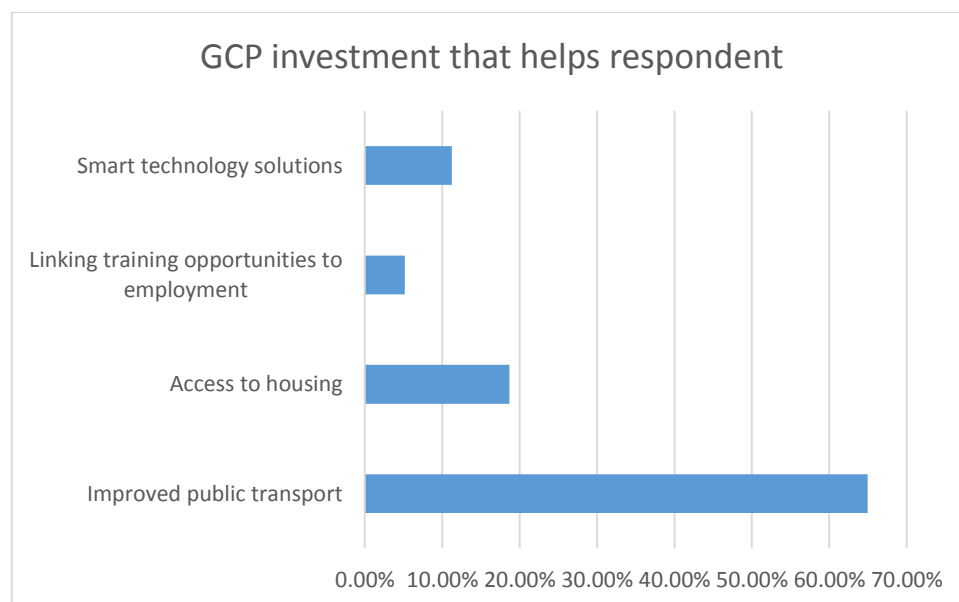
Few respondents from any district found 'lack of suitable skills' a barrier to finding training or work. Slightly more respondents from other Cambridgeshire districts (7.69%) found this a barrier than Cambridge (2.21%) or South Cambridgeshire (2.01%) respondents. This may be due to the availability of varied work industries in these districts.

Question 13: Which of the following GCP investments would most help you get on a bit better in life?

Question 13 asked respondents which of the following GCP investments would help them get on better in life: 'improved public transport', 'access to housing', 'linking training opportunities to employment', and 'smart technology solutions'. 428 respondents answered this question.

Improved public transport	Access to housing	Linking training opportunities to employment	Smart technology solutions
278 (64.95%)	80 (18.69%)	22 (5.14%)	48 (11.21%)

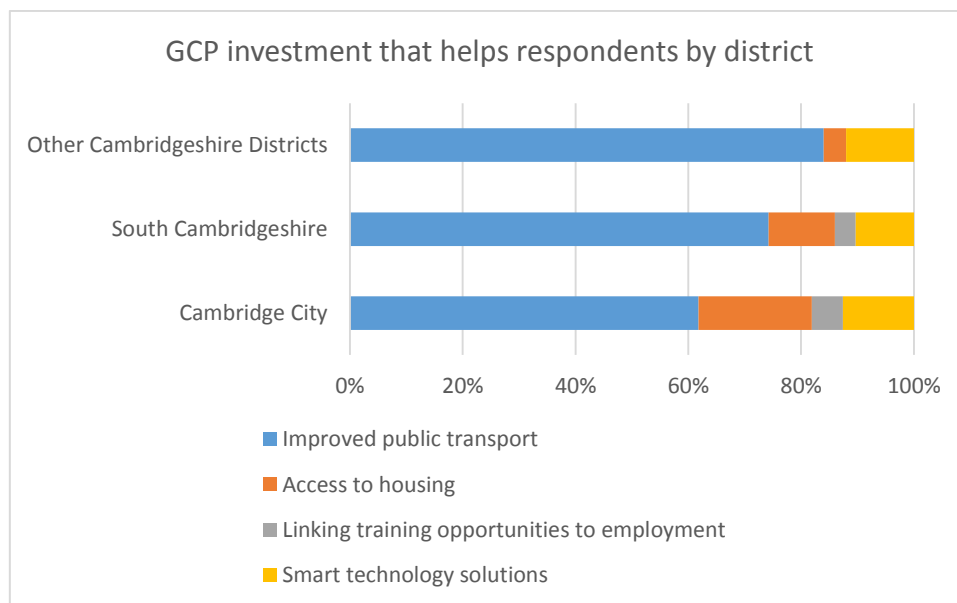
Figure 61: Biggest challenges finding training or work in and around Cambridge, lack of suitable skills, by district



The majority of respondents felt that 'improved public transport' (64.95%) would be the investment that would help them get on the most. Nearly a fifth of respondents felt that 'access to housing' (18.69%) would help, 11.21% 'smart technology solutions' and 5.14% 'linking training opportunities to employment'.

	Improved public transport	Access to housing	Linking training opportunities to employment	Smart technology solutions
Cambridge City	123 (61.81%)	40 (20.10%)	11 (5.53%)	25 (12.56%)
South Cambridgeshire	101 (74.26%)	16 (11.76%)	5 (3.68%)	14 (10.29%)
Other Cambridgeshire Districts	21 (84.00%)	1 (4.00%)	0 (0.00%)	3 (12.00%)

Figure 62: GCP investment that helps respondents by district

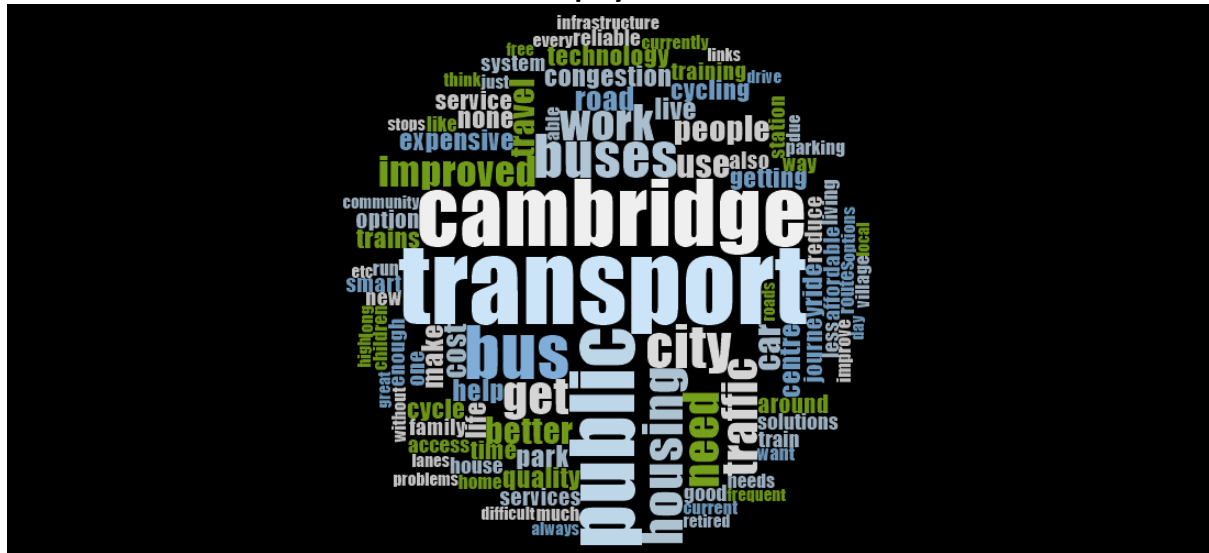


Respondents from outside of Cambridge felt more strongly about 'improved public transport', with nearly three quarters of South Cambridgeshire respondents (74.26%) and 84% of respondents from other Cambridgeshire districts feeling investment in this area would help them. However over three fifths of Cambridge respondents (61.81%) also felt this would help them. Cambridge respondents were more likely to feel 'investment in access to housing' would help (20.1%), with 11.76% South Cambridge respondents and 4% of respondents from other Cambridgeshire districts feeling the same. This correlates with responses to questions relating to these areas across the rest of the Big Conversation survey, with more residents outside of Cambridge feeling that public transport improvements would benefit them and slightly more Cambridge residents being unhappy with their current housing situation.

'Smart technology solutions' was supported similarly across districts, with 12.56% of Cambridge respondents, 10.29% of South Cambridgeshire respondents and 12% of respondents from other Cambridgeshire districts feeling this investment would help them. 'Linking training opportunities to employment' was the least felt to help respondents, with 5.53% of Cambridge respondents, 3.68% of South Cambridgeshire respondents and no respondents from other Cambridgeshire districts feeling this would help.

Respondents had the opportunity to comment on why they chose the GCP investment. 303 respondents left comments. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 63: Word Cloud of comments from ‘Why did you choose this GCP investment that helps you?’



These comments were broken down into themes and are analysed below.

Of those who chose ‘Improved public transport’ as their answer:

- Respondents commented that they needed a **better provision of service**, as they found their location wasn’t served well or that the services didn’t run late enough or often enough during the weekend.
- They also commented on the **high cost of public transport**, with some requesting an increased age range for bus passes.
- Respondents felt that **public transport is unreliable**, especially during peak hours of traffic.
- There were comments on the **length of time public transport journeys** took. Some felt this was due to congestion while others commented on the need to make multiple transfers in order to get to their chosen destination.
- Respondents cited **health reasons** for improving public transport. For some this was a concern that they were unable to make use of other forms of transport, others commented on the need to improve air quality and reduce damage to the environment.
- Respondents want to **reduce traffic** in the city and felt improvements would encourage more cars off the road. Respondents felt that the trains, particularly during rush hours, were overcrowded and needed more carriages to reduce congestion.

- Respondents felt that **improved cycle routes** should be included, requesting more segregated routes to improve safety and better routes between villages and Cambridge. There were comments that doing this would reduce the amount of cars on the road and improve congestion which would then improve public transport. One respondent felt that cyclists were causing increased congestion on routes, delaying public transport.
- Respondents felt that improving public transport would help **alleviate housing problems** within Cambridge, as better serving outer areas with public transport would encourage people to move out. Some respondents commented on how they would be able to move to more affordable housing. A number of respondents felt that access to housing was equally as important.
- Respondents commented that smart technology may be the way to improve public transport. One respondent commented that they didn't understand how smart technology could help. A number felt that smart technology solutions were equally as important.
- Respondents felt that improving public transport would also improve access to training opportunities and employment.
- One respondent felt that all investments were equally important.

Of those who chose 'Access to housing':

- Respondents felt that **housing and rental prices are too high** in Cambridge, especially on lower than average wages. There were comments on the need to dwell in multiple occupancies, which felt overcrowded. Some respondents felt they would either have to move far out of Cambridge or live in accommodation of low standard in order to reduce costs.
- Respondents commented that being able to live **closer to work** would reduce the need for commuting and subsequently reduce congestion.
- Respondents commented on the **poor quality of housing** options available to them, particularly in relation to social housing.
- Some respondents felt that this option along with improving public transport are key to improving Cambridge.
- Some respondents felt that smart technology was equally important.
- One respondent felt that smart technology and linking training opportunities to employment are equally important.

Of those who chose 'Linking training opportunities to employment':

- Respondents commented that this may lead to **improvements in earnings**.

- There were also comments concerned about the **costs** involved with undertaking training.
- Respondents felt that training without links to employment was a risk and improving this would **encourage** more people to undertake it. Respondents commented on being concerned about taking this risk when they had previously had to leave work, for maternity leave for example.
- Some respondents felt that improving public transport was equally important.
- One respondent felt that improving public transport and access to housing were also important.
- One respondent was against the use of smart technology solutions.

Of those who chose 'Smart technology solutions':

- One respondent commented on needing **innovate solutions** to the housing problem.
- Respondents commented that **public transport and traffic** needs smart solutions to improve them. There were comments on introducing smart traffic signals to achieve this.
- Respondents felt that this was the best way of improving **growth** in Cambridge and the surrounding rural areas. Comments indicated that smart technology could improve the usage of space and create Cambridge as a technological hub.
- One respondent commented that this had the potential to improve **cycle journeys** but would prefer investment to go into cycle routes.
- One respondent commented that none of these options would be of benefit to them.

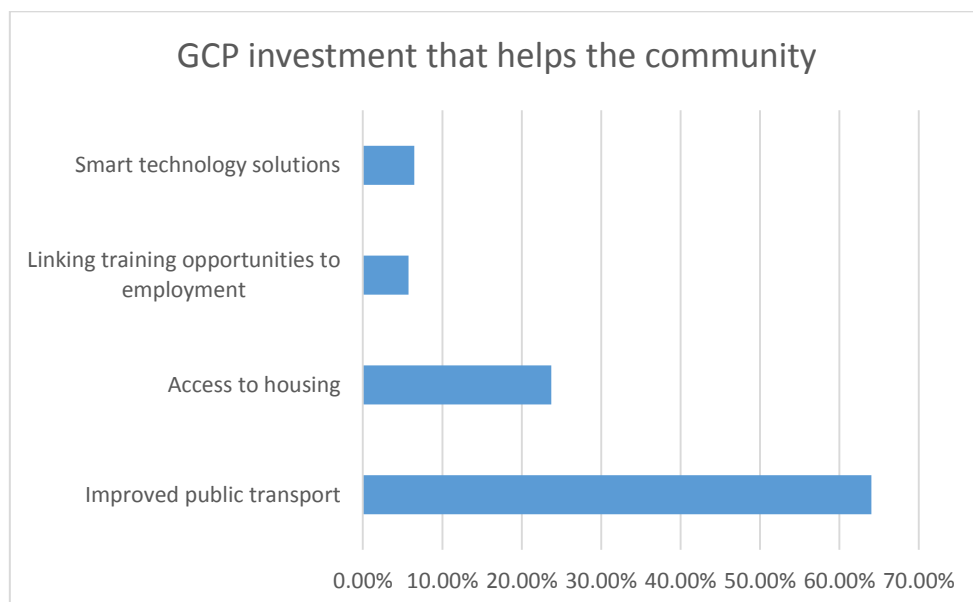
15 respondents did not select an option but did comment. These respondents felt that funding would be of benefit if spent on cycle ways or alternative methods of public transport, such as trams or an underground system. One respondent commented that funding should focus on keeping the character of Cambridge and another respondent felt improving green space would be of most benefit to them.

Question 14: Which of the following GCP investments would most help to improve the quality of life in your community?

Question 14 asked respondents which GCP investment would help improve the quality of life for their communities. 417 respondents answered this question.

Improved public transport	Access to housing	Linking training opportunities to employment	Smart technology solutions
267 (64.03%)	99 (23.74%)	24 (5.76%)	27 (6.47%)

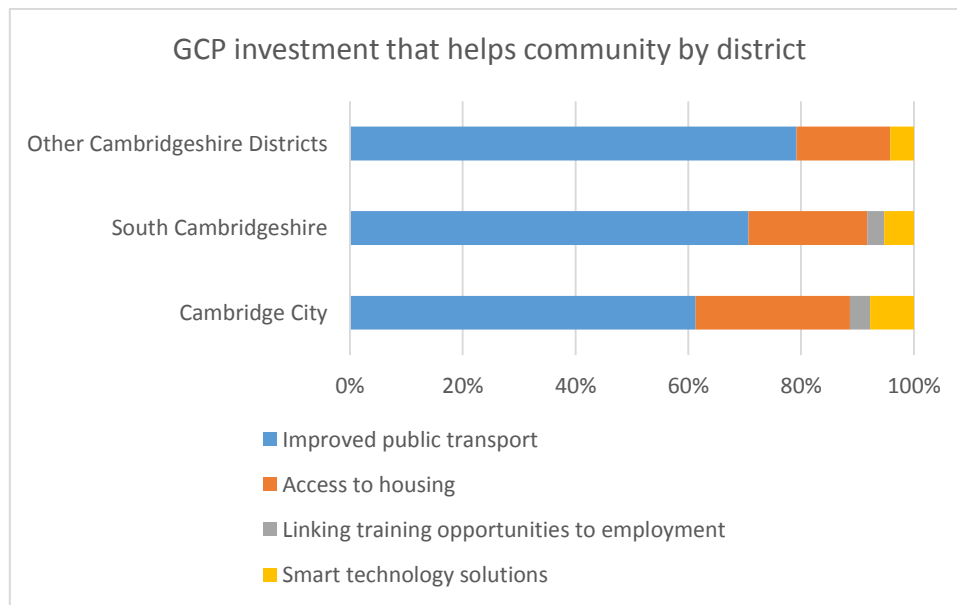
Figure 64: GCP investment that helps the community



As with the previous question, the majority of respondents felt that 'improved public transport' (64.03%) would help improve the quality of life in their community. When considering their community, respondents were less supportive of 'smart technology solutions' (6.47%) than for the previous question but more supportive of 'investment in access to housing' (23.74%). 'Linking training opportunities to employment' had similar levels of support as for the previous question (5.76%).

	Improved public transport	Access to housing	Linking training opportunities to employment	Smart technology solutions
Cambridge City	119 (61.34%)	53 (27.32%)	7 (3.61%)	15 (7.73%)
South Cambridgeshire	94 (70.68%)	28 (21.05%)	4 (3.01%)	7 (5.26%)
Other Cambridgeshire Districts	19 (79.17%)	4 (16.67%)	0 (0.00%)	1 (4.17%)

Figure 65: GCP investment that helps the community, by district



Respondents support was similar to the previous question. Cambridge respondents were slightly more supportive of 'investment in access to housing' (27.32%) than South Cambridgeshire (21.05%) and respondents from other Cambridgeshire districts (16.67%). Respondents from outside Cambridge were slightly more supportive of 'investment in improving public transport', with 70.68% of South Cambridgeshire respondents and 79.17% of respondents from other Cambridgeshire districts considering this positively compared to 61.34% of Cambridge respondents. 'Smart technology solutions' were slightly more supported in Cambridge (7.73%) than South Cambridgeshire (5.26%) and in other Cambridgeshire districts (4.17%). Support for 'investment in linking training opportunities to employment' was low in all districts, 3.61% of Cambridge respondents, 3.01% of South Cambridgeshire and no respondents from other Cambridgeshire districts.

Respondents had the opportunity to comment on why they chose the GCP investment. 235 respondents left comments. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 66: Word Cloud of comments from ‘Why did you choose this GCP investment that helps your community?’



These comments were broken down into themes and are analysed below.

Of those who chose 'Improved public transport' as their answer:

- Respondents commented on the **isolation** of certain communities from public transport. Communities mentioned included Trumpington, Cambourne, Elsworth, Haverhill, Newham and Sawston. Respondents felt that there is a lack of links between villages.
- There were comments on the lack of **evening and weekend** services. The lack of **reliability** of public transport services was also mentioned, with some respondents finding congestion to be the cause of the problem.
- Respondents felt that **costs** were too high. Reducing costs, particularly for students, children and elderly residents, was felt would encourage more people to use public transport.
- Respondents commented that these improvements should include **cycle route improvements**. One respondent felt it should not however, suggesting that cyclists don't make proper use of the routes already available to them.
- Respondents felt that considerations should be given to improving the **safety** of public transport, suggesting more segregated routes.

- Respondents commented on the **health** of residents in their community, feeling they needed more regular and reliable services to get around.
- One respondent felt that these improvements should avoid **roadworks** that affect everyday traffic.
- Respondents commented that these improvements would have a positive impact on **congestion**. Some suggested the introduction of **alternative modes** of public transport, such as tram ways or an underground system.
- There were comments on how these improvements would also help the **environment** by improving air quality.
- Respondents linked public transport improvements with increased employment chances.
- Some respondents felt that access to housing was also important.
- Some respondents felt that linking training to job opportunities was also important.

Of those who chose 'Access to housing':

- Respondents were concerned about the **affordability** of housing. They commented on the amount of increase, expressing concern for people wishing to stay in the area or downsize. This was linked with a reduction in diversity and a pressure to move outside of Cambridge.
- Respondents commented on the lack of **social housing** available.
- One respondent felt that their area was **unsafe**, with noticeable drug use and cyclists running traffic signals.
- Respondents commented on how more accessible housing would reduce **congestion**.
- Some respondents felt that linking training opportunities to employment was also important.
- Some respondents felt that smart technology solutions were also important.
- Some respondents felt that improvements to public transport were also important.
- One respondent felt that all of the investments were equally important.

Of those who chose 'Linking training opportunities to employment':

- Respondents commented that there were too few **job opportunities** or that they struggled to find relevant experience.
- Some respondents felt that access to housing was also important.
- Some respondents felt that improvements to public transport were also important.

- Some respondents felt that smart technology solutions were also important.
- One respondent felt that all of the investments were equally important.

Of those who chose 'Smart technology solutions':

- Respondents commented that **public transport and traffic** needs smart solutions to improve them. There were comments on introducing smart traffic signals, having a real-time traffic camera app, and introducing electric public transport in order to achieve this.
- Respondents commented on the need from improvements to **mobile signal** coverage.
- Respondents commented on how this could be the most **cost effective** option.
- One respondent commented that this had the potential to **improve cycle journeys** but would prefer investment to go into cycle routes.
- One respondent commented that **none** of these options would be of benefit to them.

12 respondents did not select an option but did comment. These respondents felt none of the investments would help their community. Alternatives put forward included improving cycle routes, creating more green space, and ensuring expansions and building work does not negatively affect the environment.

Feedback from public events

Several events were held over the course of the Big Conversation survey period. These were held at multiple locations, such as Park and Ride sites, the Grand Arcade, Addenbrookes, Cambridge United Football Club and several others. 366 comments were gathered at the events. Using NVIVO software, a general overview of the most commonly used words was generated and can be seen below.

Figure 67: Word Cloud of comments from public events



These comments have been broken down into overarching themes and analysed below. These comments were consistent with comments made across the rest of the Big Conversation survey.

Public Transport

- Respondents commented on the **unreliability** of public transport, in relation to the bus service in particular, although some also mentioned train journeys. There were comments indicating that respondents would make more use of public transport if it was felt to be more reliable. Respondents commented that electronic bus timetables were often not updated to reflect delays, cancellations or other relevant information, feeding into the feelings of unreliability. One respondent couldn't find a person to get information from at a transport hub. Another found that the bus drivers were unfriendly and explanations or apologies were not offered. Some respondents linked this problem with **congestion**. There was some disparity between the normal bus service and the Park and Ride service, with the **Park and Ride generally considered more favourably** although there were comments on the service going into Cambridge being more reliable than the service going back to Park and Ride sites and mention of the service leaving Cambridge being cancelled on occasion.
- Respondents commented on the **limited availability** of public transport. Services were not felt to run late enough into the evening or early enough in the morning.

This was the reason some respondents were **not using Park and Ride**, as they were unable to get to or back from work. Respondents also commented on the **lack of routes to and between villages**. Key locations were also felt to be underserved without the need to make **multiple exchanges**, such as between the train stations and Anglia Ruskin University or Fulbourn and the hospital.

- Respondents also commented on introducing **alternative methods of public transport**, such as light rail or an underground system. Not all respondents agreed with this however, with some feeling it would be a waste of money and not viable for a city with a smaller population than other cities with underground networks. One respondent suggested fixed hours buses specifically for transferring employees.
- Respondents felt that public transport journeys took too long, with one respondent giving anecdotal evidence of their bus journey taking three times as long as using a car. Some respondents felt this was due to route coverage. **Journey time** was putting respondents off using public transport. One respondent commented that they found the buses to be quick.
- Respondents commented on the need for **more bus routes**. Many of the comments discussed the need for buses to and between villages. Other locations mentioned included: Cambourne to Cambridge, Morris Lane, Anglia Ruskin University, Arbury, Huntingdon Road, Fulbourn, the Science Park, and Comberton to Hills Road. Respondents felt that services needed more crossover between public transport methods at hubs, with the Girton interchange highlighted as an example.
- Respondents commented on the **cost** of public transport, suggesting reducing the price of tickets would encourage more people to use services. These suggestions ranged from all ticket prices being reduced to introducing greater concessions.
- Respondents suggested introducing **smart technology** to improve public transport. Some form of integrated ticketing system like the Oyster card was suggested. For some respondents there were problems with the ticket machines at Park and Ride sites. Another suggestion was for a real-time timetable app, although some respondents had concerns and commented on how current real-time bus time signage was often inaccurate.
- Respondents commented on the **difficulty for some residents to get around Cambridge**, in particular those with disabilities or travelling with young children. One respondent suggested introducing a shuttle bus around Addenbrookes to assist patients. Respondents commented on the **safety** of public transport, such as the lack of seatbelts on buses.
- Respondents did comment **positively** about public transport. Some commented on the cleanliness of the buses. Others commented on the ease of getting around Cambridge. Some of these respondents indicated they had lived or live outside of Cambridge and felt public transport here was superior.
- Respondents commented on wanting **improvements** to public transport. The majority focused on bus service improvements but some respondents requested more rail links.

Park and Ride

- Comments on the Park and Ride focused on the **charge**. Respondents felt the Park and Ride charge made the service too expensive. The introduction of the parking charge had stopped a number of respondents using the Park and Ride sites. Respondents who travelled in groups felt it was cheaper to drive into Cambridge and park, due to the individual cost of the bus tickets. Respondents commented on being frustrated at the separation of the two charges. Respondents felt that making the Park and Rides free would encourage people to use the service. A smaller number of respondents felt that there was no problem with the cost and that it was still cheaper than using the car parks in Cambridge itself.
- Respondents commented **positively** on the Park and Ride service in general. They felt the service was clean and reliable, outside of rush hour. Respondents commented on the service being better than other bus services in Cambridge and more cost effective than parking in the city. Respondents felt that increasing the number available, giving the buses better access to the city, and promoting them more would improve them.
- Some respondents commented on problems with the Park and Ride service as well. Many of these comments were related to the **ticket machines**, feeling they were far too slow and difficult to use. Others had issues with the **reliability** of the service, commenting that buses sometimes just didn't turn up particularly when trying to return to the Park and Ride sites. One respondent commented that the service didn't run early or late enough to be accessible to those doing shift work.

Guided Busway

- Respondents who commented negatively about the guided busway discussed the damage to the **environment**, the length of time a new route would take to build, and the need to secure land. One respondent said they would prefer a tidal busway that stops at villages along route.
- Respondents also spoke **positively** about the guided busway, commenting on the frequency and speed of the route, although some respondents suggested increasing the frequency. One respondent felt it could be improved by being better lit at night as they felt it was unsafe. Respondents also commented on wanting a guided busway for Cambourne to Cambridge.

Driving

- Respondents commented negatively on the **parking** situation in Cambridge. Respondents had found that there was not enough parking in the city centre and that it was too expensive. Respondents commented on how they felt that public transport wasn't serving city residents' needs, particularly in the evenings, which compounded their issues with parking. This was putting off respondents from coming into Cambridge in the evenings. One respondent commented on the concept of the work parking levy, which they were against while there wasn't a reliable public transport system available to use as an alternative.

- **Congestion** was an issue for respondents. There were comments on there being too much of all modes of transport on the roads and overcrowding on public transport. This was linked with delays to public transport and increased danger to road users. One respondent felt that commercial traffic, specifically lorries, should not be on the road and better use should be made of train links.
- Respondents made comments on the need to **improve the roads** in Cambridge. Some of these discussed the difficulties making orbital movements around the city, particularly to the East. Others mentioned specific areas such as: Tesco at Bar Hill, the area around the airport, and Cherry Hinton. Respondents felt the road network was important to the economy and that it should be considered as a whole, not just where people are going to and from. One respondent felt that the roads were too narrow.
- Respondents commented on issues they had with **traffic lights**. Some respondents felt they were not set correctly and were slowing the flow of traffic, with one respondent feeling there should be more pedestrian crossings and more advanced green lights/stopping spaces for cyclists. Some respondents felt that there should be less traffic lights, while others felt more in key places would improve traffic flow.
- One respondent commented on seeing drivers **speeding** in restricted speed zones.
- Respondents commented on the need to ensure **roadworks** were coordinated to reduce impact on affecting areas. There were concerns of roadworks increasing congestion in surrounding villages and being done on recently refurbished roads.
- Respondents felt that **car-sharing** could be a positive option to reduce congestion.
- **Parking** was an issue for respondents. There were comments on the limited parking in residential areas causing problems for other road users and making areas unsafe. Other respondents commented on the expense and limitations of car parks in Cambridge. One respondent highlighted a particular issue with station parking, as rail replacement services were run from the station car park leaving it closed to other users. One respondent commented negatively on coaches parking on Queens Road. Two respondents commented on increased parking pressure from school drop off and pick up. One felt that a nearby community centre could be liaised with to keep residential areas clear. The other discussed the limited parking available at the school and how a bus service was trialled but was considered too expensive by the parents.
- Some respondents emphasised their **preference to drive** due to the convenience, suitability for travelling with equipment, and the lack of public transport options.
- Respondents commented on the introduction some form of **congestion charge** and were generally supportive. There were comments on using the money from these charges to subsidise public transport to make other travel alternatives viable without punishing those who could not walk or cycle. Some respondents were concerned that without suitable public transport those who work shifts, who currently cannot get public transport, and those with limited incomes would be penalised.

Signs

- Respondents felt that more **road signs** would make it easier to navigate Cambridge, although there were positive comments about being informed of road closures etc. Respondents using public transport found that bus timetables and real-time information screens were commonly inaccurate, leaving respondents unable to make informed transport decisions. One respondent commented on the lack of clarity for cycle routes, particularly when transferring between on and off road.

Housing

- Respondents were concerned about the **cost** of housing in Cambridge. Some respondents commented that travelling from outside of Cambridge into the city every day was more affordable than living here. Others related how even on above average incomes they could not afford a home. Help to buy schemes were mentioned and were not felt to make a home affordable. One respondent felt the increases in housing cost was due to an increase in foreign investment.
- Respondents felt there was **not enough choice** in housing. There were comments that houses were being replaced with flats, that there weren't enough flats, and that the pricing was further limiting people's options. Some respondents commented on the lack of social housing, especially towards the city centre. Respondents also felt that general **build quality** of housing is poor.
- Respondents expressed concern with the amount of **growth** in Cambridge.

Cycling

- Respondents were concerned about the **safety** of cycling. Respondents felt that the design of some cycle ways was lacking, with roundabouts and changes to on/off road routes highlighted as particularly dangerous. Respondents felt that roads are too narrow for both cycle lanes and cars, with some respondents commenting on the aggression of some drivers and discomfort when they passed. Respondents commented on introducing some form of test to ensure cyclists were aware of the Highway Code, others felt that motorised vehicle drivers need more awareness training. Some respondents discussed cycle safety education in schools, with some viewing it positively and others feeling it needed expanding on.
- Respondents commented on the **poor quality** of some cycle routes and poor maintenance of cycle lanes. This was causing additional cost to some respondents due to tire damage.
- Respondents had found difficulty finding places for **cycle parking**. Raised racks were found to be difficult for some cyclists to use, particularly older respondents.
- Respondents requested more improvements to **cycle infrastructure**. Areas specifically mentioned included: Cambourne to Histon, Barhill, Mill Road,

Addenbrookes, A10 to Ely, Milton Road, Littleport to the Research Park, and Fulbourne.

- Some respondents felt that schemes were too **weighted towards cyclists** or to cycle lanes that were then not used.
- Respondents commented **positively** about their experiences cycling in Cambridge. Several areas were mentioned in particular including: Royston, Hills Road, and the busway. Some respondents favoured the development of Abbey/Chesterton Bridge, Barton Greenway, and Milton/Histon Road. There were differing opinions of Milton/Histon Road however, with some respondents concerned about the removal of trees from the area while others felt this was necessary to improve the route.
- Respondents commented positively about the development of the **Chisholm Trail**.
- One respondent commented positively on the Eddington cycle route.
- Some respondents disliked cycling on **Mill Road**, as there is no priority at the junction making them feel unsafe.

Environmental

- Respondents were concerned about the **environmental impact** of a number of schemes, as well as the current and future levels of congestion. Some respondents commented on the removal of trees necessary for the Milton Road scheme, with some feeling damaging the environment and character of Cambridge was unnecessary and others supporting the removal. One respondent felt that more focus should be given to electric vehicles, rather than diesel based public transport.
- Respondents were concerned about the damage growth was having on the development of **communities** in Cambridge. Respondents felt existing communities should be considered as well as commuters, that they should be referred to as communities not as corridors, and that the balance of people in the city was being lost.

Pedestrians

- Respondents commented **positively** on their experiences of walking around Cambridge. Some respondents felt that walking was often easier than making use of public transport, as it was often unreliable. One respondent felt that some of the traffic intervention schemes were not considering pedestrians, using the lack of lighting at night as an example. Another respondent felt that off-road cycle lanes were ruining walking routes.
- Respondents commented on the need to ban vehicles from the city centre and improve pedestrian access. This included adding more pedestrian crossings, more footpaths, and more **pedestrianised** areas. Some respondents were concerned that limiting access to the centre of Cambridge may harm businesses operating there.

Accessibility

- One respondent commented on the lack of **part-time jobs** available for working parents.
- Respondents were concerned that a **safe environment** was created for everyone, including those that cannot make use of walking/cycling infrastructure.

Smart Technology

- Respondents commented on their **concern for driverless vehicles**, whether they were safe and appropriate as a solution.

- **Buses and Park & Ride**

- Page 207 95

cities is easier. They also felt solving the reliability issues and reducing travel time on public transport would be more likely to achieve a modal shift away from personal vehicles.

- **Park & Ride hubs connected to Business Hubs.** Business felt there was not enough transport links directly to Business Hubs. They commented on the need to make multiple connections when travelling from Park and Ride sites and felt more direct links to Business Hubs would help staff and improve reliability. Businesses also felt that some Park and Ride sites were located in the wrong locations and did not run early or late enough.
- **Frictionless ticketing and real time information.** Business felt there needed to be more options available for tickets, such as a 5 or 10 journey ticket, to allow staff more flexible working as well as smart ticketing to improve access to multimodal and multi supplier public transport.
- **More facilities at Park & Ride sites such as showers and cycling,** feeling these would encourage road users to make use of these sites.

- **Demand management**

- **Carrots must be in place before the sticks.** Businesses commented on the need to improve alternative modes of transport to personal vehicles before introducing disincentives such as congestion charges. They were concerned that without improvements disincentives would discourage people and businesses from seeking employment in the area and cause staff retention issues.
- **Parking restrictions encouraged.** Businesses had noted the need for changes to be made. This was linked with the previous theme, with comments that for some people a charge would not discourage them from parking as they are more concerned about ease of travel.
- **Charging must be fair and benefits must be clear - value for money.** Businesses felt these charges should be used to fund other areas of transport, including improving rural links and subsidising public transport.
- **Must be a behaviour change.** Business noted there needed to be a change in behaviour before a significant modal shift could be achieved.
- **Encourage electric vehicle uptake.** Businesses commented on expanding access to charging points for electric vehicles and providing electric cars or bikes for use within Cambridge city.

- **Skills and Housing**

- **Improved recruitment for apprenticeships.** Some businesses felt that there was too much focus on academic skills, with them commenting that apprenticeships could be used to improve skills and their desire to recruit more apprentices.

- **Retain and attracting graduates/students/skilled staff.** Businesses felt they struggled to retain or attract skilled employees and graduates. This was linked with other issues they highlighted, such as high transport and housing costs.
- **Affordable housing.** Businesses commented on housing issues for their employees. Housing costs near to businesses were too high forcing employees further out of the city which was compounding congestion issues. This was acting as a disincentive to attracting staff and leading to difficulties retaining employees. Businesses also felt that social housing needed to be expanded in order to manage inequality.

- **Cycling**

- **Cycle parking.** Businesses felt that cycle parking should be improved at Park and Ride sites and around the city. There were suggestions for underground parking to be implemented, Park and Cycle, and more cycle parking at key locations such as Whittlesford station.
- **Cycle infrastructure – segregation –physical – safety – priority over cars needed.** Businesses felt that improvements to cycle infrastructure would help encourage modal shift towards cycling. These improvements mostly focused on improvements to cycle safety through cycle priority and segregated routes but there was also call for highlighting 10-15 minute journey routes and covering routes to make them more comfortable.

- **General**

- **Combination of solutions - There isn't one solution.** Businesses noted that in order to solve the issues presented that multiple solutions in multiple areas needed to be put in place. For example, businesses felt that to solve transport issues would require adoption of smart technologies (smart ticketing, electric vehicles), improvements to infrastructure (segregated routes, Park and Ride improvements, housing), modal shift incentives (subsidised tickets, more reliable public transport), and personal vehicle disincentives (congestion and parking charges).
- **Adopting successful solutions in other cities.** Businesses discussed talking to other cities that had successfully implemented solutions, such as London, Nottingham and Manchester, to find what works and where potential pitfalls could lie.
- **Alternative public transport.** Businesses felt that developing other modes of public transport could help transport. These included light rail, underground or tram systems.
- **Focus on communities, not just in and out of Cambridge.** Businesses commented on the need to develop communities over just movement in and out of Cambridge, to consider movement in between areas rather than all into the centre.

Solution comments – Key themes:

Buses + P&R

1) Locations of Park and Rides

- Park & Ride place them in better positions or manage traffic better
- Solutions further out
- Move Park & Ride sites – some in wrong locations – Ely
- Parking (P&R) nodes strategically placed

2) Improving journey times

- Bus lanes
- Bus priority measures
- Provide express Park & Ride buses
- Small buses may prevent conflict with cycle
- Fast regular agile bus service
- Bus lanes – not in traffic
- Not allowed to drive down bus routes during peak periods – toll charge is wishing to go this way
- Better buses – guided, more direct routes, more often – improved new/rural interchange with parking

3) Facilities at Park and Rides

- Should be able to 'park & cycle' from Park & Ride sites
- P&R&cycle – shower facilities
- Hubs (P&R) connect to business hubs
- More Park & Ride and add power supply for electric cars

4) Reducing cost for users

- Free Park & Ride between 7-9
- Free buses
- P&R free- not just parking
- Subsidies public transport

5) Ticketing options

- 5' or '10' journey ticket – to allow working from home
- Integrated ticket for all – buses/train – Oyster card – 2 suppliers on guided buses and 2 tickets

6) Smart technology

- Park & Ride – Smart & CORRECT information

7) Other suggestions in relation to Park and Rides

- Better P&R – cheaper, better service
- More guided buses – routes and more buses – full at peak times
- Speed/reliability of buses covered and lit buses

- Rapid transit for P&R
- Improve public transport and make it better than driving in terms of reliability and frequency
- Timings and timetables of buses needs to be accurate

Technology

- Use technology to improve traffic
- Technology may address congestion
- Utilise ANPR data to inform solutions
- Car share – smart technology – reward
- Flexible working
- AVs (from P&R) to individual destinations – may occur spontaneously
- Better link to train lines – autonomous vehicles

Demand management - Key themes:

1) Carrots before sticks

- Carrots must be in place before the sticks
- Carrots first - Carrot before Stick

2) Equity and benefit

- Charging must be fair and benefits must be clear - value for money
- Congestion charging – needs a fair approach
- Charging must demonstrate value for money and benefit
- People will pay if they see benefits
- Intelligent parking principles
 - Fair
 - Bug free
 - Usable
 - Some people need to drive - these should not be impacted

3) Behaviour change

- Nudge behaviours - Behaviour change
- Must be a behaviour change

4) Restrictions

- Parking restrictions encouraged
- Restrictions on private cars
- Restricted delivery times
- Residents should have less access to car parks

5) Other key themes related to demand management

- Encourage electric vehicle uptake
- WPL must have transport solutions in place before introduction
- Limit parking

- Differentiate between private cars and business
- More efficient use of road space
- Companies avoid Cambridge due to cost
- Removing unnecessary journeys
- Encourage electric vehicle uptake

Skills and Housing – Key themes:

- Would use apprentices
- Increase skills with apprenticeships
- Improved recruitment for apprenticeships
- Retain graduates/students
- Social housing to tackle inequality
- LEP – matching business with schools

Cycling – Key themes:

- More on cycles both pedal power and electric bikes
- Cycling & walking good for health
- Cycle to work schemes
- Cycle registration plates – encourage accountability
- Smart charging cycle credits = parking etc.
- Improve cycle routes
- Cycle parking – underground – instead of car parks
- Cycle infrastructure – segregation – physical – safety – priority over cars needed.
- Safer cycling

General – Key themes:

- Combination of solutions - There isn't one solution
- Adopting successful solutions – London/Nottingham - Talk to other cities
- Rapid transit solution – light rail?
- Light rail – large scale infrastructure
- Underground - Underground – subway
- Trams – we have had them in the past
- River transport opportunities
- Trams
- Not just focusing in and out – communities
- Keep traffic flowing
- If it's too pricey to go underground then over ground cable car - Ring road Cable cars
- Understand/influence future choices/trends – student liaison
- HGV lanes
- Providing electric cars or pods to hire out for use in the city

Travel Hubs – Key themes:

- Flexible travel hubs

Appendices

Appendix 1: Full Survey

Greater Cambridge Partnership - Big Conversation

From Monday September 25th to the end of November, we will be asking to have a 'big conversation' with you.

We are creating opportunities to have as many conversations as we can. We would like to chat to you about the Greater Cambridge growth story, how this affects you, how the Greater Cambridge Partnership could help, and most importantly, listen to your thoughts for the future of the area.

We are opening up the conversation to make sure everyone has the opportunity to let us know their needs, have their say, and influence how their future is shaped as we look towards our future investment plans.

Make your views count by filling in the survey below or by attending one of our events. (For further information visit our [website](#))

1. How aware are you of the amount of growth that the Cambridge area is experiencing?

- ☐ Very Aware
- ☐ Aware
- ☐ Not Aware

2. Which aspects of growth have been particularly noticeable to you?

- ☐ New employers moving to the area and the development of more employment sites
- ☐ An increase in the number of new homes being built
- ☐ An increase in the development of public transport and cycling infrastructure

3. What other aspects of growth have been noticeable to you?

Transport

4. What are the biggest challenges for you when travelling in and around the Cambridge area? (please tick all that apply)

- ☐ Traffic and congestion slowing your journey
- ☐ Cost of alternatives to the car
- ☐ Safety of alternatives to the car e.g. cycling
- ☐ Lack of public transport
- ☐ Reliability of public transport
- ☐ Cost / availability of Parking

5. We are planning forward, to the year 2031 and beyond, to understand how the transport network will meet the needs of people and businesses in the future. How far do you support our strategy aims:

	Strongly Support	Support	Don't Support	Strongly Object	No opinion
Improve public transport in terms of availability, capacity, and reliability and, as far as possible, affordability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve cycling and walking facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing general traffic in the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Expand Park and Ride services, both in scale and use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce volume of commercial deliveries in the centre by using hubs on the outskirts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Invest in new technology that helps people make choices and travel around more easily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6. Considering your travel needs, which of these would benefit you the most?

	Of great benefit	Of some benefit	Of little benefit
To significantly	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Of great benefit	Of some benefit	Of little benefit
improve the public transport network in terms of availability, capacity, and reliability and, as far as possible, affordability			
To significantly increase people's access to safe cycle, walking and non-motorised pathways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reducing general traffic in the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To expand on Park and Ride services, both in scale and use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To reduce volume of commercial deliveries in the city by using hubs on the outskirts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To develop new technology that helps people make choices and travel around more easily	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Do you think the following technology could help with your needs in the future?

	Of great benefit	Of some benefit	Of little benefit
Real-time public transport updates (On-street/online/app)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smart ticketing (Single ticket all journeys/contactless pay)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Responsive traffic signals (prioritise cycling/walking/buses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On demand driverless vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any other suggestions on what new technology would help you?

8. What would be the one thing that would improve travel in and around Greater Cambridge?

Housing

9. Are you happy with the current housing situation?

☐ Yes

☐ No

If not, why not

Skills and Employment

10. Are you looking for access to training or new/different employment?

☐ Yes

☐ No

11. If yes, what are the biggest barriers to improving your skills or employment chances?

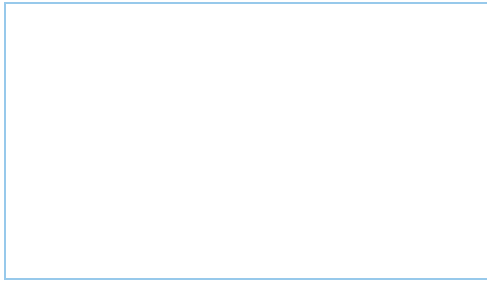
☐ Lack of appropriate training

☐ Cost of training opportunities

☐ Access to training facilities

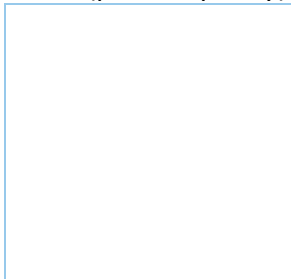
☐ Information on training opportunities

☐ Other (please specify):



12. Of the following, what are/have been the biggest challenges for you finding training or work in and around Cambridge?

- ☐ Cost of living
- ☐ Available housing
- ☐ Travel access
- ☐ Travel cost
- ☐ Lack of suitable skills
- ☐ Other (please specify):

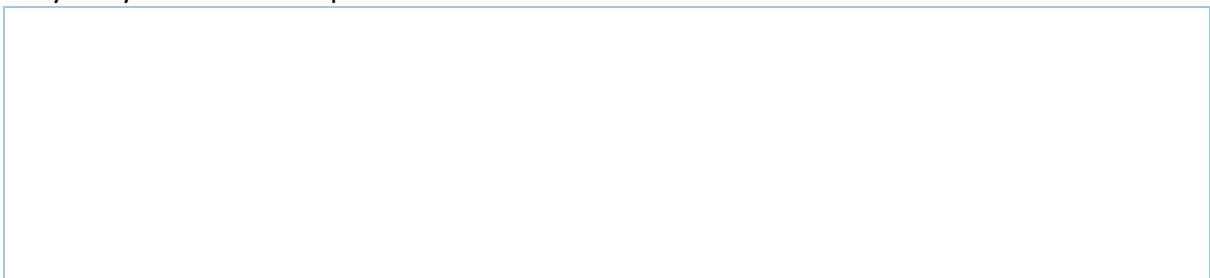


Your Situation

13. Which of the following GCP investments would most help you get on a bit better in life?

- ☐ Improved public transport
- ☐ Access to housing
- ☐ Linking training opportunities to employment
- ☐ Smart technology solutions

Why did you chose this option?



14. Which of the following GCP investments would most help to improve the quality of life in your community?

- ☐ Improved public transport
- ☐ Access to housing
- ☐ Linking training opportunities to employment
- ☐ Smart technology solutions

Why did you chose this option?

15. Finally, so we can analyse the spread of response from across the area. Please can you provide your home postcode? (when doing so please include the space e.g. CB3 0AP)

Appendix 2: Comments left in Big Conversation survey

Q3. What other aspects of growth have been noticeable to you?
Traffic
Pressure on school places. Opening of Eddington.
That there has NOT been any investment in Public Transport! - - The only thing I can think of, off the top of my head, is the opening of the new station at 'Cambridge North' and the Cambridge Station re-development.
More traffic congestion and scarcity of school places. - Greater and more diverse offer of restaurants and coffee-shops.
Mainly new housing although of course the upgrade of the A14 is unavoidable
Congestion and roadworks. Trying to get around the area is getting increasingly difficult and journey times are spiralling.
Traffic problems
traffic increase
New businesses coming to Cambridge such as Astra Zeneca
Worsening vehicular congestion - Increasing rail overcrowding particularly on Great Northern - Some regeneration in Cambridge city centre - Some significant development in previously tired locations (e.g. Milton Road, Burleigh Street)
Increasing congestion due to both volumes and resultant frequent accidents. Not sure infrastructure such as A14 due necessarily to growth only in Cambridgeshire. Increased cycle routes but again not sure that all of these, e.g., Hills Road are growth related.
Ever increasing traffic
Number of houses in Trumpington area and increase in traffic
Increased traffic
Question 1 is meaningless and won't tell you anything
Increase in traffic on roads, and people in city centre - both are much busier
Increased demand upon services, increased traffic
Increase in traffic and cost of parking
traffic congestion
You just have to look and see the number of cranes on the skyline. - - Something else obvious is the relative lack of growth in infrastructure (public transport and cycling in particular).
Roadworks, especially for cycling, the results of which are very good. Any Traffic blockage has huge repercussions for normal traffic flow; how the residents of the 30K + new houses can be convinced to cycle or take (so far very poor) public transport is a huge problem. Bus services remain very poor and many are little used.
The amount of people on public transport and generally around.
new buildings everywhere
How the transport infrastructure is failing to keep up with the other developments when in any sane society the largescale developments (such as Cambourne, Waterbeach, Northstowe, etc) would come after the infrastructure has been thought through. The present piecemeal approach is wasteful of time, energy and environment. - - It would be preferable if the development was expanding Cambridge properly instead of building

satellite dormitories.
Large increase in traffic along the A603 especially around the village of Barton at peak times in the moment. The queue can stretch all the way from the Mullard Radio Telescopes up to the B1046. The problems seem to be increased traffic from Comberton (B1046) and from Haslingfield Road and cars on the A603 slow down or stop to let them join the queue. Some cars are reluctant to join the queue and do a U-turn in the middle of the road to go a different way. - - There is also an increase in traffic at the roundabout junction with the M11 (Junction 12). Some cars are even getting off the M11 to get back on the M11 to get off at Madingley Road (A1303) (Junction13) - perhaps to go the P&R.
More people and congestion
Gridlock during school terms.
I particularly notice how dramatically the landscape both in and around Cambridge has altered and is continuing to change. We regularly comment that if one has not been in a particular part of town for a few weeks or so, that the pre-existing buildings have been demolished and work to build new buildings commenced. - Of course there is the traffic! It is now impossible to plan a simple journey and allocate the appropriate travelling time. The M11 is regularly grid-locked and I often drive over the motorway to check the conditions before venturing onto the slip-road. It used to be that it was possible to avoid the congestion, by avoiding peak, business times. This has become increasingly less predictable.
Increase in traffic, tourists and student population, pressure on house prices
Counter intuitively: reduced public transport options with increased costs
Increasingly heavy traffic and congestion in Cambridge, a general feeling of over crowdedness.
I have noticed an increase in the amount of traffic on the roads and in particular minor roads. Locally to myself I have also seen the start of a planned expansion to Bottisham Village College to increase its headcount.
More traffic with the rush hour starting earlier.
The lack of affordable rent or housing. - - How busy the station is everyday. - - The large traffic jams. - - The large numbers of pedestrians in town causing jams at the weekend. - - The fact that there are now cyclist based traffic jams when there wasn't before. - - The number of full buses, full trains and busy cycle lanes.
Increased traffic, especially at peak times - Increase in house prices - Increased on-street parking by commuters in residential areas - Increase in applications to turn family homes into HMOs thus changing the character of an area
Congestion on the roads, rising parking prices in Cambridge, increase in Sunday parking prices to increasingly align to Saturdays despite complete absence of improvements to public transport alternatives on Sundays, making it increasingly expensive to attend church in Cambridge, crowding in Cambridge city centre making visiting the city an unpleasant necessity for running errands and something to be avoided otherwise.
none
Increased car journey times and road congestion
The terrible quality of the station development, the massive increase in traffic and the rise in speculative student housing developments taking advantage of loopholes in the planning system.
More cars parking on my road, more traffic blocking my road.

Traffic
Increased number of houses being built on smaller sites sometimes in gardens and on disused lots (this is neither negative nor positive). - - Longer queues of traffic during peak times - and sometimes longer peak periods. - - More frequency bad traffic days (days when a crash on A14 affects traffic all the way to A1198 and towards the M11 at hospital).
Traffic congestion
Car traffic seems to have worsened and public transport seems busier
Increased traffic on the roads, indicated by a significant increase in road noise in the vicinity of our house in Coton.
New schools being built - Maternity unit being full on a more regular basis
Traffic congestion in peak hours
The huge number of buildings for student accommodation. The increasing traffic jams. The lack of provision of new roads or improved transport links to deal with the increasing population. The disastrous development at the (old) station. Etc, etc.
Congestion getting worse -
More cars on road
Road changes
An increase in traffic congestion and an increase in parking along roads in my neighbourhood.
motor traffic - becoming completely intolerable
A lot of student accommodation instead of affordable housing
Larger number of visitors to the city than in previous years.
Increased traffic and problems with road infrastructure, especially when new roads are being joined into existing ones. Cambridge railway station also seems a lot busier than it used to be.
More cars everywhere
Crowding in the city centre.
Growth in tourism especially numbers of coaches bringing day-trippers into town. Impossibility of cycling and walking on important routes because of tourist crowds. Growth of tourist-related shops and services at expense of services useful to residents.
Huge amount of congestion on roads - Inadequate public transport - Enormous pressure on local services, such as GPs - People with social problems being located in areas they don't want to be in
The continued deterioration in the quality of the natural environment, in spite of some high quality new developments. There is a real and imminent threat of further dramatic declines should the numbers of new homes, employment areas, and associated transport (and other) infrastructure be built as currently proposed, with a lack of strategic green infrastructure and no meaningful commitment or action to achieve a net gain in biodiversity through the once in a generation opportunity provided by the levels of growth proposed - - This is manifesting itself in a number of ways including: - - The lack of investment in strategic green infrastructure; - - Significant threats to the natural environment including biodiversity from ill thought out transport infrastructure proposals or badly sited locations for new development (e.g. RAF Wyton and the Huntingdon Third River Crossing); - - Continued local declines in biodiversity, for example as a result of increased numbers of visitors particularly dog walkers to local nature reserves, due to insufficient provision of high quality green infrastructure including natural green spaces in

too many developments, and the consequential "recreational dumping" on private landowners or local conservation charities sites; - - The unsustainable focus on numbers of new homes, new jobs and new transport infrastructure, without concurrent investment in enhancement to the natural environment, whether that be area and quality of natural habitats, populations of local species, water resources including flow level in rivers and soil water levels in wetlands, or declining air quality from increased car commuting. - - This need not be the case if the Greater Cambridge Partnership and other focused on truly sustainable development that includes creating high quality new places for people to live, work and play. Sustainable development means investing in the natural environment and enhancing not degrading it, as well as providing homes and jobs and other community facilities. Cycleways are not the be all and end all of environmentally sustainable development.
Increased traffic and congestion
how much worse the traffic has got
spiralling property prices, increasing traffic congestion, more expensive restaurants and flashy cars
Traffic congestion from villages and in the city.
Increased footfall and traffic
Traffic
Increased Traffic!
Chaos on the roads. Increased journey times. Mud covered roads. Cambridge at a standstill
Lack of transport to all the cheaper shops like the beehive area. More and more houses being built but no facilities.
More people and more cars without an appropriate increase in infrastructure
Increase in the amount of traffic
More people around generally.
Failure to deliver infrastructure and services before development. Yesterday's solutions delivered late in the future.
Developers using viability assessments to get off social housing commitments.
Increase in new homes
Traffic, all the roads are congested for a much longer period of time around rush hour which now seems to be from 6.30am
Busy railway stations; more cafes and restaurants, housebuilding.
The amount of building work that is happening on the outskirts of Cambridge.
Crowded roads
Poor internet connection as everyone is using it more and more. Contention on domestic and business internet gets worse. Very expensive to get "Fibre to the premises" or a leased line.
Change in the landscape
increase in traffic and a decrease in rural transport
Motor traffic. Sheer number of people in the streets. Developments on the outskirts. Increased costs of houses to buy or rent.
New railway station at Cambridge North.
Increased traffic.
worsening traffic congestion

planning consultations about future homes/ transport etc
More pressure on open space available to the community. Most green areas, both in the city and on the city edges, are getting much more usage. New developments should include substantial public green spaces (similar to country park at Trumpington Meadows). -
Extra traffic through our village, extra housing with no extra upgrading of infrastructure, i.e., doctors surgeries, infant school places, buses.
Too many day trippers especially Chinese. - More traffic gridlock. - More need for home security. - More mini supermarkets. - More use of park and ride sites by non locals. - Better quality buses.
The amount of traffic - not only in the city of Cambridge where the traffic is always busy but also further afield - North and south on the a10 and along the A14 corridor
An increase in traffic
An increase in traffic
Traffic!!!! There has been no obvious infrastructure improvements.
Increase in traffic on the roads
More traffic and traffic jams, knocking down houses and building high density student housing e.g. Mitcham's corner and terrible area round station, too many people in the city centre
Really poor quality developments, e.g. The Marque, frequently bought by overseas investors and left empty, Poor quality developer driven developments with poor facilities e.g. Orchard Park. Disastrous urban environments such as CB1,
Students accommodation increasing; Anglia Ruskin University seems to be expanding fast.
Traffic has become worse and worse
The number of vehicles on the roads, even outside rush hours
A14 upgrade
Time taken to travel into Cambridge. It has been years since we have been able to travel into Cambridge within a sensible time limit either by car or bus. I'm glad I retired last year as by then I was leaving home at 6.30am to get to work by 7.30 and I only live in Hardwick.
Worsening traffic congestion
Increase in traffic. Increase in new development proposals, especially for more homes/towns. - It is of paramount importance that the Cambridge people also talk to those on their borders, particularly Essex and Hertfordshire, who border so closely to south Cambridge and who are also undergoing massive expansion.
Cars now queue down my road in the mornings - this was never the case even 3 years ago
Continued lack of awareness of the growing numbers of people that need disability accessible design. Younger Disabled people want to work if they can, all age disabled people need homes and environments that enable them not disable them on top of whatever they already live with every day.
A hideous increase in car traffic & congestion. New schools opening. 'Useful' city-centre shops being replaced with designer clothes stores. The city centre becoming less individual and more carbon-copy of any town, anywhere, with a tonne of chains. The horrible mess of the station, which is immensely unfriendly to pedestrians and cyclists - a temple to the taxi and to (again) national chains.
How expensive all of the houses are

Cambridge is overcrowded and local families are being forced out. Council services don't seem to be able to keep up: e.g. overflowing bins, punt touts, increase in antisocial behaviour but lack of community police to keep order. - The constant building works and particularly those 'cashing in' with little respect for the current residents and heritage: e.g. developers and landlords buying up family homes then converting them into multiple occupancy, or demolishing them to build by overcrowding the site to maximise their profit. - The increase in the transient population who do little to invest in the local communities e.g. increase in students, particularly the language students. - The general greed of using Cambridge to their own ends, rather than sharing the space with respect.
More car traffic, more people.
An enormous amount of housing has been built which has generated a huge amount of extra cars parking on roads and verges and causing lots of congestion.
The way that sites in the city have been snapped up by developers who sell on to either investors (who then charge high rents) or set up the properties for students. This has exacerbated the problem for Cambridge citizens on low wages who wish to buy or rent affordable homes. - - The employment growth is NOT in the city centre (with the exception of CB1 which is well served by the central railway station and can be fed into now the Cambridge North station is open. Incidentally, this new station needs to be better publicised, have more fast trains to London, a ticket office, refreshments etc. or it will not be the success it should be.
Whole new areas of Cambridge - e.g. Eddington, Trumpington Meadows.
tourism and the detrimental effect it's having on Queen's Road, Silver Street and King's Parade. Utterly inadequate provision for buses and the number of pedestrians who get off them. Frequently impossible to move on Garret Hostel Bridge and Lane because of the large groups queuing for the illegal punt operations.
Harder to park outside my house
More traffic resulting in longer journey times
Employers moving into the area
Roads even more overcrowded - thinking of moving business out of Cambridge
Growth in: House prices - Growth in: General discontentment
Expansion of the Addenbrooke's site - Papworth move and other new buildings on previous greenfield site - University's new campus Eddington - All the housing around Trumpington and Addenbrooke's; also in North Cambridge - Building around Cambourne - Increase in density of traffic in city; major roadworks to A14 - commuter trains to London are very busy - Addenbrooke's hospital is very busy - pressure of traffic at the Trumpington Road/Shelford Road junction next to Waitrose and very long tail backs/congestion up Trumpington Road. What is the percentage increase in population since the start of all this building?
Congestion, hike in property prices, including rental, new railway station at Cambridge North.
Increasing amount of traffic on the roads and increasing journey times.
2 new levels of government achieving nothing and being seemingly unaccountable to anyone
A massive increase in traffic on minor rural roads. The complete failure to devise an integrated strategy for transport infrastructure. The relentless march of urbanisation of the countryside

Bad traffic congestion. Poor air quality in city centre streets (where I live). Very delayed bus services. Large increase in tourists. Lack of parking spaces for cargo bikes. Poor separation of pedestrian's cyclists and motor vehicles even on new roads. I visit The Netherlands [REDACTED]. They are shocked when they come here and see what they think are chaotic arrangements for cyclists and pedestrians on our roads.
More traffic jams.
More cars on the roads.
There is constant discussion, not least from GCP. And Cambridge News. Various building projects, many publicised in Property News. Thursdays.
increase in road traffic
More congestion on roads into Cambridge. More people in the city centre, especially at the weekend.
The levels of traffic congestion around Cambridge
Increase in traffic over the last three years
An increase in cars/lorries etc. on the roads and there appears to be a lot more people on the streets of Cambridge
All kind of crazy traffic schemes being proposed, in response to growth, which could stop Cambridge people and businesses doing about their daily business if not thought through properly.
Efforts to reduce traffic pollution in the city seem to be based around restricting all private vehicles from the central area during major parts of the day without reference to how this will effect local residents and businesses who live or work in the centre of Cambridge. In addition, increasing public transport services and subsidising public transport costs does not seem to be part of the picture either, so what we are in danger of being left with is a public transport service not fit for purpose and a city centre unable to sustain any small scale businesses at all.
ITS VERY DIFFICULT TO WORK WITH THE BUILDING WORKS
More day visitors. More single driver vehicles
Cambridge is growing and traffic is barely an issue during school holidays. Many people in Cambridge, like myself rarely use cars. However restricting cross city access to discourage people from travelling into Cambridge will affect businesses and residents in the city depending on that access.
Traffic congestion on A14.
increase in domestic housing costs and also increase in commercial costs due to pressure against limited resources
Ugly flats. Generic, boring, chain stores. Traffic congestion. Different people - they seem less friendly, less tolerant.
That the area is being inundated with new roads and the associated traffic problems such as more traffic lights on, for example, Madingley Road.
Congestion of our roads owing to poor planning
daily traffic congestion on week days
Housing prices and traffic congestion
More and more traffic
The increased cost of access into our cities, whether it is through parking charges, meters, or increased park and ride charges, in combination with increased parking restrictions (Barton Road). There is a charge for everything now, and staggered parking fees at The

Grand Arcade for different days are just awful. - - More people are trying to cycle to work, and the number of very expensive flats and developments in the areas around the city has increased enormously without enough thought for access and general services such as GP/dentist/schools/parking. Not enough social housing, and too many expensive flats.
An increase in the number of cyclists and pedestrians in my neighbourhood.
- Increasing density of new housing in Cambridge, so the city is getting 'brownier' - Increasing pressure on the green space in Cambridge. - No great increase in public transport, so increasing cars. - Improvements in cycling infrastructure.
traffic jams
An inability to get on the guided bus at peak times. A complete lack of affordable housing. Another layer of local government inexplicably forced upon us. Busier roads generally.
An increase in traffic without the development of public transport or cycling infrastructure
increased traffic congestion
An increase in traffic
1. Rapidly increasing congestion on A10 road from Ely into Cambridge - 2. Ditto plus frequent blockages of A14 - 3. Train services Waterbeach to Cambridge are crammed morning and evening - a very noticeable increase in passengers
Increase in traffic and endless digging up of roads - I hope, to make things better
Incessant noise and even more traffic
Traffic congestion especially on the A14 and the entry to Cambridge city, limited school places and difficulty getting doctor appointments. Rising house prices and limited housing stock for family to get on the property ladder or to move up it.
Seeming growth in traffic. More city centre congestion and pollution.
Overcrowded roads, - Increasing pollution, quite noticeable in older weather e.g. now in Hills Road, - Difficulty getting GP appointments, - Over dense housing, - Hopelessly inefficiently designed new railway station and surrounding area, so much - for the vaunted gateway to East Anglia.
Increased traffic
traffic increasingly bad
increase in work building roads
Difficulty getting into town - - Building of traffic on Babraham rd. -
West Cambridge development - Addenbrookes development
Impact on infrastructure
Traffic (increase) - cyclists not using cycle paths
Traffic increase on A505 at Duxford
A14 Development
Cars on road
New Sainsburys
Increase in traffic & congestion in city centre
Too many cyclists not enough cycle paths
Traffic
Traffic delay
near Clare
expansion of city

None
Eddington
Potential moving of Babraham P&R due to growth of city centre
More traffic
Inequality & gentrification of certain areas
Lots of people inc tourists
Cycle theft
Cambridge North Station
Bad traffic - experience travelling
no roads
Anecdotal evidence
New homes
Increased traffic at peak times (7:15 - 9am) -
More traffic & more people rising rents & house prices.
More traffic - More parking issues (for cyclists) (at Queen Edith)
Growth in university expansion & shopping centre developments.
Development of un - affordable housing in & around city
More shops
Increased traffic, decreased bus service - new station with no transport links from Milton or that direction.
Regional growth as feeder communities, house price ripple effect, 'new town' satellite proposals.
Addenbrookes / Cambridge Biomedical Campus is growing rapidly
The need for new schools
Serious traffic congestion
More traffic and less of air quality as a result
Car traffic increase
Traffic
Some improvements to cycling infrastructure but none for pedestrians. Bus provision developments patchy, U service extended to Eddington (Good) but 1A service between Huntingdon and Cambridge Railway Station via drummer street withdrawn altogether
Roadworks creating cycle lanes that make lanes for cars so narrow that buses or lorries cannot meet creating blockages, more traffic lights that create more traffic as a standstill
Claustrophobic in East Road
Road upgrades - A14
lack of integrated ticketing
The busyness of everywhere especially the city centre, volume of traffic continuing to grow and gridlock in rush hour
House
The number of high-rise cranes that there are around the city
Trains and buses
More traffic on roads
I have only recently moved to [REDACTED]
Tourist numbers
New university quarter
Discussions on Radio Cambridgeshire about proposed new busway routes

Traffic congestion
Village development in context
Traffic, building of office blocks by station, new premises on Addenbrookes
Vast increase in tourists
The aforementioned growth hasn't always been considered wider aspects like impact on infrastructure demand not just locally but regionally
More people in city centre
This is the worst and more tendentious questionnaire I have ever seen, the results will be entirely valueless
Traffic
Traffic congestion including pedestrians
Pressure on infrastructure - particularly waste collection, road maintenance and amenities
Amount of traffic
Housing has increased but it is not affordable for local people who are not connected to the university. Why does the university dictate
Parking fees going up, bus prices going up, house prices going up
Traffic congestion, bland office developments
CB1 development
Fast increase in housing, yet slow to increase social services / spaces
Change in the first impressions people get of the city, high rise Trumpington and NW Cambridge
The amount of people in Cambridge
Massive increase in demand on all infrastructure
Traffic, potholes in roads, but the cycling improvements at Trumpington are welcome
I am actually concerned about the wrong plans to address growth on Histon Road and don't think the proposal will help and lead to more problems
Everything is crowded, the streets, the restaurants, the swimming pools, the train stations, the trains to London etc. etc.
Lots of flats are unaffordable for local people
Living costs are skyrocketing, huge need of more mid-to-low income housing, more flats!
The growth opposes to be so the way forward, lack of provisional planning. new building only and not very innovative, Cambridge needs to be more innovative
Traffic, if it continues this way we will be considering moving out of Cambridge as the quality of life deteriorates
loss of green space
More tourists
Growth in tourism without development of any support infrastructure, i.e. proper coach drop off + parking, enough toilets etc.
Tourists this controlling please stop coaches on Barton Road as dangerous
Increased traffic - in spite of growth, lack of public transport between all shopping areas
Addenbrookes Biomedical Campus
The increase in new homes is not of the right kind and there has been no development of public transport in fact the reverse, with the exception of the whippet/university bus which is exactly what is required except that it doesn't run on Sundays
Tourist numbers especially coaches can't use park and ride and punting on the river is

mayhem. Café chains in town, individual shops can't afford rents
A definite increase in traffic in my local Arbury area. I find Histon Road a dangerous road for cyclists and no longer cycle myself.
Lots of traffic in a small area
Coffee shop stir
More younger children activities
Amount of traffic
Cycling
More traffic and higher costs for renting
Roads getting much busier, less availability of nursery provision for children parking in town/hospital harder
Construction of new houses and offices
More cars - More traffic / accidents/ traffic jams / blocked roads
Traffic
Increase in number of people at central station. Growing public reaction to infrastructure plans
More students and tourists have been noticed, this cause less housing choice and more traffic
Lack of affordable housing, increased congestion, new developments e.g. Cambridge North, higher property prices, new investors on pubs/restaurants
The amount of commuters on the train has increased vastly since last year
An unnecessary number of student flats lack of social housing provided, increase in traffic
Building on green fiend land that was meant to protect the town from urban sprawl
Increase in number of schools being built and increases in traffic
Increase in traffic
Tourism is excessive, and too much so called student housing is being built speculatively
The quantity of tourists has made the city totally unenjoyable
Greater traffic, more expensive shops, price increases
Busier Roads and Buses - less parking
No noticeably increase in public transport
New office / lab / commercial build, especially Babraham and Addenbrookes
Growth of coach tourism into central Cambridge
Traffic problems increasing, A14 and A10 in particular, rising rents, housing becoming increasingly unaffordable
Building on time Arbury Road, businesses, offices etc.
The poor architectural quality of many of the large development sites bland or ugly housing
Building of new offices
Rise in house prices, pressure on schools, huge amount of traffic
The assumption that all the new houses to be built north of the city will drive work in Cambridge, what is Cambridge North for? Also the way developers are cashing in on growth of Cambridge, our children cannot afford to live here
Increase in Car use, disproportionally, ugly new architecture
More traffic
Waterbeach development + A10 upgrade and A14 upgrade
Traffic increases, especially in Cambridge City Centre

Increase in numbers on public transport / travelling around
Number of people in public places
Shops are expensive as some people in Cambridge are earning well above average, expensive apartments being bought by foreign investors
Increasing in everything, vehicles, housing, roads etc.
Increase in traffic
New station, congested roads, new developments on old sites, more people!
Development + expansion of the station, old sites being built up - higher rents and congested roads
More cars around Central Cambridge
no noticeable development to public transport, only cycling infrastructure which is not being fully used
Road congestion and number of cyclists
House prices and traffic
Growth in the amount of car traffic into the city during the rush-hour especially as there are no viable alternatives for people living in the villages towards Newmarket & Soham.
Expansion of ARM campus (Peterhouse business centre), construction of Eddington
Increase in traffic within Cambridge and on the A14
Congestion, building work, cycle paths
Traffic levels, crowding on trains
Increased pressure on transport infrastructure / congestion
Lack of doctors
More traffic - more traffic jams
Traffic
Congestion and pollution
Too many people in city centre. Too many cars reluctant to leave them place in a queue by stopping for Park & Ride
Traffic congestion, even from bicycles
Increase in traffic + development around station area

Q7.5. Any other suggestions on what new technology would help you?
Car share schemes
The smart ticketing needs to include pay as you go along the lines of the London Oyster, so that you don't have to buy tickets on the bus.
Technology is interesting but won't solve Cambridge's problems. We need a serious and ambitious long term infrastructure plan.
Stop with zoning the public transport from the city outwards which ignores the need for and penalises local journeys between villages rather than into the city.
Allow cars to travel round the city without being hampered by bikes who think they own the road and have no awareness/respect/care for important traffic signals, street furniture and other road users. - Make the wearing of helmets on cycles for adults and children compulsory. Spot checks on cycle road worthiness, especially brakes and lights. -
The recent introduction of contactless on Stagecoach buses is very welcome - A decent app including journey planner (e.g. City mapper), live departure boards, ticket purchase

Smart signposting to advise best route into and out of City, e.g., Barton Road not Madingley Road when going down Fen Causeway
Apps for journey times for buses
More EV Charge points - Access to electric bikes (club or hire) for visitors
Need to be able to get JOINED-UP info and book tickets on phone, right thru, via taxi, cycle hire, bus, train = door-to-door. - Need to be able to pay with banking app and to show phone as ticket, instead of printed paper ticket. - All transport lines need to be linked up to same information network, by destination and mode, (e.g. not by having to know the name of transport company) and interconnections made clear. - Buses are too big and too slow for small, dispersed demand in satellite villages: need quick response taxis and mini-vans for smaller groups at times on demand. - On-demand driverless vehicles still clog up the road; can't see the point of driverless - people need jobs and driverless vehicles are bound to cause accidents as not all situations can be programmed. Routine travel should be possible without individual vehicle. - Underground system linking new Eddington, Bio-Medical to city centre and RR station is the only way we can imagine getting large groups where they need to be quickly.
Some of these ideas are already there - I have asked Stagecoach about smart cards for just an amount of journeys i.e. not just for a working week - as I walk most of the week and work 6 days a week anyway. -
Travel info where I am e.g. like seeing it in bars/restaurants at CB1 - shopping malls would be good.
more choice for disabled people, dial a ride, accessible cars in car schemes, free transport for carers, ETC
Using technology to identify illegal road use prior to intervention
If driverless vehicles are under consideration, they need to be 110% safe vis-a-vis other road users, especially those who are more vulnerable - cyclists and pedestrians.
I cannot see a specific technology that would benefit me. I drive to work as it is the most efficient, flexible and direct method of transport from my location to my place of work. I visit town infrequently enough to make the most use of any other services. My access is divided between driving and Park & Ride.
Smart traffic signals to help control traffic flow through the city. Including coordinating traffic signals so that traffic can flow along a road without being stopped at each junction in turn and potentially using gating to reduce the amount of traffic at certain times of day in order that the traffic continues to flow. Information to be provided to people approaching the city to enable them to choose the best route into the city.
Anything that replaces the A1307 to Haverhill, especially making use of the old railway route, so long as it isn't pie in the sky wishful thinking but instead is an existing deliverable technology. - Synchronizing the traffic lights from the Hills Road/Fendon Road roundabout to Babraham Rd/Worts Causeway junction - the pedestrian crossing by Red Cross Lane and Nightingale Ave often causes traffic to back up to the other fore-mentioned junctions. - An Oyster card system - it costs too much to travel by bus from Haverhill - there's no cost incentive to drop the car. - Anything that reduces the bus journey time from Haverhill and makes the journey more reliable - again the journey time, punctuality and fear of buses not turning up at home time is off putting. - Just some acknowledgement that- whether it's by bus, cycle or car, - Haverhill (supporting a wider population of 40,000) is only connected to Cambridge by one single main road with no train or off road alternative.
Traffic lights to be linked city-wide to alter flow of traffic in order to reduce congestion in a

specific area. Thus, the timings on a set of lights might alter according to time of day and direction of the main flow of traffic. It would also help to avoid traffic chaos in the city centre in the event the one of the main roads in/out of the city is closed (e.g. M11 or A14) and traffic has to be re-routed through the town.
Don't focus on technology as a fix for the underlying problems of too much traffic, poor design of new developments and cowardice when it comes to solutions like congestion charges and road closures.
(1) Zebra Crossings. They're a really cool piece of technology where by the cars have to give way to the pedestrians, rather than the other way around. - (2) Pedestrianisation. Again really high technology, this one. Put some big plant pots on the roads and prevent large vehicles entering areas where there are lots of people. -
More bike parking - or smart bike parking which can show where there are spaces easily and quickly without the need for a smart phone. Just like we have for the car parks showing the spaces free....
I strongly oppose on demand driverless vehicles which seem like a gimmick that will do nothing to solve congestion and pollution problems
Low emissions. Many of the technologies required for the options above already exist. It is just a question of deploying them sensibly
Cycling infrastructure including cycling dedicated lights etc.
Many more speed cameras to clamp down on drivers speeding. - Making some streets residential by putting bollards in the middle to stop cars using them as rat-runs, but letting cyclist through. - Green cycle filter lights to allow cyclists to "Turn left on red" on most (all?) traffic light controlled junctions - More cycle priority lights (as at the Catholic Church on Hills Road) to let cyclists get away early - More (all?) cycles paths next to roads to be slightly raised (as on Huntington Road) to stop cars drifting into them
The full benefits of smart ticketing will only be realised for buses when payment of fares to the driver ends - this process is causing unnecessary delay to services and Cambridge should follow London's lead in this area.
Real-time public transport information needs to be accurate, as well as up-to-date. The railway network is getting pretty good at this, but the boards at bus stops seem to bear almost no relationship to the real world.
Cargo bike hubs to replace on street parking bays - - Car share app similar to uber but for personal car sharing and cost sharing of trips - - Reallocation of road space to reduce traffic rather than charge people (i.e. East road space reallocated to walk and cycle and public realm and removal of east road roundabout) - - Create mobility hubs at park and rides to allow for a plethora of mobility and not just bus based. Treat residents who live in villages as people who live in city centre and enable park and cycle (ofobased cycle hire) at park and ride sites - - Focus not just on corridors into Cambridge but on movements around Cambridge (park and rides changed to mobility hubs could provide for orbital journeys as well as corridor journeys i.e. Journeys to science parks online south cambs) - - Reallocate a floor of each town centre car park to cycle parking to increase cycle parking in town centre - currently massive deterrent to cycling into the city centre - - Micro consolidation centres on outskirts of Cambridge to reduce deliveries by vehicle into centre -
Smart traffic lights that can change switching when a traffic queue is forming
Congestion charging.
Not necessarily technology but management of coaches coming into city and removal of Queens' Road as parking/drop-off for tourist coaches would help. Including weekend/leisure

traffic flows in planning & not just commuter traffic flows.
I think this aspect is a waste of money. Get more buses on the road and build a dedicated busway between Cambourne and Cambridge
Congestion charging to reduce the numbers of vehicles in-commuting to Cambridge (and concurrent provision of alternatives including green buses for key and low paid workers in the city, so that they had reliable and cheaper alternatives to driving)
we need a proper tram system
I like the pillar next to the cycle path near the southern corner of Parker's Piece which counts the number of cyclists that pass it each day - I think it gives a good sense that cycling is mainstream, and I think that if there were more of them it might encourage more people to cycle. - - I also like the speed indicator which is mounted on a lamp post on Tenison Road - I think it is a useful and effective way of reminding drivers of the speed limit and of giving them a prompt if they are exceeding it.
All transport sources including road works information in 1 place on a website
Facilities to allow connection between public transport, i.e. bus and cycle facilities to include areas outside of Cambridge. I.e. a bus service which allows bicycles on board to enable commuter to complete their journey by bike either end of bus route.
A cycle lane pavement in Cold hams Lane. If no bus service at least the mobility scooters could go along the pavement if pot holes etc. repaired, and brambles cut back. In fact why not have disability scooters for all with long life batteries, then you could reduce bikes busses and cars. Of course you would need centres to recharge the batteries.
Smart traffic flow technology, and real time bus information on phone.
Design the system to allow cars, and therefore traffic flow, not to actively prevent it. Also move shopping centres, such as the beehive centre and B&Q etc out of the city and not near the centre.
Please don't waste money on "apps". People will not use them – they are an expensive con.
Invest in a proper integrated light rail and metro system. Not AVRT and not guided busways.
Change the law allowing portable personal electric vehicles (e.g. Solowheel). - See this video if you do not know what it is: https://www.youtube.com/watch?v=qMdnSQt0_FQ - These can be used in conjunction with public and private transport and can be carried into a bus, train, shop or office with no issues.
Better traffic management reflecting the flow of traffic in rush hours
The underlying problem is for pushing more and more growth into a small city with a mediaeval core surrounded by a largely Victorian residential ring.
Electric car charging point network. Reliable broadband to enable homeworking.
smarter/ cheaper/ lighter electric bicycles
Cyclists should not have to wait so long to cross intersections. Why is the policy to delay cyclists but not motorists? Should have smart cycle signals that prioritise cycle traffic above motor traffic
What! On demand driverless vehicles - what sci-fi book did that spring from? And given that it is an unformed fantasy how are we supposed to judge its effect on our lives.
Technology - is all very well for the young and those that have such item but for the majority of the older population is of no use.
Battery technology: Electric buses and trams for public transport, and electric vehicles for delivery, bins, etc. This would have massive impact on quality and quantity of life. The city stinks, I cycle everywhere, sometimes I find myself holding my breath... e.g. Emmanuel

Street, hills Road, mill Road, Elizabeth way, East road, Newmarket road. Foul. Also real time monitoring of pollutants to help me choose route to cycle or walk.
Lighting on cycles paths e.g. Midsummer Common etc. A cycle route is not good if you cannot use it at night.
How about sorting out bus routes that are actually useful to everyone. Forget bus lanes as they are just annoying. Better park and ride facilities would help out of towners.
A card similar to an oyster card - not everyone uses contactless. - Cyclists who actually use cycle lanes and obey the highway code. Pedestrian areas that are not open to any traffic. I.e. centre of Cambridge - someone will get seriously hurt there one of these days. - I have no problem with our buses and they are never packed even during peak times. The only problem is when they don't turn up or decide to miss Hardwick out and go straight down the 428 -
Improved traffic light prioritisation for traffic on Madingley Hill in mornings over M11. Major issue and new traffic lights for Edington have made it even worse. Every day queuing for 40 mins to get to the park and ride at Madingley, then have to wait for a bus. Three buses for Madingley P&R are not enough in the evening, rarely run consistently to schedule after 6.00pm.
Technology that helps persuade school children to be allowed to make their own way to school, not in a car. When schools are on holiday there is no problem. There must be safe cycling routes with priority for cyclists, slower traffic, etc to persuade parents to trust their children to get to school safely.
You have made absolutely no mention of making Cambridge a city that is accessible to people of ALL physical abilities.
New technology isn't as important as a new point of view - considering things from the point of view of the traffic you are trying to prioritise. The new Addenbrooke's roundabout/Hills Road cycleway is absolutely a case in point. The cycleway is kind of OK but the disruption during works to those it was supposed to benefit was appalling, and it hasn't really solved the problem of southbound traffic needing to cross Hills Road. And the roundabout is a MESS. Cycling from the town direction, if the light is green at the Long Road/Queen Edith's Way junction, as a cyclist you almost invariably hit a red light at the roundabout. Although it's clear the pedestrian crossings have been introduced to make it "safer", in fact it introduces more delays for everyone, and increases congestion. Why not zebra crossings rather than light-controlled? And the structure of the roundabout has barely changed - and in the ways that it has, it has made it LESS accommodating to cyclists (e.g. narrow cycle lane by Addenbrooke's that it is almost impossible to actually get into).
More crossings for walking and cycling that slow down traffic. - narrowing the roads to prevent cars going fast - giving directions to P & R early - reducing car parking spaces and having signs saying how many spaces there are and where -
The electronic board for the bus shelter by Union Lane has been out of action on a number of occasions for days. There should at the very least be a telephone number so that passengers can report a fault. (It appears that there is no current operating technology which indicates there is a problem!). I have spoken to a number of people and no-one knows who to contact, even if they had time. - Could the electronic board have a message saying delayed? Currently if the bus disappears from the board you do not know whether it is has been cancelled (so a wait of 20 mins) or simply late e.g. 5-10 minutes or if it is worth walking on to the next stop (and risking missing it as it whizzes past while you are en route.
A one way system could solve many of Cambridge's traffic problems. Look at infrastructure

of other much bigger cities with less traffic problems.
Cut the verges (AND HEDGES) for the cycle paths you've already spent 100's of thousands building (A1307) without waiting 4 weeks after having it reported the nettles are meeting in the middle of the path for the second year running. It's only been open 2 years and both years the same issue of being unusable for a month. - - Fix other cycle paths where tree routes have created dangerous steps (Tins path, queen ediths way path junction with cherry hinton road) - - Build cycle paths which are flat and smooth not bumpier than the road (hills road) - - Get some enforcement to stop parking/deliveries on arterial routes (Vindis car deliveries using road, Builders vans on fendon road etc) and stop builders vans parking and blocking-
Those listed above as being of great benefit to me will certainly help but technology is not going to solve all our problems. We need to change the mindset about vehicles, especially private cars. For far too long, traffic engineers have dominated road planning. It is time they stepped aside in favour of those who believe that our towns should be people-focused and not car-focused.
Safer cycling routes (like Hills Road).
smart ticketing would have the biggest impact on the efficiency of buses.
WE ARE SERVICE COMPANY WITH ELECTRICIANS AND GAS FITTERS = NEED TO WORK SO WE MAKE A LIVING WITHIN THE CAMBRIDGE CITY CENTRE
Use current technologies more efficient would be helpful.
If you think about creating hubs for commercial deliveries why do you not consider hubs/buses for school children
You are asking the wrong questions, section 6 is very biased. - - increase parking and make it free for a pool of electric cars able to be 'smart hired' from park and ride areas, with an app which directs a driver to local residents parking spaces which are free and give the residents rewards and the ability to register cars which use their spaces regularly further rewards
Gating, to relocate queues of cars to the outskirts, or to close the city when it's too full. Congestion charging.
Responsive and co-ordinated traffic light control. Shorter delays for light clearance
Public transport frequency and operating times should be increased
For the real time transport updates to work effectively, all bus companies and buses need to ensure they are working. Many times the bus service and time due simply does not display at all, so you think there is a problem, but then the bus turns up. - - It would also be helpful to show a 'delayed' or 'cancelled' message where appropriate, so that you do not wait for a bus that is not ever going to turn up!
A website hub with access to ALL bus routes from one place not done by the companies, it is so complicated to work out the Whippet or Stagecoach options in villages, where they go from, and both have different systems and you can't use each other tickets. My daughter has to pay cash for a weekly student pass that can't be used on other buses.
New technology is a very wide term. I'm cautious re cost.
driverless vehicles that provide adequate room for cyclists when overtaking
Transferable multimodal tickets / electronic tickets train to bus to train etc. Train and bus companies act as separate entities, services need integration as we find in cities across Europe. - - The P&R ticket machines are a nightmare and we have stopped using P&R, it is expensive and hugely complicated when buying tickets. - - Extend the Oyster card system to Cambridge, it's not rocket science.

Improve timing of traffic lights so that existing traffic spends less time stationary and less traffic builds up- a very cheap way of making a significant improvement
Working hubs in non-city locations which employers are encourages to promote to staff to prevent travel into the city. Promote greater flexible working practices for staff and better internet connectivity so employers are able to connect with their managers remotely.
'Queue relocation'. Using smart technology to hold back traffic at specific inbound locations until the roads are calculated to be moving freely, thus holding congestion out of the city.
Relieve congestion at Duxford on A505
School buses - no need for expensive changes if people not drive to school
Use Humans not technology for safety & economy
Separate cyclists & drivers
Development of dedicated roads for autonomous vehicles
Traffic lights that are linked to keep things moving & moment all work against each other
Two-speed cycle lanes for safer cycling
Realistic way to access the many shops; station, botanic gardens etc. which are not in the section of the city I live in
trams
cycle licences for people using the roads
More safe dedicated cycle routes please
Displays on bus stops not reliable,
A bit, but all of these are just dealing with symptoms not the problem
Safe - segregated cycling, sharing roads with cars, lorries, buses is never safe, especially for children
Ticket barriers at the train station don't open for off peak tickets. Have to be let through by a person everyday even for off peak trains
Proper bike lanes
Safer cycle paths through the centre of Cambridge
More flats
None of the above, as they don't address the fundamental problem of too many vehicles
More pedestrian areas
Reduce public transport prices
Smart
City made up of residents has to be deep communities
Rapid transport underground across city, plus light rail links from / along main roads into city
Real time updates would be great, I don't trust the ones at the bus stops though
Don't know
Note sure clever technology is a priority
None, driverless vehicles with 10,000 incompetent student cyclists
do NOT ALWAYS PUNISH THE MOTORIST
Parking charges reduced including addenbrookes
Bike on public transport would hugely increase cycling and flexibility in transport
More buses and disabled access, Improvements
Smart ticketing should be prioritised and should be easy to do
Better road markings / control to reduce crashed i.e. lorries on A14
For a cycling city, more needs to be done to make cycling safer especially in areas shared by

cars
An underground system! Just do it, borrow the money and close centre to cars
Treat cycles as dangerous vehicles
Some sort of tourist ticketing solution to make it quicker and easier for them to use public transport
Better provision for bus / coach at Drummer Street and Parkers Piece
Please do not introduce residents only parking areas more widely as early mornings, evenings and Sundays.
Birth control services

Q8. What would be the one thing that would improve travel in and around Greater Cambridge?
There is a noticeable decrease in traffic during the school holidays and it is much easier to move around the city. Something that helps avoid this traffic coming into the city would be beneficial.
Cycleways built to current Dutch standards in the city and surrounding area, with a reduction of roads & road lanes. - -
Congestion charging
As a [REDACTED] often travel around Cambridge outside of rush hour when it is pretty quiet - finding a way to increase the length of time office workers are commuting in would really help combined with stopping individual car based school runs by using a school park and ride system would be great. Also keep improving cycling with clear routes marked well and make us feel safer and confident on where we can cycle and we will cycle more.
Metro system to include travel from Cambridge to Huntingdon (it's appallingly slow by bus).
To have a decent Rail Network, with stations at various locations, within the City environs e.g. Fulbourn, Addenbrooke's, etc. and bus services which run frequently, and un-interrupted.
Good rail connections
Isn't this about the area around Cambridge and not just Cambridge City? Deflecting traffic away from the City to rural areas would not help the area
See above - make it possible and cost effective to travel around the wider area rather than viewing Cambridge as the destination for all journeys.
Removal of time-control and traffic flow bollards, traffic lights on roundabouts, especially off-peak
(1) Business parking levee, which would provide revenue to invest in public transport improvements - (2)wide, segregated cycle lanes - (3) pedestrianizing parts of historical, downtown Cambridge - (4) turn Mill Rd into one-way street; -
Office workers not travelling into city (create office hubs on the outskirts and promote home working) and a better way of getting kids and teachers to school as too many parents/ teachers still have to drive
More frequent buses, including later into the evening
Park & Ride/cycle in right places with reliable buses both in and out. Ridiculous to put new P&R at Madingley Mulch or Scotland Farm - should be at Cambourne, why bring all traffic from west past Cambourne? Spend money proposed for new busway on A428 to M11 cloverleaf onto M11, close access to M11 at Madingley Road and that frees up the road for

buses on existing road into the City.
Reducing traffic on the A10 into Cambridge through Harston by providing alternatives, perhaps a park & ride at Foxton etc.
South Cambridge railway station and varsity line via cambourne.
Better public transport and more dedicated bus lanes
Less cars more public transport esp in rural areas
Get cars off the road especially in City Centre - improve Buses and trains to Cambridge not forgetting the smaller villages (even if you have smaller buses/mini buses that pick people up from villages and take them to the nearest Park & Rides it will dramatically reduce the number of cars, help people get to work / out and about. Villages always suffer with reduction in bus timetables and Villagers need these buses the most
Improving the speed and reliability of journeys between Cambourne and Cambridge
A coherent, reliable, clean, low emission, aspirational, extensive, integrated public transport system combining rail, bus and rapid transit elements with cross ticketing. This needs to be subsidised to ensure sufficient rural coverage and low ticket prices by a work place parking levy or other road user charge.
Put in a junction to allow traffic from the A 11 northbound to access A14 westbound so that all of the traffic from south of Cambridge trying to access north Cambridge doesn't have to use the M11
cheaper public transport - particularly buses and particularly for school-age children
Having an adequate bus service. (What we have at present doesn't qualify.) It needs to: - - Be reliable and predictable - Run when users need it - particularly in the evenings in many areas - Go where people want to go - Integrate with other transport, rather than everything being isolated
Smart Ticketing covering information, tickets and bank payment for ALL modes of transport currently available - that way we can see what the gaps are, what demand is/will be increasing and find new ways of linking up (underground).
A good bus system - but that would go for Cambridge city in general.
a developed inner ring road
Having someone else than Stagecoach running the buses (like a GCP owned company) and reducing fares.
More bus routes and some that travel through Cambridge rather than stop at the bus station. Bus services don't always link up time wise when trying to get from South Cambs to other places/villages. You end up coming in to Cambridge when wanting to go to Cambourne, Bar Hill, Newmarket etc. - - When I look for employment opportunities I have to base them on how close to Cambridge Bus Station they are as it would take too long to catch another bus. - - Recently I had to turn down training in Huntingdon (which started at 9am) as I would have had to catch 2 buses and walk and I probably wouldn't have been able to get there until about 9.30am or later . This would have been leaving my village at 7.30am.
Less traffic
Reduction in private car ownership.
Build an underground system!!!! This has been suggested and subsequently discounted and then re-ignited quite regularly. Building more guided bus systems strikes me as a complete waste of money. It risks engaging in the same debacle as before - the ongoing fiasco with BAM Nutall! The ruination of vast swathes of the beautiful countryside and the

expense and inefficiency of the whole system. An underground system may be an expensive option in the first instance, but it solves so many issues. If stations were located at the park & ride locations and a station built in the city centre, e.g. Parker's Piece or Drummer Street, in my opinion the over-ground congestion would improve.
all transport meeting needs of disabled people unlike new train station - -
Introduce free buses for transporting children to and from school, and ban parents from driving their children to within 500m of school unless they have mobility difficulties. - - Also, more frequent and less crowded fast trains to London, and associated public transport infrastructure to Cambridge North and Cambridge main station
There needs to be better lighting on key cycle routes e.g. guided busway.
End of rank and private hire companies arguing about whether I (a wheelchair user) may use their vehicle. -
More car clubs and car-sharing in new developments - and fewer parking spaces, to decouple car use from car ownership. Consider the amount of space on streets which is currently used for 'car storage' for cars which are used only occasionally.
There seem to be bottle neck areas from across the region for the flow of traffic. For myself living in Bottisham this bottle neck is the Quay roundabout with traffic from the local villages, from Ely, from Newmarket and the East, driving from the South of Cambridge hitting the roundabout to join the A14 or go into Cambridge. - - Offering more direct routes for traffic onto more efficient road systems would reduce the bottlenecks. Possibly the use of smart routing of traffic if one route is getting busy. These areas that I have mentioned are all growing with new houses being built adding to the number of cars
If GCP would realise that bus lanes that lie empty all day are a waste of valuable space that could better be used for improved cycling and walking infrastructure and improved urban realm. This could transform the routes into Cambridge and the appearance of the city and encourage people to look beyond motor vehicles for travel into the city when combined with park and cycle sites placed around the city. This would also free up the roads and parking for users who really need it e.g. those who are unable to cycle/walk long distances.
Junction improvements. For instance, it's ridiculous that with all the land that has been recently redeveloped around the Coldham's Lane/Newmarket Road junction the opportunity was not taken to buy some of that land and totally reorganize the junction in a way that works for all users, on and off road. I cannot think of a single flyover or pedestrian bridge within Cambridge - everything is at one level at every junction.
Better rail links
More affordable housing close to where substantial numbers of lower-paid people work, such as Addenbrookes as well as the city centre.
If I could come to church by Park and Ride I would but when two of us travel it is consistently more expensive than parking in the city centre, even with the increased rates. In order to be a viable alternative to bringing in a car to the city the public transport option has to be cheaper as it already suffers from not being as convenient (in terms of departing and arriving at fixed locations).
giving up on the agenda of the 'Auto-Sector' and 'Waste-Intensive-Sectors' -
Provide edge of Cambridge parking with bike storage (not village hubs which are too far out to cycle or walk from). Vast numbers of drivers would transfer to foot or bicycle with guarantees of travel times rather than the public transport options such as park and ride with unreliable journey times. Most car drivers would chose not to waste time in slow car traffic and transfer to faster bicycle transport once at the edge of the city.

Fewer cars and delivery vehicles
A congestion charge.
Making junctions work for cyclists and pedestrians not just for motorists
Active travel! - I would like to see walking and cycling always prioritised over car use. - I am looking forward to the Chisholm Trail and the new Chesterton cycle/pedestrian bridge, which I will use on a daily basis.
Congestion charging under a cordon control system (charges on for entry to the city) using the tidal charge proposed some time ago would be a good possibility. However all the public transport alternatives need to be in place before you switch on the charge - and whatever charging system the GCP goes for - they really need to follow the methodologies used in Sweden and to some extent London - it needs to be a trial period with evaluation. This would be instead of the top down switch on and forget style systems which are invariably proposed in the past; all the stakeholders need to be involved and a large amount of analysis would need to be carried out. The GCP needs to expect that they might not get it right during the trial, and then adjust it and run again.
Greater priority for cyclists in infrastructure projects (e.g. the current proposals for Milton Road give too much priority for traffic - cyclists are instead squeezed around the edges due to the enormous bus lanes). To be able to support car-free living in Cambridge you need to properly cater for cyclists of all ages, including the use of cargo bikes. - - There is too much on street car parking in Cambridge, especially around the station (for example, Lyndewode Road where there is parking on both sides and so not enough room for cyclists and a car to pass through at the same time). Parking restrictions should be extended throughout the city. The current availability creates demand.
More bike lanes
Extensive and continuous network of segregated cycling and walking infrastructure
Segregated cycle infrastructure so that people of all ages feel safe cycling and choose it over the car.
Safer cycling
stop all motorised traffic from entering the Cambridge city centre
Greater priority when planning given to active and sustainable modes of transport. Once new developments are built around car use it is very difficult (and costly) to reverse the effects.
Separation of cycling from motor traffic
Free Park and ride. Bring back the city centre shuttle bus. All public transport to be free and frequent. - If you limit delivery trucks' access to the centre more than at present, you risk losing shops in the centre, too.
Face up to it GCP - we need a road pricing system that reduces congestion and funds an effective, affordable bus service.
Better cycling infrastructure and dedicated lanes
Fewer cars!
Better public transport including during off peak periods (evenings / weekends).
reduction in private, including commercial, motor traffic
Smarter travel - forget traditional approaches to infrastructure such as bus lanes and think smarter. Mobility as a service (MaaS) is key part of the future of mobility.
Cyclists not jumping the lights and traffic lights that are smart - that respond to who is waiting at all times rather than just during the evening.

Tackling the school run issue. The roads are so much quieter during the holidays. Schools should be obliged to make use of the P&R as hubs for their out of town pupils and run their own transport services instead of all the parents driving in each day.
more small buses
Better cycling facilities (how about a comprehensive network of cycle paths linking all the surrounding villages to Cambridge?). Also upgrading all possible roads within the city to segregated, properly marked and signed cycleways, in the same way as has recently been done outside the Botanic Gardens on Trumpington Road opposite the Leys school.
Better public transport and fewer cars/delivery vehicles on the road. Tram or light rail. Focus on reducing pollution from diesel pollution on key routes.
East/West Train links - Guided Busway between Cambourne and Cambridge - Park & Ride sites further out
Fewer vehicles of all types
Much has been done to segregate cars from bikes, but very little to segregate bikes from pedestrians. As bike use increases, it is becoming more dangerous to walk in & around Cambridge. The new cycleway/walkway between the station and Addenbrooks is a good example - despite signs suggesting "respect", at peak times attempting to walk on this stretch with bikes moving rapidly in both directions is positively dangerous.
Expand cycle networks, widen existing narrow cycle paths around the city, segregate pedestrians/cyclists/cars better.
Reducing the number of cars entering the city and driving round the city
A tram system
I think anything that would encourage more people to cycle would be a good thing. Not everyone is able to cycle, but if more of the people who could cycle do so, it benefits everyone who travels as it reduces congestion. - - Things that I think encourage cycling are (in no particular order): more and better cycle parking; improved junction layouts; traffic lights which give cyclists a head start; better road surfaces; clearly marked cycle lanes; cycle paths, with good surfaces, clear markings to ensure cyclists and pedestrians are streamed or at least more aware of each other, and good lighting; encouraging businesses to provide better facilities for cycle commuters e.g. cycle parking, showers, changing rooms etc.
reduction of car/ lorry etc traffic around nearby villages and the city
Cycling centric, car-free centre
Cost of parking being more realistic to avoid blocking road with bad parking. - Large lorries not to be allowed in the inner city - Car share being encouraged - Park & Ride operating later at night
Explore trams? - Better use guided busways with greater parking outside Cambridge to allow access
Free reliable public transport would instantly solve congestion and pollution. Invest in free public transport rather than building more roads. If it is cheaper to use public transport than to use cars, this will be the preferred mode of transport!! Roads are heavily congested and more housing in the city and extended area will only add to roads which are at times at a standstill. The A10 is a prime example with large increases in housing proposed for Ely and Waterbeach. The A10 is already at breaking point and public transport is the only way forward. At the moment there is nothing to encourage commuters to use public transport when the costs are considerably more than driving. Park and Ride fees need to be scrapped and the sites need to move further out from the city. Parking at railway stations need to be free and commuter travel needs to be subsidised to ease congestion and pollution. Building

more roads is not the answer because it will only lead to more cars.
No parking charges on Park and Ride and Guided bus services. Cheaper park and ride and Guided bus services
A competitive bus service, so that routes not used so much are subsidised by the very busy Park and Rides. Cambridge needs to either run its own service like Ipswich or contract a company or companies to do what we want not just for profit alone. That does not work. So many living on the outskirts do not have a bus service that is reliable.
Provide for & promote multi-modal travel for all ages & all abilities e.g. mix-up walk, wheeled, bus, car for journeys for all ages & all abilities of wheelsforwellbeing.org.uk
More frequent, more reliable, cheaper buses for people living within the city not just villages.
Reliable, cheap public transport within the city.
Stop huge lorries like those along Long Road delivering building supplies. Make builders deliver supplies in smaller vehicles. - - -
Using the ideas being put forward by local communities, and not dismissing them because they're not what council officers learned at college many years ago.
Sensible planning and co-ordination based on light rail/metro
Franchising buses to improve services and reduce cost.
Increased park and ride sites further out of the city as traffic queues start before park and ride
Reducing the cost of public transport
A metro light rail system.
stop making the car driver the enemy
Underground trains
Portable electric vehicles. (E.g. Solowheel).
Intuitive signage about delays, the ability to divert traffic when needed and have flexible lane directions
being able to get access to public transport further out from Cambridge itself - I live in a small village with very limited transport - I would happily get public transport into Cambridge - but I would need to access it easily and it would need to be reliable. P and R sites are too close to Cambridge and therefore to get to them means I sit in traffic, I can get into the Centre for the same amount of time
Putting more growth in the direction of struggling Fenland towns.
Frequency and cost of buses - getting to my place of work is either a 20min car ride or nearly two hours on a bus. I cannot cycle or walk the distance due to disabilities.
More frequent and reliable buses.
Ban the school run except for those with medical need.
reduce amount of 'school run' traffic
More, cheaper buses with single ticket - unified & available public transport cheaper for residents/ frequent users like in London
An extensive network of segregated cycle ways connecting most outlying villages/towns into Cambridge would greatly encourage more cycling and get people out of private cars. There is strong evidence of "build it and they will come" as you build new cycle ways since people who previously wouldn't have considered cycling will consider cycling if they see a new safe facility. (Surveys are not useful for judging demand for cycle ways because they don't take into account people's change of views when a new facility is built.) - - For example the

highest priority for connecting Cambourne to Cambridge should be a segregated cycle way instead of an expensive busway. The current route for cycling between Cambourne and Cambridge is abysmal and not safe after dark. It would cost significantly less to build a new cycle way instead of a busway, would reduce traffic, and significantly improve people's health. -
Move some of the industries, business out of Cambridge, why not put them where all the new houses are proposed. Why not a business park at Bourne airfield instead of forcing more traffic into Cambridge
Congestion charge.
A direct link from A428 to M11 avoiding traffic congestion on Maddingley Road.
A decent public transport system that is affordable and reliable.
I was a big fan of the PCCPs and I think measures to reduce the volume of traffic going into the city would have multiple knock on benefits. - On the bigger picture I think a county wide integrated transport network would be the biggest help - light rail into the city and then spread strategically across the county supported by a network of buses and park and ride sites.
Improving bus lanes to make it quicker than travelling by car. Currently with prices of park and ride and with busses often getting stuck in the same traffic cars are queuing its understandable why people prefer to drive. Larger incentives are needed for public transport and progressive disincentives need to be applied for driving. One example could be giving priority to buses from the gog Magog park and ride over cars on roads such as hills/babraham road and stopping cars taking these routes at peak times. You could put traffic signals in place to give the bus priority for periods of ten minutes to allow their traffic-free progression to the centre. This would then encourage motorists who are queuing that their best option would be to use the park and ride.
No parking charge at Park and rides and cheaper fares - -
No parking charge at park and rides, and cheaper fares
Move the Maddingley Road P&R site further from the centre of town (at Maddingley roundabout from A428). Then have dedicated bus lane direct to the city centre, whether off road or on road, this needs to be an uninterrupted, continuous, fully functioning bus lane, and needs to be completed 5 years ago! Not in 5 years' time.
Stop building housing and business, give the people of some of the other regions a change of jobs.
A joined-up, connected and clean reliable public transport system, as seen in NL. Trams with electric buses, and priority everywhere for cyclists and pedestrians.
Oyster card system on busses.
Better transport system. At the moment, everything seems to be piecemeal - not efficient at all!
Dutch style proper segregated cycle provision across the city.
Frequent Park and Ride operating late into the evening, so one could avoid having to drive into the city and park there.
If I could catch a bus closer to my house. If there was a cycle path from Hardwick to comberton, to enable children to get to the village college safely by bike and everyone who can, cycle to the leisure facilities and the doctor's surgery.
Cyclists who obey all signs and lights and use lights at nights. - Less cars, cheaper parking. - Accessible train station

Better road links to the park and ride sites. Am strongly in favour of the Madingley P&R proposals at top of Madingley Hill.
reduce the cost of the public transport
Not increasing the local population!
There has to be priority for cycling and public transport - easy to write down but very difficult to deliver given the current infrastructure around the city/road widths etc.
Better clearer signage, everyone slowing down.
Fewer cars on the roads.
Some sort of train system, underground if possible, more bikes fewer cars, more pedestrianised zones in the city centre
Bring in a peak time charge for motorised vehicles
Reliable, cheap and comprehensive public transport provision, i.e. including service to surrounding villages.
More bicycle routes
Having a ring road outside the city that does not include the A14 or the motorway and closing access from one side of the city to other so that traffic is forced out of the centre. When this is done to have rail links and an underground which will keep Cambridge green and pleasant.
Getting the often ludicrously empty Park and Ride buses which run down Milton Road to stop at Union Lane. They are only really full during the rush hour and stopping briefly for mostly people with bus passes would hardly delay them! Whippet C bus no longer goes to the railway station. The need to change buses in the centre is off-putting. During my 30 years living on Milton Road the bus service has deteriorated.
A better network of off-road cycle paths, especially those which connect villages to each other or to the edges of town. I have always thought that a simple way to do this might be to pay land owners to host a well-surfaced cycle path across their property, or around its boundary. For instance, the path from Girton to Orchard Park across the NIAB field makes the journey much more pleasant and a lot shorter than going by road (Huntingdon Road, Histon Road), but the path is not very good and only useable in summer if you don't mind bumps. I appreciate that this land is now being developed and that there will probably be a decent cycleway put in place, but if that was not to happen then a simple way to encourage people to cycle from Girton to Orchard Park or the Science Park would be to pay NIAB to resurface that as a proper cycle way. There must be many other similar places where the addition of a simple cycleway will reduce journey time, increase safety and hopefully encourage more people to take to cycling. In this example, with a decent cycle path across NIAB it would be quicker to cycle from Girton to Orchard Park than to drive. Instead of more cycle paths going in/out of town, we need more connecting villages and areas.
City-wide resident parking permits
More thought through cycling routes. For example the cycle route down Hills Road to Addenbrookes is good to the traffic lights with the ring road, but after that you have to join the general melee of traffic and go round the roundabout which is very dangerous.
Cheaper and better public transport. Better connections for those that do not live in central Cambridge.
Better public transport offers - more reliable, more regular, more reasonably priced
Bus lanes
Ban cars from city centre - traffic congestion is very damaging to people's health and to my

business in terms of wasted time. - Stop largely public school parents dropping their kids off at school as school start leads to extra 20-30 minutes on bus journey (both my children went to public schools so not anti them per se) - A charity did a very interesting study - parents who drive their children to school lead to children with lower life expectancy - health benefits of walking / cycling much outweigh risk of accidents
Better provision for cycling and education around the ability to cycle - we have to get out of the mind-set that you can't cycle to a business meeting and adapt your attire accordingly.
Good quality cycling facilities - not just cheap fixes
The school run to the many schools in Cambridge are a significant contributor to the number of cars on the roads - see the difference when it is school holiday time. - Is it possible to have a system of dropping children at P&R sites and buses being run to schools from there? Might only work in the mornings as children come out at varying times and might not be suitable for little children
Cycle lane in Mill Road
Improve speed of public transport into the city i.e. Dedicated bus routes without stops. Faster on-boarding /off-boarding on bus
Free public transport or heavily subsidised rather than spending millions on infrastructure buy a fleet of busses and operate them at cost only with no profit.
An all ways interchange at Girton.
See Above. We need to change the mind-set about vehicles, especially private cars. For far too long, traffic engineers have dominated road planning. It is time they stepped aside in favour of those who believe that our towns should be people-focused and not car-focused.
Better air quality and safety measures to enable us to walk / cycle more.
Safer cycling routes (like Hills Road).
Reduce car-commuter traffic and the consequent on-street parking.
Reduce the number of cars driving into (and out of) the City Centre; reduce the number of very large lorries (containers) driving into Cambridge.
smart ticketing
Reduction in the number of motor vehicles entering and traversing the city.
A full access interchange at Girton. Allowing traffic from the A428 access to the M11 to travel south. Anybody who has looked at the planned new interchange will come to the same conclusion. The planners designed this after a Friday afternoon "liquid lunch".
Cross county public transport. Most, if not all bus services go to/or terminate in Cambridge so there is no alternative but to have to use two buses (or more) to get across Cambridge City and across the county.
Better transport services to be put into place without significantly affecting the living conditions of people who would be affected if the improvements were to go ahead without taking the living conditions of these people into caring consideration.
Increasing bus services to villages that aren't currently served (such as Caldecote where I work). Proposing to close city centre roads to traffic isn't helpful when there are no alternative ways to get here. I am also concerned about businesses in the centre that will be affected if roads are closed off at peak times, or closed to private cars at all. There are several vets surgeries, for example, in the centre of Cambridge. Most people can't get their pet to the vet without a car, so stopping traffic in those areas will really hit those businesses. If bus services were better, fewer people would drive on all the city's roads. But the council needs to be realistic: some people will still have to drive and they need to be able to get to

their destination without having to navigate restrictions and road closures.
LET COMMERCIAL VANS WORK IN CAMBRIDGE!!
Restrict and penalise town centre motorised traffic by dedicating more roads to one way systems and running cycle paths in the resulting space
Making public transport more convenient
After last year's City Deal Disaster and this year's talk about limiting cross city access a new team of traffic consultants would greatly improve travel in and around Greater Cambridge. Prevent Cars from coming into Cambridge (one good start is considering residents parking in areas which are parked up by commuters) but do not make life for people in Cambridge and access to businesses difficult.
Stop continuing to build homes in the City without the infra-structure to support them. It's become over populated and living in Cambridge is becoming intolerable at times. Whether it be trying to get around the city, cost of parking or trying to get a G.P/dentist appointment within a reasonable period of time.
have 50 electric minibuses paid for and maintained by the colleges advertising their wares.... circling and criss crossing Cambridge that people could hail at 1/2 mile interval markers with a light on them showing how many seats are free.
More protected cycleways
Plan properly, by taking into account local people's opinions, especially when it comes to proposals for guided bus routes! Be really careful about the introduction of cycle ways. Ones that do exist actually put cyclists in more danger, the one on St Neots Road in Hardwick causes drivers to drive on the cycle route white lines so bringing them within inches of cyclists instead of the recommended distance as described in the highway code.
removal of poor traffic controls at roundabouts and junctions
Access control & restriction for general traffic, bus lanes/bus priority
Integrated, reliable, frequent and affordable public transport to extend to all satellite villages. This must extend village to village and not just to the city
Fast and cheap public transport. It would need to be the most convenient and cheapest mode of travel for people to use it in great numbers. Due to the relatively small population of Cambridge this would need to extend substantially into South Cambridgeshire.
Better integration of the bus routes, with ALL bus routes calling in at hubs (or P&R) at the city outskirts to enable bus changes. At the moment, if I come in from the west and need to go to the north of the city I have to go into the centre and change buses. It would be much better if I could get off the Citi 4 at the P&R (not just on the main road) and then get on a bus that would take me on a circular route to the north or south. - - Even now, if ALL the western route buses called in at the P&R, I would have a choice of routes into the city centre. I could carry on along the Citi 4 route, change onto the P&R bus and take that route, take the Universal bus or the X3 routes. Unfortunately, not all these bus routes call into the P&R at the moment so it cannot be considered a hub. If I do need to change buses it can actually mean quite an inconvenient walk from, or even across, Madingley Road into the P&R (the bus stop of which is set back away from the road). - - There is very little integration at the moment. This could be improved immediately if ALL buses were forced to call into the P&R sites on their route.
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<p>For me, it would be to have a regular bus service from St Ives through to Fenstanton and on to bar Hill and Cambridge, and also one going back the other way to Huntingdon and the rail station and Hinchinbrook hospital. Presently, there is a very indirect route and only at certain times of day. During the rest of the day you have to get two buses. It costs £7.60 total to go in to Cambridge early on the Whippet guided bus, then return via a Stagecoach to Bar Hill and then a Dews coach from Bar Hill back to Fenstanton / St Ives, resulting in 2.5 hours of travel for 2 x 20 minute journeys. - - Would also be helpful if the guided busway was a railway instead (!)</p>
<p>Better cycle routes and paths into/out of the city from the villages. Not just in the city boundaries! - - The cost of transport and the time it takes totally prohibitive.</p>
<p>Reducing the number of parking opportunities in central Cambridge, especially free on-street parking.</p>
<p>Having regular mending of potholes/ironwork drops/sinking of road surfaces, together with regular repainting of cycleways (prime example - Hills Road between Station Road and bridge heading out of town paintwork gone, into town bumps cyclist have to swerve to avoid - dangerous)</p>
<p>Built a proper ring road to relieve traffic in the inner city. Do not built follies anymore like the Addenbrooke's access road, the new slow through roads through Eddington and Darwin Green and the bus road from Brookland avenue to the station? If each of these roads would have be built for through traffic, other bottlenecks in the road system could have been relieved</p>
<p>Publicly owned and operated public transport.</p>
<p>proper segregated cycleways - not just little blue signs on existing footpaths or a metre wide strip of paint alongside busy, narrow roads</p>
<p>Charging for Single Person Occupancy of cars as the majority of cars which travel in and around Cambridge have only one person in the car. - Increasing school transport provision as parents (especially for those children at private school) will drop their children off on the way to work and so are not necessarily using the most direct route. A lot of the Private Schools are located in just one section of the city so more congestion is created in this one part of Cambridge.</p>
<p>Having a bus on a loop to go from Babraham Park and Ride to several drops on the Biomedical Campus then straight back to the Park and Ride - NOT going into the City Centre. This would mean more regular and reliable buses - which would mean I would use the service instead of parking on the Biomedical Campus. The Park and Ride bus service is so awful because of its irregularity that I won't touch it. Especially in the evenings, you can wait 30 to 40 minutes for a bus. Shocking in this day and age that nothing has been done to improve this sooner - the idea is so basic.</p>
<p>Communication - I do not believe that any communications have appeared in the Hunts</p>

Post, which serves St Ives, Huntingdon and St Neots asking for opinions. If you want to improve travel then talk to the people who commute into Cambridge City! - - Try providing frequent electric mini buses running every 5 or 10 minutes from the park and ride, and only charge up to £2. Any more and it does not make if feasible for a family of 4.
An underground
Less cars in the city centre and more shared space.
Keep the EXISTING Waterbeach railway station where it is, make it safer. - - Then extend the EXISTING Waterbeach station platforms to accommodate 8 carriages in order to relieve peak hour congestion. - - The station for the large new development planned could be additional - WATERBEACH NORTH - in several years' time. - - We will need both railway stations on the "Cambridge Northern Line". - - Neither of the developer groups has understood the implications of closing the existing station when they have built the new station - a daft idea.
A truly affordable, efficient public transport network that would drastically reduce the number of people driving into Cambridge, for schools and work.
See above- improve timing/sequences of traffic lights. Also better provision of transport for schools to take out a large amount of the volume of parents delivering individual children to school
To find a way to provide an individually responsive transport infrastructure which either provides door to door transport or at least better infrastructure to take bikes on public transport. Prove grants for electric bikes or electric vehicles. - Biggest issue I have is as a working parent the drop off is not early enough at my village school 16 miles outside of Cambridge means I am later for work every day. It takes over an hour to get into Cambridge after dropping off the kids at the school at the earliest opportunity and I've tried cycling and its dangerous (broken wrist) and time consuming to take bike close enough to the city to park get the bike off the car and park at work. Then shower before starting work. It's exhausting before I even start my day!
A comprehensive and safe cycle infrastructure for all users.
Affordable, efficient, safe school buses for both state and private schools. - The difference between term and holiday periods is dramatic.
Improved & more joined up public transport services
Reduce car traffic whilst promote affordable public transport system
Good public transport - not just to & from / in Cambridge , but between villages & employment hubs - -
Improved safer cycle networks
Improved access to M11 from A428
Reduce cars - centre Cambridge / traffic
Public transport - Live in Cottenham, work in Babraham using bus adds 4 / 5 hours to working day
Frequent bus services & reduce travel time. - Reduce cost of buses
Transport Hubs outside Cambridge e.g. Cambourne
Need reliable & comprehensive public transport network
Rail connection - Addenbrookes
Removing cyclists from the road
Priority to cyclists
Buses

Fewer surveys
cheaper bus travel/ transport - working on holidays 7 /24
Easier access for cars to schools etc. Traffic vanishes during school holidays
Reduction of cost
Reliability
Completely pedestrianise centre & get rid of one way for bikes
Off road bike lanes everywhere
Maintain cycle paths & lanes that have
Cheap transport to surrounding city's
Shops & businesses & less small couriers for odd items & returns from eBay etc.
Reduce traffic by banning cars in city centre
Affordability of public transport
Take away traffic & digging up the roads all the time
Buses never on time - Reliability of times? -
Cycleways , super-efficient cycle junction infrastructure , - raised cycleways on poles
Stop building more businesses & homes so the traffic doesn't increase further
Get rid of stagecoach
Reduce congestion ring rush hour / school terms - rest of day / year problems are far less. - Solve local parking by commuters
Safety & cycling route away from cars & busy junctions.
More buses & railway at Addenbrookes due to Papworth & Astra Zeneca
Availability of more non major alternative routes
Car share - car pool - give incentive to people who share cars with neighbours etc. by giving rewards
Take buses back, into Council control so they can be run as a service, not a profit machine. People will use them if they can trust they will turn up.
Addenbrookes needs a railway station essential.
Cost effective parking
Enough has been spent on cycleways, it's time to consider those for whom cycling in not an option, it is to provide a good transport system for those living in peripheral villages
free buses
Prevent parents from driving to and from school pickups, use park and ride parking points instead. I support traffic control measures e.g. low emissions zone, congestion charge and out of two car parking
From Huntingdon Road area, for someone to recognise that we need to be able to access realistically many areas other side of city and that is mostly not practical time-wisely bus or physically by bike
Guided bus from St Ives 1.30pm to Abbey Stadium stops at Longstanton / Histon return opp ground 5pm
More thought regarding infrastructure before building starts
Metro service linking park and rides and railway stations with Cambridge city centre, P&R to include one at Bar Hill to ease congestion on A14/Huntingdon Road.
A bus pass for ever day and evening and to use all day and evening to use at 900 without being paid and to use it on Saturday and Sundays
More bus station to train station, connect up public transport properly instead of single solutions, stop believing that cycling is going to solve all problems

Better cycle routes, car sharing, stop lorries between peak times
Trams
Better access to city centre and affordable parking
Pedestrianise more of the historic city centre - be bold about it
Reduce traffic volume by paying attention to cycling solutions
Dual carriage way the A10, B1102, A142, A1309, B1047, electric cars incentives
All of the above
High speed tunnelled links from rural areas to city and station, more cycle paths and pedestrian cycle only access during daytime in historic centre
Links to businesses from Royston
Eastern link road - Newmarket road, M11 Junction at Harston - we have to get through traffic out of the city
Cheaper bus journeys and kids go free
Give residents access permits, ban all other cars from city centre, totally ban tourist coaches from the ring road in, ask police to prosecute drivers who abuse cyclists
Make cycling safer, separated cycle lanes from Trumpington P&R the centre would encourage more cycling
Better public transport
Cheaper and more extensive public transport
Lower cost of public transport
car sharing incentives
Fewer road works, don't let building work encroach on roads e.g. Station Road developments
Getting into GC is biggest problem e.g. across Quay Roundabout
Minimising the need to travel to Cambridge in the first place, provide more opportunities for people to work from home or from locations outside Cambridge and encourage companies to take these up
Better traffic conditions
More reliable train services, Cambridge to Newmarket train often delayed / cancelled due to signalling problems
Much tighter restrictions on new building, many fewer new houses, disincentives for new business premises within the city
Cheaper parking for public sector workers
traffic parking costs, and transport improvements, an oyster approach
Cost and reliability
Public transport is very expensive - not joined up
more safer cycle lanes
Dual carriageway to the A10
Co-ordinate services using the station not the middle of town as an interchange hub
Stop parents driving school children into central Cambridge
Improve the infrastructure for buses, not everyone cycles. Hills Road is a joke
Cutting volumes of traffic
Getting rid of private public transport companies, tickets ££££
More environmentally friendly buses in higher frequency, lower cost council tax should cover bus pass in city
Better i.e. reliable public transport

More direct train services, better exit arrangements at Cambridge station
Reliable bus transport, better cycle lanes
Cost of public transport
Greenspace, cycle routes network
Limit number of vehicles entering the city at any one time
More frequent bus service with additional routes + Affordable fares
Congestion charging - encourage people to stagger their work hours, where possible
Introduce competition in the bus service, it would force Stagecoach to lower prices and increased frequency of buses
Cycle lanes over hills Road Bridge / junction of Brookland avenue, right turn to station is dangerous, see the examples of two stage right turn
Frequency and size of trains between Newmarket and Cambridge
Better cycle paths through the centre of Cambridge, for example there is no safe route for Children from Barton Road to Parkside Academy
More people on bicycles
A tram way through the city and more cycle lanes
Improve slow traffic light intersections, somehow. Newmarket Road pedestrians both stop traffic in both directions
Create main bus stop outside of Cambridge City Centre and have one/few routes to circle from there to the centre area!
Implementation the bane of the use of private vehicles at peak times, exemptions disabled people of course
cycle routes and lanes that protect cyclists through junctions
Dual the A10, better cycle routes from out of town
Less housing
More cycling lanes
No commercial vehicles in the city
Improving road networks, better use of traffic lights, widen roads to increase number of lanes, remove bus lanes as rarely used by buses
Short term greener buses with smart ticketing, and real time info running earlier, and later long term underground light rail
Get the cars out of Central Cambridge Park + Cycle
Shuttle bus between all shopping sites, as stated, improvement of public transport run buses on a more regular basis
Better continuity of cycle routes e.g. proper link between and off guided busway + station cycle park (at present, it's not clear where to cycle), also end of DNA + Link to cycle route from Shelford to Sawston requires you to cross main road to access off
Make buses more frequent and cover better routes, stop traffic in centre so that people do not have to drive in
Cycling tacks
For there to be a total rethink of the bus services & centres of population with early morning and late night buses and school buses, far too many children are taken to school by car with often one child to each vehicle
School buses to reduce car traffic, reduction in school holidays is huge
Vastly increase bus provision, with more buses, demand would increase now, the service is so poor there is little demand so services are at - vicious circle

Increased frequency of buses, cheaper tickets, just make incentive to park outside of city
Safer cycling and less cars, need to make some roads pedestrianised / cycle only. for example, there is a dangerous junction on Kingston Road / Mill Road which needs a cycle crossing to make it safer for both cars and cyclists
Safer cycle ways - especially on roundabouts please
More cycle routes
Keep cars out of city centre, more parking outside, more in between child activities
Being able to afford travel parking, bus too expensive
Somehow to relieve all congestion during busy periods, particularly rush hour
Cheaper more frequent and more connective public transport
Safer cycle routes especially Histon Road
Need to improve parking places for vehicles so that they don't park their vehicles on the footpath
Private schools use hub to collect / take children to school
Reducing traffic
IESS TRAFFIC ON THE ROADS AND BUSES
More restricted car access around Parkers Piece leading to Mill Road area. Single ticketing would make life easier
Less attention to convenience of private cars
Improved link up travel around outskirts of city with more park and ride sites to travel into city, ban school runs - provide school buses + 6th form
Light rail system which goes into city
Reduce traffic and lower the public transport cost
Rapid transport underground across city
I feel that the travel in Cambridge is good but trains to Cambridge are expensive and a bus service to Anglia Ruskin would benefit many students and be used constantly.
Make the bus cheaper and more reliable
Please invest in trains e.g. train lines and new stations - both passenger and freight travel would take the pressure off of the roads
Improve Park and Ride facilities and cut down traffic in city centre.
Pollution free public transport
Cycling in Cambridge could improve if the cycle paths made more sense, they start and stop at random
Safe cycle infrastructure
Radically reduced car use
More & Connected public transport
Better use of Park and Ride services for the city
Public transport that does not just go into and out of Cambridge city but goes around the area
Bus service circling Cambridge, Melbourne/Royston Granta Park / Babraham takes 1 to 1.5 hours by public transport, I cycle when I can
Coaches should use designated parking areas and not clog up city roads and village with their random parking
Improved and versatile park and ride
Cancel the guided bus and replace with monorail system around Cambridge
Integrate public transport with cycling we must get people taking bikes on trains and buses,

I cannot be beyond the wit of man but seems to be
An outer ring road linking the science park, west Cambridge site and biomedical campus
Half hourly train service to King's Lynn
Regular buses
Banning commercial traffic during rush hour, ticket and two cars parked illegally in city centre, stop all bus-only lanes - this doubles congestion and ticket cyclists,
Stop commuters coming into Cambridge by car by restricting access across the city, introducing controlled parking zones city wide and making excellent cycle paths that are safe and separated from traffic by trees
An underground system, don't sit there biting your finger nails, it is the most desirable alternative, in 15/20 years people will profit
Cycle lanes and take care away from city centre
Further improved cycle lanes (dedicated) - Relevant improvements are great but there are other roads to sort out
Congestion tax for cars coming in and out of Cambs
Cheaper public transport for a family of four on the bus it's so expensive I might as well drive and pay for parking
Improved traffic flow in the city centre
Get discipline into cycling, bikes (not cars) are the greatest threat to pedestrians
Public transport rates covering east to west Cambridge and not just rates into town + out again, pushes people into the city centre that don't need / want to be there
Smart traffic lights e.g. to improve junction at Catholic Church
Too late, Council shouldn't have permitted so many people to have houses in City - especially expensive ones for non-Cambridge people, stop lorries / delivery vehicles in time.
More frequent bus services off the busway (which is excellent)
Like the idea of a hub for deliveries in the city
More consistent cycle paths / routes - not ones that jump between road and shared pathway
Park and Ride at top of Barton Road, by the M11.
Developments of public transport including park and ride, co-ordinated with rail accessibility, based on a drive within 10-12 cuts establishing where vehicles people from and to
Caxton Gibbet roundabout is a bottleneck from Papworth as well as from Bedford. Must be eased with new A428 plans otherwise they will be a waste of time
More and reliable buses and cycle paths
A car-park specifically for city-centre workers not shoppers that is affordable, more frequent, cheaper, daily including Sunday public transport
Bus stop announcements in buses, both voice and on-screen
Foster better located, reliable, cheap public transport, buses particularly, they don't serve many people and they run a ridiculously limited timetable
Reliable train time - On time
Limit access to city centre to cars and vans, charge cars from outside Cambridge to come into Cambridge, ban polluting vehicles
Faster, cheaper more reliable buses
Big thinking on infrastructure / M11/A11/A505, make more of rail stations, really integrate transport

Better links of public transport to outlying tech hubs
Better links from train station to other areas / large employers in city
Pedestrianising centre of cycle lanes so pedestrians and cyclists have separate designated routes
Improve traffic congestion
Public transport
Reduce more traffic
Improved public transport reducing the number of cars travelling into the city
An epidemic

Q9. Are you happy with your current housing situation? If not, why not
There are far too many new developments and the green belt is being destroyed. Any new houses built should be available to the local population and not to overseas investors or buy to let investors in the UK.
Too much private speculative development
Lack of AFFORDABLE rented housing
Whilst I am in a lucky position it is crazy how expensive housing is - part ownership of a minuscule property at £140k is not affordable in any way. Too many people sharing in low quality accommodation or sheds - no good outlying villages with affordable housing and cheap transport links either as an alternative.
Because Cambridge is expanding and a lot of people are coming on to the housing market with no money to purchase these dwellings.
Housing in Cambridge is expensive, but it seems that new housing is being built at great speed.
Building numbers of houses that are unsustainable within the local infrastructure. And they are way too expensive - affordable housing in the area is an oxymoron.
Too many new poor quality houses being built which spoil the area and which are allegedly affordable but which aren't for most local people
Lack of affordable options in city for students and low-income workers. Economically/professionally diverse neighbourhoods are more resilient, and planning for these at a regional level may help prevent producing pockets of deprivation. Little space for play & socializing in front of homes. City is too car-dominant.
Housing has become much too expensive. You'd always expect to pay a bit more to live in a nice place - that has historically been the case in Cambridge. However - prices now just don't bear any relation to what the city is like to live in, or what typical households can afford. From my own experience, the housing stock in Cambridge - particularly at the cheaper end including house shares - is of poor quality. I was recently looking for a new house share - many of the older properties are very run-down. However, the newer properties are generally of decent quality, although you've got to compromise on location somewhat.
Not enough housing is truly affordable. Lots of 'bog-standard' 'executive homes' style housing going up.
There is a massive shortage
Housing too expensive both rental and buying. Not enough houses. Wrong that even people on good professional salaries cannot afford to save a deposit as rents so high.
House building is too slow, not enough choice in tenures, not enough purpose built private

rented, not enough imagination shown in new types of affordable housing, need to encourage smaller builders, co-housing and self-build.
Far too much private sector rental housing in Cambridge and a broken ownership market skewed by overseas investors and buy to let, means housing costs in and around Cambridge are ridiculous and stifling the economy here. Public sector led social housing projects need to disrupt the market to ensure reasonably priced housing for those workers who service the growth economy here.
Because the houses are not being integrated with where the new jobs are, creating more traffic
Vast majority of houses being built within easy distance of city centre are marketed at price out of reach of people earning average salary. This pushes people further and further away from Cambridge exacerbating the traffic problem as they all drive in (no reasonable public transport options) to get to jobs, college, shop, etc.
We clearly need more, but it's all fragmented and piecemeal development, with little coordination with other housing or transport needs.
Yes, but. A number of new housing initiatives are coming to fruition on various sides of the city. It will be interesting to assess these (as Accordia was assessed for 'Clay Farm'), especially the success of 'affordable' housing. More affordable housing will certainly be needed; new 'market' housing near the city centre, as opposed to villages, appears to be a beneficial development, if only these residents can be convinced to walk, cycle and take public transport.
There does need to be housing that is affordable for those on a limited or low wage. People deserve, if they are working hard to be able to somehow be able to have their own home.
It's in the wrong places - dormitories in the middle of farmland. People want to live in Cambridge, which is much too expensive.
Out of the range of the vast majority of local people! To define some as affordable is ridiculous!
all new housing should be code 2 or 3 accessible
Very expensive.
Expensive
I'm happy with my own house, but have heard a lot about Cambridge's housing crisis. In particular it seems really bonkers that permission has been given for so many student accommodation developments when these are financed by a bubble of student debt, and the taxpayer may end up paying the bill. See also the answer to the final question.
It is impossible to obtain planning permission to develop your own home without a struggle. This creates more issues when people cannot move to bigger homes.
Financial situation aside, there could do with being more affordable houses, but at the same time liveable. The method at the moment seems to be cram as many houses as possible into a space with no considerations for actual living space, including garden space and forming communities. Streets upon streets of houses does not create a community. There needs to be more space among the houses, green areas etc.
Too many houses are being knocked down and replaced with blocks of flats! In addition the new build properties that are being built are often ugly, small and are crammed in with little outside space.
I would move to Cambridge so that I could walk to work but I refuse to move from a good sized home in Haverhill to a flat or terraced small house in Cambridge. There is not even the option of a cheap second home here.

House prices are completely unaffordable for me, despite working full time, and in a reasonably well paid job. But as a young single first time buyer, the cost is extremely high, even with various help to buy schemes.
Far too many expensive properties are being built and house prices are too high. Local people are being forced out of the city, where their families have lived for generations, by their inability to afford to live here any more.
Greater numbers are needed.
The quality new build housing is only for a wealthy elite the rest is poor quality, packed in often with insufficient facilities. Prices have risen to the point that the rungs on the housing ladder are too far apart, this has led to an expansion of the existing stock through extensions and loft conversions, not always of particularly good quality further reducing the stock of smaller starter homes. Finally, whilst this is a national problem it is particularly acute in places like this where housing costs are high; social housing is residualised rather than being a viable source of decent quality housing for people on low to middle incomes.
You keep building lots of high density houses without car parking spaces, and much as we all like the idea that millionaires who buy houses in Cambridge don't have cars, the fact is that they all have cars, and they have way more than your planning rules assume. Those cars have to go somewhere.
Too expensive
There is obviously a shortage of good quality, affordable housing in Cambridge. There is a huge challenge around providing the housing needed while still retaining the Cambridge quality of life. There are still a depressing number of housing developments that appear to be too car-centric, with active travel being an afterthought. Often I suspect that this is because developers that are not based in Cambridge just don't 'get' how this can work. The LA does have tools to improve this through the planning process, and should be robust in using them, but education is important too. Also, there have been examples of housing developments that do not appear to meet local needs, but instead appear to appeal to incomers who intend to use Cambridge as a commuting base. The notoriously-vandalised million-plus houses on Fen Road are an example of this, with obvious implications for social cohesion.
There is not enough affordable housing close to the job holder's employment location and there are too many family homes being converted into multiple occupancy units. Although HMOS provide high density living, the houses are not designed very well for that and there is also the effect of multiple cars being used at that dwelling. This is problem which could grow significantly if the City does not consider various ways of curbing growth of HMOs, or limiting their location and numbers within the city limits.
Too much emphasis on cars and prices too high. I live in a shared ownership home in a new development. Every home has a car parking space - why is car ownership being encouraged when it only creates problems for the city? The new development proposed for Mill Road depot has unreasonably high levels of car ownership, when local public transport options are excellent. Shared ownership homes are to a certain extent welcome in ensuring properties go to those that actually need to be in Cambridge (rather than landlords or tourists). However I sometimes feel that shared ownership perhaps artificially inflates prices (if you can only afford 50% of a house, the house prices are 50% too high).
Not enough affordable housing (and insufficient cycle parking and walking & cycling infrastructure in what there is)
New build estates lack infrastructure provision and services, are too car centric and mostly

of poor design (urban realm, use of renewables, public transport, walking and cycling all lack ambition and do the bare minimum)
We need more council housing for renting at affordable rates to be constructed within Cambridge city
House prices are extremely high which is pricing ordinary working families out of the city.
Not enough affordable housing for rent
Not enough council or other publicly funded housing being built. Developers allowed to reduce the number of 'affordable' houses once their plans have been accepted, or allowed not to provide any. Too many extremely ugly and poorly built (perhaps because cheap) premises constructed.
There is a severe shortage of all kinds of housing and as a result prices are too high.
Houses are too expensive for normal people
House prices are still too high.
too much property belongs to colleges and other institutions; costs are far too high, both rent and purchase prices; new homes being built are badly designed, usually too high-density, and often lack adequate infrastructure; 'student housing' planning permission needs to be restricted to bona fide educational institutions, and should not be granted to commercial organisations
Student housing has been built instead of affordable housing. Struggle to understand why CB1 was given over to student housing on some of the most accessible and valuable land in the city!! Students put no pressure on congestion but have been given a higher status than others that have had to leap frog the green belt and buy houses in villages and commute by car into the city.
The house prices are too high giving younger families limited opportunity to stay in the city unless they have a large pot of money hidden away somewhere!
The prices are crazy for anyone normal who wants to move here. We get lots of new developments, but the prices are unaffordable for most people and they get sold for investment, many of them remain empty. We should stop building houses and flats for rich people as investment opportunities as these people are not investing in Cambridge as a town or a community.
Nothing like enough cheaper rental accommodation (i.e. council housing)
Homes are so expensive in Cambridge it's hard to imagine how my children could ever afford to live in the area where they are growing up.
Have a house that is being damaged by traffic & pollution, and can't sell because of uncertainty re development. Broader housing situation unsustainable & needs to be restriction on investment property & greater focus on meeting local housing need.
Completely unaffordable
Housing is mostly being built in the wrong places and encouraging unsustainable lifestyles based on car commuting and increasing pressure for unsustainable and expensive transport infrastructure such as new roads and guided busways (prediction - the existing A14 will become a car park again within 15 years of the new A14 opening, based on current approaches to housing and transport planning). Either Cambridge stays as a compact city as it is and jobs need to move to nearby settlements, or Cambridge needs to grow significantly over the next few decades but in an environmentally sustainable way that means investment in creating high quality places and enhancing the natural environment, not just more houses, roads, and busways as is currently proposed. The current approach (houses, houses houses, roads roads busways!!!) is killing Cambridge and WILL result in its growth

and inevitable and ultimate death as an economic powerhouse.
Rent is incredibly bad value for money, tenants have no power against landlords who don't provide up-to-standards accommodation
Lack of affordable housing
In terms of national economics, it is not good that house prices and private borrowing are increasing hand in hand. In Cambridge specifically, rising house prices means less diverse communities and forces key workers into long commutes. Both are big factors in rising social inequality, which is bad for everyone, rich and poor.
Too expensive both for buy and rent markets
Still not enough homes to rent, affordability a major issue especially for those in local retail and service industry.
Properties too expensive for children to purchase.
Because developers, who should be contribute to the cost of the infrastructure don't. Classic example the Guided busway which housing developers should have paid for was funded by the rate payers
Too many houses are student accommodation and are being bought by people from other countries to rent out. New ones already advertised in the Hong Kong News
- Unaffordable / too expensive i.e. average property is many multiples of average pay- Too many private landlords reducing availability/opportunity for local residents to buy and live locally
There is a pressure on building more homes but they all are being built in satellite towns that require commuting, but public transport doesn't support it.
Houses should be built near Cambridge not in satellite towns without jobs. Better to not have green belt and expand Cambridge than to build externally and require a larger transport network.
Far too much property being built aimed at the "buy-to-leave" market.
Not enough affordable housing.
Cost of housing prices Cost of rent
Costs, and housing in Cambridge for the next generation will be challenging
Desperate need for more housing.
Cost drives people out of the city causing additional pressure on transport/rush hour needs to be more lower cost housing - however concerned that houses are built and infrastructure is not provided in advance or sometimes at all
The cost of housing is beyond the reach of many. The County Council for example has sold off land that has prestigious housing owned by overseas investors whilst local people - even professionals - are priced out. RTB continues to denude social housing.
Housing too expensive for young people to get on housing ladder, and lack of suitable housing for older people to downsize to.
Lack of affordability.
Too little availability & too great a disparity between salaries & house prices - salaries do not allow young people to buy a home
Too many people to house who are economic newcomers.
Too expensive
House prices are incredibly high and unaffordable as a percentage of average income. Any new developments consist of many large family homes which aren't suitable for first-time buyers. Also, new developments always tend to be of the "luxury" "unique" "bespoke" type.

How about some houses which are just bog standard affordable houses that people on average salaries can afford? Maybe some new towns are required and urgently. I am on an average salary for Cambridge and with house prices ten times my salary I have no hope of ever purchasing one. I am considering moving away from the area because of this. The lack of affordable housing in such situations is also a cause of much angst and depression in young people my age (). Further growth without provision of affordable housing is a disaster waiting to happen.
Too expensive
Too expensive for first time buyers
there is no building happening that is for the young locals who already live and work in the area and do not have high profile high paid work and the so called affordable housing is too expensive because they have to pay a mortgage and rent, why can't developers build housing that is cheap enough for people to buy in full on a mortgage. The Help to buy scheme is of no use to the average person who does not have a relative to bung them £50 grand for the deposits needed. And there is no building going on for the local elderly to down size to that is not a flat or one bed apartment in town, perhaps someone should think that they might like to stay in the same villages that they have lived in for the greater part of their lives and have a garden.
Houses are overpriced. And there are not enough new houses being built.
Personally yes but there obviously needs to be more council housing built for those on lower incomes and good quality owner-occupied housing suitable for families rather than student housing or luxury flats. Abolishing the right to buy of council housing would be required to keep it.
People need houses but it is only sustainable if infrastructure and transport can accommodate them.
While it does not directly affect me personally, I feel for those who cannot afford to find suitable accommodation at a cost they can comfortably afford. Council housing at a low rent may be the best solution to this; it worked so well in Harlow.
Need more low cost housing
I could not afford to buy a suitable house in Cambridge and I am a high earner.
Housing is too expensive and the quality is inferior.
Cambridge is simply not affordable - new STUDIO flats in Eddington on sale for £315,000!! How can we possibly hope to retain teachers, nurses, midwives, carers to live in the city if the local authority or government do not build the houses THEMSELVES - I think there once was the council house, that allowed lower income families to exist in more affluent areas.
As per usual no one is thinking about designing homes fit for future aspirations, demographics etc. Housing is being built in a non-strategic way for purely profit, not for the health and wellbeing of all the potential population. We need a substantial amount of homes built to both British Standard Part M 4 (2) and especially (3). STOP BUILDING RABBIT HUTCHES start building mental health enhancing homes not houses. Homes that have been built that are so called wheelchair accessible are badly designed and a terrible compromise for many full time wheelchair users. Space cannot be substituted in such designs, modern profiling electric wheelchairs need living & bedrooms that are no less than 4m wide. Wet rooms should not be less than 2.5m x 2.5m etc etc. Thoughtfully designed accessible homes following universal design principles are good housing for all.
Far too many overpriced and faceless flats. Endless blocks of student housing going up; posh developments where even "affordable" housing is priced well beyond the means of the

average e.g. teacher or NHS worker, and those developments all 'ghettoised' with no local amenities or sense of community gathering points. Cambridge is massively unaffordable. I am fortunate enough that we own our own house in a nice (not new) bit of Cambridge where we are very happy, but I really hate to see what is happening to the rest of the city. There needs to be more affordable housing for the people who actually do the work that keeps the whole place running. Witness as per my first comment the driving out of useful shops by posh clothes ones.
It's way too expensive
Too much of the current Housing by developers is built for maximum profit and prices too high for children of local people. A certain percentage of all houses built should be earmarked for locals only. Better housing regulations are needed. The plus seems to be that the council now are building themselves rather than selling on to developers who make obscene levels of profit for themselves. I also support the current council in trying to bring empty houses back in to use - but they must try harder!
Not enough really affordable housing available for key workers in the city and within reasonable distance from the city.
Too expensive
The houses are very expensive and the majority of people can't afford them. Because of this developers are buying family homes and dividing them into HMOs. This is leading to an increase of cars, expensive rents and people who are not interested in their surroundings because these people do not stay long enough to get involved in community life.
See my answer to the earlier question - too many houses which have been built have gone to investors or students, not to low paid workers who are essential to the city. Moreover, new developments are put forward with limited parking, but it is clear that this is unenforceable, leading to more congestion.
While I don't particularly like the amount of growth I am seeing, I appreciate that it is necessary.
It's clearly inadequate and unaffordable
Too many houses are being built with no thought (or action) about infrastructure. We should be building communities for the future not slums.
Housing is unaffordable
Due to shortage of supply most housing is too expensive for younger people/first time buyers.
Road networks are not set up adequately for all the new houses being built. It will lead to greater congestion
Housing is very expensive and in short supply
Not enough housing for young people starting off in life. My company cannot recruit and keep staff below ██████████ grade due to cost of housing and transport in Cambridge. As a result of which my company is downsizing in Cambridge which is a shame as we could do with 10 more junior staff.
Friends struggle to find affordable housing
Too many older people whose children have left home, living in large family homes suitable for young families that cannot afford them.
The massive expansion of housing has put tremendous pressure on the inner roads of our small city. Are we aiming to look like Peterborough? The housing is by and large not very innovative in design and fails to match up to the beautiful buildings of the past. Fear they

may not look so good in 10 years time particularly the developments around the station. Why has some land not been released for private or own build rather than all being handed over to the big developer? Not enough genuine social housing to meet the needs of city residents who will never be able to afford to buy. Too much sold for renting out drawing in investors and London commuters rather than long term natives of the city of Cambridge Loss of the green fingers that came into the city giving the centre a feeling of close contact with the countryside. The city's outer boundaries are now further out which makes it feel more urban
Too little supply means prices are too high for most salaried workers to live in Cambridge. Forcing people into the outskirts and surrounding towns usually means MORE cars on the road. Affordable housing (including for families) in Cambridge would mean more people would use bicycles or public transport.
Affordability and location. Much of the new (more affordable) housing is being built in the surrounding villages / out of town which will only compound the traffic issues unless there is move to get business out of the town centre
South Cambridgeshire's local plan for housing is to continue to build in rural areas. If the developments of Bourn Airfield and West Cambourne proceed, there will be a continuous 'ribbon' of housing from Cambridge to Caxton Gibbet, which is contrary to all notions of good town planning. Moreover, this policy ignores the fact that all the jobs are in Cambridge (Science Park & Biomedical campus). As a result, locating the housing outside the City leads to an inexorable increase in traffic, with its attendant environmental pollution. How can these policies be considered 'sustainable'?
The lack of affordable and of social housing is a major problem for Cambridge.
Too many houses built on outskirts without facilities, just increases traffic pressure.
Don't like the increasing concentration of housing density within the city. Every available space is being used for modern-style housing, which has its benefits, but I don't really like. Not keen on the student housing complexes. I am particularly against foreign capital buying up housing in central Cambridge as an investment, and suspect a lot of these properties are empty a lot of the time. This and other factors forces housing prices up. All makes it too difficult for younger people.
House prices and rents are too high. There should be more Council built and Council owned houses and flats to rent.
House prices are simply unaffordable to anyone not already on the housing ladder. Regulation of HMOs is poor: landlords should take more responsibility for their tenants' behaviour (from disposing of rubbish correctly, maintaining the exterior of their properties, to behaving considerately towards neighbours).
There are not enough, the house buyers of the future will have nowhere to buy.
Need more affordable housing in Cambridge so people do not have to travel in to Cambridge from outside. Also need more council housing in Cambridge.
Housing market open to anyone able to purchase for 'reasons of profit only'. Buy to Leave should be outlawed and those buying houses not for their personal living space should have to pay tax to support new builds for first time buyers. Guernsey has a two tiered system biased towards islanders, Cambridge could have a system biased towards those living in the city rather than those just taking advantage of an inflated housing market.
The city is becoming overcrowded and over populated. Trying to get in & out of Chesterton during rush hour is a joke.
too many people buying them as investments and not using them

New houses are ugly and generic. Station development was a disaster, and must not be repeated. Cannot trust private companies to deliver large schemes.
Too many large housing developments rather than incremental developments in villages. Many villages are NOT included in housing development so either large new towns are being built or large estates added to existing small villages. This is totally unfair on residents of those villages and where large new towns built they just tend to cause more traffic issues. After all, wasn't Cambourne built with the premise that residents would work in Cambourne yet you are. Ow considering a bus route that gets those same residents into Cambridge quicker at the expense of other villages along the route.
lack to affordable accommodation
Property prices in the Cambridge area is forcing lower paid service industry staff to commute greater distances, and from areas with little or no public transport links to Cambridge.
Cambridge is being buried under large, ugly apartment developments in particular to the west of the city
Costs are very high and there is limited availability. New housing is being built but at a slow rate and to a very high density.
More affordable housing required.
This is not a Cambridge specific problem.
There are too many houses being built in villages and increasing traffic through high streets so that you can't even cross the road.
Social housing is in hugely short supply, and is becoming more expensive too, especially if not council owned. The private rental market in Cambridge is so expensive that I know so many people who can't afford to live anywhere. I fear for my children's generation and where they will live (probably at home!)
I am not happy that the final percentage of social housing in new developments is so often lower than the originally agreed target. I am not happy that new housing is not targeted to key workers who could benefit most from living centrally. Instead, accommodation seems to be directed at out-of-town sixth form students, rental properties for private landlords and very expensive high end properties. The general standard of design is also not great. The new Cambridge vernacular seems to be a beige box with weathered wood trim.
Not enough housing for Cambridge's needs. Result - loads of folk having to commute, plus high prices. New housing is being squeezed into small areas, and being done on a piecemeal basis which often results in unsatisfactory public amenities. Housing is not being built with older people in mind, so nowhere for people to move to. Family houses are not being freed up. Not just isolated areas of retirement housing, but bits of retirement housing in amongst the rest of the community. We need to build on the Green Belt BUT do it with generous parks, green verges etc. I live in the Queen Edith/Nightingale zone. The area was developed with a great good sized park, so most folk can walk to it. That's the sort of thinking we need.
Building houses on the other side of the greenbelt will result in traffic jams and road / bus lane building in the greenbelt. Better to build in the greenbelt as this will reduce the journeys people have to make.
The prices are ridiculous. Every time the transport links with London are improved, Cambridge becomes just another suburb with London pricing. This pushes out into the nearer villages, which means most people who work in ordinary jobs on Cambridge have to live miles away and commute. These people used to live in terraces houses in Cambridge, which now cost 10 or 20 times their salaries.

too expensive with too little supply
Not enough affordable housing and housing for key workers at the hospital i.e. nurses quarters. I'm not a nurse, but Addenbrooke's and Papworth find it hard to recruit nurses as they tend to go and work elsewhere, where they can afford to live, and it's not a pain to (try to) get into work on time and in one piece.
Too expensive ESP for younger generation
Because housing in Cambridge is expensive and not good quality. As a professional, I can only afford to live here if I house share. The quality of housing available is often sub-standard too. New flats/houses that are built are often too expensive for any new buyers or for renting, or they lack decent green space and green infrastructure.
Young people starting their careers and older people on lower salaries find house prices way beyond their reach and rents are high. We desperately need lots of new smaller affordable house and also social housing. I am all in favour of the new development at Waterbeach but we must influence it early so that it works well.
Hugely inflated prices to both rent and buy
Not sufficient housing stock and there are too many obstacles in the way for young people to get onto the property ladders. The greed of older property owners more worried out damage to their house price than letting younger people own a property prevent much needed planning applications to go ahead. The planning system is broken and not getting fix and the land bank companies are holding onto land until the prices are high thus pricing local people out of the market with the few houses that are available.
There is a severe housing shortage in Cambridge putting the cost of housing very high.
Vast amounts of dense small units e.g. the development by the station that has come under justified criticism in the national press. Where is all the green space for the inhabitants as initially agreed at planning stage? Kaleidoscope doesn't bear scrutiny, the wood is already rotting and the plastic panels apparently buckling.
Too many new developments & garden grabbing
nr clare
Homelessness
too expensive . mouldy , substandard, housing , which are actually affordable. -
Bad traffic & expensive rent
ok - Change needed - Car issues
too many homeless people
Need new council Houses , Build thousands
Only short term tenancies are available in private sector
New house not matched by expenses if infrastructure , when infill houses built not enough choice for downsizers & others
Cambridgeshire needs a 30 year structure plan & a development authority that reinvents development funds
We're aware of the need for affordable housing, but not at the expense of over development and its effect on certain places
I am terribly sad that the new developments have block of flats so squashed close together, dreadful quality of life for people
Build more affordable homes ie Northstowe
I Have a house but young people starting out have a real struggle to get affordable housing properties.

While not affected personally, I am very aware of affordability problems for younger generations, particularly those in the caring and similar professions
With current house prices people who provide vital services have to live outside Cambridge and drive in the morning
Affordable homes are lacking
We need better information about what is available to who eg shared ownership
Too many permissions given out for ill-considered projects, with the whole aim of increasing capacity without considering impact
no
Money should be put into infrastructure - transport, schools and health services
Council houses all bit together breed increased class divide, rent laws all fail, fees etc
There are almost no homes under £300k to buy. A £300k studio flat is not affordable
Eachway, I have to commute 30 miles by car as cant afford to live where I work and no public transport from my home
Price for building quality
Need to move forward with building houses to a strategy of overriding planning objections to lack of plan
We need less new housing, not more, the city is over-developed already.
New builds do not have enough parking
Poor planning of new developments, lack of regard for infrastructure and services in planning
I am well housed but concerned at the difficulty for young people
I am fortunate enough to own an expensive house but I think so many people who have to rent get a raw deal. All the protection is for landlords rent control is needed
Not enough choice, not enough council housing rentals, availability for married couple without children is very poor
Agencies charging extortionate fees + costs as high as London for renting /buy
House prices in Cambridge are ridiculous and we don't have London salaries to afford them
Too many people work in London, pushing people on a normal wage out of the city, bad transport
Cost of housing in Cambridge City is unaffordable for most, new developments are soulless and lack a sense of community
Myself and my wife both work in Cambridge, couldn't begin to afford to move there though
Work in Cambridge, but house prices there are too high
More housing and being built on the Green Belt will still make unaffordable
Average people priced out
Car parking is a huge issue, commuters park in my street blocking the emergency services
Build quality as a whole is really poor! Nothing works as it should. Insulation is non-existent, thermostats, don't work, mostly just plain too few flats
I don't live in Cambridge but would consider to live there if prices were lower and housing was more
However the cost of housing in Cambridge is far too high, we are extremely fortunate to be in position to afford adequate housing
NEED TO GET YOUNG PEOPLE TO HAVE INCENTIVES TO BUY
Cambridge is not ready for another 3500 houses as there is no infrastructure to support it
New houses are not built with adequate car parking facilities

We cannot attract bakers to move to the area much higher than other parts of the country
Young families not getting enough help
There is far too much executive housing and nowhere near enough affordable and suitable housing for essential workers such as nurses, teachers and technicians, conveniently situated by employers
I am fine, I bought 40 years ago. There should be more social housings and affordable housing in city. no move expensive flats which are bought to let
Cambridge needs a much longer supply of build to rent buildings with a high percentage, rent controlled for observed for council meetings
Too many so called affordable houses being built and not enough social housing
Rent prices have increased so much, quality of rents are terrible, almost like prison, of like what you get in a 3rd world country.
Not enough Council housing, stuck 2 floors up with 2 children
Not being able to afford to live in Cambridge
Too hard to get on the property ladder / lack of part buy housing schemes in local villages
The rent is abusive
It's easy for us because I own a house, otherwise the cost of reality is too high in the city of Cambridge
No social housing being built, not affordable housing either
More social housing needed, city too expensive
Current system has cause huge property value increases which huge reduction in new and affordable homes in comparison, system depends on housebuilder model. Needs grants to build more affordable
House prices are expensive, we were fortunate to be able to buy a house but I can imagine finding a deposit for other people is really difficult
Too many flats are being built - where are the family homes? There is little housing provision for families being built
Happy for myself but concerned for those who cant afford to buy a house or unable to find a property to rent
Lack of community facilities
I'm happy but I would like to have a slightly bigger than studio
Real housing is desperately needed. plus rent controls on privately rented housing
The city must have new rented housing in quantity and at low rents, the homeless must be homed too
Basically there is a huge lack of affordable homes
The Cambridge area is stupidly expensive, too many people are priced out of the area
Extra social housing needs to be provided in rural hubs
Yes we need many more social houses to rent, the right to buy needs to be suspended
More houses would be good but they need access shops, facilities with places nearby
Not enough family housing being built, too many small flats
New housing in Cambridge does not reflect its historic setting, too many fields being lost bringing city too close to villages
Due to the Council / County aim of high density, new housing estates are built with too little car parking spaces
Don't like developers buying up family homes and turning them into HMO's. Tiny student homes not big enough for residents when too expensive for students, horrible around the

station etc.
Resist the increase of HMO's which ruin the streetscape use to vehicle parking on verges and parkings
Insufficient social housing, or housing with sustainable rents,
We need to build at least double the amount being built at present
Most of the housing being built seems to be flats or very expensive / exclusive housing, affordable 2/3 bed family home seems to be overlooked
Not enough reasonably priced housing for families - large number of new student apartments
Houses should be given to local people, part buy rent, too expensive for normal people, too many houses still together such as Trumpington Meadows
The price my partner & I pay for a 1 bedroom v. small flat could get us a 2 bedroom house and garden elsewhere
I rent a small double bedroom, I share with 4 others, the price I pay could probably get me a flat to myself elsewhere
There is not a shortage of houses in the area, only a shortage of future employers.
New homes being built are too expensive
My husband is on a professional salary, we cannot afford to buy a house in Cambridge and therefore live in a village
Too much new housing, inadequate infrastructure, particularly in the health services
Need affordable housing around key tech centres
Retirement homes to buy
Unable to remove old inefficient housing

Q11.5. What other barriers are there to improving your skills or employment chances? (please specify):
I said no, but need to give an answer here?
Not applicable
Lack of job opportunities.
Interesting jobs, I'm overqualified for most jobs.
Being able to access locations for work within a timely commute.
Lack of jobs, and then the competition/number of other applicants going for same jobs gets disheartening.
Little interest or support for up-skilling of over 55s
equal opportunities for disabled people
Most of the IT related training courses that I look into are not based in Cambridge, requiring travel to London to attend them. With family commitments this is very off putting. - - I would also be interested in more affordable and available training from an individual level. Not everyone has the financial status these days to pay for training but still wants to pursue training options.
Difficulty finding: - - investors - - opportunities to invest
I am thinking about moving from my current employer (40 miles from CB2) to be closer to home but I am a specialised worker and not very many positions come up in this area.
Time needed to spend on training opportunities.
Reducing diversity in the local economy - Cambridge is rapidly becoming the preserve of

wealthy folks in high tech jobs, and a service economy providing them with shopping, restaurants, tradespeople etc. Several sectors are going extinct!
NA retired
Children wishing to do non academic studies should be allowed to work and earn while learning. To stay at school until 18 yrs of age is crazy.no wonder the pension age keeps being moved .those in their fifties left school at fourteen or fifteen and have paid into pensions all those years ,only to have their right to a pension changed over and over again.
My age. I am a [REDACTED] and need to work until I am 66 but it is difficult to find work over 60.
Work/life balance
my age!
I'm retired.
NA
Lack of access to quality trained care-workers to look after Husband so that I can return to work.
Lack of places to find jobs at the skill level I'm at. (This is not a common problem, though - very personal to me!)
N
I am retired
N/A
None
As I use Public Transport when I look for work the main criteria is that it has to be within walking distance of my bus route as you can't always guarantee on getting a timely connection to another bus route.
My access to employment is limited to within the range of my bus route as it would take too long to catch another bus (i.e. just missing one and waiting 10-20 mins for the next one).
Technology moving so fast and it is leaving whole generations of workers behind that don't know how to programme or operate the latest technology. Mid life workers are often stuck with childcare costs and high housing costs so can't afford to retrain to take up a new career in technology.
Age - Revolving door policy - Tick box policy
Traffic / parking / unreliable buses - guided bus is always stuck on red for approx. 5 -10 mins making people late for work.
we need to massively increase our investment in intellectual property protection post brexit - have to be able to protect what is invented here
public transport
Law training opportunities, especially in community and profit law, graduates have to go to London
Why focus on this? Most residents are not looking for access to training
The cost of living is getting too high to take a chance and train, I am doing an online course in spare time but doubt it will lead or help with getting a new job
Lack of large companies
Most training focuses on the young there are not enough opportunitiesto retrain especially for those above 40
Working from home in Cambridge I think not the employment situation is very good. However, I feel that the quality of life is low,
I'm semi-retired, work Part time, not applicable

Visa requirements
Networking / links / contacts
I am OAP
It does not affect me however, more should be done in school to enlighten
Lack of a diverse range of businesses to match my skills set lack of part time or freelance opportunities to balance family and work requirements
Lack of suitable progression not helped by recruitment agencies based in the city which offer little support with this

Q12.6. What other challenges are/have there been for finding training or work in and around Cambridge? (please specify):
There have been no challenges. Why isn't there an option for leaving this blank?
Again, I said no, but need to give an answer here?
I haven't found challenges.
Not applicable
Just not being able to get work within my chosen field i.e. railways.
No issues
Low pay compared to other costs.
lack of part time skilled work (I am a postgraduate)
Cycles of the construction industry / 2008 recession rupturing construction and design businesses / lack of opportunities for over-55s
I would also include cost of housing, I rent and rental costs are extortionate and go up every year. Cambridge is a great place to work, just too expensive to live.
None
- prejudice - - and lack of contacts
- Lack of the correct positions in the city.
I cycle everywhere and am mostly fine, except for having to fight my way through the cars clogging the roads
Not relevant to me. I have lived and worked in Cambridge for > 20 yrs
NA
Cambridge and surrounding area house prices are very high and availability for locals on low wages minimal. - - Local residence should be given priority for social r low cost housing housing
See above
I am retired. However, when I first came to buy a house in the City, I had a choice. Now, even if I had the level of salary I had at the end of my career, I could not afford anywhere in the City.
If I was working.
Lack of flexibility of employers eg part-time working, some working from home. - Ageism.
One of the things that finally made me take retirement was the regular heavy traffic ,and not infrequent very long journeys when one small thing made the M11, A505 and/or A14 impossible, throwing traffic onto the smaller local roads and making journeys very long and stressful.
NA

see above
Lack of openings for the kind of work I am skilled to do (or at least, I can't find them). I work in London. I'd much rather work closer to home.
I live and work locally so travel by cycle
Unemployment in Cambridge is one of the lowest in the country. - Brexit may affect the number of skilled workers coming to Cambridge. It is clear that the UK does not have sufficient home grown skilled workers.
Not me - for my staff
N/A
I am retired now but when I worked in Cambridge I was living in Great Shelford from which I cycled (or took the bus) to work. It was very unpleasant and quite dangerous in those days. I imagine (hope) that it is a bit safer/easier now. But it could be very much better.
I'm [REDACTED], and retired some time ago. You need filters for inapplicable Qs.
None
No issues.
Ageism
I am fortunate, I moved here years ago and found things tough but not impossible.
Was made redundant from NHS as it no longer provides long-term mental health input
Very specific jobs market such as sciences and education and there is a highly educated graduate market which makes the job salaries suppressed because there is a ready supply of employees. This means there are lots of applicants for poorly paid jobs and employees are not incentivized to help middle career employees when they can take a new grad to accept low salary and poor conditions.
Re entry into work after career break bringing up children
None have PhD & training for MBA
was lucky ! -
Few opportunities - Top heavy / volunteering for zero pay - poor wages for workers -
Lack of buses & expensive fares compared to other county
find an efficient way of travelling to work -
Put rail station at Addenbrookes
Europe has provided a funding cushion to Cambridge that has taken away entrepreneurial edge - need risk factors & inclusionists
Driving cheapest option but traffic bad
Pre + post school car + nursery place for <4 year old
We are retired but very aware of difficulties for younger generations
I am retired so this does not apply to me, I am lucky enough to not have had difficulty in training or work
Challenge finding flexible working and quality childcare for single working mother
Living costs are going up
Public transport is poor - not enough routes and expensive and means cheaper rent outside city is counteracted by this extra cost
The Park & Ride does not start early enough, it needs to be 6am Monday to Saturday) and does not finish late enough
Not a problem in current situation, on moving to Cambridge partly
As above and also too much non-british employment in the city. Immigration pressure is too high. Some immigration is good but in Cambridge it is too high

Age (too old)

Q13. Why did you chose this GCP investment that helps <u>you</u>?
--

I don't know. I need an explanation for what smart technology is. I don't want to chose the other options. I am happy with them. I would like 'No change'.
--

Improved cycle infrastructure helps everybody.
--

Training with a focus on employment would carry more motivation and incentives
--

We are an amazing city with such innovation and intellect such as science park companies etc. It's a shame we don't see more of this intellect and innovation in the public realm. Smart solutions to Cambridge's issues would be great and make us even more prominent on the world map. We should reflect our U.K. Silicon Valley status in our public realm.

I need to travel between Cambridge and Huntingdon regularly (), and I prefer not to drive so better public transport, including in the evenings, is really important.
--

Because it makes sense to have improved Public transport for everyone, and in tems of me, personally, it would help me get employment opportunities.
--

I think by improving public transport, that would also alleviate the need for people to leave in the very center of the city, so it's two birds from one stone.

None of these

transport and commuting are my biggest obstacles - though frankly public transport is going to have to be utterly revolutionised to make much difference.I'm seeing a significant drop in my family's quality of life because of the intense development and inadequate infrastructure. If it wasn't for family responsibilities, I'd move away from here like a shot.
--

Might lead to better pay

I don't mean 'access' as in the ability to purchase a home. I simply mean, the ability to rent in the city.

I'm not young anymore so retraining is a big, expensive gamble if it isn't linked to new job opportunities
--

The cost of housing is just so great in Cambridge - it has a real impact upon my cost of living.
--

Speed up journey to work for everyone. This should also include banning car travel to schools and use of school buses from P&R sites
--

I live on the A10 through Harston and traffic is truly appalling and getting worse all the time. Anything that could reduce that, such as better public transport options, would be very welcome. The traffic ruins Harston as a family village and community.
--

Travel time to and from work quicker

Because living in a village with poor bus routes etc effects the community and makes more people vulnerable.
--

Because I don't think it is used effectively. I appreciate there are still issues with security but there has to be a way of utilising this more.

Need forreliable, quicker Cambourne to Cambridge links.

because I live in a village with no effective public transport provision at all which is only 12 miles from Cambridge

none of the above

I wouldn't spend so much time stuck in traffic congestion

For me personally, housing and training aren't relevant. And smart technology isn't going to
--

make any difference unless you solve the fundamental underlying problems.
Will need mobility without hassle of traffic jams; may not be able to keep cycling as get older. Need Smart technology applied to transport problems, as Transport for London, and of course many other cities/countries
wherever people end up living - they have to actually be able to get to work and back easily and at a reasonable price. Technology might help that - but without the transport systems for ALL transport - ie bus, car, bike walking etc the rest would not happen.
I do not to move as I like living in South Cambs.
Don't drive - rely on public transport a lot.
I am retired, but enjoy getting out and about, but don't relish the prospect of sitting in a traffic jam. The Park & Ride option is expensive and I object strongly to the decisions taken by the local authority to:* stop the bus pass for the over 60s* Introduce a parking charge* Raise the fares so regularly.If there are several of us who want to go into the city centre, it is cheaper to pay a parking fee at the Grand Arcade car park than it is for 4 of us to pay for parking and a tickets at the Park & Ride. Where is the incentive to use public transport?
Cheaper and faster trains, and better cycle paths, would reduce my travel time and cost.
Virtually no buses from hauxton to Cambridge now. Only to Addenbrooke's which significantly increases both cost (2 suppliers) and time
Solving Cambridge's transport problems would help everyone, no?It would improve air quality, and make the city a better place to live.Improved public transport is part of this picture, but needs to be integrated with other solutions - especially improving facilities and routes for cycling..
If I can get to work with the efficiency & flexibility that I need and save money this would be of advantage.
All the options are ambiguous. The one chosen seems the least likely to be manipulated inappropriately to supposedly support some scheme or other of GCP!
I would gladly use public transport if it was reliable, fast and affordable. The buses on the A1307 get stuck in the same traffic as all the cars making them unreliable, the journey time and cost are unattractive. Plus, considering Park and Ride from Babraham Road to the City Centre, taking away the bus lanes on Hills Road has deterred me and others using that option.
We have owned a house in Cambridge for almost 40 years and we are now both retired. However, only one of us is old enough to have a bus pass because the age at which these become available has been raised. Therefore the cost of public transport still matters to us.
Because I've got a house and a job and a couple of degrees
I have a growing family and would move to a larger house, I would be happy to live in one of the new developments on the edge of the city to achieve this but the choice is either really low quality or moving miles out (Cambourne), the well designed and built housing is out of reach for someone on anything other than a huge salary.
Because it's the only option which will improve the transport problems we have here in the City.The other items are apparently random and weird. I employ people who have degrees; they don't need "training". I use technology, it's not something I look to the council (!) to influence much.
Good, convenient, affordable housing for all people is the key to a happy and prosperous community. A happy, prosperous community is what is going to be best for me over the coming years.

None of the above. Active travel - walking and cycling paths everywhere.
None of these really apply to me, but if I did work in the City then I would want to use PT at least some of the time
Potential to improve cycling journeys. But what I really wanted to choose was...OTHER - Investment in cycling projects would most help me get on a bit better in life
Because none of the others apply
None of the above: improved cycling infrastructure
Minimal investments used creatively can maximize the use of existing infrastructure and facilities
Because of all the options, it affects me most as a cyclist and a mother of three who does not have a car. If I could have access to real-time bus data and smart traffic lights that prioritised walkers and cyclists my travel around the city - to work, to school, to nursery, to the shops - would be quicker and easier.
Half the time of a cycle journey is spent at red lights.
Decent public transport will benefit me, my kids, my mum, my local community, my employees, their kids, their mum, their local community. It will help clear the streets of traffic and clean the air of pollutants. It's the only way forward and it needs public subsidy to keep fares low and services running in rural areas and outside peak times. And to fund that subsidy - you need to face up to it GCP - you need to induce a road pricing system. And that will solve the congestion problem too, so that buses can run reliably and quickly. Catch up GCP!
For me it would be better cycling infrastructure and public transport for family to safely get around Cambridge
I'm hoping this would improve the roads by having a congestion charge or some other barrier to make the car owners think twice before jumping into their machines for a tiny journey
I'm lucky enough to have a job and a place to live; I think technological 'solutions' only produce marginal improvements; but public transport in Cambridge could be lot better, in terms of frequency, reliability, convenience and cost.
This would improve my mobility within the city the most and I'm sure would be the same for a lot of other people not just those living in the city centre.
The rest are not relevant to me in particular!
I own my house and I cycle to work, so am luckier than a lot of people, but we need to come up with innovative solutions to the housing and travel issues we face in Cambridge.
Would help the traffic congestion in and around Cambridge. Its the clever way forward instead of building new bus lanes thro' conservation areas and neighbourhoods
I have a house and am retired; getting around without a car is important.
Reducing congestion is my number one priority, and I think smart technology has the best possibility of achieving this..
We have a good bus route across town (the U) but journey times to station vary from 15-40 mins & impossible to plan.
Because it is the only solution to getting people off the road. At the moment bus travel is expensive, unreliable, uncomfortable and slow.
None of the above (or all of them together with a high quality and improving natural environment). Start investing in truly sustainable development. The environment is part of the solution and if GCP can't see that then you are not only environmentally illiterate but

also economically illiterate!!
I wish I hadn't have to pay so much money to my landlord for a room that's far from being adequate for my situation, but I cannot hope to get a much better deal elsewhere when comparing my situation with other Cambridge residents in a similar situation.
None of the above really.I don't use public transport because I am able to cycle everywhere. If/when this isn't the case, then 'improved public transport' would be most significant for me.Currently, the think that would help me most would be to improve conditions for cyclists, both improving the infrastructure and reducing the number of cars (in particular) and other vehicles on city roads.
the buses are so poor as to be unuseable and there is too much traffic, we need a tram system
I am freelance and travel to work with clients - by bicycle, by car and by train - so transport and congestion are the things that affect me most directly
As retired and getting older I have to think of provision when cycling is no longer possible.
Too expensive to get on the housing ladder
Housing in Cambridge even new affordable housing isn't affordable if you are on minimum wage.The service retail industries need staff who need to live somewhere they can afford
None of the above
I am a pensioner along with many others in Oldham's Lane and although this is a main road into town full of cheap shops ,we have no bus service and the pavements to Sainsbury's are so bad we cannot use them and the roads so busy we cant use that in our mobility scooters. We feel that Cambridge caters only for students and cyclists.
I live in in one of Cambridge's satellite villages where the only practical travel option is my car. It's too far to cycle in & out of Cambridge and public transport is not regular enough, run early enough in mornings or late enough in evenings/night. Taxis are an occasional treat, can not be daily option.My ideal solution would be cost effective multi-modal travel. This requires public transport that is accessible for bikes & other types of cycles (http://wheelsforwellbeing.org.uk/ - all ages, all abilities) and also safe & secure, cost effective cycle parking/storage.
Improving transport within the city,
Might help with employabilty
Because reducing the cost and stress of getting around is the key to a happier city.
Park and ride buses need to run until late evening.Park and ride bus hub should be at station.
Money makes the world round
Other three would not affect me, but smart technology might.
But only rail not buses or AVRT.
cost of housing is too high in Cambridge...developers are creating multiple occupation housing rather than family homes...
Better internet connectivity would help me video conference with customers rather than have to go and visit them.
I don't believe with the current road system & public transport will ever be reliable enough for me work the hours I need to, to support my family and allow me time to get home and keep my childcare costs as low as possible.
I currently drive in - alternatives need to be reliable, timely and cost effective
None of the above applies to me as a retired City Centre resident. However Cambridge has

declined in quality as a place to live. It has become overpressured to provide economic growth at the expense of quality of life. We were a City where the professor lived next to the dustman. It is becoming an elitist hothouse, its streets more and more in the hands of developers and international owners. The Public Sector is being starved.
At present I have little option but to use a car. Improved public transport would give a greater depth to where I can go and how.
Our bus service (Girton to Cambridge) is unreliable, and the service has been reduced from 3 buses per hour to two, which is tiresome and inconvenient.
Thinking longer term of my children's prospects.
hope it would improve traffic congestion in city
It works soon well in London, and makes you more active even if using buses/ trains
I live off the A428. Impossible to get into town or reliably to the station before 10.00 a.m. If I was working in Cambridge and living (as I prefer) in a village, I'd consider moving away or getting local employment.
Cut the cost to make it a more viable option.
Only relevant answer
It's the only relevant answer
I spend 90 minutes every day commuting. I use the P&R at Madingley, but this has been built in the wrong location, with traffic from the A428 to the P&R site meaning the journey takes at least 30 minutes in the morning. The Citi 4 Bus gets caught in the same traffic, and with multiple stops between Cambourne and Madingley Mulch, it is not a viable alternative to using the car to the P&R. A fully off road bus way from Cambourne to the city would be attractive, but would need to be priced accordingly, and at no more than £5 for a return journey (at today's prices). Anything more than that will limit use.
None of the above, I have a house and a job and it has never been a problem to get training or into town but now it is difficult because it is being swamped by all the building of new houses/towns and new road/bus lanes. Now life is very difficult.
By improved public transport, I DON'T mean digging up more roads and putting in more bus lanes. I believe a transport overall is needed. Whatever transport option is necessary for Cambridge, be brave and get on with it. Don't just add a bit here, add a bus lane there, dig up trees for the hell of it. They are NOT good solutions. How about an underground system for Cambridge linking to Park and Ride sites? That would be extremely useful!
For the sake of the environment, I believe we should be making the most of public transport but, from one of the satellite villages close to the city, the bus services are not frequent enough and the Park & Ride stops too early in the evening. Also, I know that one cannot get into the city centre until about 10:30 by Park and Ride or local service bus because the traffic between my home and the Park & Ride site is frequently seriously clogged up, so I cannot get there earlier, and service buses from the village have to wait in the heavy traffic too.
I travel into Cambridge every day. The issue is not public transport but road links to the public transport - P&R sites. This does not get enough attention.
the cheap and affordable public transport will reduce the stress of going to/from work
As a scientist, Cambridge should be the place to be. However, returning to work after extended maternity leave has meant I have had to retrain in other areas.
Less cars on the road
None of these would benefit me personally, but I don't need any further benefit. I'm

relatively privileged. I would expect access to housing to be a significant concern to others.
I currently cycle but would like the option to use public transport. Buses, when available, are very expensive for those without a bus pass. Buses need to run for convenience to residents, not for profit into private hands.
A biased question Smart Technology is the only option given that will actually help reduce the traffic congestion to make living in Cambridge more pleasant
Access by bus to Addenbrooke's Hospital is not easy from the North of Cambridge e.g. from Milton Road or from Histon Road due to the reduction in bus services. Protests fall on deaf ears, since Stagecoach will always say they can only run "viable" services. It is also surprising that there is such a limited bus service from the main railway station after 6.30 p.m. Why are there no convenient buses which would tie in with the arrival of the first train which gets into Cambridge from London on the cheap day return e.g. to meet the 7.15 p.m. from Kings Cross which gets in at 20.02? Also it would be helpful to have bus stops announced. In the winter it is impossible to see out of the dirty windows - hard for visitors. They do it in London, why not in Cambridge?
By this I mean improved rail links. Buses just don't cut it for moving large numbers of people as the existing guided bus has unsurprisingly proved. There should be more stations (Cherry Hinton, Addenbrooks) and some reopened (Haverhill) and new lines (Cambourne - Sandy/St Neots as part of the connection to Oxford).
If I could live closer to where I work it would reduce the traffic problem automatically.
The others are less relevant to my situation
I already have a great quality of life!
Of benefit to everyone, not just one group of individuals.
I currently rent a terraced house (3 beds) for my family, which comprises 6 people. It is very cramped. The cost of buying a house in Cambridge, nears schools and my work, is very high, almost prohibitive.
Because I will be retiring shortly
None of them will help me
Because high quality technology is essential for rural residents and businesses.
My wife and I have a car but seldom use it. We either walk or take public transport if we wish to travel round or across the city. Walking is unpleasant - narrow crowded pavements, aggressive cyclists (a minority), exhaust fumes. Buses are often trapped in queues for car parks!
Smart controls of transport system would help us all, especially those necessarily dependent on car transport to get around independently.
The air quality in Cambridge also needs to be improved - by reducing the volume of cars and lorries driving into the city - this would have health benefits for all.
having a reliable public transport system means being able to get out and about more and attend events in the city centre.
To reduce the need to use the car
There is little or no Public Transport in the evenings or on Sundays. A lot of businesses like restaurants, cinemas, theatres, clubs, bars, gyms etc are losing out financially due to lack of public transport - this also effects people's health and well-being..
Because there is currently no bus service to the village I work in.
Current trends in development is over populating and grid locking the city. The council don't seem to give any consideration for current and long term Cambridge residents quality of life.

None, you can't reduce traffic generally while growing the economy. You can keep it the same, but reducing it will add extra burden on employers and force independent businesses to close. It is already happening to some of our best local businesses.
its largely cheap but just needs doing
Congestion charge would reduce vehicles in central cambridge and make my cycle journeys much more pleasant.
I don't see that any of the proposals will help.
Because the current public transport system is completely inadequate
It is a mess at the moment and will stunt growth and employment if it isn't improved.
If it was CHEAP/free, and quicker, and more reliable (at request stops particularly the buses are always full)
Because I choose not to have a car, every journey my children or I make is by bike, on foot, by public transport or taxi. 'Improved cycle and walking routes' should be on the list as it is the key thing that would make travel less of a worry for my family.
Looking to the future, I won't always be able to cycle around Cambridge as I do at present!
none of the above. Better cycling solutions and better roads would help me.
I am fortunate enough not to need public transport, housing or training.
There is a lack of cross county buses. Nearly all buses terminate in Cambridge so you have to catch another bus if you want to travel to the other side from where you live. If there were cross county services that linked with the larger employers i.e. Addenbrookes and the Science Park that did not travel in to the city. May be you need to start with the larger employers and see where people live
Because I travel in from Haverhill and it's a shocking journey.
Transport in Greater Cambridge is poor and scarce
It will make life less complicated. It is silly to have to buy separate tickets for buses and trains.
I'm lucky enough not to have problems with housing or training, but do feel concerned about the state of Cambridge traffic, and how badly it affects my family's quality of life
I do not buy in to the idea that more housing, more transport, more training etc etc will necessarily improve people's lives. Actually, people's quality of life will be improved by working less, spending less and having more free time.
Reducing the need to all travel into one place but working smarter and faster with the aid of technology, would reduce the stress in my life. Always having to rush between home and work in the congested streets of Cambridge when I could get much more done in a day if the infrastructure was available to work smarter remotely.
This should reduce pollution and, hopefully, congestion.
Want to use public transport more but expensive , slow , & routes non existent
Improved cycle paths , easier to get to work & bring children to school
Quality of Life
Sitting in a car to go 2 / 3 miles is depressing
Would be great to have public transport as an option as don't want to have to use car all the time currently do as public transport to work not an option
increase priority for P&R buses
Better access to Cambridge without car
Smart
Access to housing

Getting in & out of city is very difficult. Rural locations have no transport links
Congestion caused by cyclists causes delays to journey to work
Improved public transport
Roads would feel safer with less car traffic
Improved public transportSmart technology solutions
Access to housing
High levels of Homelessness
Improved public transport.Costs of housing are too high in city, new development not used 7 /24 to centre
Commute takes 1h 30 as no affordable housing nearby & traffic
Would save money & increase flexibility
save time if more transport available
Improved public transport
Improved public transport
spending over half wage on housing
Cycle mostly but at my age don't know how long can continue.
Better Coverage between Eddington & centre
no to Smart technology solutions overused & abuse
Improved public transportLeaving house later to get to work
Linking training opportunities to employmentSmart technology solutions
Train station South Cambridge More frequent buses
Buses are expensive for children
Improved public transport
Improved public transport
Reduced traffic.Improved cycling routes
Improved public transportHave a good job but cant afford settled home anywhere near by
It costs £20 for 4 people (family) to travel to town & back £20 on a bus!!! a scandal & can only buy one type of ticket. reduce cost, increase service - less traffic
Because housing prices are crazy & rentals are not often good quality
Every day face traffic in enormous volume, work at addenbrookes & a railway would solver traffic problems mornings.
I have always worked & now being a new father still renting & cannot afford current housing offerings Smart technology solutions has quality of life improvements.
A trained [REDACTED] wanting further training but it is not free or low cost
There is a serious risk that funding is all used for mobility / housing. These don't help companies or the local economy to grow
Smart technology solutionsCiti 3 bus is only bus that serves Cherry Hinton rd its hopelessly inadequate.No easy way to get to Addenbrookes
Would make it easier to get into Cambridge
A good reliable frequent public transport system could go a long way towards solving the traffic congestion problem, buying tickets on buses must become a thing of the past
Reduce air pollution where we live, work and go to school
To and from Huntingdon Road planned buses 20+ minute apart and with delays even longer. Always have to change in centre to get to station, botanic gardens, out of centre shops so can be over 1 hour each way
Any routes

The cost of parking and limited street parking make independent visits difficult for older people rely on public transport
Need for more frequent and reliable bus services, particularly in the evenings, very poor for a major city to be reduced to hourly bus services between about 6.30 pm and 11.30 pmm
At present, journey to Camb station takes one hour because of need to change buses at St Andrews Street. Buses en route coming back from station very unreliable, no buses home on afternoons or Sunday
Ease of accessing city centre - needs improvement
There is a lack of houses, more flats are being built, we need houses for the families who already live here
all of them equally important, please tick all
Rail links to London at full capacity, more frequent - fast connections to London would relieve congestion
Park and Ride, later hours - I finish at 9 on a Wednesday park and ride trumpington stops
Underground transit system
I often forgo visiting Cambridge because of cost of public transport, 2 adults plus 2 kids = £11 for a three mile journey. That's ridiculous
Better cycling routes, would allow me to live in a village and cycle in
More cycling
If this means more safer separated cycle routes that's what would make the difference
I would like to be able to move near my work or get there by public transport, driverless taxis on anything
Cheaper transport eg trains and buses would be better, also more affordable housing
I am retired and own home, but like to get about in the area
Village bus stops at 18:40
Trains from Ely to Cambridge or vice versa are generally very busy at peak times, solution is either more trains or improve facilities for encouraging work from outside Cambridge
Housing in Cambs is expensive
Current options are to houseshare with many people or spend large percentage of salary on rent
None of the above, GCP should concentrate on preventing economic development from damaging or destroying the character of Cambridge
I do not understand what smart technology solutions to issues are any where they would be used?
want safer cycling routes
Needs privatising - more integrated transport serving people not profit
Trains to work are overcrowded, I never get a seat in the morning, its not the best start to the day
public transport in Cambridge is poor due to congested roads and housing in Cambridge is too expensive
I use the train a lot and its not always possible to cycle, I'd like more trains and reliable ones
Gridlock in Cambridge, prevents buses to pass
Lack of affordable housing for front line services in the public sector
Better housing at affordable pricing in good locations. Cheaper transport especially public transport and university transport would help
Access to greenspaces, makes life and living more bearable

I only use the public transport and I'm only 4 months away from retirement
I have a council very poor - walls bad and service bad
Looking to retire, I will use buses more, buses every 10 mins in Milton made a huge difference
I do shift work, getting to work is not possible by bus, getting home from work late at night by bus involves long waits
Public transport is key for Cambridge, an oyster style travel card is needed
Improved trains to and from Cambridge and cross city cycling and walking routes
Newmarket to Cambridge train is awful in the rush hours
There is a food service but it could be more frequent during peak times as trains are jam packed. Trains every 15 minutes to Kings Cross at peak times would be sensible
The buses in Cambridge are expensive and don't run frequently enough
I would be able to get around Cambridge better without taking the car and getting stuck in traffic and the av would be cleaner
The guided bus is great but we need dedicated tram ways so buses don't get stuck when the bus lanes end
Way too few apartments way too expensive housing, build more flats, build more high risers instead of 1-2 storey houses
I often need to take the bus with my children it is extremely expensive and journey times are excessive because of congestion, also a number of bus stops in the city need bus shelters
Better quality of life
I live just off Long Road in Cambridge, to get to the beehive centre by car can take one hour
Get to work earlier
Current road network around Cambridge cannot handle number of cars on the road
The traffic in town is shocking, impossible to drive out of my road without hitting a jam
I rely on public transport so this needs vast improvement, more investment running 1/2 hourly at weekends
City congested and crowded but there is not a viable option for those in villages, public transport is woefully inadequate. All routes lead to city centre
Because inadequate indeed non-existent, public transport units opportunities for taking part in big cultural training events offered in different parts of the city
I would use the bus more if it was reliable and more frequent, recent change to no8 route means buses only go to city centre, no through buses so not reliable for railway station or addenbrookes
The bus system is not currently useful to me. buses to the centre of Cambridge and those along the busway to the station are infrequent if not tried to coincide with trains
Buses need to run through all parts of the Arbury estates, some areas are neglected
Improvements in public transport in the hope that villages are more accessible
I would really like to not to have to spend so much income on rent and would prefer to put my money towards my own house but it is too expensive for me right now
I'm a [REDACTED] its difficult to move into other areas
Cheaper and help to older grandparents unable to work because bringing children with very little finance and help for them
Afford Council housing, not housing 2 flights of stairs to climb, housing a garden for my kids
This would enable me to live further away from the centre, therefore increasing my chances

of being able to afford to buy a house
Living in a village outside of Cambridge is the only affordable renting options, and there is no public transport between Sawston and Babraham. I don't drive which is a challenge in Cambridge
Am in a position whereby I haven't worked for a long period and want to retrain after having children
Cost of transport
To reduce traffic (Cambridge City Centre) to make getting to work quicker
Burwell to Cambridge service only every hour and the journey takes 56 minutes when no traffic the care-ride takes only 24 mins
Free up funds for investment
Cambridge needs to be forefront in finding clear solutions to traffic congestion
Very few choices for housing and not enough public transport. I work at Babraham and there is very limited bus to take and expensive too. due to this limited transport I can only find housing near the hills road
More coordinated and longer serving transport options to enable quick access around / across city + links to train stations. Why has guided bus service already been cut back
The transport around Cambridge is good however the buses are not great and it would be nice to have a service that runs from the train station to Anglia Ruskin in order to speed up the day
Please build train lines to Haverhill and to link across Oxford. Open train stations at Fulbourne and Addenbrookes
I travel on the park and ride buses and would like to see buses in the evening and a bus from Trumpington to Great Shelford
Even at £52,00 per annum, buying in Cambridge is impossible. (That is upper 10% of UK salaries)
shorter community and better housing improves the quality of life
Not for us, who are lucky in our own housing, but Cambridge desperately needs as more social housing
The City 1 bus route used to come down Chesterton Road, that was very convenient for us in general we are lucky, buses can be important
For my children
Paying for park and ride parking is stupid and only goes to promote basic street parking, also bring more regular bus services outside the city
I have housing, and it is unlikely that you can get a PHD more training, transport is a significant headache, orbital transport around Cambridge rather than to and from Cambridge is almost completely missing
A free flow of all kinds of traffic including cars, is needed for a vibrant city
I work [REDACTED], unless you are rich you cannot afford to live in Cambridge which is a scandal
As a [REDACTED], I have access to quite a good few causes also I have less pass which is very useful
It will make life easier getting to the places in and around Cambridge that I go to for leisure purposes
Trains to Kings Lynn and Downham Market extremely crowded between 4pm and 6pm, Longer trains so all 8 carriages without cancelling the 4:19
Improved public transport is key, free park and ride, buses that you can pay for

constactlessly, a joined up approach + Cheaper housing - keep the city diverse
Public transport is already good but more rural bus services would encourage less car use
Reduced road congestion if public transport was improved
Only way to get better public transport is the restrict use of cars in the city. Building bus lanes does not give modal change, think trains, trams, underground which will invest for the future
Because when you'll build on even small underground system, traffic will be off road, buses can travel in carriages and extra bus lanes will not be needed, trees can stay, cycling be safer, curb car use
Improved public transport and access to housing are two problems in Cambridge that if improved could make peoples lives better
Shuttle services to Addenbrookes from Park and Ride
Currently its hard to predict how long the bus will take me to get to work
It's awful, disjointed
The only thing I need
Travelling to and from work + around the city on weekend is stressful because it is unreliable and slow
The senior bus pass is helpful to retired people, keeps them mobile, sociable, active and contributing to society, healthy, reduces isolation
The busway has been excellent, but I am 5 miles off-route and until I need to drive it
Be nice to have a bus run through the villages
Lots of training linked opportunities is for young people - should be more for adults, more affordable housing that is actually affordable
Linked trams to employment that is not just for young people but all adults wanting new career paths
It takes so long in the morning to get into town by car from Haslingfield
Travelling from Papworth into Cambridge is very difficult, buses are not an option any more due to limited return times due to service cuts, traffic etc.
The family home has our 3 children and their partners living in it free of charge other than running costs so they can save deposits to get on housing market. Options to rent locally as due of the parents new works in Cambridge and expensive
Preferably a light rail system, buses need to run on sundays to all villages, more frequently (at least every 15 minutes) and from 6am to 12 midnight.
Mostly due to the rent prices and bus/train ticket prices
None of these are particularly interesting to me but there is a bigger interest in training to solve my current problem of not being able to find a new job as I want to get back into a specific sector
Improved transport - getting to College could be improved with the trains coming on time
Less time spent in traffic jams, better cycling infrastructure would be better
Good way to save money for council whilst making services for residents
Getting older may not drive
Access to bus - rail - airport links. Improved bus station
Lower cost in fares and parking fees
Getting into Cambridge from here is difficult and expensive
Employers need to make more effort to train and progress people allowing them to earn more and lead a more prosperous life boosting the economy.

People will not use public transport if it is not reliable, clean and pleasant
Expensive rents + congestion when commuting

Q14. Why did you chose this GCP investment that helps your <u>community</u>?
Again, why isn't there an option for 'No change'. It is as if you are writing questions to get certain answers.
Cycle Infrastructure
I suspect there are many house sharers and other people wanting to buy in my community but will have to leave the area to do so.
Everyone would benefit from fewer cars on the road.
Because it would help EVERYONE benefit.
Congestion in Mill Road is terrible.
Bus services have been cut from villages recently which seems to be the exact opposite of what you are trying to do. Please stop building cycle tracks that cyclist do not use - there are many examples of brand new very expensive cycle tracks being built and then the commuting cyclists don't use them anyway - this needs to be investigated
Perhaps it would take some of the cars off the roads and enable people without cars to get to vital locations like doctors or supermarkets. Currently all is targeted at accessing the city - that's not the key location many of us need to get to.
None
None of the above - space in front of home for children to play and neighbors to interact.
House prices keep going up where I live and I worry about my children's access to housing in the future
My own community (Trumpington) feels somewhat isolated from the rest of Cambridge. In particular - daytime bus services are ok but evening services need to be more frequent and to connect with rail services - otherwise it can be pretty tricky organising an evening out here.
Affordable housing needed but needs accelerating
I live on the A10 through Harston and traffic is truly appalling and getting worse all the time. Anything that could reduce that, such as better public transport options, would be very welcome. The traffic ruins Harston as a family village and community.
Working but not living in Cambridge
See above
Because I live in a village and the Pensioners and people who don't drive/don't like driving in the City struggle. Think it would be a good idea to have minibuses that take people to a Park & Ride and then they can get the Bus into the City, especially if the Mini buses just go to a couple of villages then people won't spend hours on a bus. You could do 2 pickups in the morning, and 2 pickups/drop offs in the afternoon that way you can get to most villages with fewer mini buses.
Need for reliable, quicker Cambourne to Cambridge links.
Because without any public transport offering the young and elderly lack access to services and a social life and face excessive costs.
Don't just think that people want to get from the outskirts to the middle of Cambridge. When I visit I quite often need to go to several places and public transport doesn't accommodate this easily which is why I use the car. Please remember that Cambridge serves

a greater region. Improving cycling/walking isn't much use if you live outside of Cambridge unless you provide a free cycle hire system for when you get there.
pollution, noise and congestion would decrease
Good safe rapid public transport benefits almost everyone, bringing new housing sites, jobs and ecreation within easy reach
as above
Many people who don't cycle are marooned after 6 pm and on Sundays due to lack of public transport
Buses are very infrequent in Hauxton, and under threat annually. Hopefully and improved service would tempt car drivers to buses.
I live in a small village in South Cambridgeshire and an affordable housing scheme has been thwarted by the local group of NIMBYs for several years. They have successfully won 2 judicial reviews of the planning process. I take exception to the suggestion that because my children cannot afford the 1/2 million Pound price tag that most properties in the village sell for, they are in some way not worthy of living in the same community as these affordable housing opponents!
This includes better cycling routes. More frequent trains (and buses) would reduce traffic - but extending bus lanes do not help - they simply displace traffic and make the congestion worse.
As house prices increase, my local area (Mill Road) becomes more 'hollow in the middle', in terms of population. There are two main groups - older people staying on in homes they've lived in for many years, and young people (students/young professionals) in house-shares. It's no longer affordable for most families, or for groups outside these two categories. As and when houses become vacant, they are often 'converted/developed' so that what was a semi-detached family home can become 5 flats, or 3 dwellings (aka 'microhouses'). In turn, services become oriented towards the majority groups, and the area looks less appealing to other groups, and so the process continues. When large sites become available for housing (eg Ridgeons, Mill Road Depot) the developers appear to want to cram the maximum number of houses onto the site, with the main regard for profit, not quality.
All the options are ambiguous. The one chosen seems the least likely to be manipulated inappropriately to supposedly support some scheme or other of GCP!
A train station at Haverhill would revolutionize the town and enable it to reach its potential in alleviating the pressure on Cambridge. An alternative is to move development to existing infrastructure rich places, such as Dullingham which already has a station.
Our community is in danger of being destroyed by the conversion of family homes to student lets, buy for rent and HMOs. This attracts a large, transient population with little interest in local matters at the expense of the sense of community that used to exist when everyone knew each other. Many younger local people have been forced out by the rise in house prices in this part of Cambridge and the scarcity of affordable accommodation to buy or rent.
Cambourne is poorly connected to anywhere outside of Cambridge so everyone has to have a car. Congestion around the main road and approaching junctions is only going to get worse for this reason.
I live on Mill Rd, the traffic is terrible and as long as public transport was accompanied by measures to reduce the traffic it would be an improvement in the quality of life around here.
As above.

Good, convenient, affordable housing for all people is the key to a happy and prosperous community.
See previous answer
Again this is an odd question - but I assume affordable housing in my area/street does not truly exist, or exists in such small numbers to be barely noted.
Potential to improve cycling journeys. But what I really wanted to choose was...OTHER - Investment in cycling projects would most help to improve the quality of life in my community
Because there is insufficient access to starter homes to keep our community vibrant in the medium to long term
None of the above: improved cycling infrastructure
Minimal investments used creatively can maximize the use of existing infrastructure and facilities
My community is diverse, in background and income, and many families struggle with housing costs - this would make a big difference.
People would drive less, reducing congestion and pollution
Because none of the others applies to me
It's so expensive
Too many homeless people in the city centre. This is a scandal in such a wealthy city. Employment is of course closely linked.
Public transport is quite irrelevant to those people living in the city centre. Smarter travel technology is the key improvement that you could make. Also lots of people would like to travel by cargo bike but the barriers to them is cost and storage. They are only useful for a certain stage of life and because of this a big investment. Create cargo bike hubs for families within communities and remove onstreet parking to accommodate them.
I feel that if we are not careful we will completely lose the current balance of people within the city - it must not become a city of just those that 'have'.
We need to bring in new young people to live in the city and contribute to it.
Would help the traffic congestion in and around Cambridge. Its the clever way forward instead of building new bus lanes thro' conservation areas and neighbourhoods
Gut feeling
Houses are so expensive in Cambridge.
Housing important too but the transport situation & poor management of it is a daily problem.
As above plus connectivity for young people.
None of the above (or all of them with a high quality natural environment that is getting better). Start investing in truly sustainable development. The environment is part of the solution and if GCP can't see that then you are not only environmentally illiterate but also economically illiterate!! Continue on your current path and you will create a whole new generation of "nimby's" and greater barriers and resistance to everything you wish to achieve. Unless your agenda maintains the high quality of life for those existing residents who are lucky enough to have it and provides us with something of benefit out of the scary amount of growth proposed then you will fail. If people who currently value Cambridge leave, and the high flyers, entrepreneurs, thought leaders see a declining quality of life they will take their business elsewhere.
We work with a lot of older people who depend on buses, but don't find the service reliable

the buses are so poor as to be unuseable and there is too much traffic, we need a tram system
I think better access to housing across the full range of income levels helps to ensure a diverse and healthy community. Polarisation by area, and gentrification in particular, leads to increases in social problems.
Many could use public transport but currently slow and unreliable due to hold ups and road congestion.
As above
Housing for young couples born in Cambridge and the surrounding area needs to be affordable and accessible. Social Housing rents should be based on ability to pay, Cambridge is an expensive place to live with all the high tech industry,
None of the above. The building work at Northstowe is making things far worse for my community with heavy lorries speeding through the village, mud and stones all over the roads, delays on most roads in the area due to the A14 'improvement'.
AS stated above
The property market is disadvantageous to the average worker. We need to build more housing but also ensure new properties will actually be occupied by residents ie not private/absentee landlords.If it was feasible, I'd like a version of the "Local Occupancy Clause" aka "Derbyshire Clause" to apply. Or perhaps rent control, or perhaps remove tax advantages enjoyed by landlord at present.NB My opinion is not based on racism or prejudice - I am British born, non-white and currently fortunate to be owner occupier in a mortgaged property. I have been both a private landlord and also a renter, so have experienced first-hand the pros & cons of the system. I firmly believe houses should primarily be for people to make homes in, not for individuals to profit at the disadvantage and expense of the less well paid, people trying to get onto property ladder etc.
Because there is currently no bus service at my end of Long Road despite the arrival of thousands of new residents.
As above
Same
Other three would not affect my community, but smart technology might.
Enabling things like GPS on bus routes, smart traffic lights,UBER, automated self drives cars will make travel much more efficient in the future.
very limited transport where I am no reliable alternative to using the car
There are no longer houses in this locality within reach of ordinary people including those that provide services.
As above - most of the village are older and need reliable, frequent public services at points close to where they live or need to go.
As above.
Reducing traffic.
a high tech city should be at the forefront of new technology
our village is a rat run
None of these options are validThe best option would be an extensive network of cycleways
Too many people in too many cars using I adequate roads.
Fewer cars causing pollution.
An improvement in mobile phone signals required.Very poor signal in and around Cambridge.

A mobile phone signal that works would be useful in "silicon valley "
None - Stop building in and around Cambridge, move the technology to other parts of the country and not make people have to move here to get work, take the work to them.
I live in w Chesterton, the only applicable answer to my demographic is a.
Not sacrificing the environment for half-baked schemes like milton road bus lanes.
As above. Please stop annoying the existing residents by digging up half their roads and adding in bus lanes that will improve travel time by 5 mins. Do better!
If people could afford to live in Cambridge they would not have to travel such distances to work there.
Girton is a rat run for cars getting into Cambridge
None of these! Quality of life in the community is about BUILDING community - providing gathering places and facilities where people can meet.
Same as above. Buses with increased frequency of services and much cheaper to encourage use.
A biased question Smart Technology is the only option given that will actually help reduce the traffic congestion to make living in Cambridge more pleasant
Smart technology would reduce congestion and air pollution.
Because that's the issue which forces people to live further and further away from Cambridge causing the congestion problems
Because you don't have the right options in this survey. There is nothing here about air-quality which is far more important than congestion (which is just a proxy). There should be a Cambridge equivalent of the T-charge introduced in London. There should be much more thought and flexibility given to residents parking. There should be much better enforcement of parking and loading restrictions. There should be more complete cycle routes. There should be no new busway from Cambourne it is a complete waste of money. There are already two roads and if a new Park & Ride site is added on the A428 congestion wouldn't be much of a problem. New transport connection should be provided by the Oxford-Cambridge rail link. The real problem for residents is the services themselves. Yet another survey that asks the wrong questions and no doubt will come up with answers that are of little real benefit to us residents - and quite probably make our lives harder. Your only consolation is that this is no worse than all the other previous surveys, it's just a shame no one ever learns when it comes to transport.
The most relevant
There is very limited affordable housing in the village where I live and the village is in danger of becoming a dormitory to Cambridge and London
Public transport to/from Elsworth is practically non-existent.
Wherever one goes in Cambridge one is aware that vehicles, especially private cars and delivery vans, pose a threat to one's safety and to efficient bus services.
Same as Q13 NOTE: This is a really inadequate q/aire. Where's the space to list any other related issues raised by the Qs? All the Qs presuppose that one is youngish, certainly of working age; many Qs are irrelevant to me as a retired male. Why no Q on age-group? Why nothing on employment status? You will not be able to relate the patterns of answers to any basic demographics (except location). How will you assess the response rate from members of the public, and how to judge the extent to which the sample is in any way representative of the population of the area? This is a botched job, even more so than earlier q/aires used by the City Deal team. It looks nice, and is well laid out, but is illconceived.

Please see above: comment to question 13.
As above
Easier to get into town and other parts of Cambridge for all activities.
Stop further housing developments.
its a chicken and egg situation, poor housing does not encourage consistent work ethic
Bus service in Histon could be fast and reliable, cover early mornings and late nights, and integrate to swiftly allow travel to anywhere in Cambridge city, not just drummer st. One ticket allowing a change within the hour. Moreover, it could be cheap - aim for prices similar to TfL , i.e. £2 per complete journey. A better bus service would reduce congestion in Histon - note that P&R will NOT achieve this aim.
We, in Hardwick are currently well served. But our quality of life will be affected for the worse by large housing developments and proposed bus routes past the village.
more city housing = less people traveling into the city = less overall traffic on our roads
I live in a village 4 miles from Cambridge. There is a bus stop just outside my house. No bus has stopped there in the 12 years I have lived here. I have to walk over half a mile to get a bus. The service is very unreliable. At present using public transport is not an option for me
As above.
There is not enough. I am lucky enough to live in social housing, I was so so lucky. Many are not and I feel it is terrible peopel can't afford to live in the communities they grew up in.
I chose this option because what I really want is better cycle and walking routes. Failing that, I would like to know when the buses we do have are going to be at our local stop. I do not want improved public transport if it means bus lanes are going to be squeezed onto my local road, which needs better cycling and walking options above all else.
As earlier in my response, there are a lot of elderly people living in houses that no longer suit their needs and/or far too big, but there is nowhere inviting for them to move to. It's not the main factor in housing shortage, but it doesn't help.Lots of flats being built, but more family houses/retirement houses needed.
My children would probably like to continue to their life in Cambridge
In my village, you have to own a car.
There are limited bus services and some are not even run on an hourly basis. Some villages have no public transport access to Cambridge. There are limited services in the evening and on Sundays. For most villages there are no evening and Sunday bus services.
A/a
Keeping families together
Travel-to-work times are getting longer and longer and more uncomfortable
It's the most obvious thing that would help this area - we are gridlocked for some hours every day
I do not buy in to the idea that more housing, more transport, more training etc etc will necessarily improve people's lives. Actually, people's quality of life will be improved by working less, spending less and having more free time.
Bringing the population along with the technological advances so that all generations can understand their is a role for them in the future to prevent the inter generational war that is bubbling under the surface. Providing all ages with access to new technology training and an understanding of future jobs and industries that everyone can be involved in.
This would give people an opportunity to use transport other than the car, thus reducing congestion and pollution.

Local parish reluctant to build family size houses, Current developments , poor quality.
Need Improved cycle & footpaths
Reduced journey times
Ease of moving about for young children / teens.
P&R away from town (not at Madingley rd , out at Cambourne) speed up transport into town
Linking training opportunities to employment
Have interviewed too many candidates with useless degrees & no relevant training / experience
Linking training opportunities to employment
Few job opportunities near by , town is almost all Cambridge commuters
would prompt to stay in Cambridge longer to do degree (masters/ PhD)
Transportation is expensive for students & not reliable as not always on time
Newham bus 1 per hour
Less people in cars would improve traffic
Access to housing
Improved public transport
Smart technology solutionsHousing costs are making us all poor
Reduced traffic.
Access to housing
Improved public transportwould also solve queen Edith being used as Car Park for Addenbrookes No houses to downsize to, all family homes or luxury flat
All can be improved upon: Improved public transportAccess to housingSmart technology solutions
Smart technology solutions
Stagecoach hold Cambridge hostage, need better , more affordable reliable transport & integrated ticketing, rail , guided bus, urgently needed or growth will halt
need a technology plan too & resources to mentor & protect. grew companies that are flawed to expect
Need to reduce traffic in centre of Cambridge P&R needs to be cheaper
cheaper & quicker
To make relying on private cars and for those without cars, enables them to get about for shopping, health appointments etc.
Better housing at Dawin Green ie more space between the closest blocks, I feel we are building ghettos in parts of each of the city housing developments.
To enable people to move around quicker and use public transport more than cars which add to traffic problems, better transport in school terms would alleviate traffic issues
Preferably trams or more buses ideal something separated from general traffic and cycles that do not cycle in cycle lanes and happily cross on road.
Because young people in low paid jobs cant afford to live here
But only if the number of car routes was restricted, be good to get cross town more easily, need trams
very important
More cycle lanes and bike parking in city would improve mobility in county, necessary to pedestrianise (part-time) parts of the historic centre, very dangerous to pedestrians
Real time access to traffic cameras on phone app

There needs to be improved access to council etc houses, crisis that keeps families in their own areas, so many kids move school, priority should be forwards.
People in low paid jobs need to be able to get to work
Improve access for those that work at Addenbrookes
Better bus services
We would like to live near amenities
Would mean people could afford more luxuries etc.
as above, especially more opportunities to work in market towns/villages or remotely from home. Maybe GCP should team up with Cambs authority to provide offices in places like Ely
Transport is expensive and not easily accessible, parking expensive and difficult to find, park and rise is time consuming
Reduce congestion -
Cost
rent control needed, short lets lead to instability
More options to get out and about, access other places
More affordable housing, we aren't all linked to the university, some of us were born here and want to stay
Ban cars from Central areas and increase number of buses
Work in hospital, cant afford to live here
Creating great quality life greenspaces, heritage and arts
More housing / better safer area have complained about drug users around me police don't care, also road safety with bikes, I have been hit twice and all through red lights they jump
See above, it would be nice to have the option of being able to move to a bigger house with my family but not financially possible
As above
as above
Regular trains
The city needs to make it possible for people from every socio-economic group to live and work locally
Cleaner air, safer streets, more people getting active on their bicycles, fewer traffic jams, less noise
Ther ewill come a point when people avoid the city because of congestion
As above, more bus shelters for elderly. Long wait between buses
More choice
As above, quality of life in Cambridge deteriorates and it is making it overcrowded and traffic
Get to work earlier and easier
Current road network around Cambridge cannot handle number of cars on the road
This is a real issue for our staff - need affordable housing near Cambridge - in town, not in satellite developments
So easy access around the city, suggest abandon cars on certain roads at peak times
Park and Ride improvements
Less congestion if more people cycled or used shared transport
All bus routes lead to city centre, not to between key sites in the city eg link Addenbrookes, station, mill road and schools etc
as in improved access to cultural events, in this part of Camb you cant go to concerts theatre

and without a car as there are no buses after 8.30pm not that I wont ride my bike at night, I have to stay in evening
As above
Lower inequality is better for everyone
New jobs recovering skills you didn't know or have not used for sometimes
Sawston has very limited public transport especially in the evenings this severely limnits travel and ability to invest in and feel a part of outside communities
long waiting times
Everything currently has to go through the centre of Cambridge - buses
Electric public transport - city hoppers
Lower rent price on housing and cheaper public transport, will really help improve the quality of life
An integrated transport solution is needed, be brave and pln for 2050, not 2018. Build a rapid underground light rail system connected to key peripheral transport hubs
A bus service to the university - Anglia Ruskin would help me since I have heavy books and despite the walk not being long, it is a pain carrying such weight
Probably access to housing for younger people - council housing to rent as buying is too expensive for many
See above, also if training opportunities are relevant to the jobs in the area it can improve the quality of life of locals
Because young people cant afford to live in the city and home counties is tupically increasing. Those working in public services are struggling.
See above
I don't know who is my community
The current bus service to the village may be inconvenient and only runs once an hour
Local shops needed we don't all have cars
It would bring about a more diverse and balanced community
I would visit Cambridge more often if trains not cancelled due to shortage of drivers which is unacceptable
See above
GCP need a vision and the guts to put into place instead of relying on buses
As above, plan the underground now, borrow the money, it'll be paid within 1 or 2 generation.
Same as above, it is difficult to travel to other parts of Cambridge through public transport, house prices are high
We living in Horningsea and transport links are very poor
Lots of people are priced out of Cambridge
Problems of getting into and around Cambridge busway ends too early
The only thing I need
It would make it much easier to travel across the city, particularly at evenings and weekends, + Smart technology would hopefully speed things up
Public transport too expensive, housing expensive, crc a joke - more apprenticeships linked to employment
I could use my car less
In Abbey, better bus routes would help local community to get to jobs / appointments, more opportunities for people to get with employment

I live close to the centre, most issues are about money and housing
Lots of us struggle with commute times to Cambridge from Haslingfield
People who visit Papworth hospital clog up the village including workers, no idea what will be there when hospital moves
Not everyone drives, not all local communities offer the full range of services or facilities, better schools transport to reduce delays and teach use of community transport
For the same reasons I stated above, I'd like to take the bus all the way into work but cost (nearly £7.00) lack of frequency, lack of early morning, evening and sunday services prevent me.
I assume the same situation exists in the community as for myself
We live in Milton, the main village high street is so busy, there is not a regular local bus service outside of the park and ride which is a long walk for many villagers.
We have to look at our welfare of our society from inside out, everybody deserves affordable housing
Cheaper, later running buses would provide a better door to door service than the train but buses are slower, better cycle route along A10
Parking for CUFC in designated area
In the countryside buses are not available on sunday - bus fares too high
Same as above

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