

GREATER CAMBRIDGE CITY DEAL - CONGESTION IN CAMBRIDGE

To: Economy and Environment Committee

Meeting Date: 17th November 2015

From: Executive Director, Economy, Transport and Environment

Electoral division(s): Abbey; Arbury; Bar Hill; Bassingbourn; Bourn; Castle; Cherry Hinton; Coleridge; Cottenham, Histon and Impington; Duxford; East Chesterton; Fulbourn; Gamlingay; Hardwick; King's Hedges; Linton; Market; Melbourn; Newnham; Papworth and Swavesey; Petersfield; Queen Edith's; Romsey; Sawston; Trumpington; Waterbeach; West Chesterton; Willingham.

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To outline the actions being taken by the Greater Cambridge City Deal Executive Board to address congestion in Cambridge.

Recommendation: Committee is asked to note and comment on the report.

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1. BACKGROUND

- 1.1. The Economy and Environment Committee on 3rd February 2015, requested a report to a future Committee considering congestion in Cambridge.
- 1.2. In 2014 the County Council, together with the City and South Cambridgeshire District Councils, entered into the City Deal with Government. A significant part of the City Deal is funding of £500m for transport infrastructure in the Greater Cambridge Area. This funding will be available in three tranches over fifteen years, with £100m being available in the first five years.
- 1.3. The County Council has delegated certain powers to the City Deal Executive Board in relation to transport and as such, both the resources and to a large extent the responsibilities, for addressing congestion in Cambridge have passed from the County Council to that Board.

2. DETAIL

- 2.1. The City Deal Assembly and Executive Board recognise that new infrastructure will only go so far towards managing the impacts of growth in Cambridge and that congestion will need to be addressed, if the full benefit of the new infrastructure is to be realised.
- 2.2. The City Deal programme for the first five years, agreed by the Executive Board on 28th January 2015, contains a number of measures to address specific access issues into and around Cambridge. Officers are now working on all of the prioritised projects. The current position with the prioritised projects is set out below.

Project	Current Status
A428-Madingley Road Segregated Bus Route	Consultation under way on initial options.
Chisholm Trail Strategic North South Cycle Route	Consultation under way on preferred route.
Histon Road bus priority / Milton Road bus priority	Initial options approved for consultation. Consultation scheduled for December 2015
Cross City Cycle Route Improvements	Initial options approved for consultation. Consultation scheduled for January 2016
A1307 Corridor Bus Priority and Park and Ride	Report to Board January 2016
Cambridge Access and Capacity Study	Audit report published. Report to Board March 2016

- 2.3. The first five of these projects aim to provide new infrastructure or to reallocate highway space to provide improvements for bus users, cyclists and

pedestrians and thus encourage greater use of transport options that will reduce congestion.

- 2.4. The Cambridge Access and Capacity Study has been set the task of objectively examining the current situation, assessing the impact of forecast growth, and the options available for effectively managing the available road space to ensure maximum accessibility.
- 2.5. The Study will recommend transformative improvements and interventions to considerably improve access, capacity and movement to and within the city. It also aims to reduce congestion and delay, and general vehicular traffic levels in the city to below current levels. The Access Study will also consider opportunities for enhancing the public realm and quality of the environment.
- 2.6. The first stage of this process has been to carry out an audit on the current conditions of the Cambridge transport network. This Audit Report has been published at:
<http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/10>
- 2.7. The Audit Report sets out current travel patterns (by mode of transport), journey time information, traffic flow data, congestion and delay data, and looks at how the transport network performs. This report will be used to inform the development of options for improving and enhancing the transport network.
- 2.8. The Study is now assessing the impact of a variety of measures that could be introduced to manage the available road space to ensure maximum accessibility. An Options Report, due to be published in early 2016, will set out a range of recommendations and interventions needed over time to manage and accommodate travel demand sustainably, and unlock homes and jobs growth. This Report will be considered by the City Deal Board in March 2016.
- 2.9. In parallel with this technical work the City Deal Board and Assembly want to ensure that the widest range of options are considered to tackle the problems caused by congestion. To this end, a Call for Evidence has been announced and the Board have set up a workshop with organisations that generate a significant amount of traffic in Cambridge.
- 2.10. The Call for Evidence has invited short, written submissions on how to tackle congestion. The Board and Joint Assembly will hold 3 public sessions in November to hear evidence and to question those presenting it. There is no automatic right to speak and the limited speaking slots will be allocated so a wide range of evidence is heard.
- 2.11. The Assembly and Board are particularly keen to:
 - capture the expertise on tackling congestion from other cities;
 - balance the opponents and proponents of the key measures that have been used in the UK and elsewhere to tackle congestion;
 - balance geographical coverage by making sure there is a good balance of Cambridge, South Cambs and the broader 'travel to work' area;
 - hear from a range of groups, including employers

- 2.12. Proposals must fit with the aims, budget and timescales of the City Deal.
- 2.13. The traffic generators workshop will invite employers, retail businesses, schools and colleges to attend structured discussions on what they can do as traffic generators to help address congestion in Cambridge.
- 2.14. The findings from the Call for Evidence and the Traffic Generators workshop will be reported to the Assembly in December and the Board in January.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

Tackling congestion in Cambridge is important to remove barriers and risks to the continued economic growth of the Greater Cambridge area, a key part of the City Deal.

3.2 Helping people live healthy and independent lives

Cutting congestion will improve bus services, enhance walking and cycling and reduce pollution.

3.3 Supporting and protecting vulnerable people

There are no significant implications within this category.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Resources have been allocated by the City Deal Board. Additional staff have been recruited to ensure that other important projects are not delayed

4.2 Statutory, Risk and Legal Implications

There are no significant implications within this category.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

There are no significant implications within this category.

4.5 Localism and Local Member Involvement

All City Deal projects are subject to extensive multi-stage consultation and where appropriate, local liaison forums are established to ensure engagement with local members and communities on scheme development.

4.6 Public Health Implications

There are significant health benefits from reducing congestion and encouraging more sustainable modes of travel, through both improvements in air quality and in establishing more healthy life styles.

Source Documents	Location
Greater Cambridge City Deal Executive Board 27 th March 2015	http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6531&Ver=4