

TRANSPORT INNOVATION FUND – COUNTY COUNCIL RESPONSE TO THE REPORT OF THE CAMBRIDGESHIRE TRANSPORT COMMISSION

To: Cabinet

Date: 29th September 2009

From: Executive Director: Environment Services

Electoral division(s): All

Forward Plan ref: 2008/09 **Key decision:** Yes – Council Decision

Purpose: Cabinet is asked to:

- i) Consider the Cambridgeshire Independent Transport Commission’s Report for Cambridgeshire County Council, July 2009 and its recommendations.
- ii) Consider the suggested response to the recommendations of the Commission set out in this report.

Recommendation: It is recommended that Cabinet:

- i) Note the Cambridgeshire Transport Commission’s Report for Cambridgeshire County Council, published in July 2009 and its recommendations.
- ii) Endorse the suggested response to the recommendations of the Commission, and the proposed ‘Package and Funding Proposition, September 2009’ for consideration by Full Council on 13 October.
- iii) Delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Executive Director: Environment Services to make any final minor textual changes to the proposed ‘Package and Funding Proposition, September 2009’ prior to consideration by Full Council.

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1. BACKGROUND

- 1.1 Results of the Public and Stakeholder consultation on Cambridgeshire County Council's Transport Innovation Fund (TIF) proposals were published on the 6th May 2008. Cabinet noted the lack of support for the proposals among some key groups, and approved the establishment of a Transport Commission (the Commission) at its meeting on 8th July 2008.
- 1.2 The role of the Commission was to review the TIF proposals and identify if there are other options for tackling congestion. The Terms of Reference for the Commission are attached as Appendix A. The Commission was established in January 2009, and held hearings from March through to June. It also invited comments from all interested parties. The Commission's final report was published on 21 July 2009.
- 1.3 Prior to the Commission's establishment and during the period of its work, Members of the County Council and of Cambridge City and South Cambridgeshire District Councils have also taken a leading role in challenging and testing the Transport Improvements through the Joint Transport Forum.

2. RECOMMENDATIONS OF THE INDEPENDENT CAMBRIDGESHIRE TRANSPORT COMMISSION

- 2.1 The Commission's final report was published on 21 July 2009. It can be viewed at www.cambstransportcommission.co.uk/Default.aspx. The recommendations of the Commission and the executive summary to their report are set out in Appendix B.
- 2.2 The Commission found a fair degree of support locally and a general consensus (although not universal support) for the need to act now to address traffic congestion in the interests of the local environment and economy. The Commission also found general support for the proposed Transport Improvements which were contained in the Outline Proposal for Funding (OPF) which was submitted to Government in October 2007.
- 2.3 On the issue of a congestion charge, the Commission found a much wider range of opinion, but by far the majority view was that such a measure could only be acceptable if there had been significant investment in the basic transport infrastructure prior to its implementation. The Commission also indicated that before a charge could be implemented, there should be a detailed debate with the public and local stakeholders to agree the point at which congestion would become unacceptable and a charge should be implemented – the Commission referred to this as a trigger point.
- 2.4 In addition to the detailed conclusions around the proposed transport investment package and the principle of a congestion charge, the Commission also considered a range of other specific points that were raised with them. Two notable conclusions they drew were:
 - The development of any package around TIF should embrace the views of local stakeholders and particularly the district councils. To that end, a group that the Commission referred to as the *Transport Partnership for Cambridgeshire* was recommended to be created to develop future transport thinking in the area;

- Suggestions for an Integrated Transport Authority for the area were dismissed as unnecessary and confusing and it was noted that the current joint working between councils was effective but still had room for improvement.

3. PROPOSED COUNTY COUNCIL RESPONSE TO THE RECOMMENDATIONS OF THE COMMISSION

- 3.1 Taking account of the findings of the Independent Transport Commission and in particular the suggestion that the implementation of a congestion charge should be the subject to an agreed trigger point rather than an absolute date as suggested in the Council's original TIF submission, it is proposed that the County Council submit a new Package and Funding Proposition (the Proposition) to the Department for Transport (DfT).
- 3.2 Appendix C to this report contains Chapter 3 of the proposed submission that outlines the Proposition to Government under TIF. The timescale for producing this document has been extremely tight. The full Proposition document [Appendix D] is not yet available for despatch, as it is still subject to final checking to ensure it fully meets the requirements of the DfT. This will be despatched separately before the end of the week.
- 3.3 The Proposition is based on the findings of the Commission in both the scale and nature of the proposed investment package that is being sought from Government and the approach towards congestion charging, whereby a trigger for the introduction of such a scheme will be established and agreed with local stakeholders, the public and the DfT.
- 3.4 The Proposition consists of three stages, the first two of which would be contained in a submission that would be made in October 2009, subject to the agreement of Cabinet and the County Council. The stages are as follows:
- **Stage 1** – this element is a detailed bid for funding for the Chesterton Rail Station project and *Programme Entry* is sought for this by the end of 2009. It is intended that this element will unlock early funding for and delivery of the Chesterton Station project.
 - **Stage 2** – this element is an outline bid for the balance of the transport investment package (at this stage suggested as around £500m) with a full business case and Programme Entry submission to be made by the end of 2010. At this stage, *Partnership Status* is sought from DfT to enable this work to continue and to show the commitment of DfT to continued joint working.
 - **Stage 3** – in parallel with the preparation of the stage 2 full business case, Cambridgeshire will develop with the DfT and our local stakeholders and public, a measure(s) of transport congestion that when reached would trigger the need for a Congestion Charging Scheme in order to allow sustainable growth to continue and to protect and enhance the local environment and economy. When submitted and approved, it is intended that this element will unlock the balance of the TIF funding that is being sought.
- 3.5 The partnership work outlined in Stage 3 would be in the spirit of the fourth and fifth recommendations of the Commission, and a Transport Partnership

for Cambridgeshire would be established.

- 3.6 In taking the Proposition forward, the Council would remain committed to continue to work with DfT to secure transport investment through the TIF process that will support the economic growth of Cambridgeshire.
- 3.7 Cabinet is asked to consider the proposed response to the work of the Independent Transport Commission in the form of a revised TIF submission to Government. Cabinet is also asked to delegate to the Cabinet Member for Growth, Infrastructure and Strategic Planning in consultation with the Executive Director: Environment Services any minor textual changes that may be required to the document prior to consideration by Full Council in October.

4. SIGNIFICANT IMPLICATIONS

4.1 The following bullet points set out details of significant implications identified by officers.

4.2 Finance and Performance

Finance

- The Proposition, if accepted by Government would bring forward funding to develop and implement the Chesterton Interchange major scheme for a potential opening date in 2013. This is two to three years earlier than otherwise might be achieved through scheme delivery from the Regional Funding Allocation (RFA) as currently programmed. It would also remove some of the uncertainty that relates to funding of major transport schemes from the RFA in future years given the current financial climate.
- The Proposition would further develop the bid for investment of around £520 million in the transport network of Cambridge and the surrounding area. This would be at a time when funding for capital projects and transport is likely to become more limited due to the current economic situation.
- If the submission under TIF is not made, sources of funding available to the Council to make major improvements in the transport network are limited. Alternative sources would need to be found if growth is to be accommodated sustainably.

Performance

- Failure to deal with congestion in Cambridge and the surrounding area could prejudice the achievement of targets for a number of National Indicators, including:
 - NI 167 Congestion – average journey time / mile in the morning peak
 - NI 168 Principal road condition
 - NI 169 Non-principal road condition
 - NI 177 Local bus passenger journeys
 - NI 178 Bus services running on time
 - NI 186 Per capita CO₂ emissions

4.3 Statutory Requirements and Partnership Working

- The Proposition involves the establishment of a Transport Partnership for Cambridgeshire. The partnership would be made up of public and private sector bodies, including representatives of the County Council, District Councils and the Greater Cambridge Partnership.
- If the Proposition is taken forward, and accepted by Government, the County Council will need to work more closely with Cambridge City and South Cambridgeshire District Councils in developing the full business case and Programme Entry submission by the end of 2010.

4.4 Climate Change

- Significant amounts of modelling into the climate change impacts of the original TIF proposals have been undertaken. Reducing traffic and/or congestion is expected to have positive impacts on emissions. Further work on this element on any revised package for submission to Government will, however, be required.

4.5 Access and Inclusion

- Impacts on transport are set out in the report, in the Proposition, and in the Source Documents listed below, particularly the Independent Transport Commission: Report for Cambridgeshire County Council, July 2009.

4.6 Engagement and Consultation

- A county wide consultation on the proposals included in the OPF was undertaken between November 2007 and March 2008. The results of the consultation were reported to Cabinet on 8 July 2008 (See www2.cambridgeshire.gov.uk/db/reprack2009.nsf/c3cf865e3cc1131380256a6b0037e439/7cd6a8fd510413718025747a00361562?OpenDocument). The proposals contained in this report will require further substantial consultation and joint working to develop the full business case submission.

Source Documents	Location
Cambridgeshire Local Transport Plan 2006-11 www.cambridgeshire.gov.uk/ltp/	A Wing, 2 nd Floor, Castle Court, Cambridge
Transport Innovation Fund Outline Proposal for Funding, October 2007 www.cambridgeshire.gov.uk/transport/strategies/tacklingcongestion/ourproposals/	
Analysis of the TIF consultation responses, May 2008 www.cambridgeshire.gov.uk/transport/strategies/tacklingcongestion/consultationresults.htm	
Independent Transport Commission: Report for Cambridgeshire County Council, July 2009 www.cambstransportcommission.co.uk/Default.aspx	

APPENDIX A: TERMS OF REFERENCE OF THE INDEPENDENT TRANSPORT COMMISSION

Purpose of the Commission

The role of the Transport Commission will be as follows:

- To gain an understanding of the key transport issues facing Cambridgeshire and the congestion issues in the Cambridge area and to identify if these warrant radical measures to address them;
- To review the Council's Outline Proposal for Funding put forward through TIF for tackling congestion in the Cambridge area and to recommend whether the TIF proposals in the form of demand management and congestion charging in particular are an appropriate policy response to the problems the area faces;
- To critically review the TIF Outline Proposal for Funding and particularly the congestion charging proposals put forward by the Council and recommend on their appropriateness and any amendments that could be made to make them more effective and/or acceptable; and
- To consider if there are alternative forms of demand management that could be adopted and recommend on whether they would be more appropriate than the congestion charging proposals that have been formulated.
- To consider if there are alternative sources of funding to meet the infrastructure requirements for the Growth Agenda in the Cambridge sub region.

In undertaking this work, the Commission must have regard to the County Council's aim of promoting sustainable growth in Cambridgeshire as well as the national framework for sustainable development. The TIF Outline Proposal for Funding identified reducing congestion as its primary objective but this is also supported by additional objectives, as follows:

- Providing high quality, safe and realistic travel choices;
- Improving accessibility for all;
- Creating a transport system that is fair and equitable;
- Reducing transport related CO2 emissions and addressing specific air quality issues caused by transport;
- Improving road safety; and
- Promoting the economy of Cambridgeshire
- Securing managed growth.

Mode of operation

The Commission should allow the views of groups, stakeholders and individuals to be expressed freely, initially through written evidence and then through hearings or individual workshop sessions, where information and evidence are presented. These should be focused on the issue of tackling congestion, the Council's TIF proposals and more specifically on the points noted in the purpose of the Commission. The Chairman of the Commission should determine the precise details of how this should work.

Once this information and evidence has been provided, the Chairman assisted by his/her technical support will consider all of the submissions – written and subsequent oral, and will consider this evidence against the key questions noted in the purpose of the Commission. The Chairman will then prepare a full written report

setting down the views expressed and drawing conclusions against the key questions the Commission has been asked to answer.

The work of the Commission will complement the democratic arrangements that are already in place for developing and delivering transport policy in Cambridgeshire. The report from the Chairman will be submitted to County Council. The Joint Transport Forum will consider the report in line with its Terms of Reference already established. These are attached as Appendix 3.

The findings of the Commission will not be binding on the County Council but will be used to assist subsequent decision making on how to take the TIF proposals forward. The County Council Cabinet and Full Council will make final decisions on the way forward for TIF.

Timescale

The report from the Commission should be received such that it can be considered by Full Council by autumn 2009, subject to the agreement of the Chairman of the Commission.

**APPENDIX B: INDEPENDENT TRANSPORT COMMISSION
REPORT FOR CAMBRIDGESHIRE COUNTY COUNCIL
EXECUTIVE SUMMARY, JULY 2009**

1. The Independent Transport Commission was set up in the wake of controversy surrounding Cambridgeshire County Council's outline proposal for resources from the Government's Transport Innovation Fund (TIF). The Commission is independent of, but reports to, the Council and has a remit to review the TIF bid, make suggestions about whether, and how, the proposals should be modified, and assess whether there are any other effective ways of reducing congestion in the Cambridge area and thus securing the County's future prosperity.

2. The Commission has taken both written and oral evidence from a wide range of individuals, groups and organisations across the County. We received over 1130 responses to our online survey and have held 15 public hearings with 53 different organizations represented and 119 witnesses in total. Throughout we have tried to operate with maximum transparency; all our hearings have been held in public and all evidence submitted to us is available in full on the Commission's website.

3. It is hard to see any letup in the development pressures in and around Cambridge in the coming years. Cambridge is one of three points on a so-called 'golden triangle' that covers London, Oxford and Cambridge, a small area of the country within which about a third of the country's GDP is generated. More importantly, because of the concentration of leading universities, research facilities, new industries, entrepreneurs and political power within the 'golden triangle' and the area immediately surrounding it, it is almost certain this area will be where the UK is most likely to develop its post-industrial economy successfully in the decades ahead.

4. Evidence presented to the Commission shows both Cambridgeshire and Cambridge are expected to accommodate a large number of new homes and new businesses in the years ahead. This growth has significant implications for future traffic and congestion levels. The County Council's modelling suggests a sharp increase in trips generated, particularly in the Cambridge travel to work area, but also on many inter-urban roads. Whilst such modelling can only ever be indicative, it is certain is that Cambridgeshire and Cambridge face continuing growth in traffic, with the consequence that City roads and major highways such as the A14 will become more and more congested.

5. Against this background, it is imperative that central Government provides the resources for the necessary infrastructure to allow this new economy to develop to its maximum potential. The case for Government financial support for infrastructure is, in our view, stronger in Cambridgeshire than elsewhere, because of the County's economic importance to the UK economy and the plans for housing growth of 30 per cent or more.

6. Traffic congestion is a fact of life. The only question is whether people believe potential measures to reduce congestion would be worse than the condition itself. The Commission did not find evidence of any agreed or acceptable solution to the problem of congestion within Cambridgeshire or Cambridge. Small and limited measures that did not force any individual or business to change their behaviour and/or cost any money were favoured. We believe that while such measures might be able to reduce the rate of growth in congestion, and there is evidence of significant modal shift where employers have focused on travel planning with their staff, they cannot be an effective solution to the longer-term problem of worsening traffic jams as Cambridgeshire grows.

7. The Chancellor of the Exchequer has already signalled a steep reduction in public sector capital investment after 2010. It is very unlikely transport will be spared real

cuts. It is realistic to assume that unless a decision is made soon about a Cambridgeshire TIF bid, then the money will cease to be available. Cambridgeshire thus faces a stark, time limited, choice. Either it can produce a TIF bid that commands reasonable local public support and which can also convince the Department for Transport that its conditions for bidding have been met, or the TIF resources will be lost for the foreseeable future. If this were to occur, the County and its residents would have to deal with congestion and transport needs within their existing (probably reduced) budgets.

8. The details of the TIF outline proposal are summarised in Appendix 2 of our report. Broadly, Cambridgeshire County Council's bid followed the Government's rules and made proposals for major public transport, cycling and road improvements alongside a proposal to introduce congestion charging. The cost of the various proposed schemes is about £500 million, a sum vastly greater than any Government would be likely to give a Council for transport improvements in most circumstances.

9. The Commission noted that there was general support from witnesses for the TIF investments and recommends the TIF improvements are fully implemented, subject to more work on the public understanding of how bus and other upgrades will affect them. The Government need to be aware that the existing proposals for transport improvements are the very least that could be delivered so as to have any hope of convincing the residents of Cambridgeshire that they might, in the longer-term, accept a congestion charge.

10. The Commission particularly endorses the TIF proposals radically to improve the existing cycling facilities in Cambridge and also to provide new dedicated cycle lanes. Overall, Cambridge and its surrounds should become a European exemplar city for cycling.

11. Road building is not the wrong solution to all traffic and transport problems, particularly in rural parts of the County. We believe the A14 and other schemes should be completed, though with the view to reducing congestion not generating substantially more traffic. Other means of improving roads in Cambridge will be required ranging from junction improvements to – in the longer term – a possible charging regime.

12. When the impacts of transport improvements are effective and understood, it would be possible to move on to some form of congestion charging. But if broad assent to reform is to be achieved there needs to be a full public understanding of any proposed charging system and of the new transport alternatives. There would, we believe, be merit in a trial for a specified period before any final decision to keep congestion charging is made. Residents, those who work in the City and visitors will have to be convinced the proposed new world would be better than doing nothing.

13. It is not appropriate at this stage – several years before possible implementation – to make specific proposals for a congestion charge regime. However our extensive consultation suggests some pointers to the issues to be addressed in relation to discounts and exemptions. Our overall view is that if the scheme is to achieve its maximum effect as a demand management measure, exemptions and discounts should be restricted to a minimum and should contribute to the success of the scheme.

14. A case was made for a change in governance arrangements with the introduction of an Independent Transport Authority (ITA). The Commission is not persuaded that this is necessary, the County Council has the powers already, but it is crucial that the County, City and South Cambridgeshire Councils share a vision for transport, and that the Joint Transport Forum, which should be a vehicle for that, works coherently and engages effectively with employers in the Greater Cambridge Partnership.

Recommendations

1. Cambridgeshire County Council **submit** a full **TIF bid** to secure resources from Government to make **improvements to cycling, walking and public transport**, broadly in line with the proposals set out in Appendix 2 to our report.
2. Cambridgeshire County Council inform the Government *that it has **not ruled out*** the introduction of a **congestion charging regime**, but that it accepts the clear evidence that **such a regime would be unacceptable without a programme of investment**, including the **TIF investment proposals, A14 widening and Chesterton Station** and in any case no such scheme should be introduced without further public information and consultation, and **not before 2017** at the earliest.
3. Cambridgeshire County Council should **explain its position** to the public with a view to establishing an **agreed, publicly-supported approach** for the revised TIF bid. Such support would be a crucial element in **convincing the Government to modify** its original stance.
4. Cambridgeshire County Council invite the **Greater Cambridge Partnership, Cambridge City Council** and **South Cambridgeshire District Council** to **work together** to shape the investment programme for transport improvements in and around the City and to encourage a **community approach to modal shift** with public and private partners (the Transport Partnership for Cambridgeshire).
5. The **Transport Partnership for Cambridgeshire** should:
 - Develop the approach to **travel planning** already adopted by some major employers and the Travel to Work Partnership, and seek to apply it across the local economy.
 - Identify indicators for the **measurement of congestion** at critical points in the network as a means for regular monitoring, and to enable consideration of the future **trigger point** for consultation on the details of a congestion charging regime.
 - Develop proposals for the **management of buses** in Cambridge City, so as to accommodate more buses while respecting the historic urban fabric of the City.
 - Work with bus operators to develop **better transport information** - printed and computer-based - and a **smart card approach to ticketing**, to encourage public understanding, ease of boarding and shorter dwell times.
 - Work with the police to improve **understanding and enforcement of traffic and parking regulations**.
6. The County Council give **explicit assurance** about its intention to ensure that the **significant transport issues** in the **wider County** are addressed alongside TIF investments associated with Cambridge, and that both **LTP investments** and **revenue** arising from a **charge scheme** can be **applied to these priorities**.
7. The County Council consider the **evidence** put before the **Commission** and recorded here, in seeking to **build a local consensus** to make the case for Government resources. In particular, people need to **understand how changes** to public transport will **benefit** them. The Commission considers that the **case for resources** is **powerful** and the **prospect of community engagement high**. There is a real possibility that Cambridgeshire could become the outstanding **UK exemplar** of **sustainable economic growth**.

3 The Cambridgeshire Proposition

INTRODUCTION

- 3.1 Since submission of the Outline Proposal for Funding (OPF) in 2007 there has been extensive discussion around the Council's TIF proposals. Much of this was as a result of the comprehensive public consultation that was undertaken during late 2007 and early 2008 and the subsequent work of the Cambridgeshire Independent Transport Commission. Members of the Council and of Cambridge City and South Cambridgeshire District Councils have also taken a leading role in challenging and testing the Transport Improvements through the Joint Transport Forum.
- 3.2 The Independent Transport Commission findings, published in July 2009, demonstrated general support for the proposed Transport Improvements which were contained in the OPF and are outlined in this submission. The findings also acknowledge that following implementation of the Transport Improvements, a Congestion Charging Scheme will be required unless people significantly change their travel behaviour.
- 3.3 The Independent Transport Commission findings found a fair degree of support locally and there is general consensus (although not universal support) for the need to act now to address traffic congestion in the interests of the local environment and economy. This revised Cambridgeshire proposition is therefore based on the findings of the Commission in both the scale and nature of the proposed investment package, and the proposals that a trigger should be established and agreed with local stakeholders and the DfT, and that trigger would be used to demonstrate when a Congestion Charging Scheme is needed. In taking this forward, the Council remains committed to continue to work with DfT to secure transport investment through the TIF process that will support growth and the economy in Cambridgeshire.

THE PROPOSITION

- 3.4 In summary, the revised Cambridgeshire Proposition consists of three stages, the first two of which are contained in this submission. This is based on the premise that substantial transport investment is needed in the area but also that a charge will be needed at some point, although not before the transport investment has been made and a trigger point/s reached.
- ◆ Stage 1 - this element is a detailed bid for funding of the Chesterton Rail Station project and Programme Entry is sought for this by the end of 2009. It is intended that this element will unlock early funding for, and delivery of, the Chesterton Station project;
 - ◆ Stage 2 - this element is an outline bid for the balance of the Transport Investment package with a full business case and Programme Entry submission to be made by the end of 2010. At this stage, *Partnership Status*, along with TIF pump priming funding, is sought to enable this work to continue and to show the commitment of DfT to continued joint working.
 - ◆ Stage 3 - in parallel with the preparation of the stage 2 full business case, Cambridgeshire will develop with the DfT and our local stakeholders, a measure(s) of transport congestion that when reached would trigger the need for a Congestion Charging Scheme in order to allow sustainable growth to continue and to protect and enhance the local environment and economy. When

submitted and approved, it is intended that this element will unlock the balance of the TIF funding that is being sought.

- 3.5 In more detail, the rationale for this revised proposition is that the cumulative Transport Improvements will help to stem the increase in traffic congestion within Cambridge and, through provision of enhanced segregated infrastructure and the concentrated application of Smarter Choices measures, will facilitate modal switch to public transport, walking and cycling. The extent to which this is the case, however, is yet to be determined as such a comprehensive package of investment has never been implemented before in one urban area over such a condensed time period. Because of this there is no clear evidence on which to understand the exact extent of mode switch or traffic reduction impacts the Transport Improvements will achieve on their own. More time, therefore, is needed to develop at what point a charge would be needed and how it would be triggered.
- 3.6 It has always been, and remains, Cambridgeshire's position that implementation of the Transport Improvements must precede any form of Congestion Charging Scheme. The reasons for this are two fold. Firstly, a Congestion Charging Scheme should maximise and capitalise on the benefits derived from the Transport Improvements by making their utilisation even more attractive than they would be without a congestion charge in place. Secondly, the public must be convinced, and have seen, that the Transport Improvements have been delivered and real, viable alternatives to the private car are available for travel into and within Cambridge before it would be reasonable to implement a Congestion Charging Scheme. Our programming work suggests that it is unrealistic for the full range of Transport Improvements to be in place before 2017 and so that is the earliest point at which a charge could come in, as suggested by the Independent Transport Commission.
- 3.7 We are therefore proposing that once the Transport Improvements have been implemented the success of these at reducing congestion, and facilitating mode switch, would be monitored against an agreed set of trigger points. If an agreed level of congestion or traffic reduction is not achieved the Council will introduce a Congestion Charging Scheme to help manage network demand.
- 3.8 The Council wishes to work with stakeholders locally and with Government, as part of a Partnership Agreement, to determine and agree a set of trigger points, culminating in an agreed trigger at which a Congestion Charging Scheme will be introduced. The actual date of any Congestion Charging Scheme being introduced will be dependent on the success of the Transport Improvement measures in reducing traffic levels and congestion.
- 3.9 The precise nature of the metrics that would be monitored and the means of monitoring will be determined during the proposed period of *Partnership Status*. Any measure will, however, need to be sufficiently sophisticated to satisfy both the Council and the DfT, and it is likely that this will be based around journey times and calculated delays.
- 3.10 The Transport Investment Package, which is currently costed at £520M, is submitted to DfT for information and no decision on investment is being sought for either the overall Transport Improvements or the Congestion Charging Scheme at this stage.
- 3.11 What is being sought is agreement from Government to enter into a Partnership Agreement with the Council to develop and agree the series of triggers, along with necessary monitoring arrangements and a review of the investment package needed. It is envisaged that a number of triggers will be discussed and agreed, some procedural to ensure the process moves along and some more fundamental such as the trigger for introduction of the Congestion Charging Scheme itself. For example, it is likely that completing the Partnership Agreement would be one trigger and

submission of a full business case seeking Programme Entry status for the TIF Package would be another.

- 3.12 Once Programme Entry for the overall package has been received TIF investment would be used to implement the Transport Improvements. This will include the equipment to monitor traffic flows, journey times or whatever congestion/traffic triggers are agreed. The equipment could subsequently be used as the basis for the Congestion Charging Scheme when the trigger point determines that such a scheme is needed.
- 3.13 To substantiate the Council's case for major investment in the area, this proposition contains an outline business case based on the newly enhanced integrated model known as the Cambridge Sub Regional Model (CSRM) which has been used to demonstrate that the Package satisfies the Governments appraisal criteria. The scenarios presented in later Chapters are hypothetical and their presentation does not suggest that a Congestion Charging Scheme will be introduced in either 2017 or 2021. They have been developed merely to give Government a feel for the benefits of the package of investment and the impacts of implementing a Congestion Charging Scheme at different points in time and that there is a viable case for investment in Cambridgeshire. As highlighted above, it is proposed that the actual date on which the Congestion Charging Scheme would be introduced will be dependent on performance of the Transport Improvements in containing congestion/traffic growth below the trigger points, which will be agreed.
- 3.14 The hypothetical scenarios tested are as follows:
- ◆ introduction of all Transport Improvements by 2016 with a Congestion Charging Scheme introduced in 2017; and
 - ◆ introduction of all Transport Improvements by 2016 with a Congestion Charging Scheme introduced in 2021.
- 3.15 In addition to seeking a Partnership Agreement, the Council is seeking a Programme Entry decision for Chesterton Station along with up front funding to allow the scheme's further development, through railway processes, and implementation. A Major Scheme Business Case bid was submitted in 2007, and updated in late 2008, and is included within the latter chapters of this document. The scheme enjoys widespread support locally and ranked very highly in the RFA, with opening earmarked for 2016. Its development and implementation earlier than this is fully supported and encouraged by Network Rail to tie in with development and delivery of Thameslink and Intercity Express Programme (IEP) stabling at Chesterton by 2013.

TIMESCALE AND WAY FORWARD

- 3.16 It is anticipated that developing and agreeing the terms of the Partnership Agreement, along with suitable trigger points, would lead to submission of a Business Case seeking Programme Entry status for the full TIF Package by the end of 2010. A possible timeline under the revised proposition is shown on Figure 3.1.
- 3.17 A Programme Entry decision for Chesterton Station now would enable the scheme to progress over the next 12 months through Network Rail's Guide to Railway Investment Projects (GRIP) stages 3 and 4. This would enable development to take place in tandem with the Thameslink and IEP stabling schemes and for the detailed design and delivery to be undertaken as part of the same contract. It is expected that delivery would commence in 2012 with opening in 2013.

Figure 3.1 – Possible Timeline – Revised TIF Proposition

