

7 July 2015

- To: Members of the Greater Cambridge City Deal Joint Assembly:**
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|----------------------------|---|
| Councillor Tim Bick | Cambridge City Council (Chairman) |
| Councillor Roger Hickford | Cambridgeshire County Council (Vice-Chairman) |
| Councillor David Baigent | Cambridge City Council |
| Councillor Kevin Price | Cambridge City Council |
| Councillor Maurice Leeke | Cambridgeshire County Council |
| Councillor Noel Kavanagh | Cambridgeshire County Council |
| Councillor Francis Burkitt | South Cambridgeshire District Council |
| Councillor Bridget Smith | South Cambridgeshire District Council |
| Councillor Tim Wotherspoon | South Cambridgeshire District Council |
| Claire Ruskin | Cambridge Network |
| Sir Michael Marshall | Marshall Group |
| Andy Williams | AstraZeneca |
| Anne Constantine | Cambridge Regional College |
| Jane Ramsey | Cambridge University Hospitals |
| Helen Valentine | Anglia Ruskin University |

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY**, which will be held at **SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **WEDNESDAY, 15 JULY 2015 at 2.00 p.m.**

AGENDA

- | | PAGES |
|---|----------------|
| 1. Apologies for absence
To receive any apologies for absence. | |
| 2. Minutes of the previous meeting
To confirm the minutes of the previous meeting held on 3 June 2015 as a correct record. | 1 - 14 |
| 3. Declarations of interest
To receive any declarations of interest from Members of the Joint Assembly. | |
| 4. Questions by members of the public
To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached. | 15 - 16 |
| 5. Petitions
To receive any petitions for consideration by the Joint Assembly. | |

6. REPORTS SCHEDULED FOR CONSIDERATION BY THE GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

6 (a) Chisholm Trail cycle links **17 - 22**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).

6 (b) Cross-city cycle improvements **23 - 34**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).

6 (c) Smarter Cambridgeshire workstream **35 - 42**
To consider the attached report by Graham Hughes, Executive Director (Cambridgeshire County Council).

7. Greater Cambridge City Deal Work Programme and schedule of meetings **43 - 46**

To consider the Greater Cambridge City Deal Work Programme and schedule of meetings. The forward plan for the Greater Cambridge City Deal Executive Board is attached and future meetings of the Greater Cambridge City Deal Joint Assembly are schedule to be held as follows:

25 August 2015 – 2pm (Cambridge)
16 September 2015 – 10am (Cambourne)
7 October 2015 – 2pm (Cambridge)
13 November 2015 – 2pm (Cambourne)



GREATER CAMBRIDGE CITY DEAL JOINT ASSEMBLY

Minutes of the Greater Cambridge City Deal Joint Assembly held on
Wednesday, 3 June 2015 at 2.00 p.m.

Members of the Greater Cambridge City Deal Joint Assembly:

Councillor Dave Baigent	Cambridge City Council
Councillor Tim Bick	Cambridge City Council
Councillor Kevin Price	Cambridge City Council
Councillor Roger Hickford	Cambridgeshire County Council
Councillor Noel Kavanagh	Cambridgeshire County Council
Councillor Maurice Leeke	Cambridgeshire County Council
Councillor Francis Burkitt	South Cambridgeshire District Council
Councillor Bridget Smith	South Cambridgeshire District Council
Sir Michael Marshall	Marshall Group
Claire Ruskin	Cambridge Network
Andy Williams	AstraZeneca
Anne Constantine	Cambridge Regional College
Jane Ramsey	Cambridge University Hospitals
Helen Valentine	Anglia Ruskin University

Members and substitutes of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council
Councillor Ray Manning	South Cambridgeshire District Council
Councillor Ian Bates	Cambridgeshire County Council

Officers/advisors

Liz Bisset	Cambridge City Council
Alan Carter	Cambridge City Council
Andrew Limb	Cambridge City Council
Aaron Blowers	Cambridgeshire County Council
Graham Hughes	Cambridgeshire County Council
Mark Lloyd	Cambridgeshire County Council
Chris Malyon	Cambridgeshire County Council
Adrian Cannard	Greater Cambridge Greater Peterborough Enterprise Partnership
Alex Colyer	South Cambridgeshire District Council
Graham Watts	South Cambridgeshire District Council

1. ELECTION OF CHAIRMAN

Councillor Tim Bick was **ELECTED** as Chairman of the Greater Cambridge City Deal Joint Assembly for 2015/16.

2. ELECTION OF VICE-CHAIRMAN

Councillor Roger Hickford was **ELECTED** as Vice-Chairman of the Greater Cambridge City Deal Joint Assembly for 2015/16.

3. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Tim Wotherspoon (South Cambridgeshire District Council).

4. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 6 March 2015 were confirmed and signed by the Chairman as a correct record, subject to the correction of a typographical error on the final paragraph of page 4.

5. DECLARATIONS OF INTEREST

No declarations of interest were made.

6. QUESTIONS BY MEMBERS OF THE PUBLIC

A number of questions had been received in relation to item 8(a). The Chairman agreed to accept receipt of these questions as part of considering that item.

7. PETITIONS

No petitions had been received.

8. REPORTS SCHEDULED FOR CONSIDERATION BY THE GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**8 (a) A428/A1303 Madingley Road Corridor Scheme options and approval to consult**

The Joint Assembly considered a report which set out the high-level options that had emerged from the initial stages of the A428/A1303 corridor technical study.

Stuart Walmsley, Head of Major Infrastructure Delivery at Cambridgeshire County Council, presented the report which reflected on wide-ranging technical work that had identified six shortlisted options now proposed for public consultation. Three of the options were for the east of Madingley Mulch, with the remaining three relevant to the west of Madingley Mulch. The report set out conceptual plans and commentary for each option, together with a consultation strategy for consideration.

The Chairman took this opportunity to invite members of the public and local Councillors to put forward questions. As they were relevant to the contents of the report, it was noted that answers were likely to be provided or respective issues raised as part of the debate. Questions were asked, with initial answers provided, as follows:

Robin Pellew

“On the matter of the A428 transport corridor, the point I want to make is that the transport must service the maximum number of people particularly the new residential and employment areas to the West of Cambridge. Therefore the proposed busway should commence at St Neots where extensive new residential development is underway, link through the centre of Cambourne and Bourne Airfield, and then be routed through the University developments of North West Cambridge and West Cambridge before joining Madingley Road into the City.”

Mr Pellew also referred to the Local Development Plan and said that one of the reasons cited by the Inspectors for suspending its examination related to their concerns in respect of the availability of City Deal funding and there being no other alternatives should it not materialise. He called on the Joint Assembly to work with the Councils concerned and provide the Inspectors with any information they needed in order that they had necessary assurances regarding future receipt of City Deal funding.

Graham Hughes, Cambridgeshire County Council's Executive Director of Economy, Transport and Environment, informed Mr Pellew that the first tranche of funding, consisting of £100 million, was as guaranteed as it could be and that City Deal partners continued to work closely with Government on the mechanism to unlock funding from tranches two and three. He was confident that if schemes and objectives were delivered with triggers met, the funding would be received.

The Chairman reminded those present that discussion on the Inspector's decision to suspend examination of the Local Development Plan was outside of the Joint Assembly's remit.

Rob Hopwood

"The National Planning Policy Framework requires any plan to be justified with the most appropriate strategy when considered against reasonable alternatives based on proportionate evidence. Why, therefore has the land immediately to the south of the A428/A1303 Madingley Mulch junction not been included as a potential Park and Ride site option at this initial stage of investigation? As it has not been included as an option at this initial stage of consideration does it mean that it cannot be considered later on in the process?"

Mr Hopwood circulated a plan at the meeting which showed the area of land he referred to.

Mr Walmsley confirmed that a number of options were being considered, all of which at this moment in time were indicative. He added that it would be important to understand how these sites would work, but emphasised that all possibilities were being looking into.

Stephen Coates

"Given the immense damage route 1(c) would cause to the rural and park setting of the Historic City and its key historic grade I buildings and indeed the grade I Backs and other registered parks and gardens, the inappropriateness and possible long delays on Silver Street and then Pembroke/Downing Street, the fact it will cost almost £50 million pounds more than the alternatives despite only saving three minutes, the environmental damage and uncertainty, the flooding issues, the better connections to employment centres of the alternative routes, then as per clause 5.2 should not this option be "sifted out at an early stage" as it is clearly unfeasible to save abortive work on detailed design for a proposal which is clearly unacceptable?"

Mr Walmsley responded by saying that the issues raised by Mr Coates were very credible and would need to be built into the process as it progressed. He added that it would be important to work together in order that the right solution could be achieved, but emphasised that this scheme was not a stand alone project and that it would link in with other City Deal approved schemes. This consultation would provide an opportunity to receive conceptual views as to what people wanted to see.

City Councillor Markus Gehring

Councillor Gehring sought an explanation of the rationale behind option 1(c) and clarification on the exact routing through the green belt together with connecting the bus route to Grange Road and the continuation along Silver Street. He also wanted to know if there were rough cost estimates for a new bridge across the M11 for option 1(c). Councillor Gehring reported that since his election in May 2015 he had been contacted by a number of residents who had expressed their strong objections to the proposal set out in option 1(c). He shared their concerns as he felt that this clearly pierced the green belt and was also concerned about the additional impact the proposed option would have on Grange Road, where most of the congestion problems already started. In addition, Councillor Gehring was fearful of the impact this option would have on the area in terms of potential development, which could ruin its unique character.

Mr Hughes responded by saying that this option, as with all options in the report, was very indicative at this stage and merely represented principles that needed testing. Once the consultation commenced it could be that alternative options were received, or even hybrids consisting of parts of the existing options put forward for consideration. Detailed work around the precise proposed locations of routes could then be undertaken, but he emphasised that the routes set out in the options in the report at this stage were concepts. He explained that this was normal practice for major infrastructure schemes as the subsequent detailed work and studies that needed to take place were very expensive. Initially consulting on options as concepts at an early stage meant that options could be ruled out if necessary before any detailed work or studies took place.

Mr Walmsley explained that an 'off-line' route needed to be included in the consultation as an option so that this concept could be included for consideration, which was the rationale behind option 1(c). He reiterated that this scheme was not a stand alone scheme and would feed into other City Deal approved schemes. The congestion problems at Grange Road, for example, would be included as part of the City centre congestion scheme.

Parish Councillor Helen Bradbury

Councillor Bradbury agreed with the points made by Mr Coates and Councillor Gehring. She reported that the Parish Council was particularly concerned with option 1(c) in respect of what it felt was a highly confusing and potentially misleading way in which it had been presented in the report. Councillor Bradbury added that the map was worryingly inaccurate in its representation of Coton, ignoring the significant portions of the village extending northwards on both sides of Cambridge Road and eastwards towards the M11 along the footpath. The Parish Council therefore asked for clarification of the route of option 1(c) as it passed the village of Coton and crossed the M11, together with a detailed description of any interactions between the route and any residential areas of Coton and any of the roads in or serving Coton, including Cambridge Road, High Street, Whitwell Way and the footpath. The Parish Council also sought clarity as to whether the "new crossing over the M11" was intended to incorporate or replace the current pedestrian bridge over the M11 at the end of the footpath.

Mr Walmsley said that the proposal at this stage was for a replacement bridge, but clarified that these were the kind of questions that would need to be considered as part of the process going forward.

The explanation as to the rationale behind option 1(c) given to the previous question was noted. Mr Hughes reiterated his earlier point that the details of the map and the routes included within it were only conceptual at this stage.

Oscar Hughes

"What consideration has been given to integration of these plans with the West Cambridge to central Cambridge cycle route, which forms part of the Section 106 agreement for the West Cambridge site?"

Graham Hughes responded by saying that this would be built into the process as part of the overall study that would be carried out, but acknowledged that modal shift would be an important aspect.

County Councillor Lucy Nethsingha

"Given the very high cost of the bridge over the motorway for option 1(c), I wondered whether any work had been done to explore the possibility of combining elements of option 1(b) and 1(c), such that there was an off-road bus route behind the American Cemetery, crossing the motorway using the current bridge, and then moving off road again, through the University West Cambridge site.

I would also like to know what the impact of options 1(a) and 1(b) would be on the current cycle and pedestrian facilities along Madingley Road, which are very well used."

Mr Walmsley confirmed that surveys needed to be undertaken that would define how these things could all fit together. At that stage it would be possible to consider safer routes and he added that the more opportunities that could be created in terms of modal shift, the more that could be put in place to support this.

Edward Leigh

"How does an inbound only bus lane on Madingley Road solve long-term problems of congestion in both directions? Does a single bus lane on Madingley Road provide a better return, in terms of economic growth and population health, than creating high quality segregated cycle ways? Doesn't shifting buses onto new busways or bus lanes simply enable more traffic to enter the city, exacerbating congestion, danger to pedestrians, noise and pollution in the centre?"

Shouldn't the top priority for new Park and Ride capacity be at the A14-M11-A428 interchange, where there is an ideal site? This would remove traffic from Huntingdon Road and from the A14 to Milton Park and Ride.

Why is there no proposal for high quality pedestrian and cycle links along the Cambridge to Cambourne corridor, linking with Madingley Park and Ride, West and North West Cambridge sites, the Coton cycle path, and villages along the A428? Connecting communities with each other, and with local schools, shops and amenities reduces car use for short journeys and has valuable social and health benefits. The merits of such a proposal would stand, whatever new housing developments end up in the new Local Plan, and whatever the consultation with city traffic generators concludes."

Mr Walmsley referred to previous points made in response to other questions that were relevant to the questions Mr Leigh had asked. He reiterated that the more that could be done with regard to modal shift the more that could be done to improve provision for cycling.

It was also emphasised that the objective of City Deal infrastructure schemes was not to make more room for private motor vehicles, with other sustainable modes of transport taking priority.

District Councillor Des O'Brien

“Can the assembly clarify their position with respect to the apportioning of City Deal funds in light of the decision by inspectors Laura Graham and Alan Wood to indefinitely suspend the SDCDC Local Plan? Surely any commitments at this stage, when serious questions remain regarding the soundness on the Local Plan, would be premature, if not financially injudicious?”

Councillor Des O'Brien was not in attendance to ask his question, which was noted. The Chairman reminded Members of an answer to a previous question in respect of the examination of the Local Development Plan and the remit of the Joint Assembly.

The Chairman thanked members of the public and local Councillors for their questions, and invited Members of the Joint Assembly to debate the report that had been presented.

General comments by Joint Assembly Members were noted as follows:

- it should be made very clear for future consultation reports, especially in respect of the maps provided, that routes were only concepts to identify potential options for consideration and that the line on the map did not necessarily reflect a proposal for a specific route or road in that location;
- option 1(c) essentially cut a swathe through the green belt, which would be very damaging and could open up the area for development;
- the options in the report demonstrated a huge appetite for bus lanes, resulting in improved journey times, but there was a lack of reference, especially within option (a), to cycling provision. It was suggested that the options be strengthened where possible to ensure that cycling provision was included as part of the proposals for each, with a dedicated cycleway perhaps following the proposed busway in option 1(c);
- referring to the table set out in the report, which set out comparisons of journey times between the three options for east of Madingley Mulch, it was clear that segregated routes provided much more reliability. However, there was not much difference between the journey times between options 1(b) and 1(c) considering the significantly higher estimated cost of delivery for option 1(c);
- in terms of options for west of Madingley Mulch, it was difficult to justify spending money on the introduction of new busways when looking at the existing bus timetable and a perceived lack of demand;
- the ATKINS report, an interim study into the Madingley Road/A428 Corridor included as a background paper as part of the report, addressed a lot of the questions that had been raised at this meeting;
- the consultation process would provide anyone with an opportunity to put forward other suggestions or proposals if they felt they were better than the options presented;
- reference in the scheme engagement plan, as appended to the report, to this scheme being separate from the A428 dualling that was being looked into by Highways England should be made very clear as part of the consultation;
- in terms of consultees, the consultation should be wide ranging in order that residents from those villages impacted by the proposals, especially in relation to public transport, had an opportunity to put forward their views;
- busways with cycleways alongside them should be the model used for this scheme;
- it was useful to have radical and bold options at this early stage of the process as all options should be taken into account and considered.

The following points by officers in response to some of the comments above were noted:

- options could be altered or strengthened as part of the consultation process itself by individuals putting forward their suggestions;
- the main issue to consider as part of this scheme was connectivity and how this area should be accessed;
- an important aspect of the City Deal infrastructure programme was modal shift. A lack of demand for buses in certain areas could be due to the fact that currently there was no advantage of using a bus in that area as the infrastructure did not adequately support bus usage, making journey times longer than they should be and unreliable. If an infrastructure could be introduced that made buses more attractive to use because they were efficient, reliable and an effective alternative to private motor vehicles, the demand should increase. This had been the case with other initiatives in Cambridgeshire;
- reliability of bus routes was something that needed significant consideration and segregated routes provided a significantly higher level of reliability when compared to other alternatives;
- each option would include cycling and pedestrian provision as standard and this would be made very clear as part of the consultation process;
- more would also be done to make it clear that options put forward for consideration were only concepts and any lines or perceived routes included on maps did not necessarily reflect a proposal to introduce a road or route in that specific location.

Councillor Francis Burkitt put forward a number of proposals in response to the recommendations contained within the report. The Chairman invited debate on each of these proposals and a subsequent vote on each was taken, as follows:

- (a) That the Joint Assembly recommends to the Executive Board that it should note, approve and agree the items listed in paragraph 2.1 of the report.

This proposal was unanimously agreed.

- (b) That the Joint Assembly recommends to the Executive Board that the public consultation should:
- (i) include a question asking for the public's views on the optimum location for the new Park and Ride at Madingley Mulch;
 - (ii) contain a discussion or analysis of the benefits/disadvantages of retaining/closing the existing Madingley Road Park and Ride site;
 - (iii) briefly mention that, if the finally chosen scheme was for less than the £68m potential total available budget for the tranche one sections, the difference would be available for other City Deal projects (but does not go into detail as to what those other projects might be).

Discussing proposal (b)(i) above, Councillor Burkitt stated that the maps contained within the report already showed shaded areas as possible locations for a new Park and Ride site at Madingley Mulch. He therefore felt that public debate over this issue had already commenced and thought it was right that they should be formally asked their views as part of this consultation.

Mr Hughes noted that the location of the Park and Ride site was not part of the five year package for the first tranche of City Deal funding or the A428/A1303 Madingley Road Corridor Scheme and expressed concern that such a question would distract people from the main issue that needed addressing in respect of what to do with the Madingley Road

corridor. Other Park and Ride sites had only been included to demonstrate where this facility could potentially be in the future, but any new Park and Ride facility coming in would have to be cognisant with the bus infrastructure put in place as part of this scheme.

Councillor Hickford felt that the same principle should be applied with regard to the map in option 1(c), in terms of making it clear that the location of Park and Ride sites was only conceptual.

With 6 votes in favour, 5 against and 3 abstentions, Councillor Burkitt's proposal (b)(i) as above was agreed.

In terms of proposal (b)(ii) above, Councillor Burkitt said that the published corridor study assumed that the existing Madingley Road Park and Ride site remained open, but did not say why it assumed this and did not discuss the advantages or benefits of keeping it open or closing it.

Mr Hughes noted that the existing site was not the subject of the consultation in terms of the A428/A1303 Madingley Road Corridor Scheme. He added that there was a significant amount of investment currently within the existing site, that it currently serviced northbound M11 traffic and that there was still capacity at the site.

In answer to a question about whether relocation of the Park and Ride site could be brought forward to the first tranche, or very early in the second tranche of the City Deal, Mr Hughes reported that that this would cost in excess of £10 million and confirmed that there was also approximately £10 million of investment currently within the existing site. He felt that the relocation of the Park and Ride site in the first tranche would delay the delivery of other schemes that had already been agreed as priorities.

With 6 votes for, 3 against and 5 abstentions, Councillor Burkitt's proposal (b)(ii) as above was agreed.

Discussing proposal (b)(iii) above, Councillor Burkitt explained that savings would be retained locally rather than having to pass the money back to central Government.

Mr Hughes reminded Members of the Joint Assembly that a package of schemes totalling £180 million had been included within the first tranche of City Deal funding by the Board. There were therefore enough schemes within the programme to allow for the reallocation of funding if necessary. He made it clear, however, that whatever scheme came forward it would have to be supported by a positive business case.

With 3 votes in favour, 8 votes against and 3 abstentions, Councillor Burkitt's proposal (b)(iii) as above was lost.

- (c) That the Joint Assembly recommends to the Executive Board that the public consultation should instruct officers to produce a revised timetable based on 'approval of the City Deal Executive Board final scheme' being in May or October 2016, rather than December 2016 as currently shown, and explain what would need to change to achieve this timetable for the Executive Board then to consider.

Councillor Burkitt was of the opinion that the timetable in the report was very high-level, containing five separate tolerances of plus or minus two months in between now and the date the Board might approve the scheme. He suggested that the Board undertook a review-and-challenge approach to this report when it met with officers.

Mr Hughes felt that the current timetable as presented was reasonable and that a faster timetable would be unachievable considering the processes that needed to be followed. He outlined the different aspects that needed to be undertaken when delivering major infrastructure schemes, including consultation and engagement necessary which all took time and needed to be properly carried out.

This proposal was unanimously agreed.

- (d) That the Joint Assembly recommends to the Executive Board that the public consultation should establish an officer Project Board to develop the project and proposals agreed by the Executive Board, which would sit alongside a Local Liaison Forum to be established (as with other major projects) consisting of local County, City and District Members, parish representatives and other key stakeholders, to exchange information and ideas on the project and ensure there was full information as it progressed. In addition to this, it may be appropriate to establish a task and finish Member Working Group for particular issues and the need for this should be established on an ad hoc basis.

This proposal was unanimously agreed.

- (e) That the Joint Assembly recommends to the Executive Board that it should encourage Cambridge University (the freeholder of the existing Madingley Road Park and Ride site) to discuss with the City Council's Planning Department how the site might be developed for residential development (including for affordable housing, and all in a manner that reflects the aims and aspirations of the Greater Cambridge City Deal) if the Park and Ride was closed in the context of the opening of a new site at Madingley Mulch and if the existing site was to revert back to the University.

This proposal was unanimously agreed.

- (f) That the Joint Assembly recommended to the Executive Board that it should instruct officers to bring a report to the September cycle of Joint Assembly and Executive Board meetings containing an initial and high-level appraisal of the technical implications and costs of creating bus-only slip-roads:
- (i) at M11 junction 13: when turning off the A1303 (going east) onto the M11 (going south);
 - (ii) at the M11 junction 13: creating a bus lane alongside the existing sliproad off the M11, which would get priority treatment at the traffic lights;
 - (iii) at M11 junction 11: turning off the M11 (going south) between the existing farm and footbridge and the existing slip-road, then going round the corner of the farmland at Trumpington Meadows, running parallel to (and west of) Trumpington Road, and entering the Trumpington Road Park and Ride thence joining up to the Guided Busway.

Councillor Burkitt explained that this proposal sought to bring forward consideration of whether the M11's slip-roads could be improved in the near future.

With 8 votes in favour, 4 against and 2 abstentions, this proposal was agreed.

The Chairman thanked everyone for their contributions and confirmed that the Greater Cambridge City Deal Joint Assembly **RECOMMENDED** to the Executive Board:

- (a) That it should:
- (i) note the findings from the initial engineering assessment and technical study;
 - (ii) approve the public consultation on the options as set out in the report;
 - (iii) agree to receive a report on consultation later this year on a preferred option, or options, for full business case development.
- (b) That the public consultation should:
- (i) include a question asking for the public's views on the optimum location for the new Park and Ride at Madingley Mulch;
 - (ii) contain a discussion or analysis of the benefits/disadvantages of retaining/closing the existing Madingley Road Park and Ride site.
- (c) That it should instruct officers to produce a revised timetable based on 'approval of the City Deal Executive Board final scheme' being in May or October 2016, rather than December 2016 as currently shown, and explain what would need to change to achieve this timetable for the Executive Board then to consider.
- (d) That it should establish an officer Project Board to develop the project and proposals agreed by the Executive Board, which would sit alongside a Local Liaison Forum to be established (as with other major projects) consisting of local County, City and District Members, parish representatives and other key stakeholders, to exchange information and ideas on the project and ensure there was full information as it progressed. In addition to this, it may be appropriate to establish a task and finish Member Working Group for particular issues and the need for this should be established on an ad hoc basis.
- (e) That it should encourage Cambridge University (the freeholder of the existing Madingley Road Park and Ride site) to discuss with the City Council's Planning Department how the site might be developed for residential development (including for affordable housing, and all in a manner that reflects the aims and aspirations of the Greater Cambridge City Deal) if the Park and Ride was closed in the context of the opening of a new site at Madingley Mulch and if the existing site was to revert back to the University.
- (f) That it should instruct officers to bring a report to the September cycle of Joint Assembly and Executive Board meetings containing an initial and high-level appraisal of the technical implications and costs of creating bus-only slip-roads:
- (i) at M11 junction 13: when turning off the A1303 (going east) onto the M11 (going south);
 - (ii) at the M11 junction 13: creating a bus lane alongside the existing sliproad off the M11, which would get priority treatment at the traffic lights;
 - (iii) at M11 junction 11: turning off the M11 (going south) between the existing farm and footbridge and the existing slip-road, then going round the corner of the farmland at Trumpington Meadows, running parallel to (and west of) Trumpington Road, and entering the Trumpington Road Park and Ride thence joining up to the Guided Busway.

8 (b) Proposal for consulting on Cambridge City Centre access measures

Consideration was given to a report which outlined proposals to develop a strategy for addressing the congestion that occurred regularly in Cambridge City.

Graham Hughes, Cambridgeshire County Council's Executive Director of Economy, Transport and Environment, presented the report and highlighted that congestion was a significant issue within the morning and evening peak periods in Cambridge which, in the long run, would harm business and the environment.

The City Deal Executive Board had agreed to an initial consultation to develop this strategy at its meeting on 27 March 2015. Since that meeting officers had been looking at development of the strategy options and the consultation.

It was proposed that the following three stage approach to the development of this strategy be followed:

- an initial workshop of Joint Assembly and Executive Board Members to be held during June, informed by work undertaken so far on the extent of the problems and some new analysis of the current level of congestion;
- subsequent engagement with a range of the largest traffic generators in the city, such as major employers and academic institutions, schools and retailers. This would seek to develop plans with them on how their actions could address the congestion problems and what measures would need to be introduced in addition through the City Deal;
- following this engagement activity, a wider public consultation exercise would be undertaken to test the developing solutions.

It was proposed that implementation of an agreed strategy would take place over at least the first five years of the City Deal programme and a series of shorter and longer term measures was likely.

The Greater Cambridge City Deal Joint Assembly unanimously **RECOMMENDED** to the Executive Board:

- (a) That it approves the process for developing the strategy to address congestion issues in Cambridge City.
- (b) That it approves the development plans for an initial engagement exercise with key traffic generators in Cambridge City followed by a public consultation.

8 (c) Business case for the formation of the Greater Cambridge City Deal Housing Development Agency

The Joint Assembly considered a report which set out the business case for the formation of the Housing Development Agency.

Alex Colyer, South Cambridgeshire District Council's Executive Director (Corporate Services), presented the report and informed the Joint Assembly that the business case had been submitted to this body and the Executive Board for consideration in advance of the three partner Councils.

Alan Carter, Head of Strategic Housing at Cambridge City Council, reminded Members that the essential requirements for an organisation to successfully develop housing were land, funding, skills, knowledge and experience. Partners represented on the Greater Cambridge City Deal owned land in the Greater Cambridge area and had access to different funding streams. The skills and capacity of the three partner Councils would be optimised and combined as part of the Agency as a shared service, initially, to drive delivery of the additional houses that had been committed as part of the City Deal

objectives.

The business case itself was based on a target programme of at least 4,000 homes by 2031, which equated to an average of 250 homes per year. The business case also set out a self-sustainable funding model, with operational costs covered by fees charged to each capital development scheme. It was emphasised that the Agency would be commercially focused.

In answer to a question about the initial £400,000 of funding to set the agency up, it was noted that this would be paid by the three partner Councils as part of their New Homes Bonus contributions that had already been committed to the City Deal.

Options in the business case set out a collaborative model, a shared service model or a wholly partner owned local company model for the Housing Development Agency, with the shared service model recommended at this stage with a view to progressing to a partner owned local company. A question was asked as to why the partner owned local company could not be delivered at this stage and it was noted that it would take too long to set up in view of the urgent need to commence delivery in respect of additional homes. It was noted that it took approximately 15 months to establish South Cambridgeshire District Council's housing company, Ermine Street Housing Ltd.

Members of the Joint Assembly commended the way in which the business case had been written and outlined their support.

The Joint Assembly **NOTED** the report.

8 (d) Skills

A report was considered which outlined proposals for a Skills Service for the Greater Cambridge area.

Graham Hughes, Cambridgeshire County Council's Executive Director of Economy, Transport and Environment, presented the report and referred to a working group that had been established consisting of Joint Assembly and Executive Board Members. This group had met twice to consider options for the proposed City Deal Skills Service.

The business model for the Skills Service was set out in the report, which would act as a broker and facilitate connections between schools, colleges and employers. This sought to guide students from education into working life, design curricula that fit local business needs, gather and share information on labour market trends and employer requirements, help young people think more strategically about their futures and provide activity programmes that offered students opportunities to improve their employability and careers awareness. This approach had been unanimously supported by the working group.

The commitment as part of the first tranche of City Deal funding was to deliver 420 additional apprenticeships and a question was asked about how many apprenticeship schemes there currently were. It was noted that there were approximately 20,000 in Cambridgeshire, but additional apprenticeships as part of the City Deal would only relate to those within the Greater Cambridge area. Data was available through the University on the number of apprenticeship schemes currently ongoing within the Greater Cambridge area and it was agreed that this would be circulated to all Members of the Joint Assembly.

The Greater Cambridge City Deal Joint Assembly **RECOMMENDED** to the Executive Board:

- (a) That it adopts the model of the Skills Service and its governance, as described in the report.
- (b) That it requests that officers establish the Skills Service so that it can start work at the beginning of the next academic year (September 2015).
- (c) That a Cambridge Area Partnership Secondary Head Teacher be co-opted onto the Working Group.

9. GREATER CAMBRIDGE CITY DEAL WORK PROGRAMME AND SCHEDULE OF MEETINGS

The Joint Assembly considered the Greater Cambridge City Deal work programme for 2015/16 and requested that the Executive Board gave consideration as to whether it would be necessary to hold meetings in August and September given the relatively light workload currently planned for those meetings.

The work programme and schedule of meetings for the Joint Assembly were **NOTED**.

The Meeting ended at 5.10 p.m.

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Agenda Item 4

Questions by the public and public speaking

At the discretion of the Chairman, members of the public may ask questions at meetings of the Joint Assembly. This standard protocol is to be observed by public speakers:

- (a) notice of the question should be given to the Democratic Services team at South Cambridgeshire District Council (as administering authority) by 10am the day before the meeting;
- (b) questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Joint Assembly, nor any matter involving exempt information (normally considered as 'confidential');
- (c) questioners cannot make any abusive or defamatory comments;
- (d) if any clarification of what the questioner has said is required, the Chairman will have the discretion to allow other Assembly members to ask questions;
- (e) the questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote;
- (f) the Chairman will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting. Normally questions will be received as the first substantive item of the meeting;
- (g) individual questioners will be permitted to speak for a maximum of three minutes;
- (h) in the event of questions considered by the Chairman as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.

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Agenda Item 6a



Report To: Greater Cambridge City Deal Executive Board

4 August 2015

Lead Officer: Graham Hughes, Cambridgeshire County Council

Workstream ref.: 14 – Chilsholm Trail cycle links

The Chisholm Trail

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting of 28th January 2015 that The Chisholm Trail should form part of the City Deal prioritised programme. This report summarises for the Executive Board members the recommended route of The Chisholm Trail to be taken forward to public consultation.

Recommendations

2. The Board is asked to note the contents and:
 - a) Approve the proposed route option for the Chisholm Trail
 - b) Give approval to proceed to consultation on the route in the Autumn 2015

Reasons for Recommendation

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access to green spaces, employment areas, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic journey times;
- e) Enhancement of the environment, streetscape and air quality.
- f) Provide a link from the main Cambridge Railway Station to the new rail station at Chesterton;
- g) Create more capacity for sustainable trips along the rail corridor;
- h) Links to strategic priorities for City Deal Cross City cycle improvements

Background

3. Cambridge is unique in this country in having a very significant level of cycling. The 2011 Census revealed that 29% of journeys to work were made by bicycle, an increase of some 12% (from 26%) in a decade. Within Cambridge, the challenge is to maintain and increase the already high levels of cycling by improving links and routes and addressing safety and parking issues.

4. In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
5. It is from these overarching documents, particularly TSCSC, that the City Deal's transport infrastructure investment programme has been drawn. It therefore has a strong policy basis.
6. Page 4-24 of TSCSC of the cycling strategy can be summarised in the following way:
 - Cycle safety measures at major junctions which could include innovative solutions such as separate signals for cyclists.
 - Safe, convenient and frequent crossings for pedestrians, employing zebra crossings where possible and a pedestrian phase at signalised junctions.
 - Review of on road car parking on roads forming part of the city cycle network to improve cycle provision.
 - Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
 - Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example The Chisholm Trail).
 - As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate.
 - Increasing cycle parking capacity so this does not present a major barrier to certain cycling trips.
 - Working with Cambridge City Council to investigate opportunities for new city centre cycle parks or expansion of existing cycle parks.
 - Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.
 - Improving publicity and the legibility of the pedestrian and cycle network – in particular improving signage, providing information to tourists/visitors and marketing and promotion to new residents.
 - Working with partners from Public Health to publicise the health benefits associated with cycling and walking.

More details at this link:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

7. The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.

Economic Case

8. There have been a number of economic studies recently all concluding that cycling schemes offer very high Benefit-Cost Ratios (BCRs), thus, offering very good value for money compared to other types of transport schemes. HS2 for instance has a BCR of 2.3:1, whereas the Department for Transport found that schemes nationally across its' Cycle City Ambition programme have BCRs on average of 5:1, with schemes in Cambridge found to be as high as 35:1.
9. The benefits to the economy around investing in new high quality cycle links to get more people cycling are: reduced traffic congestion, savings to health/NHS, reduced land use demands for car parking spaces, enabling people across the social spectrum to access employment and training by improving their mobility options, reduced employee absenteeism and improved productivity. In addition other benefits include increased independence particularly for young people, and improvements to air quality. Improved conditions for cyclists will generally mean improvements for pedestrians as well.
10. In Cambridge with an established cycling culture, network improvements in terms of safety and convenience, are likely to get more people to cycle. Consultations have revealed that there is a large group of people who would like to cycle, but currently do not, and they would cycle if conditions could be made safer by providing largely traffic free cycle routes so that cyclists are segregated away from motor traffic.

Evolution of the Chisholm Trail

11. The Chisholm Trail was conceived by cycling campaigner Jim Chisholm in the late 1990s. The thinking behind the Trail is to provide a strategic transport corridor that is largely traffic free that could link up key destinations, including employment sites across the city. This would mean that vulnerable road users would be able to avoid heavy traffic and junctions, whilst the route itself would serve to encourage increased sustainable transport journeys and thus relieve congestion, boost public health and make for more reliable journeys.
12. Added benefits of the project are the promotion of multi modality (allowing easy access to rail stations by foot and cycle), the opening up and linking of green spaces, and the possible creation of pocket parks giving scope for public art and other initiatives and projects. This is a robust model; the Promenade Plantée in Paris and the recently opened 606 in Chicago have enabled alternative transport and leisure routes along railway corridors. The trail will also serve to link new developments thus encouraging more residents to adopt sustainable transport modes. The Chisholm Trail is very much a strategic route that links new developments, employment sites and has direct linkages to other City Deal projects.
13. Consultants Atkins were tasked with developing a feasibility report in 2009. This identified the fact that lots of parcels of private land are needed to provide a largely traffic free route, and it confirmed that much of the land needed is in the ownership of Network Rail. It also highlighted areas for which land was not available because of other residential or commercial developments built close to rail land effectively blocking the most direct and desirable route.
14. Following the Atkins report of 2009, officers have continued to progress the proposals and there has been some discussion around specific new and potential developments such as CB1, developments on Devonshire Road, and the City Council Depot. Cambridge Cycling Campaign, Sustrans and other groups have also fed in their ideas and thoughts at regular intervals as well.

15. The Chisholm Trail has very much been a 'live' project since 2009 and an established scheme, but until now tactically it has been a case of awaiting certain developments to come forward to enable the delivery of discrete sections. As a City Deal project a more proactive approach will be adopted to actively secure land needed for the whole route, along with necessary consents and permissions, to work towards delivery of the whole project.

Route selection

16. In 2012 The Chisholm Trail as a strategic transport route was added to the emerging Cambridge City Local Plan. A Basic Asset Protection Agreement was signed with Network Rail, and work began to identify potential delivery options. The trail will be a largely off road route, from the current mainline rail station to the area of the proposed Cambridge North Station in Chesterton. In 2014 a number of potential routes were assessed, and this led to the basis of the proposed option route discussed below.
17. Once approval for funding was granted in January 2015, officers considered it appropriate to bring on board further expertise to the project in order to develop in more detail the preferred, ambitious, but deliverable greenway route. John Grimshaw CBE, founder and former president of Sustrans was commissioned. He has many years' experience in delivering new cycle routes on or adjacent to railway land, and his current portfolio of work includes developing routes to complement the HS2 project, as well as acting as a Transport Advisor to the Mayor of Bristol.
18. The subsequent work undertaken by the officer team including John Grimshaw Associates involved surveying the outline route and general area over a number of days. A preferred route document was then prepared setting out a number of plans and illustrations of the route, including reference to opportunities for enhancing the local environment and specific consideration to the parcels of land needed, and identification of landowners. The proposed route is summarised on **Plan 1**. The full proposed route document can be seen at this link:
<http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/6>
19. Initial discussions have been held with the landowners, including Network Rail, and at this early stage, signs are encouraging that some form of agreement can be made in each individual case.
20. The views of local Councillors, Stakeholders, residents, groups, Friends Of groups and the wider public will be critical in further developing the project. Areas such as, route alignment, type of provision, path width, decision to segregate or not, surface materials and landscaping will no doubt be debated at length as the project develops.

Consultation

21. Prior to planning permission submission, a full public exhibition will take place to support further development of the preferred route and to fully understand the needs and aspirations of the local and wider communities in the delivery of this strategic route.

Consultation will include:

- Briefings for local representatives incl. Parish Councils and Residents' Associations
- Briefings for key stakeholders, incl. interest groups and businesses
- Press release/social media/web presence using:
www.greatercambridgecitydeal.co.uk
- Survey/questionnaire

- Public meetings and exhibitions in places along the consultation corridor
- Displays for public events and to be left in public places
- Direct mail/e-mail, parent-mail
- Advertising incl. Ward / Local area magazines and parish newsletters
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation -

- Analyse results
- Advertise results through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

22. For the Chisholm Trail to be complete, a crossing over the River Cam will be needed. The Abbey-Chesterton Bridge project is currently underway as a separately funded, standalone development. The delivery of this bridge is anticipated in 2018.
23. £8.4m of City Deal funding has been allocated to this project for Years 1-5.
24. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Route profiling and outline phasing	Complete
3	Public consultation and Exhibition	Oct/Nov 2015
4	Planning Application Submission	April 2016
5	Full design of preferred option	By Summer 2017
6	Finalise necessary land and permissions	By Autumn 2017
7	Construction of separate standalone phases	Late 2017 to 2020

Implications

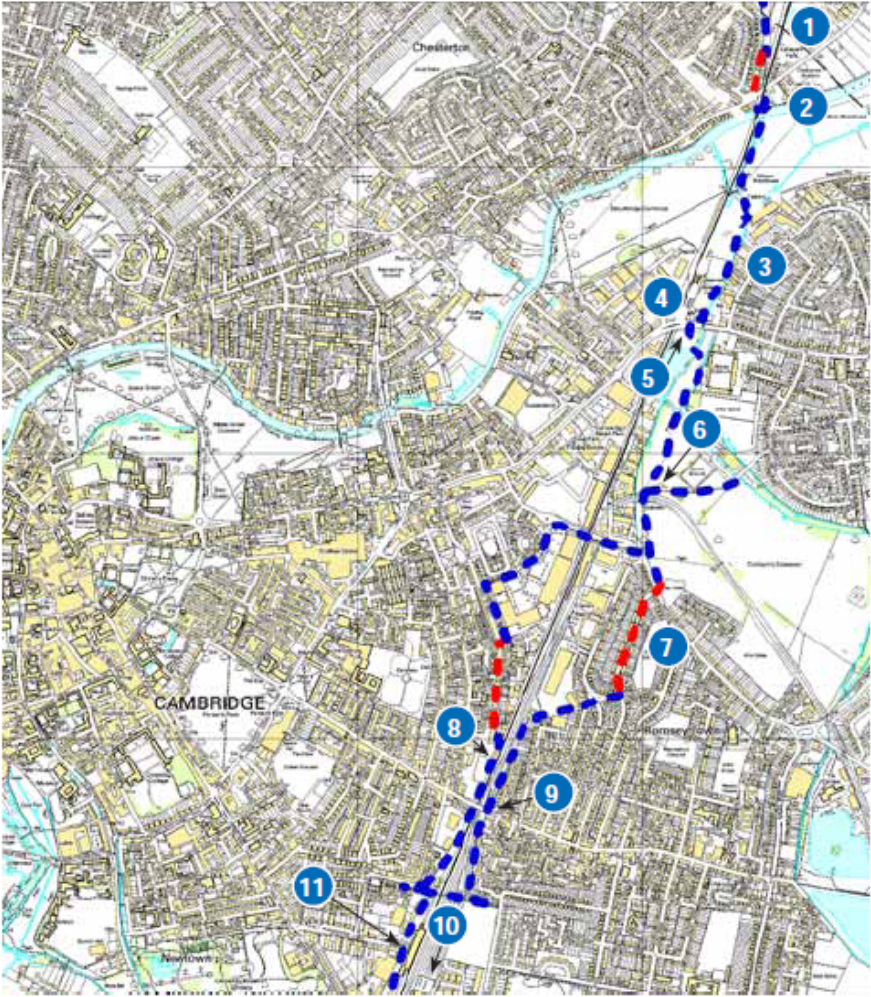
25. There are no significant implications.
26. Next Steps:
- Further development of proposed option
 - Convene Project Steering Group
 - Consult with the Public and Stakeholders
 - Prepare planning application
 - Continue land discussions

Report Author: Graham Hughes – Executive Director: Economy, Transport and Environment, Cambridgeshire County Council
Telephone: 01223 715660

Plan 1 – Proposed route

The outline of the route can be described as follows:

1. Planned link to new rail station at Chesterton and The Busway cycle and pedestrian route to St Ives.
2. New bridge over the Cam alongside the mainline railway bridge (a separately funded project).
3. Cambridge, Past, Present and Future’s lands make the crucial link between Coldham’s Common and Ditton Meadows.
4. The Leper Chapel (Chapel of St Mary Magdalene) would become a focus of the route and enhanced by landscaping.
5. New access under Newmarket Road.
6. Existing underpass under Ipswich Line.
7. From Coldham’s Common along Brampton Road or Cromwell Road and through the planned Ridgeon site development.
8. The route to the west of the railway line crossing the existing cycling bridge, links through the Beehive Centre, along Ainsworth Rd and along the edge of the City Council’s Mill Road Depot.
9. Pass under Mill Road side arches on both sides of the railway, thereby avoiding dangerous crossings.
10. Along the railway line to the Carter Bridge from Devonshire Road to Rustat Road.
11. From Carter Bridge to The Busway via the main Rail Station



Map showing the proposed route of the Chisholm Trail from Cambridge Central Station to the planned Cambridge North Station at Chesterton

KEY

- On quiet roads
- - - Traffic free sections and paths

Agenda Item 6b



Report To: Greater Cambridge City Deal Executive Board 4 August 2015

Lead Officer: Graham Hughes, Executive Director of Economy, Transport and Environment, Cambridgeshire County Council

Workstream ref.: I6 – Cross-city cycle improvements

Cross-city cycle improvements

Purpose

1. It was agreed at the Greater Cambridge City Deal Executive Board meeting of 28th January 2015 that Cross-city cycle improvements should form part of the City Deal prioritised programme. This report summarises for Executive Board members the strategic approach and key principles for developing the cross-city cycle improvements programme in Cambridge. It sets out some early work, informed by stakeholder engagement, on the routes which would benefit most.

Recommendations

2. The Board is asked to:-
 - a. Approve the choice of the proposed priority strategic cross-city cycle schemes in the report, (paragraph 13).
 - b. Approve the public consultation on the schemes as set out in this report, (paragraph 17).
 - c. Agree to receive a report on the consultation results of each scheme and endorse the findings.

Reasons for Recommendations

3.
 - a. The proposed priority cross-city cycle schemes represent strategic links to both radial and orbital cycle routes including The Chisholm Trail, especially those to employment or development sites.
 - b. The schemes will be integrated with the cycling improvements delivered as part of the approved City Deal bus priority schemes.
 - c. The chosen schemes were the result of the outcomes of the 7th March 2015 Stakeholder Workshop (details of which are below).

Background

4. Cambridge is unique in this country in having a very significant level of cycling. The 2011 Census revealed that 29% of journeys to work were made by bicycle, an increase of some 12% (from 26%) in a decade. Within Cambridge, the challenge is

to maintain and increase the already high levels of cycling by improving links and routes and addressing safety and parking issues.

5. In March 2014, Cambridgeshire County Council adopted the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). TSCSC sits under Cambridgeshire's Third Local Transport Plan (LTP3) and alongside the Cambridgeshire Long Term Transport Strategy (LTTS). A refreshed LTP3 and the LTTS were both adopted in November 2014. Together, these set out the vision, high level principles, policies and strategy approach for transport in Cambridgeshire.
6. It is from these overarching documents, particularly TSCSC, that the City Deal's transport infrastructure investment programme has been drawn. It therefore has a strong policy basis which includes:-
7. 4-22 of TSCSC: "The strategy takes a twin tack approach towards walking and cycling. Firstly, it aims to create high quality networks for pedestrians and cyclists that provide routes linking key destinations in Cambridge and the main employment areas, transport interchanges and secondary schools in South Cambridgeshire. Secondly, it seeks to improve the quality of the existing network by embracing contemporary standards, bridging gaps and discontinuities and by improving surfaces".

4-24 of TSCSC summarises the cycling strategy in Cambridge as follows:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

- High quality cycle provision, bringing in Dutch-style segregation along the main radial and orbital roads.
- Cycle safety measures at major junctions which could include innovative solutions such as separate signals for cyclists.
- Safe, convenient and frequent crossings for pedestrians, employing zebra crossings where possible and a pedestrian phase at signalised junctions.
- Review of on road car parking on roads forming part of the city cycle network to improve cycle provision.
- Using the opportunity that the new developments in and around the city present to create a step-change in the level and quality of walking and cycling facilities that are provided, which can in turn be plugged into the wider network.
- Provision of additional links on the existing network to join up key destinations that are already partially served by the network (for example the Chisholm Trail).
- As part of the wider corridor treatment, seek to widen existing cycle and pedestrian paths and introduce new segregated paths where appropriate (seek to ensure bus/cycle lanes are wide enough for a bus to overtake a cyclist without leaving the lane where space constraints allow).
- Increasing cycle parking capacity so this does not present a major barrier to certain cycling trips.
- Working with Cambridge City council to investigate opportunities for new city centre cycle parks or expansion of existing cycle parks.
- Working towards 20mph speed limits on all but major routes, which will make cycling safer and more attractive.
- Improving publicity and the legibility of the pedestrian and cycle network – in particular improving signage, providing information to tourists/visitors and marketing and promotion to new residents.

- Working with partners such as the NHS to publicise the health benefits associated with cycling and walking.

The Transport Strategy for Cambridge and South Cambridgeshire was prepared in parallel with the Cambridge and South Cambridgeshire Local Plans that were submitted for examination in March 2014. The submitted Cambridge and South Cambridgeshire Local Plans are planning for 33,000 new homes and 44,000 new jobs by 2031. The growth proposed in these plans will only be deliverable and supported if suitable transport measures and investment are led, coordinated and delivered. The Plans include policies requiring sustainable transport modes including cycling.

Economic Case

8. There have been a number of economic studies recently all concluding that cycling schemes offer very high Benefit-Cost Ratios (BCRs), thus, offering very good value for money compared to other types of transport schemes. HS2 for instance has a BCR of 2.3:1, whereas the Department for Transport found that schemes nationally across its' Cycle City Ambition programme have BCRs on average of 5:1, with schemes in Cambridge found to be as high as 35:1.
9. The benefits to the economy around investing in cycling networks to get more people cycling are: reduced traffic congestion, savings to health/NHS, reduced land use demands for car parking spaces, enabling people across the social spectrum to access employment and training by improving their mobility options, reduced employee absenteeism and improved productivity. In addition other benefits include increased independence particularly for young people, and improvements to air quality. Improved conditions for cyclists will generally mean improvements for pedestrians as well.
10. In Cambridge with an established cycling culture, network improvements in terms of safety and convenience, are likely to get more people to cycle. Consultations have revealed that there is a large group of people who would like to cycle, but currently do not, and they would cycle if conditions could be made safer by segregating cyclists from motor traffic.

Proposed Priority Strategic Cross-City Cycle Programme

11. On 7th March 2015 a Stakeholder Workshop was organised with invitations sent out to officers of County Council, City Council and South Cambridgeshire District Council, as well as members of the City Deal joint assembly, large employers in the City and representatives of cycling groups. The session scoped out which schemes should constitute the programme of cross city cycling improvements.

Appendix 1 lists the attendees of the session. Through the workshop exercises a list containing both priority cross-city cycle routes, key junctions and strategic links to radial and orbital routes emerged.

12. In addition to the workshop session, the schemes coming forward from that session were scored by County and City officers against the criteria previously agreed for cycling schemes by the Cambridge Environment and Traffic Management Area Joint Committee (AJC). The scoring methodology is shown in **Appendix 2**.
13. The scores from the workshop session and from the AJC scoring process were then brought together in a single spreadsheet, together with comments. This can be seen in **Appendix 3**.

14. Interestingly many of the top scoring schemes in the list fall into the geographic area of other City Deal projects, such as Milton Road for instance. This underlines the need to endeavour to provide good quality provision for cyclists within the schemes that (in terms of their scheme titles) may appear to be more focussed around improving bus provision. It is therefore proposed not to take forward any of these schemes purely as cross city cycling projects, but to reinforce a commitment to incorporate improved cycling facilities into the more bus focussed projects.
15. A number of high scoring schemes in the list are already in the County Council's programme for improvements, including the Robin Hood junction for which options are now being developed by the Traffic Signals Team, and options to improve Lensfield Road/Fen Causeway double mini roundabouts are being developed by the Road Safety Team.
16. The schemes listed in Appendix 2 shown with a grey background are the schemes recommended to take forward as part of this project, together with two reserve schemes. More details of these schemes are below.
17. Budgets have been applied to the recommended schemes by officers based upon costs from other recent schemes, though it is hard to accurately allocate costs until some design work and consultation has been undertaken.
18. £4m of City Deal funding has been allocated to this project for Years 1-5.
19. The recommended priority cross-city cycle schemes to take forward, shown on **Plan 1** are:

Fulbourn/Cherry Hinton Eastern Access

Brief Description of scheme: The growth of housing and employment sites in the Cherry Hinton and Fulbourn Road area, such as the expansion of the ARM headquarters, will put further pressure on radial and local roads. Section 106 funded cycling improvements are currently being developed for Cherry Hinton High Street, Queen Edith's Way and the Robin Hood junction. City Deal funding would mean the improvement of cycleways on Fulbourn Road, and an upgrade of existing links to parallel cycle routes in the Cherry Hinton area. This would ensure greater access to the city centre by bicycle and go a long way towards the completion of the cycleway network in this part of South East Cambridge. Furthermore, it would maximise the opportunities to combine some of the consultation, design and construction work for the S106 schemes.

Estimated cost: £650,000

Hills Road/Addenbrooke's Corridor

The existing cycle facilities at the junction of Hills Road/Long Road/Queen Edith's Way are poor, as are the links from it to the surrounding area. This is a key junction for people accessing local schools and sixth form colleges, and Cambridge Biomedical Campus. With City Deal funding, it would be possible to provide advanced cycle lanes at this junction and better cycle links to the Biomedical Campus. Crucially, it would mean a design solution for the unique diagonal movement of cyclists from Hills Road towards the Biomedical Campus.

Estimated cost: £900,000

Links to East Cambridge & National Cycle Network 11

NCN 11 runs parallel to the river Cam and connects the City Centre with east Cambridge. When cyclists reach Ditton Lane, they face many difficulties: steep approaches, substandard crossings, heavy traffic on a very narrow road and no link north to Fen Ditton and the new cycleway to Horningsea. Many of these cyclists wish to reach Newmarket Road P&R, Marshalls and other employment sites, and in future the new Wing development. With City Deal funding, a series of measures could be implemented to provide vital improvements to NCN 11 and the links to the local area.

Estimated cost: £600,000

Arbury Road Corridor

Increased traffic from the housing growth sites in north Cambridge will put extra pressure on Arbury Road. The existing cycling infrastructure is discontinuous and of very poor quality. Funding would allow the development and investigation of options and the delivery of a scheme which would encourage new cycling by current and future residents from the local area, from the growth sites and from villages to the north and the Guided Busway.

Estimated cost: £900,000

Links to North Cambridge Station and the Science Park

Green End Road is heavily used by cyclists heading to the Science Park, Cambridge Business Park and the Guided Busway from the City Centre. In coming years, it will be a major cycle route, along with Nuffield Road, to access the new North Cambridge rail station. Section 106 funded feasibility work including a topographic survey has already been undertaken. This has revealed adequate space to install segregated cycle lanes on Green End Road to improve safety and improve the attractiveness of this route. City Deal funding would allow this work, and improvements to Nuffield Road, to be carried out.

Estimated cost: £725,000

20. In addition it is recommended that funding of £25,000 be set aside for cycle parking across the city, as well as a sum of £200,000 to implement minor improvements such as improvements to cut-throughs in housing estates, approaches to footbridges and commons, and other measures that for a low cost make improvements to the cycling network. The County and City Councils have been developing and delivering a programme of such improvements for many years and the additional City Deal monies will secure the funding for the programme moving forward.
21. It is recommended that a number of reserve schemes be considered as well in case delivery proves difficult for the other schemes, or in case schemes come in under budget. The recommended reserve schemes are:

Huntingdon Road/Victoria Road

The Huntingdon Road/Victoria Road junction is a significant barrier to the City Centre for less confident cyclists from the north Cambridge area (which will soon include the NW Cambridge and Darwin Green developments). With City Deal funding, the existing Huntingdon Road cycleway scheme could be extended to improve the approach to this junction.

Estimated cost: £200,000

A1309 Trumpington High Street

The A1309 Trumpington High Street is one of the major routes into Cambridge from the M11 and the new housing developments on the south-west edge of the city. Facilities for cycling along the High Street are very poor with an intermittent, narrow on road cycle lane. City Deal funding would allow for some studies, consultation and design work to see if better facilities can be installed; these would then provide a vital link to the existing cycleways north and south of the High Street.

Estimated cost: £300,000

22. Programme

The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Options developed for each scheme	By December 2015
3	Public consultation and Exhibition	Jan/Feb 2016
4	City Deal Executive Board approval to construct	April 2016
5	Complete detailed designs	By Summer 2016
6	Construction of schemes	Late 2016 to 2019

23. Implications

There are no significant implications.

24. Consultation

Public consultation on the above schemes is proposed to take place early in 2016. The purposes of the consultation include:

- a. To engage with key stakeholders, the public and all interested parties in the consultation on proposals for the proposed priority strategic cross-city cycle schemes.
- b. To ensure that messages reach the widest audiences, that all voices are heard and that channels are enabled for excellent 2-way communications.
- c. To provide unbiased, appropriate, timely, and clear information in plain English on the proposed options for the corridors.

Where possible the schemes will be consulted on together to make more efficient use of staff resources and to give the more public more materials on which to comment, thus making for a more interesting and extensive consultation.

25. Engagement

Consultation arrangements will include the following:

- Briefings for local representatives including Residents' Associations
- Briefings for key stakeholders, incl. interest groups and businesses
- Press release/social media/web presence using www.greatercambridgecitydeal.co.uk
- Survey/questionnaire

- Public meetings and exhibitions in places along the consultation corridors
- Displays for public events, and consultation materials to be displayed in public places such as Cambridge Central Library
- Direct mail/e-mail, parent-mail
- Advertising incl. District magazines and parish newsletters
- Information in libraries, GP surgeries and other places of interest with passing trade
- Work with local schools and colleges

Post-consultation

Following consultation, the following steps will be undertaken:

- Analyse results of public consultation
- Pre and post-implementation monitoring of proposed priority strategic cross-city cycle schemes
- Advertise results through website, press release, direct mail/e-mail, local newsletters and magazines, social media.

Report Author: Graham Hughes – Executive Director: Economy, Transport and Environment, Cambridgeshire County Council
Telephone: 01223 715660

Appendix 1 – Stakeholder Workshop attendees

City Deal Assembly members

Cllr Noel Kavanagh
Cllr Maurice Leeke
Cllr Martin Smart

Cambridge City Council Officers

Clare Rankin
John Richards
Ed Byrne

Cambridgeshire County Council Officers

Vanessa Kelly
Grant Weller
Mike Davies
Brian Stinton
Debbie Goodland
Ashley Heller
Richard Ling
Jon Finney
Amanda Mays
Kate Day
Mike Salter

South Cambridgeshire District Council Officers

Claire Spencer
Ed Durrant

Large employers

Katherine Smith (Addenbrooke's)
Amanda Holden (Cambridge University)
Sally Standley (Cambridge University)
Jill Laughlin (ARM)

Cycling Organisations

Robin Heydon (Cambridge Cycling Campaign)
Jim Chisholm (Cambridge Cycling Campaign)
Rupert Goodings (Cambridge CTC)
Rohan Wilson (Sustrans)

Appendix 2 - Cambridge Traffic Management AJC

Cycling Schemes Score Sheet

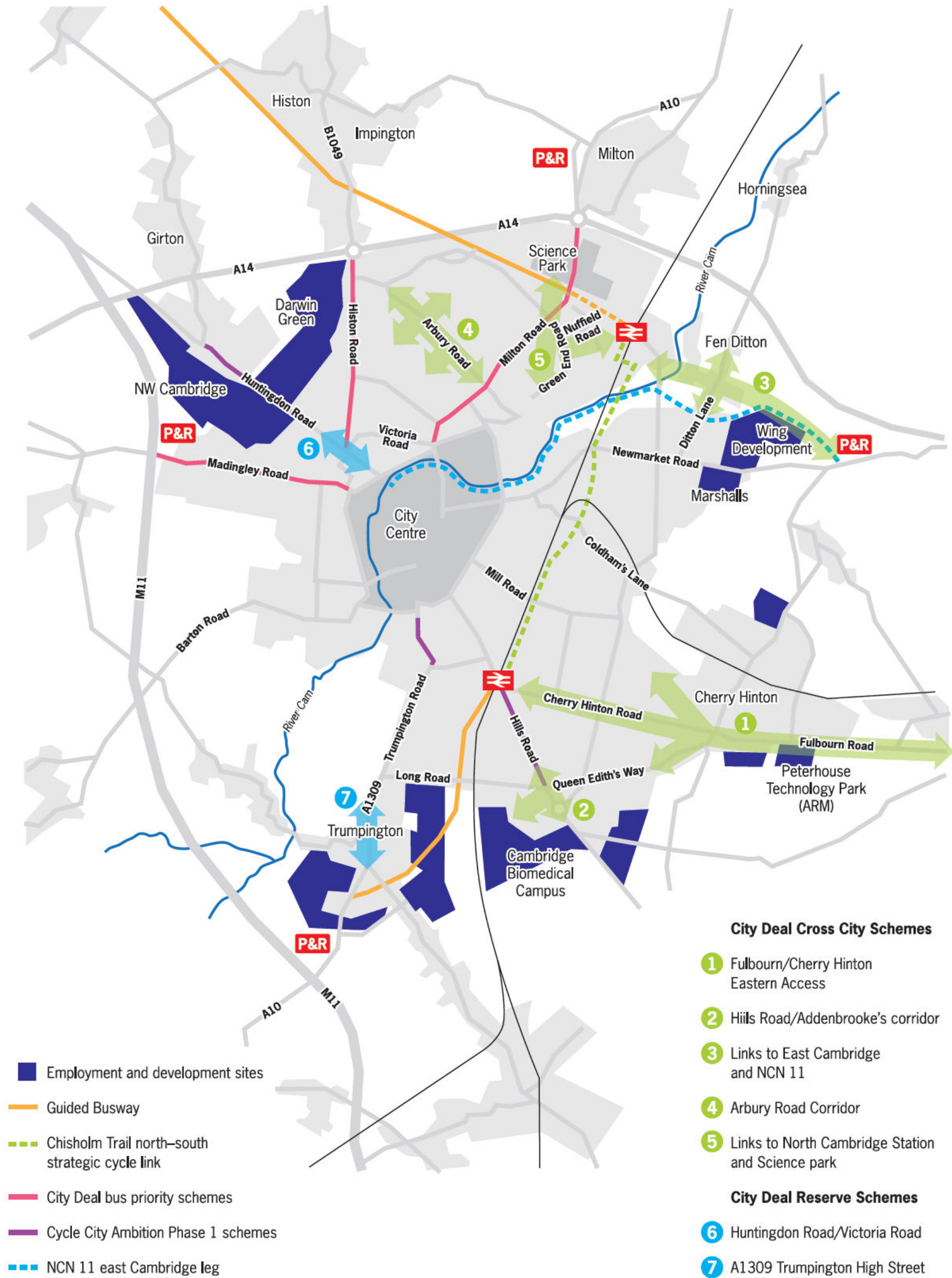
Category	Description	Score
Road Safety	Significant improvement to cyclist safety (+6)	
8 points	Significant improvement to pedestrian safety (+2)	
Cycling Benefits	Provides a new cycle link (+4)	
	Caters for known existing or nearby demand (+5)	
	Likely to generate significant new use / modal shift (+5)	
	Provides a route to school (+3)	
19 points	Links to the National Cycle Network (+2)	
Local Environment	Environmental impact – (Aesthetic considerations, visual intrusion, landscape, habitat creation/destruction, disturbance, quality of life) (+/-5)	
5 points		
Walking	Provides a new / improved facility for pedestrians (+1)	
6 points	Effect on cycle/pedestrian conflict (+/-5)	
Other	Improves accessibility (+4)	
4 points		
TOTAL POINTS	(+42 max)	

Appendix 3 – List of scored schemes

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Sainsbury roundabout	18	8	13	4	4	4	51	Consider with Eastern Orbital Bus Route
Eastern Gateway incl East Rd	18	7	11	3	4	2	45	Consider in Newmarket Rd scheme
Fen Causeway/Lensfield Rd rd'abouts	23	7	12	-2	1	1	42	In current works programme
Histon Rd (route)	17	6	14	-2	4	1	40	Consider in Histon Rd scheme
Budgens rd'about	11	6	12	2	2	2	35	Consider with Eastern Orbital Bus Route
Robin Hood junction	13	6	10	0	3	3	35	In current works programme
Staples Corner (rd'about)	10	7	9	3	4	2	35	Consider in Milton Rd scheme
Mill Rd (route)	10	8	9	3	1	3	34	Consider in City Centre capacity project
Addenbrooke's roundabout	15	7	9	-2	1	4	34	Consider with Eastern Orbital Bus Route
Milton Rd (route)	16	4	11	-3	5	1	34	Consider in Milton Rd scheme
MacDonalds roundabout	7	8	12	2	2	2	33	Consider in Newmarket Rd scheme
Coldham's Lane (route)	14	7	8	1	1	1	32	Best delivered with Sainsburys rbt
Fulbourn/Cherry Hinton eastern access	16	5	10	-2	2	1	32	Progress as Cross City project
Addenbrooke's site (routes on & off)	11	5	9	1	3	2	31	Private site - ongoing & future negotiations
Hills Rd/Addenbrooke's corridor (route)	10	6	11	0	2	1	30	Progress as Cross City project
Links to East Cambridge & NCN11 (route)	7	4	12	-2	6	2	29	Progress as Cross City project
Milton Rd/King's Hedges Rd junction	3	8	13	0	3	2	29	Consider in Milton Rd scheme
Four Lamps (rd'about)	4	5	10	3	3	3	28	Consider in City Centre capacity project
Arbury Rd corridor (route)	8	5	12	0	0	3	28	Progress as Cross City project
Links to N Cambridge Station/Science Pk (route)	4	6	12	2	3	1	28	Progress as Cross City project
Mill Rd/East Rd junction	7	6	7	0	4	3	27	Consider in City Centre capacity project
Magdalene St	1	8	9	4	3	3	28	Consider in City Centre capacity project
Mill Rd/Devonshire Rd junction	7	8	7	0	4	0	26	Consider in Chisholm Trail project

JUNCTIONS & ROUTES	WORKSHOP	AJC APPROVED SCORING					TOTAL SCORE	COMMENTS
	WORKSHOP	ROAD SAFETY	CYCLING BENEFITS	ENVIRONMENT	WALKING	ACCESSIBILITY		
Milton Rd/Highworth Ave/Elizabeth Way junction	4	7	10	0	3	2	26	Consider in Milton Rd scheme
Huntingdon Rd/Victoria Rd junction	6	6	10	0	2	1	25	Reserve scheme
Perne Rd/Mowbray Rd (route)	7	3	12	0	3	0	25	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Trumpington High St (route)	8	4	8	0	2	1	23	Reserve scheme
Madingley Rd (route)	7	3	9	0	4	1	24	Consider in Madingley Rd scheme
Radegund Rd/Davy Rd (route)	4	5	10	2	3	0	24	Consider with Eastern Orbital Bus Route
Histon Rd/Gilbert Rd/Warwick Rd	5	5	12	0	3	0	25	Consider in Histon Rd scheme
Victoria Rd (route)	3	6	8	3	2	0	22	Consider for future funding
Hills Rd/Station Rd (route)	6	4	11	2	0	0	23	Consider in Hills Rd scheme
Milton Rd/Arbury Rd/Union Lane junction	4	6	11	0	2	0	23	Consider in Milton Rd scheme
Histon Rd/King's Hedges Rd	3	6	10	0	1	2	22	Consider in Histon Rd scheme
Elizabeth Way (Chesterton Road) roundabout	5	6	10	0	1	0	22	Consider for future funding
Madingley Rd/Northampton St junction	6	4	8	0	0	1	19	Consider in Madingley Rd scheme
Chesterton Rd (route)	5	3	9	0	2	0	19	Consider for future funding
Brooklands Ave (route)	5	4	10	-2	2	0	19	Consider for future funding
Coton Footpath (route)	1	4	9	-2	3	0	16	Consider for future funding

City Deal Cross City Cycle Improvements



Agenda Item 6c



Report To: Greater Cambridge City Deal Executive Board 4 August 2015

Lead Officer: Graham Hughes, Executive Director: Economy, Transport & Environment, Cambridgeshire County Council

Workstream ref.: D – Smart/digital

Smarter Cambridgeshire Work stream

Purpose

1. The purpose of this paper is to set out a proposal to incorporate a “smart cities” approach within the City Deal programme to help support the delivery of improved transport, skills and housing and unlock further sustainable economic growth within Greater Cambridge.

Recommendations

2. It is recommended that the City Deal Executive board approve the establishment of a Smarter Cambridgeshire work stream for Greater Cambridge, as outlined in Appendices A and B, to be overseen within the City Deal governance arrangements.
3. An overview of potential projects is included as Appendix C.

Reasons for Recommendations

4. Digital technology now underpins almost all aspects of modern living in every sphere across work, travel, leisure and health; and increasingly it impacts on the economic strength, sustainability and quality of life of all parts of the UK and beyond. Emerging “smart cities” technology which is set to have an even greater economic impact in future, builds on this to utilise digital connectivity, sensors and data in innovative ways to support: efficient resource and environmental management; combatting traffic congestion and other city management challenges and engage more directly with citizens.
5. This is particularly pertinent given the strength of the Cambridge business and academic communities with respect to “Internet of Things” (often abbreviated to “IoT”) and associated technology. The Greater Cambridge area has a unique opportunity to become a leading “digital test bed” for smart technology.
6. The academic and business sectors in Cambridge and the surrounding area have long been associated in a global context with pushing the boundaries of technology and being at the forefront of digital innovation. Incorporating a “smart cities” approach within the City Deal programme offers the dual benefit of both drawing on the strengths of the Cambridge research and entrepreneurial community to facilitate

delivery of the City Deal objectives at the same time as supporting the local digital economy by showcasing the work of the technology sector

Background

7. In late 2011, in line with national government thinking, the leadership at Cambridgeshire County Council recognised that the digital connectivity infrastructure in the county was inadequate and risked damaging the long term economic success of the area. A multi-agency programme - Connecting Cambridgeshire - was established to address the digital connectivity infrastructure shortfall and support better exploitation of digital technology across all sectors.
8. The Connecting Cambridgeshire Programme includes a number of work streams to ensure the county is connected and can benefit from future facing 21st century digital infrastructure and services. One of the strands within the programme has included investigation of “smart” technologies and its relevance for Cambridgeshire and specifically the City Deal Programme.
9. The City Deal Board allocated £20,000 per year for 2015/16 and 2016/17 to develop a Smart Cities work stream and seed fund bids for external funding. A “Smart Cities” workshop was held earlier this year with a number of local expert speakers, at the conclusion of which the City Deal Board and Assembly requested that a “Smarter Cambridgeshire” proposal be developed.
10. The recommendation is for the establishment of a Smarter Cambridgeshire work stream within the City Deal Programme which is closely linked to, but distinct from the Connecting Cambridgeshire which has a wider remit and geographical scope. This enables a closer focus on the objectives and delivery of an initial smart cities work stream

Considerations

11. Given the long term impact of the City Deal Programme it is vital that the major delivery strands relating to skills, transport and housing should be as future proofed as possible. A fully developed Smart Cambridgeshire approach can help to achieve this.
12. However given the current formative and therefore speculative nature of “Smart Cities” technology, combined with the need to focus on the delivery of the first tranches of the City Deal Programme in order to draw down further funding, an iterative and initially relatively small scale approach is recommended.
13. The proposed programme will further develop collaborative partnerships to explore and implement solutions based in the Greater Cambridge area.
14. An initial one-year developmental phase is proposed which will identify and implement smaller scale and pilot solutions which will be primarily but not exclusively focused on transport and smart city technology infrastructure. In parallel the project will convene/participate in a wider exploration of smart city opportunities, including the cross-cutting areas of housing, health & care, skills and environmental management to feed into the development of a longer term and larger scale smart city strategy to support future phases of the City Deal Programme.
15. In addition to wider collaboration across the local academic and business community the Smarter Cambridgeshire work stream will draw on resources from the Connecting

Cambridgeshire Programme team as well as input from the five participating organisations and wider stakeholders in the City Deal Programme (as illustrated in Appendix B)

16. The work stream concepts and overview are set out in Appendix A.
17. The initial objectives of the Smarter Cambridgeshire project, through to September 2016 will be to:
18.
 - (a) Generate an outline “smart architecture” blueprint which will facilitate the delivery of a test bed/demonstrator programme.
 - (b) Establish and deliver an initial one year test bed/demonstrator programme of work packages which implement small scale “smart” solutions, with a focus on transport related opportunities (see Appendix C for example work streams).
 - (c) Establish/ participate in a wider forum for collaboration with and information exchange between complementary work programmes (eg the Mobilising Local Energy Initiative – MLIE) and other initiatives across the wider Cambridge research and development communities to develop and showcase the “smart” credentials and profile of the area.
 - (d) Investigate government, EU and other funding opportunities and co-ordinate funding bids to develop the Smarter Cambridgeshire programme in both the short and medium term
 - (e) Investigate and develop collaboration opportunities with other nearby cities, including Peterborough and Milton Keynes. Co-ordinate funding bids where possible to develop the Smarter Cambridgeshire programme in both the short and medium term.
 - (f) Develop a longer term smart cities approach which reflects the level of ambition for Greater Cambridge. This will complement and influence the emerging City Deal programme to ensure that “smart” characteristics are incorporated within the overall approach to housing, transport and skills as part of the delivery of the City Deal.

Options

19. The proposal for an iterative approach minimises the resource requirements and enables the early stages of the Smarter Cambridgeshire vision and strategy to be developed and implemented in a manner which minimises the impact on the initial key delivery strands of the City Deal Programme.
20. This also enables a more agile approach which is appropriate to the fast changing and emerging technology development and associated commercial models.
21. An alternative approach would be to build a dedicated Smart Cities team as part of the City Deal Programme. However this would have higher costs, would take longer to set up and would risk disruption to the delivery of the early phases of the City Deal Programme in diverting resource from the agreed schemes.

Implications

22. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial and other resources

23. In March this year the City Deal Executive Board agreed an allocation of £20,000 per year for two years which will be used to support the establishment of a Smart Cities initiative within the City Deal Programme.
24. Staff time to support the work stream will be drawn from existing resources, including the Connecting Cambridgeshire Programme, as set out in Appendix B.

Risk Management

25. The Smarter Cambridgeshire work stream is intrinsically speculative and therefore higher risk in terms of delivery, however the proposal has been devised in a manner which minimises risk to other aspects of the City Deal Programme

Equality and Diversity

26. Smart technology offers opportunities to engage with citizens via different mechanisms which can support greater citizen engagement from population groups usually less likely to engage with Councils. Wider engagement regarding smart city solutions will be incorporated within the work stream where it is feasible to do so.

Climate Change and Environmental

27. There are opportunities to support pilot and trial schemes which include climate change mitigation and environmental management as set out in Appendices A & C.

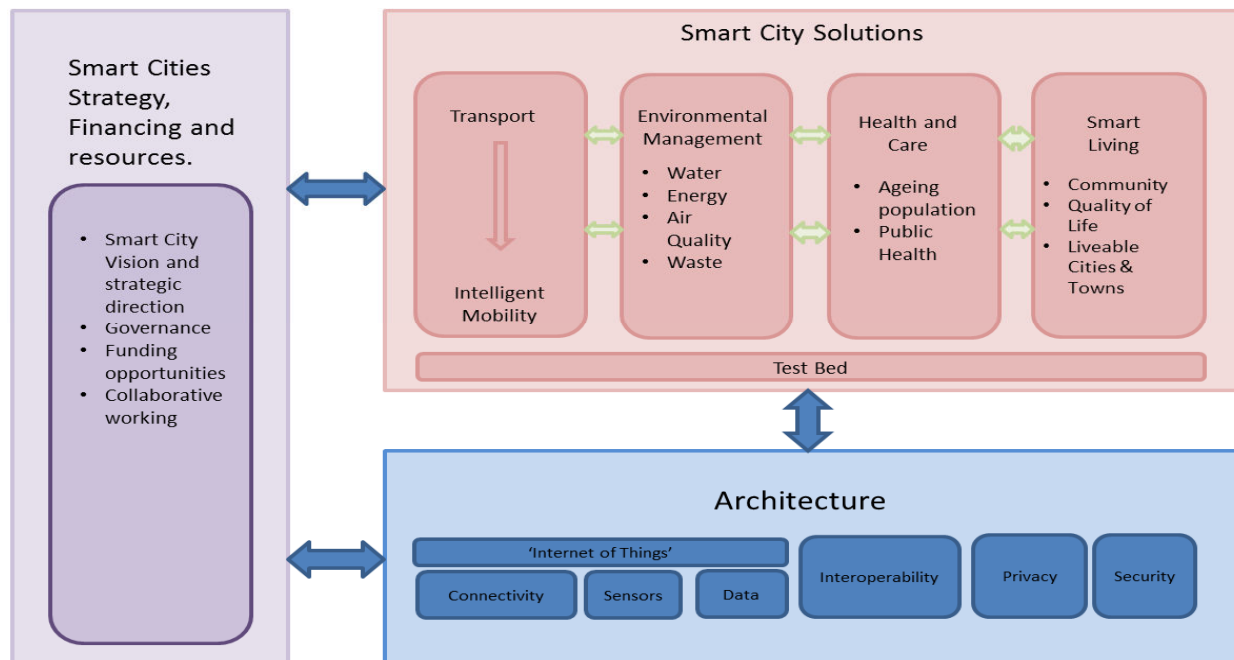
Background Papers

No further background papers have been relied upon in the writing of this report.

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Appendix A - Work stream concept and overview

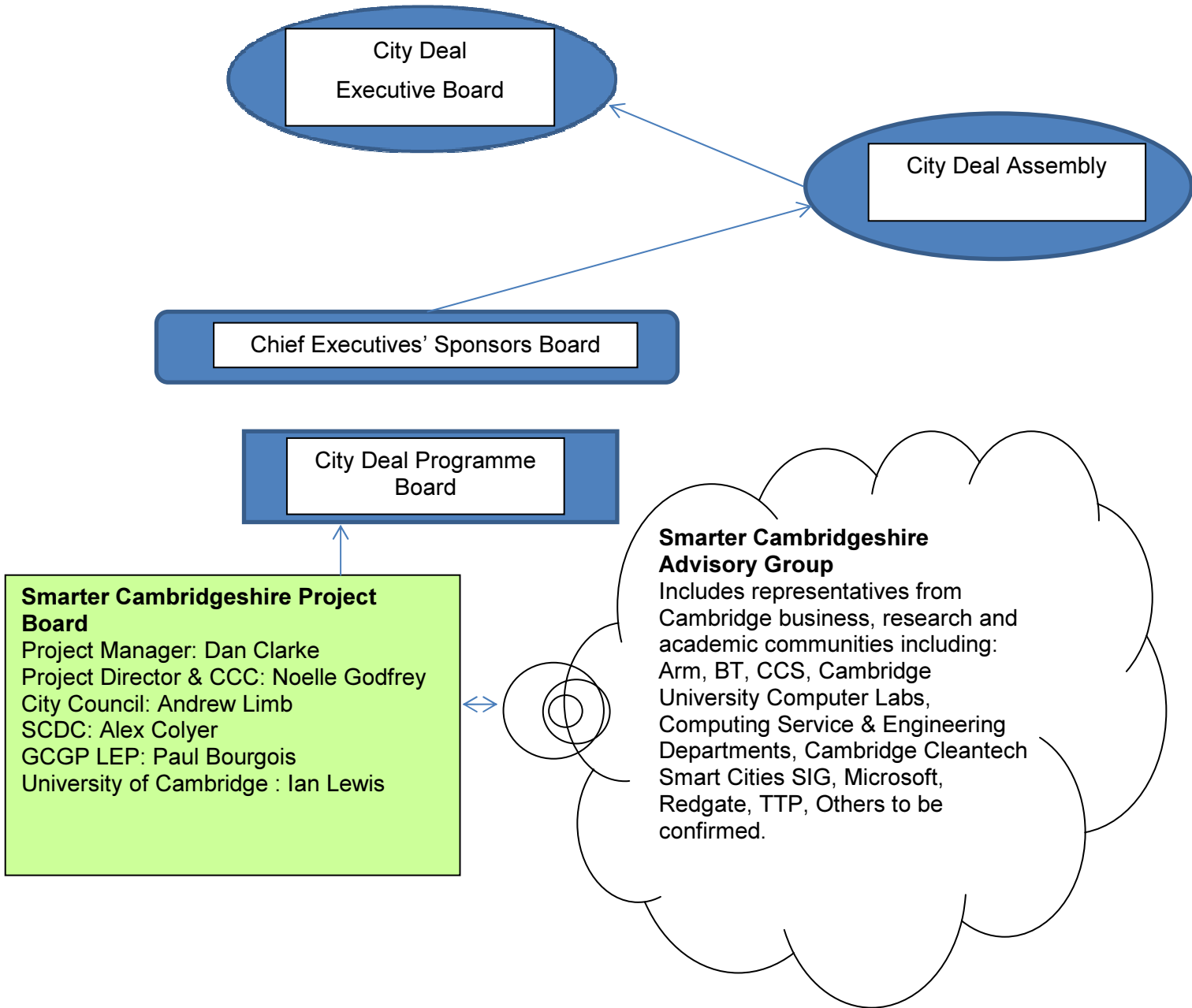
Smarter Cambridgeshire



The primary geographical focus will be Cambridge and South Cambridgeshire, however it is also recognised that activities within the wider geography of Cambridgeshire will also be relevant to delivering the benefits of the City Deal programme, for example the inclusion of “smart” technology within the new A14 could be linked to support better traffic modelling and management within Cambridge and South Cambridgeshire. The initial objectives of the Smarter Cambridgeshire project, through to September 2016 will be to:

1. Generate an outline “smart architecture” blueprint which will facilitate the delivery of a testbed/demonstrator programme.
2. Establish and deliver an initial one year test bed/demonstrator programme of work packages which implement small scale “smart” solutions, with a focus on transport related opportunities (see Appendix C for example work streams).
3. Establish/ participate in a wider forum for collaboration with and information exchange between complementary work programmes (eg the Mobilising Local Energy Initiative – MLIE) and other initiatives across the wider Cambridge research and development communities to develop and showcase the “smart” credentials and profile of the area.
4. Investigate government, EU and other funding opportunities and co-ordinate funding bids to develop the Smarter Cambridgeshire programme in both the short and medium term
5. Investigate and develop collaboration opportunities with other nearby cities, including Peterborough and Milton Keynes. Co-ordinate funding bids where possible to develop the Smarter Cambridgeshire programme in both the short and medium term.
6. Develop a longer term smart cities approach which reflects the level of ambition for Greater Cambridge. This will complement and influence the emerging City Deal programme to ensure that “smart” characteristics are incorporated within the overall approach to housing, transport and skills as part of the delivery of the City Deal.

Appendix B - Governance



Appendix C – example “Smart Solutions” and Architecture projects

This is an indicative list of the test bed and smart city architecture work streams that will be investigated or are already underway. The technology and commercial models, as well as the funding streams available are fast moving and subject to change which means that a definitive list is not currently possible. There will be further investigations undertaken for each of these work streams and an assessment made of their technical, financial and delivery viability to determine whether they will be developed further.

- **Intelligent Transport Information Platform & App**
The 1st phase of this work is collaboration between the County Council with Cambridge University Computer Labs and other partners to develop a platform that will combine real time, historic and crowd funded data to give more accurate travel time information. The second phase will look to collaborate with the University of Cambridge, Cambridge University Health Partners and the Addenbrookes campus to integrate the platform into a journey planner. This will allow travellers to make intelligent transport choices, encourage more sustainable modes of travel and once in motion give them accurate information about journey times both before they leave and whilst travelling.
- **Cambridge Station Gateway Information- Digital Way finding**
Collaboration with partners including Abellio, Cambridge central station operators. The project will aim to use transport data to give the users of Cambridge station a better customer experience. This will include digitally displayed, clear information both inside and outside the station as well as clear way finding and support for more integrated transport choices. One of the aims will be to encourage rail users to walk/cycle on their on-ward journey.
- **“Intelligent” A14**
Project proposal linked to A14 upgrade. Potential for Greater Cambridge, Peterborough, Highways England, Skanska and Costain to work together to develop a Smart Corridor linking Cambridge and Peterborough to facilitate better management of the road network.
- **‘Internet of Things’ – City Solutions**
Partnership with Umbrellium on a successful ‘Internet of Things’ Innovate UK bid. The project looks to explore some of the issues that cities will face deploying the ‘Internet of Things’. Specifically building up understanding of how data can be discovered and combined from public and private sources, as well as looking at issues such as entitlement. The data then will be used to develop a ‘Smart City’ solution which in this case is an app that will look to influence cycling behaviour.
- **“Hyper-Connected Cambridge”**
Development of a strategy for the connectivity layer of the “Smart Architecture” in Cambridge and the surrounding area, which includes fixed, Wi-fi and mobile infrastructure and services. Undertaking a gap analysis and focusing in turn on the different requirements, solutions and opportunities for making Cambridge an exemplar city region for connectivity for : businesses; the academic and research communities; the public realm and urban management (inc IoT); local public service delivery; as well as residential and community needs.

- **‘Smart City’ Data**

The first phase of this project will be to identify data sets that the authority holds which could enable a ‘Smart City’. We will look to work with partners and the research team to publish these through the open data platform Cambridgeshire Insight or to make the data discoverable. As part of this work we will work with local companies and residents to stimulate interest in our data and to encourage its use through ‘hack’ events. Exploration of issues such as privacy, security and how to use big data to address city challenges will begin.

- **Sensing the City**

Building on the “Smart City Data” workstream this will identify the appropriate sensing technology which will enable data collection. Initial discussions have been held regarding air quality and transport data collection.

- **Digital high street**

Pilot of a tool which provides a mechanism for the City Deal authorities to influence both shopping behaviour (encouraging the use of independent shops/areas such as Mitchams Corner) and travel choices. It does this by offering discounts on parking/travel. This can nudge behaviour by encouraging travellers to come in to town off-peak or encourage the use of Park and Rides.

- **Investigating driverless vehicles/pods**

Working with transport policy staff and drawing on expertise from the University of Cambridge to investigate whether autonomous vehicles can deliver some of the aims of the city deal within the medium term and highlight Cambridge as a showcase for advanced, future oriented technology development. For example there may be opportunities to join up various campuses off-road using on demand driverless pods.

Greater Cambridge City Deal Executive Board Forward Plan of decisions

Publication date: 6 July 2015

Notice is hereby given of:

- Decisions that that will be taken by the Greater Cambridge City Deal 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:

- a) 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
- b) to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Key decision?
Meeting date: 4 August 2015		Reports for each item to be published : 27 July 2015
Chisholm Trail cycle links	To approve the proposed route option for the Chisholm Trail, and to approve public consultation on the route in the Autumn 2015.	Yes
Cross-city cycle improvements	To approve the choice of the proposed priority strategic cross-city cycle schemes in the report, and to approve public consultation on the schemes set out.	Yes
Smart/digital workstream	To approve the establishment of a Smarter Cambridgeshire workstream for Greater Cambridge, to be overseen within the City Deal governance arrangements.	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	No

Meeting date: 1 October 2015		Reports for each item to be published: 23 September 2015
High-level review of M11 junctions	To review work undertaken to consider high level options for M11 junctions 11 and 13, following the decision of the 18 June Executive Board meeting.	No
Quarter 1 financial monitoring report	To note financial information from April-June 2015.	No
Workstream update	To note progress on the various workstreams.	No
Meeting date: 3 November 2015		Reports for each item to be published: 26 October 2015
Histon Road bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Milton Road bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Congestion in Cambridge	To receive feedback on discussions held with key traffic generators in Cambridge and to approve public consultation.	No
Cambridge Access Study – Audit report	To consider the outcomes of the work undertaken on the Cambridge Access Study.	No
Six-monthly report on housing	To note progress on delivering the housing workstream and consider any issues arising.	No
Six-monthly report on skills	To note progress on delivering the skills workstream and consider any issues arising.	No
Quarter 2 financial monitoring report	To note financial information from July-September 2015.	No

Workstream update	To note progress on workstreams not covered by the main agenda items.	No
Meeting date: 3 December 2015		Reports for each item to be published: 25 November 2015
A1307 corridor to include bus priority – options and approval to consult	To review the outcome of options development work and to approve public consultation on those options.	Yes
Initial prioritisation of schemes for tranche 2 – report on further economic appraisal	To note the outcome of initial prioritisation of potential tranche 2 infrastructure programme schemes according to forecast economic benefits and to approve the proposed approach to the development of schemes for consideration for tranche 2.	No
Workstream update	To note progress on workstreams not covered by the main agenda items.	No

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