

**GREATER CAMBRIDGE PARTNERSHIP
JOINT ASSEMBLY**

2:00 pm

**Thursday 9th June 2022
Main Hall,
Storey's Field Centre,
Eddington Avenue,
Cambridge, CB3 1AA**

*The meeting will be live streamed and can be accessed from the GCP
YouTube Channel - [Link](#)*

AGENDA

- | | |
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| 1. Election of Chairperson | (oral) |
| 2. Appointment of Vice Chairperson | (oral) |
| 3. Apologies for Absence | (oral) |
| 4. Declaration of Interests | (oral) |
| 5. Minutes | (3-35) |
| 6. Public Questions | (36) |
| 7. Petitions | (oral) |
| 8. Quarterly Progress Report | (37-73) |
| 9. Cambridge South-East Transport Scheme | (74-86) |
| 10. Parking Strategy Update and Residents' Parking Scheme Delivery | (87-226) |
| 11. Waterbeach Station Relocation | (227-231) |

Appendix A – Joint Venture Agreement for Delivery (circulated separately)

Note: Appendix A to the report is confidential as it contains information that is exempt from publication under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, [information relating to the financial or business affairs of any particular person (including the authority holding that information)] and it would not be in the public interest for

this information to be disclosed. Should the Joint Assembly wish to discuss this information it will be necessary to exclude the press and public from the meeting, by moving and agreeing the following recommendation:

To resolve that the press and public be excluded from the meeting on the grounds that the appendix contains exempt information under Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended, and that it would not be in the public interest for this information to be disclosed information relating to the financial or business affairs of any particular person (including the authority holding that information).

12. Date of Future Meetings

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- Thursday 8th September 2022.
- Thursday 24th November 2022.
- Thursday 16th February 2023.
- Thursday 8th June 2023.
- Thursday 7th September 2023.
- Thursday 23rd November 2023.

All meetings are scheduled to start at 2:00 p.m.

MEMBERSHIP

The Joint Assembly comprises the following members:

Councillor TBC *	-	Cambridge City Council
Councillor TBC *	-	Cambridge City Council
Councillor TBC *	-	Cambridge City Council
Councillor Alex Beckett	-	Cambridgeshire County Council
Councillor Neil Shailer	-	Cambridgeshire County Council
Vacancy	-	Cambridgeshire County Council
Councillor Paul Bearpark *	-	South Cambridgeshire District Council
Councillor Annika Osborne *	-	South Cambridgeshire District Council
Councillor Heather Williams *	-	South Cambridgeshire District Council
Heather Richards	-	Business Representative
Christopher Walkinshaw	-	Business Representative
Claire Ruskin	-	Business Representative
Karen Kennedy	-	University Representative
Kristin-Anne Rutter	-	University Representative
Helen Valentine	-	University Representative

* subject to confirmation by the Partner Body

The meeting will be live streamed and can be accessed from the GCP YouTube Channel - [Link](#) . We support the principle of transparency and encourage filming, recording and taking photographs at meetings that are open to the public. We also welcome the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what's happening, as it happens.

If you have accessibility needs, please let Democratic Services know.

For more information about this meeting, please contact Nicholas Mills (Cambridgeshire County Council Democratic Services) on 01223 699763 or via e-mail at Nicholas.Mills@cambridgeshire.gov.uk.



Greater Cambridge Partnership Joint Assembly

Minutes of the Greater Cambridge Partnership (GCP) Joint Assembly
Thursday 17th February 2022
2:00 p.m. – 5:20 p.m.

Present:

Members of the GCP Joint Assembly:

Cllr Tim Bick (Chairperson)	Cambridge City Council
Cllr Rosy Moore (Vice-Chairperson)	Cambridge City Council
Cllr Simon Smith	Cambridge City Council
Cllr Alex Beckett	Cambridgeshire County Council
Cllr Brian Milnes	Cambridgeshire County Council
Cllr Neil Shailer	Cambridgeshire County Council
Cllr Heather Williams	South Cambridgeshire District Council
Cllr Eileen Wilson	South Cambridgeshire District Council
Christopher Walkinshaw	Business Representative
Karen Kennedy	University Representative
Helen Valentine	University Representative

Officers:

Peter Blake	Transport Director (GCP)
Niamh Matthews	Assistant Director: Strategy and Programme (GCP)
Nick Mills	Democratic Services Officer (CCC)
Rachel Stopard	Chief Executive (GCP)
Wilma Wilkie	Governance and Relationship Manager (GCP)

1. Apologies for Absence

Apologies for absence were received from Heather Richards, Claire Ruskin and Councillor Ian Sollom.

2. Declarations of Interest

Councillor Beckett declared a general non-statutory disclosable interest as a resident of Coldham's Lane.

3. Minutes

The minutes of the previous Joint Assembly meeting, held on 18th November 2021, were agreed as a correct record, subject to the removal of the word "reluctant" from the last paragraph on page 13 of the agenda, and were signed by the Chairperson.

4. Public Questions

The Chairperson informed the Joint Assembly that twenty public questions had been accepted and that the questions would be taken at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in Appendix A of the minutes. It was clarified that those submitting questions had been offered the option of attending the meeting in person or having their question read out by an officer.

It was noted that four questions related to Agenda Item 6 (Greater Cambridge Greenways Progress Update), three questions related to Agenda Item 7 (Chisholm Trail: Phase 2), six questions related to Agenda Item 8 (Cambridge Road Network Hierarchy Review), and seven questions related to agenda item 9 (Milton Road).

The Chairperson informed the Joint Assembly that a further question had been received from James Littlewood in relation to the Cambridge South East Transport project, but as there was no item related to the project on the agenda, the question had been deferred to the following meeting, which would include a report on the project.

5. Petitions

The Chairperson notified the Joint Assembly that no petitions had been submitted.

6. Greater Cambridge Greenways Progress Update

Four public questions were received from Councillor Mike Harrison (on behalf of Royston Town Council), Councillor Paul Bearpark, Camcycle, and Jim Chisholm. The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Susan van de Ven, County Councillor for the Melbourn and Bassingbourn division, was invited to address the Joint Assembly. Highlighting that the 2011 census had identified the A10 corridor between Royston and Cambridge as well-suited to active and sustainable travel, she welcomed the progress that had culminated in the development of the Melbourn Greenway. She encouraged the GCP to prioritise safer junctions for cyclists and pedestrians along existing and future multi-use paths, in line with the updated Highway Code and other guidance from the Department for Transport, to avoid dissuading cyclists from using the routes.

The Transport Director presented the report, which provided an update on progress of the Greenways network, prior to an Outline Business Case and delivery programme being presented to the Joint Assembly and Executive Board in September and October 2022 respectively. Attention was drawn to the work already underway across the wider network, as set out in paragraph 2.2 of the report, and the work on specific Greenways and planned engagement, as set out in section 3 of the report.

While discussing the report, the Joint Assembly:

- Queried whether potential flooding in the Swavesey area had been taken into consideration during the design of the St Ives Greenway. Observing that much of the St Ives Greenway's infrastructure was already in place, the Transport Director confirmed that flooding issues were being addressed.
- Sought clarification on the level of funding that had been budgeted for maintenance of the Greenways once they had been completed, including the greenery alongside the routes. The Joint Assembly was informed that proposals for maintenance had been made by the County Council and were being discussed.
- Argued that the requirements of equestrians needed to be further taken into consideration on the Greenways projects. While observing that equestrians were not a key element of the City Deal or delivering sustainable economic growth, the Transport Director confirmed that the GCP would not worsen the current infrastructure available to them and would make improvements whenever it was reasonable and cost-efficient to do so.
- Suggested that the planned engagements should be made as accessible as possible to stakeholders who were not familiar with the terminology that was normally used, or who wished to submit responses as groups, rather than as individuals.
- Observed that there were a large number of communities in the area surrounding Royston that were not currently connected to public transport routes or active and

sustainable travel networks, and requested that future opportunities be taken into consideration in the design stage of current schemes. It was also argued that similar lack of infrastructure and services was evident in the north-east area of Greater Cambridge. Acknowledging the observations, the Transport Director noted that any such opportunities would be subject to obtaining future funding, although he confirmed that the GCP would be mindful of whether existing and planned schemes could be extended in the future to incorporate a wider geography.

- Expressed concern about inconsistencies with the layout of existing cycle paths, noting that although future schemes would be aligned to the Local Transport Note 1/20, existing ones did not all currently conform with the requirements. While retrofitting its own schemes was part of the GCP programme, it was clarified that the GCP could only provide a supporting role to the relevant authorities for those schemes that had been implemented by a different organisation.
- Emphasised the importance of working with local partners. Noting that the GCP held a defined role in the region, the Transport Director agreed that more could be achieved through working collectively with other public bodies and local groups.
- Requested an update on the issue of land purchases for the Greenways network.
- Commented that it would be beneficial to have access to more detailed and specific information on the individual Greenways as they progressed, in order to monitor them, provide clarity on their timelines and progress, and ensure transparency for the wider public. Acknowledging that greater levels of information and transparency could now be achieved following the completion of early quick wins, the Transport Director undertook to reflect on the issue in the next report on the Greenways projects.
- Highlighted the importance of integrating the Greenways scheme with other programmes, both of the GCP and local partners, such as the City Access Strategy, Active Travel Strategy, Making Spaces for People, and the Local Plan, to identify how the wider network was interconnected, and to provide a context for the allocation of future funding.

In summarising the Joint Assembly's discussion, the Chairperson concluded there had been general support for the proposals, although he highlighted a general impatience for progress of the Greenways schemes, calls for the planned engagement to be made accessible, and an increase in transparency to ensure that members of the public could track progress and understand any issues on an ongoing basis.

7. Chisholm Trail: Phase 2

Three public questions were received from Camcycle, David Stoughton, and Jim Chisholm. The questions and a summary of the responses are provided at Appendix A of the minutes.

The Transport Director presented the report, which outlined proposals for Phase 2 of the Chisholm Trail, which would be delivered in several component parts rather than as a single project. Various public engagements were scheduled to be held throughout 2022, and it was noted that the Executive Board would be consulted on the use of compulsory purchase orders as part of the scheme's development.

While discussing the report, the Joint Assembly:

- Welcomed the completion and opening of Phase 1 of the Chisholm Trail, noting that it had already become a popular and well-used route, and served as an effective demonstration of how Cambridge could become a truly cycle-friendly city.
- Expressed concern about the crossing of Coldham's Lane and the significant problems faced by cyclists with the existing infrastructure, and it was suggested that further consideration needed to be given to the crossing, with the possible addition of a second bridge for cyclists. Acknowledging the problems with the current infrastructure on the junction and the need for improvements, the Transport Director emphasised that the Chisholm Trail only included the Coldham's Lane crossing, rather than the whole junction itself. While consultations would be held during the summer, further consideration of potential improvements to the junction would be made as part of the ongoing Road Network Hierarchy Review and the City Access Strategy, as well as through discussions with the relevant highway authority.
- Highlighted the importance of ensuring safe ingress and egress to the Chisholm Trail, particularly in dangerous areas such as Mill Road, Coldham's Lane and Cherry Hinton Road, some of which already benefitted from cycle improvements that would not connect to the trail. It was also observed that the trail needed to provide connectivity with routes coming into the city, such as the Fulbourn Greenway, and it was suggested that further clarity could be provided on how the Chisholm Trail connected to other such projects. While acknowledging the concerns, the Transport Director cautioned against mission creep, and emphasised that accessibility needed to be maximised once the project had been completed, both by the GCP and partner organisations. He also noted that two additional segregated cycle schemes across the city as part of the Cycle Plus scheme would provide additional interconnectivity between Greenways on opposing sides of the city.
- Expressed concern that pedestrians could be dissuaded from using the Chisholm Trail if too much attention was given to its benefits as a fast cycle route, given the multi-use nature of the path. Members identified a general need for greater segregation between cyclists and pedestrians across the network, as well as electric bikes and electric scooters. Observing that there was not always sufficient available space for greater segregation, the Transport Director acknowledged the concerns over safety, and recognised the need to consider the matter further.
- Expressed concern about the slow progress of the project and the number of proposed public consultations on a scheme that received wide public support, although it was acknowledged that Phase 2 was more complex and involved a greater number of stakeholders.

- Suggested that an alternative route along the edge of the railway rather than the edge of the Beehive Centre could be considered as part of the planning discussions for the potential redevelopment of the retail park. It was confirmed that the GCP would continue to support the statutory agencies throughout the planning process.

In summarising the Joint Assembly's discussion, the Chairperson welcomed the completion of Phase 1 and noted members' impatience for further progress, along with concerns raised with the Coldham's Lane junction, and ingress and egress to the Chisholm Trail.

8. Cambridge Road Network Hierarchy Review

Six public questions were received from Andy Kennedy, Andrew Milbourn, Owen Scarrott, Dr George Vardoulakis and Vincent Poole, Camcycle, and David Stoughton. The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Cheney Payne, Cambridge City Councillor for the Castle Ward, was invited to address the Joint Assembly. While acknowledging the benefits of the road closure on Storey's Way in Eddington, she argued that it removed one of the few access routes to the M11 in the north-east of Cambridge, and encouraged the GCP to consider how the network could be restructured to improve such access. She also sought clarification on how Storey's Way could be identified as a Local Access Street when it was closed to motor vehicles. Expressing concern about the route along Lady Margaret Road and Albion Row being identified as a Primary Distributor Road, given that it was a narrow single-track street through a residential area that could not cater for large volumes of traffic, she argued that there should be mitigation made available to balance the impacts. Councillor Payne also suggested that it would be helpful for the review's map to be overlayed with cycling and pedestrian routes to demonstrate how they all linked together in a coherent way. Acknowledging that the allocation of routes for higher levels of traffic flow was a complex matter that would always lead to disagreements, the Transport Director emphasised that the report was a starting point to stimulate discussion, and he confirmed that the map would be overlayed with not only cycling and pedestrian routes, but also the wider GCP programme.

The Transport Director presented the report, which set out initial ideas for the development of a new road network hierarchy in Cambridge that sought to reallocate road space in favour of public transport and active travel. He informed the Joint Assembly that the proposals were a starting point and were intended to provoke discussion.

While discussing the report, the Joint Assembly:

- Acknowledged that the review could provoke disagreements but welcomed the discussion that it would stimulate, and highlighted its important role in developing a coherent, joined-up strategy across the GCP programme and wider Greater Cambridge area.

- Argued that people were discouraged from using alternative modes of transport to motor vehicles due to issues such as poor surfaces, inconsistent infrastructure and poor segregation. The Transport Director acknowledged the concerns and informed members that the GCP continued to work with the County Council on such matters.
- Highlighted that the review should take into consideration developing and future travel modes, such as automated cars and electric bikes or scooters, in order to provide long-term resilience and flexibility.
- Sought clarification on why the train station was not included on the map.
- Argued that residents of primary distributor roads would suffer significantly due to increased traffic flows and higher levels of pollution, and suggested that mitigation measures could be considered as part of the consultation, such as 20mph speed limits or HGV restrictions. Acknowledging the importance of mitigation, the Transport Director observed that reducing traffic levels by 20% would represent a significant mitigation, although he assured the Joint Assembly that local mitigations would be considered where appropriate.
- Queried whether pedestrian and cycling priority at junctions could lead to a reduction in the time that they were required to wait at traffic lights after pressing a button to cross.
- Sought clarification on whether taxis would be able to use those roads identified as civic streets.
- Highlighted the importance of wide-ranging involvement in the consultation, including those coming into the city for reasons such as shopping, medical attention, education and socialising, as well as vulnerable and disadvantaged groups.
- Suggested that removing infrastructure from primary distributor roads would further increase their capacity and therefore reduce pressure on other roads.
- Expressed concern about access to the M11 in the north-east of Cambridge, and argued that the proposals would lead to higher levels of traffic being directed through narrow and inappropriate streets in Eddington, although it was acknowledged that the report and maps were indicative and would change as a result of the consultation.
- Argued that closing roads to motor vehicles encouraged people to use alternative modes of transport due to increased levels of security in the vicinity.
- Expressed concern about the potential negative impacts on taxi drivers, small traders and businesses, and emphasised the importance of engaging with such affected people and ensuring their participation in the consultations. Acknowledging the concerns and need for sensitivity during the consultations, the

Transport Director informed members that the GCP would also work with established partners, such as local authorities who dealt with taxi licenses.

- Suggested that it would be helpful to measure pollution levels at different points around the city at this stage in order to establish base data for any changes that may occur as a result of the displacement of traffic. The Transport Director agreed that establishing base data would be important.
- Highlighted the importance of installing adequate signage and engaging with satellite navigation systems to minimise confusion and avoid unintentional access of restricted streets.
- Argued that an Equalities Impact Assessment should be carried out and included as part of the consultations, and emphasised the importance of ensuring the maps and terminology used during the consultations were accessible and understandable to the wide range of stakeholders that would be involved. Acknowledging that equalities should be included as a central theme, as it was with the City Access Strategy, the Transport Director undertook to ensure that it would be included in the report to the Executive Board, and assured members that the consultation would be inclusive and accessible.
- Commented that the consultations should emphasise how the Road Network Hierarchy Review was inter-connected with the GCP's other projects and strategies, such as the City Access Strategy and Making Connections Work. It was argued that a reallocation of road space without a demand management system would be ineffective and simply lead to displacement of traffic between roads. The Transport Director recognised the importance of emphasising the interdependencies and benefits of reducing traffic by 20%.
- Argued that the report did not provide sufficient explanation about the different purposes of roads in the hierarchy and how they would change as a result of the project. The Transport Director undertook to ensure that the information was clearer and understandable.
- Observed that public transport held a significant role in the congestion issues in the city centre, and sought clarification on the impact of the proposed hierarchy on bus routes. It was suggested that an approach to managing bus travel towards the centre could be included as part of the consultation, including proposals such as a series of mini hubs around the city centre with inter-connecting, smaller services to reduce the impact on narrow streets and historic buildings. Acknowledging that one of the GCP's underlying objectives was to establish more and better public transport that was less focussed around the city centre, the Transport Director emphasised that the strategy needed to consider how the situation would look in the future, as well as the present, and he informed the Joint Assembly that discussions continued to be held with the Combined Authority on the matter.
- Suggested that taxis should be categorised separately to cars, rather than just treated as an exemption, as taxis effectively provided a form of public transport.

- Argued that there should be different levels of consolidation in order to support businesses in the centre, as large outlets with their own nationwide supply chains could be unwilling to change their delivery process in the way that was proposed. Although he acknowledged that some businesses could be unwilling to consolidate, the Transport Director emphasised the importance of incentivisation through measures such as clean air zones, charging, or access restrictions.

In summarising the Joint Assembly's discussion, the Chairperson concluded that members had welcomed the review as important and necessary, and he highlighted some issues that had been raised, including ensuring the consultation was accessible and understandable, taking account of equalities and the wide range of stakeholders, clarifying the impacts on buses, and emphasising its relationship with other projects and strategies. He also noted that some specific issues had been raised that would be covered as part of the consultation process.

9. Milton Road

Seven public questions were received from Sue Purseglove, Michael Page, Andrew Milbourn, Rosalind Lund, Maureen Mace, Beatrice Rhind and Anna Crutchley, and Camcycle. The questions and a summary of the responses are provided at Appendix A of the minutes.

Councillor Jocelyne Scutt, Chairperson of the Milton Road Local Liaison Forum, attended the meeting to present feedback from the public meeting held on 3rd February 2022. Noting the importance of ensuring that local residents were kept informed throughout the duration of the project about details including section closures and parking or delivery restrictions, she highlighted concerns related to the loss of resident parking during and after the construction works and emphasised the need to provide immediate mitigation for affected residents. Confirming that resident parking would be prioritised as part of the delivery programme, the Transport Director assured the Joint Assembly that regular communication and information would be provided throughout the duration of the project.

The Transport Director presented the report, which contained a budget estimate for the Milton Road project, proposed construction and traffic management plans, and a proposal to award the construction contract to Milestone Infrastructure. The Joint Assembly was informed that a budget estimate was still being calculated, although it was confirmed that it would be in the region of £23m-£24m. Milestone Infrastructure had successfully managed and carried out similar works in and around Cambridge, including the Histon Road and Greenways projects for the GCP, and it was highlighted that the preferred traffic management option would retain two-way traffic flow along Milton Road for the duration of the project.

While discussing the report, the Joint Assembly:

- Welcomed the preference to retain two-way traffic flow, although observed that the construction works would still lead to disruption and therefore the likely displacement of traffic to other routes.

- Requested information on any planned provisions for ensuring that Milton Park and Ride remained a feasible and attractive option throughout the duration of the project. The Transport Director confirmed that the matter had been considered and would be reviewed during the project if it became necessary.
- Expressed concern about impacts on resident parking, and emphasised the need to ensure mitigation was provided for affected residents.
- Observed that horse-riders would also be affected by the construction works and sought clarification on how they would be able to use Milton Road throughout the project, and whether there would be any signage to provide them with assistance. The Transport Director undertook to investigate and provide further information to the Joint Assembly.

In summarising the Joint Assembly's discussion, the Chairperson concluded that there had been no objections to the report's proposals, although concerns had been expressed about impacts on resident parking.

10. Quarterly Progress Report

The Assistant Director of Strategy and Programme presented a report to the Joint Assembly which provided an update on progress across the GCP's whole programme, and which also included the multi-year budget strategy. The wider programme continued to be over-programmed, although it continued to be refined as it moved into a period of significant delivery. Noting that Phase 1 of the Chisholm Trail had been completed and opened for use, thus changing the RAG status of the project to green, she informed the Joint Assembly that officers were reviewing the implications of an approved planning application for a new Retirement Care Village along the route of the Cambridge South East Transport Scheme.

While discussing the Quarterly Progress Report, the Joint Assembly:

- Queried whether there was any ongoing work specifically related to green jobs as part of the Skills programme. Observing that it was challenging to define what green jobs were, the Assistant Director confirmed that discussions had been held with Form the Future and there was ongoing work with Cambridge Regional College to establish greater understanding on the matter.
- Clarified that although the budget included an allocation of £20m for the City Access Strategy, there was a further Future Investment Strategy allocation of £75m for public transport improvements and sustainable travel that should be considered alongside the specific City Access Strategy allocation.
- Acknowledged that over-programming provided flexibility and opportunities, but expressed concern about its long-term implications and the fact that schemes would have to start to be prioritised if there were not sufficient financial resources available in the future, and it was suggested that it would be helpful and would increase transparency to receive a report considering such risks, the factors that could affect them, and the various options that would be available to the GCP in

such a situation. Emphasising that it was typical to over-programme in such a way, the Chief Executive informed the Joint Assembly that the GCP was investigating various ways in which additional resources could be obtained, including through Section 106 funding and potential charging schemes. However, she acknowledged that prioritisation or requests for further funding through the Gateway Review in 2024/2025 could become necessary, and agreed that a report would be presented which would effectively be a refresh of the Future Investment Strategy.

11. Date of Next Meeting

The Joint Assembly noted that the next meeting was scheduled to be held on Thursday 9th June 2022.

Chairperson
9th June 2022

Greater Cambridge Partnership Joint Assembly – 17th February 2022
Appendix A – Public Questions Listed by Agenda Item

No.		Question	Answer
1	Cllr Mike Harrison (Chairman General Purposes and Highways. Royston Town Council)	<p>Agenda Item 6 – Greater Cambridge Greenways Progress Update</p> <p>I would be very interested to learn when you anticipate building the Melbourn Cycleway, and I am assuming you still plan to join this to the cycleways that exist already in Royston, so that there is a direct cycle link from Royston to the city of Cambridge,</p> <p>This would of course require a bridge over the A505 on the North side of Royston and just. to the East of the current junction of the A10 and A505 roads. Many organisations have said they would help fund the project including Royston Town Council, Hertfordshire County and North Herts District Councils. Many businesses have also offered financial help to the fund the bridge. Can you confirm that it is still the plan for this project to go ahead, and if all the funding required is now in place.</p>	<p>The Melbourn Greenway is being progressed with the next stage of technical design is ongoing.</p> <p>The crossing of the A505 is a key element in this Greenway. The GCP agreed to fund the design of the bridge and continue the dialogue with partners on securing a final funding package.</p> <p>Discussions are ongoing with Hertfordshire County Council about both the engineering design and options for funding. Some funding has already been secured through S106 with other options being actively explored.</p>
5	Paul Bearpark District Councillor for Milton and Waterbeach	<p>Agenda item 6 – Greater Cambridge Greenways Progress Update</p> <p>The ambition for Waterbeach New Town is for a high level of modal shift to minimise the impact on the A10 which National Highways describes as saturated and to reduce the negative impacts of car dependency. The Waterbeach Greenway is an important element of this ambition. The apparent very slow progress of the development of the Greenway looks to be well behind the occupation of the</p>	<p>The Greenways network is an extensive segregated cycleway system developed over multiple routes.</p> <p>Delivery of the network has required mobilisation of extensive resources including; client project management, consultancy</p>

	<p>New Town which is expected to begin this year. The GCP Exec Board approved an outline budget of £8m for the Waterbeach Greenway on 19 Feb 2020.</p> <p><i>In the two years that have passed since this date what progress has been made?</i></p> <p>The GCP website for the Waterbeach Greenway doesn't appear to show any tangible progress. Atkins were appointed as consultants for this project.</p> <p><i>What progress has been made by Atkins on the design?</i></p> <p>On 19 Feb 2020 the GCP Exec Board approved Phase 1 of the Waterbeach Greenway but not Phase 2. Phase 2 extends Phase 1 both north and south. The north and south sections are fundamentally different in scope. The southern section requires an underpass or bridge for crossing the A14. The northern section of Phase 2 will provide a valuable segregated route bypassing the village centre to the new houses currently being built. I have been informed by the GCP that the budget available allowed for the entire Greenway to be taken forward.</p> <p><i>Could the GCP provide clarity on whether the intention is to bring forward Phase 2 with Phase 1?</i></p> <p><i>If not, could the northern part of Phase 2 be brought forward with Phase 1, even if the southern section takes longer to deliver?</i></p> <p>During the recent GCP North Cambridge forum there were no representatives from the Greenways team. Questions were fielded by Paul van de Bulk. I understand that the Greenways project was being undertaken by the County Cycling Projects Team but transferred to a different team</p>	<p>support, land agents and contractor support. These resources have been put in place.</p> <p>The next stage of technical design is underway for the Waterbeach Greenway. Environmental constraints have been mapped, meetings with stakeholders including the local developers have taken place and the programme remains on track.</p> <p>The scope of design work that the consultants are working to includes the entirety of the Waterbeach Greenway not just Phase 1.</p> <p>Design consultants were appointed before work was transferred from the County Cycling Projects Team and that work has remained on programme.</p> <p>Yes, the Team is fully resourced.</p> <p>The next key milestone will be the public engagement where the full preliminary technical design will be presented. This is scheduled for September/ October 2022.</p> <p>The Waterbeach Greenway is currently scheduled for completion in 2024.</p>
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		<p>within the GCP in September 2021.</p> <p><i>Can the GCP confirm whether a team was available to continue the work on the Greenways when it was transferred from the County Cycling Projects Team?</i></p> <p><i>Is the team fully resourced?</i></p> <p><i>What is the expected date of delivery of the Waterbeach Greenway and what are the intermediate milestones against which progress can be measured?</i></p>	
18	Camcycle	<p>Agenda item 6 - Greater Cambridge Greenways Progress Update</p> <p>Camcycle is highly supportive of the Greenways projects. We're glad to see some progress finally being made, because it has already been five years. There is tremendous need for safe, fully accessible and easily usable active travel routes in the wider region so the Greenways project cannot come soon enough. It is especially crucial both in the light of the climate crisis and the importance of sustainable transport for the future.</p> <p>However, we also note that the Greenways programme is threatened by regressive thinking at the county council, among those who still do not accept or understand the principles of LTN 1/20, the Gear Change policy and the revised Highway Code.</p> <p>For example, with the Linton Greenway design, at the 'farm shop' junction along the A1307, we see the county is again trying to remove priority for active travel and give it to motorists instead - but perversely making it more dangerous for all. They think that making unfounded claims</p>	<p>Delivery of the Greenways is moving forward with work commissioned for the next stage of the programme.</p> <p>As outlined in the report, GCP will utilise CPO if required. Indeed, the GCP Board has previously made clear its desire to use CPO powers if required</p> <p>As part of the ongoing stage of works we are approaching land owners for both access for surveys as well as to understand whether they are willing to either transfer land, or provide rights for the Greenway routes.</p> <p>The GCP clearly takes into account LTN 1/20, Gear Change and the updated Highway code in design of active travel schemes.</p> <p>GCP has procured design teams from the Joint</p>

		<p>about 'safety' will block scrutiny of their mistaken design choices. They are wrongly ignoring the principles of safe junction design found in LTN 1/20, which already balances the needs of all road users. These attempts to reimpose the old fashioned car-centric way of doing things are inappropriate and must stop.</p> <p>We ask:</p> <ul style="list-style-type: none"> - What else will be done to expedite delivery of the Greenways, including steps to make Compulsory Purchase Orders if landowners will not be reasonable? - How will the GCP ensure that designs will be in compliance with the safety and accessibility principles of LTN 1/20, the Gear Change policy, and the updated Highway Code? - How will the GCP give its project managers the confidence to challenge outdated and dangerous car-centric thinking at the county council in order to make the Greenways programme the best it can be? 	<p>Professional Services Framework who are experienced in designing schemes to this guidance and standards.</p> <p>In addition, the designs are checked through an independent design review, Road Safety Audit review and will be presented to the public as part of the engagement process set out in the paper.</p> <p>The purpose of the Greenways is to provide new and improved access for Non-Motorised Users. The designs will utilise the most up to date guidance including LTN 1/20.</p> <p>GCP continue to work closely with County Council colleagues, including the Independent Road Safety Audit process, and stakeholder groups such as Camcycle, to deliver the best possible schemes.</p>
23	Jim Chisholm	<p>Agenda item 6 - Greater Cambridge Greenways Progress Update</p> <p>This is my first 'in person' since before the Pandemic, which has, I'm well aware, made life and work difficult for all. But the slow, if not snails pace of this project is more than concerning.</p> <p>This folder is on a 'Green Wheel' project. It was facilitated and funded by Marshalls, and involved much support from their company secretary Jonathon Barker, with fieldwork by</p>	<p>Greater Cambridge has an engaged and knowledgeable public – with differing views and opinions on many aspects of transport policy.</p> <p>The GCP continually seeks to consult and engage effectively, bringing parties together to deliver the best possible schemes whilst trying to manage the competing demands on our congested environment.</p> <p>Greenways were first considered by the County</p>

		<p>Nigel Brigham of Sustrans. The first meeting was 19 years ago and proposed a wheel and spokes design with links between villages, as well as spokes into Cambridge.</p> <p>If we are ignoring the collaboration between the County and Sustrans, that resulted in the Genome and Jubilee paths, in the early 2000s, it is hard to find any new or improved route that are not within an existing Highway boundary or RoW.</p> <p>It must be clear, that the benefits, of health and wellbeing, pollution reduction, independence for young and old and even Climate requirements are huge from such projects. They should be capable of being delivered far more easily and at a far lower cost than huge P&R sites. Back of envelope calculations suggest that for the same area of surface needed for 1,000 P&R spaces you could construct 4kms of Greenway at 20% of the cost.</p> <p>The first 'Greenways' report was in 2016. Six years later I see little progress, with suggestions in this report that apart from improving existing RoWs we cannot expect to see 'shovels' in under 3 years, some 19 years from original conception! New routes can and should, benefit Nature, as can now be seen on parts of the Chisholm Trail. That must also be part of the plan.</p> <p>Can I ask how it is possible for schemes, especially with such good public support, to take so long to develop and construct?</p>	<p>Council in 2016. The GCP subsequently picked up the baton, delivering Greenways quick wins in 2018 and 2019. Securing approval for the wider network in 2019 and 2020, and as outlined in the report, on-site delivering shorter term improvements from 2021.</p> <p>The GCP remains committed to deliver the Greenways network, as planned, by 2025.</p>
19	Camcycle	<p>Agenda item 7: Chisholm Trail: Phase 2</p> <p>Camcycle would like to thank the GCP and everyone who has worked so hard to deliver Phase 1 of the Chisholm Trail, a route which has already been enjoyed by many</p>	

	<p>people walking and cycling in the local area. In the 56 days it has been opened, it has already transformed thousands of journeys. Thank you! However, there is still some work to be done even there. Many issues remain, such as the dangerous and exclusionary barrier that was installed on the northern bridge ramp at the last moment without stakeholder consultation or consideration of LTN 1/20. Or the missing lighting in some sections, which is creating personal security concerns for many people.</p> <p>We welcome this agenda report and hope to see Phase 2 open as soon as possible. We agree with the Atkins Report that 'it is essential that all routes proposed are of high quality (including surface quality, convenience, alignment with desire lines, wayfinding, road markings, continuity)'. However, we are concerned that Figure 2 shows parts of the Phase 2 route have now been marked as 'existing routes'. Especially the section with the Beehive Centre and the Coldham's Lane bridge, both of which are currently in terrible condition. We also note with concern that the map has not been updated to include the Station Square cycleway that has been agreed upon with the developers of the B2/F2 sites.</p> <p>We ask:</p> <ul style="list-style-type: none"> - What steps will be taken to ensure compliance with LTN 1/20 and its accessibility and safety principles, on Phase 1's remaining issues, and Phase 2's development? - How will problems be fixed on so-called 'existing routes' like the Beehive Centre and Coldham's Lane bridge, which are not suitable as-is and need updating 	<p>The Chisholm Trail project team is continuing to work to finalise the outstanding elements of the Phase 1 scheme.</p> <p>Further matters on the Phase 1 scheme will not be reviewed until after the Road Safety Audit 3 produces its recommendations.</p> <p>LTN 1/20 accessibility and safety principles have been incorporated into the Phase 2 proposals. The draft plans will be published in the summer as part of the engagement process, as outlined in the report</p> <p>Phase 2 of the Chisholm Trail is seeking to improve the non-motorised route from end of the Phase 1 scheme at Coldham's Common to the main Cambridge Station.</p> <p>Schemes such as Coldham's Lane bridge or the Beehive Centre will be considered by other GCP or County Council workstreams - specifically, the Network hierarchy paper that is considered elsewhere on this agenda.</p>
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		to bring them to the LTN 1/20 standard for all ages and abilities cycling?	
13	David Stoughton Chair, Living Streets Cambridge	<p>Agenda Item 7 – Chisholm Trail: Phase 2</p> <p>Agenda item 7 addresses development of the Chisholm trail. The concern Living Streets Cambridge wish to raise is the Increasing competition for use of shared facilities such as are referred to in paragraph 4.3 for provisions on the Cromwell Road. Whilst greatly welcoming the improvements to walking and cycling infrastructure, concern amongst our members about shared-use schemes is growing, especially about those that do not provide designated, and properly signposted, separation between sides of the tracks used by pedestrians and those for cyclists and others.</p> <p>For elderly and disabled walkers and especially for the blind and visually impaired, sharing the path with travellers on wheels can be alarming. Without wishing to impugn the steering of wheeled users it is the unexpectedness of silent vehicles and their, often necessarily, close passage that can be distressing. In addition to cyclists who will want to use these tracks as fast routes to their destination, increasing use by eScooters, electric delivery bikes and other forms of wheeled personal transport has greatly increased the sense of the visually impaired or frail that these facilities are not safe for them. What is being done to ensure that all pedestrians can walk safely on these shared-use facilities without being concerned by wheeled vehicles whizzing around them, often at high speed?</p>	<p>The GCP is conscious of the increasing demand for eScooters and eBikes.</p> <p>The latest design guidance is followed when bringing forward these schemes, so for example LTN 1/20 will be followed.</p> <p>Each scheme goes through an independent Road Safety Audit which takes this into consideration the shared facilities proposed</p> <p>The Chisholm Trail paper proposes consultation over the summer and we welcome Living Streets involvement in that process.</p>
23	Jim Chisholm	<p>Agenda item 7: Chisholm Trail: Phase 2</p> <p>All those years ago, and in the last century, after putting my</p>	<p>The question reflects the rich governance</p>

	<p>original ideas ‘in print’ I met with a helpful Officer from Railtrack to discuss the practicalities of permitted cycling and walking routes in the environs of Cambridge over rail land. His post disappeared in the collapse of Railtrack. I felt at that time that huge benefits could be gained from simple routes within a mile of the station. Add to that integration, within potential developments sites. That, together with linking to an Eastern Entrance to the station as first proposed in the Halford report of 1950 would multiply benefits for all. The dragging of feet on this section, and the failure of those with responsibility to push for progress, especially with Network Rail, has led to developers not effectively incorporating the route into their sites. I do, at least, see hints of progress with the essential matter of the ‘Driver’s Walking Route’.</p> <p>As an example of future failures, I note that the linked Atkins ‘desk’ report dated just last month, makes no reference to the obvious benefits of an easy to achieve and vastly improved route though the Beehive area where ‘pre application’ consultations are apparently occurring. That could even use a spare arch beneath Coldham’s Lane to create improved ‘grade separated’ cycling and walking access to the ‘sheds’ off Newmarket Road.</p> <p>Yet again dragging of feet from people behind desks lose much time, opportunities and money. How can we speed up these final steps?</p> <p>Can I ask that we have some consistency of more senior management, and from people prepared to gain local knowledge so as to speed up the process. Why keep repeating mistakes of the past?</p>	<p>environment across this geography.</p> <p>GCP has a specific role and remit delivering the City Deal. We seek to proactively engage with developers to ensure that the continuity of the Chisholm Trail is represented – as is our remit, supporting others.</p> <p>However, we must recognise that planning applications for developments must be considered by the statutory authorities as part of the planning process.</p> <p>Phase 2 of the Chisholm trail can only be delivered with the agreement of several key landowners including Network Rail. We have been actively engaging with NR for some considerable period of time and are following their prescribed process to ensure delivery of the project.</p>
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8	<p>Andy Kennedy Secretary, Mill Road for People</p>	<p>Agenda item 8 – Cambridge Road Network Hierarchy Review</p> <p>We are supportive of the ambitious changes we see coming to Cambridge to reduce vehicle movement and improve routes for active travel. We would like some clarity on what this means for Mill Rd.</p> <p>The Road Network Hierarchy Review shows Mill Road as an ‘Area Access Street’. The definition of this type of street includes the words ‘These streets do not facilitate movements between distributor roads other than by public transport or active travel modes.’</p> <p>Can you confirm that this means that through traffic would no longer be permitted, including routes via side streets, e.g. from East Road to Hills Road via Mill Road and Tenison Road? If this is the case, how would this be enforced?</p> <p>Is this designation contingent on the outcome of the present Mill Road consultation? If the results of the consultation support it, will it be changed to a ‘Local access’ or ‘Civic’ street?</p>	<p>Mill Road is currently the subject of review, including a wide-ranging public engagement process. The outcome of this review will determine the next steps for the management of Mill Road.</p> <p>The GCP will complete the current process and report the outcomes to the County Council’s Highways & Transport Committee as planned.</p> <p>The outcome of the Mill Road review will be fed into the Network Hierarchy review process.</p>
10	<p>Andrew Milbourn Chair Hurst Park Residents Association</p>	<p>Agenda Item 8 - Cambridge Road Network Hierarchy Review</p> <p>A 20 mph limit is planned for Milton Road during construction. Given the priority of active travel would it not be better to plan for a permanent 20 mph limit now as part of the Milton Road plan rather than to have to add it later? There have been 2 fatalities of vulnerable road users on Milton Road. The improvements to the road will not actually reduce the dangers vulnerable road users are exposed to</p>	<p>The Cambridgeshire and Peterborough Zero Vision Partnership (Road Safety Partnership) is currently developing a Speed Management Strategy to target a reduction in road casualties.</p> <p>As outlined in the Road Hierarchy Report, any permanent changes to speed limits should be</p>

		when crossing the road if there is still fast traffic.	made in the context of this work, and the wider review of the hierarchy.
15	Owen Scarrott	<p>Agenda Item 8 – Cambridge Road Network Hierarchy Review</p> <p>Eddington Avenue / Turing Way, as part of the flagship sustainable Eddington development was not designed or built as a bypass between two A-roads and the motorway (Huntingdon Road and Maddingley road / M11). Whilst designated on the road hierarchy as an “area access street”, providing a link between major distributor roads with no restrictions – it should not be – given the nature of the development as high-density residential and containing three educational establishments.</p> <p>The closure of Storey's Way and lack of through-traffic filters has made this road into an effective bypass for drivers using the route as a shortcut, rather than using larger A designated roads (A14-Histon Road and M11-Bar Hill).</p> <p>This is resulting in thousands of vehicles a day transiting through Eddington - including HGVs/motorway traffic running alongside a school playground.</p> <p>Eddington is a high population density, heavily pedestrianised and cyclable sustainable development. There are no formalised pedestrian crossings because the level of through traffic experienced today was never forecast for the development. It has resulted in the need for the school to request a crossing person, because the traffic volume is so bad.</p> <p>It is having a direct impact on the safety of schoolchildren</p>	<p>The review will include the route through Eddington and through movements between Maddingley Road and Huntingdon Road.</p> <p>This will be the subject of consultation and reported back to the Board and County Council.</p>

		<p>as well as air quality impacts alongside a school. The descriptor for an area access street in the papers is that they are not subject to restrictions unless a suitable alternative is available. However, the A14 and the Bar Hill route are both far more suitable access routes to the M11 than Eddington, so I think that some restrictions on through traffic should be added to reflect and protect the nature of the Eddington development.</p> <p>Will the committee recognise this planning oversight and make Eddington Ave / Turing Way non-thoroughfare for non-residents, and keep safety and sustainability a top priority for Eddington and Cambridge?</p>	
	<p>Dr George Vardoulakis and Vincent Poole</p>	<p>Agenda Item 8 – Cambridge Road Network Hierarchy Review (but also relevant for item 9)</p> <p>“Don't look up” Arbury Road east! Speeding and congestion on this narrow residential road is shocking yet ignored. No action has been taken to address its uniquely inappropriate characteristics. Arbury Road suffered <u>two road deaths</u> and many accidents in last 10 years.</p> <p>Arbury Road east is just 7.3m wide. It has narrow pavements, no grass verge protection, no space for cycle lanes (no driveways or alternative parking capacity nearby).</p> <p>Arbury Road east has the same width as Union Lane. The LCWIP identifies them <u>together</u> as a <u>priority cycle route</u>, yet it's marked separately as 'area access' in the <u>draft hierarchy</u>. The draft categorises Arbury Road together with <i>wider roads</i>, many with space for cycle lanes and verges.</p>	<p>The highway network hierarchy review is a key component of the City Access agenda.</p> <p>A new highway network hierarchy is intended to provide a clear framework for the future management of the Cambridge highway network – exactly as proposed by Dr Vardoulakis.</p> <p>A review of the network hierarchy will require the setting of clear priorities, assessment of traffic modelling, alongside factors such as accident records, traffic volumes, bus routing and active travel patterns, to provide a composite, network-wide assessment.</p>

		<p>What are the objective and quantifiable criteria will be used in categorising roads in the draft/final road hierarchy?</p> <p>Arbury Road is a signposted “cycle route” and “traffic-calmed area.” It has two schools directly on it, yet schoolchildren cyclists are forced onto pavements, overtaken dangerously or passed closely at speed when walking. The road is also used as access for students going to The Grove, Arbury and Milton Road primary schools, Colleges Nursery School, and Chesterton Community College.</p> <p>Arbury Road East is an important, but unimproved part of a major cycle route already used by many cyclists as well as by cycling parents with primary age children, but it carries dangerous levels of speeding through-traffic including HGVs</p> <p>Will the committee ensure a joined-up approach for Arbury Road east considering:</p> <ol style="list-style-type: none"> 1. The LCWIP <u>recommendations</u> 2. <u>Cambridge Citizens Assembly</u> 3. Hierarchy review principles (<i>objective h Encouraging the use of the <u>most appropriate routes</u> for general traffic</i>) 4. The <u>tranche 2 EATF consultation?</u> 5. Milton Road redevelopment effects on Arbury Road and junction with Milton Road. <p>If we are to fulfil the GCP's aims of creating safe spaces for active travel, reduce pollution the logic must point towards the previously welcomed experimental modal filter</p>	<p>This will encompass to areas highlighted; LCWIP / ETROs / future programme of schemes</p> <p>Public consultation is an essential component of this work - It is intended that the initial ideas set out in the report will be the subject of public consultation later this year.</p>
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		<p>on Arbury Road East, intended for Tranche 2 of Government spending</p> <p>What actions will the Committee/GCP take to join-up existing plans, recommendations and priorities for Arbury Road East?</p> <p>We cannot 'sit tight and assess' anymore..</p>	
20	Camcycle	<p>Agenda item 8: Cambridge Road Network Hierarchy Review</p> <p>Camcycle welcomes this report, which has the seeds of an ambitious vision. We are pleased that the report has been inspired by places such as Waltham Forest and Ljubljana and is focused on how a city can best serve people. If followed, such a holistic vision will provide essential guidance as the GCP develops active travel and public transport networks. It will also help guide the future of streets including Mill Road, Arbury Road and Coldhams Lane where councillors and residents have repeatedly highlighted the lack of any strategic plan to solve problems.</p> <p>With the potential for a transformative change to local transport options, we agree that public conversation will be essential. The overall vision, benefits and reasons for change should be communicated as widely, clearly and inclusively as possible.</p> <p>Some of the street category descriptions are ambiguous; it is not clear how they will lead to concrete plans to reallocate road space. There appears to be little difference</p>	<p>The Network Hierarchy Review is a key component of the City Access agenda.</p> <p>A new highway network hierarchy is intended to provide a clear framework for the future management of the Cambridge highway network</p> <p>A review of the network hierarchy will require the setting of clear priorities, assessment of traffic modelling, alongside factors such as accident records, traffic volumes, bus routing and active travel patterns, to provide a composite, network-wide assessment.</p> <p>It is intended that the initial ideas set out in the report will be the subject of public consultation later this year. The consultation will include on-line/in person meetings.</p> <p>Whilst Area Access Streets and Local Access Streets are intended to have the same movement function, in terms of the trips they will</p>

		<p>between 'Area' and 'Local' Access Streets; these could be merged and reconsidered.</p> <p>We ask:</p> <ul style="list-style-type: none"> - How will plans proceed for consultation and engagement on this important review? Will they include both in-person and online options? How will this exercise differ from previous consultations? - What is the true difference between 'Area' and 'Local' Access Streets? Their descriptions seem to be nearly identical. - Their descriptions also include the weasel words '<i>wherever highway space permits</i>'; however this defies policy, because it is on narrow roads that it is most important to give priority to walking and cycling. Why would the GCP suggest abandoning its own principles, LTN 1/20, Gear Change and the Highway Code at exactly those places where people need them the most? How can you assure us that you are serious about making real change to prioritise sustainable transport? 	<p>facilitate, they serve different geographies with Area Access Streets being the primary route for access/egress for a wide area with Local Access Streets then providing access/egress for smaller neighbourhoods.</p> <p>The GCP is not abandoning its principles – This comprehensive review seeks to create conditions for significant changes to road space allocation. This obviously needs to reflect safety considerations and will be the subject of public consultation.</p>
14	David Stoughton Chair, Living Streets Cambridge	<p>Agenda Item 8 – Cambridge Road Network Hierarchy Review</p> <p>Living Streets are very pleased with the provisions of the new highway code and we in Cambridge are especially pleased to see that the Greater Cambridge Partnership is committed reviewing the road user hierarchy with a view to seeing the new provisions implemented. However, it requires significant changes to driver understanding and</p>	<p>As indicated in the report, any permanent changes to speed limits resulting from the network hierarchy review should be made in the context of the emerging Speed Management Strategy being developed by the Cambridgeshire and Peterborough Zero Vision</p>

		behaviour if benefits such as pedestrian priority at junctions are to be realised safely. Will plans include communicating the change of rules to drivers through signage and/or some form of media coverage, and will a speed limit of 20 miles an hour or less on all but primary distributor roads be implemented to ensure the safety of pedestrians?	Partnership. A communication strategy will be developed to raise awareness of the new network hierarchy, supporting the local and national road safety initiatives including the recent changes to the Highway Code.
2	Sue Purseglove 185 Milton Road	Agenda item 9 – Milton Road What provision is being made for vehicles like removal lorries and builders' vans etc. to park where they cannot get into driveways, or where properties don't have driveways?	The current design for Milton Road includes double yellow lines along the length of the carriageway. This allows for loading and unloading of vehicles. The introduction of more restrictive loading bans on Milton Road has been raised by stakeholders and is worthy of further consideration. Public consultation on the final Traffic Regulation Order proposals will be undertaken as scheme delivery progresses.
6	Michael Page	Agenda item 9 – Milton Road In its letter to the Joint Assembly and Local Liaison Forum dated 14 Sept 2016 the GCP Executive Board gave support for <i>“an avenue of mature trees as a core design element along Milton Road, and also the provision of grass verges . . planting . . and effective wider public realm and landscaping”</i> . The drawings accompanying today’s papers are civil engineering drawings which do not show all the details of the landscaping which is critically important to the project. The following are missing:	The GCP is committed to that shared vision. The landscaping drawings are published on the GCP website. This includes the latest design for Elizabeth Way Roundabout which was commissioned by the current sponsor – Redgate.

		<p>Landscape design and planting plan for the Elizabeth Way/Milton Rd roundabout.</p> <p>Planting specification for the swales which have replaced much of the traditional grass verges in the original plans. Residents would like to have confirmation that these will be specified as green grass. Currently they are labelled as 'wildflower swales' and there is concern that they will appear as barren brown patches for the majority of the year rather than as a green corridor lining the road.</p> <p>The woodland walk/nature reserve adjacent to the north-west entrance to Woodhead Drive that was originally proposed by WSP Consultants in their January 2019 presentation.</p> <p>Can these issues please be addressed and documents published so we can be assured that the original shared vision of the LLF and the Executive Board will be realised?</p>	<p>The planting specification of the swales will remain as predominantly grassed areas with a wildflower mix included.</p> <p>The planting that is specified along Woodhead drive is confirmed and GCP do not intend to make changes to the small area of woodland in question.</p>
9	Andrew Milbourn Chair Hurst Park Residents Association	<p>Agenda Item 9 - Milton Road</p> <p>1. There are concerns about dangers the construction could pose to children on the school run to schools such as Milton Road and Chesterton CC. What are the volumes of pedestrians and cyclists at pinch points, such as by St Laurence's Church, and how will the safety of the children be ensured by the construction plan.</p> <p>2. During the construction a number of cyclists will be sharing the main carriageway with cars. It is likely that cars will not be able to overtake for long distances at peak times. This could lead to a variety of dangers due to frustration on the part of drivers and a sense of being intimidated for cyclists. What are the volumes of cycle traffic in Milton</p>	<p>The contractor, Milestone, will ensure that construction works are well segregated from local residents and travelling public.</p> <p>There will be clearly defined zones for cyclists and pedestrians to travel along which will be kept clear from construction risks and activities.</p> <p>Milestone will look to moving plant/ site vehicles away from sensitive areas at sensitive times of the day, e.g. at School drop off/ pick up times</p> <p>All modes of transport will be accommodated for during the construction works for e.g. the length</p>

		<p>Road based, on pre-covid statistics, and how will the construction plan cope with these safely.</p>	<p>of the works will be regulated so shared lengths are not excessive and once the area is passed there is an opening up of the area to allow safe overtaking by vehicles.</p> <p>Additionally, the contractor will seek to ensure that cyclists will be accommodated in their own travel lane as far as practicable (could be shared with pedestrians).</p> <p>The traffic management plan will be a live document that will be updated appropriately</p>
11	<p>Rosalind Lund Chair Arbury Road East Residents Association (ARERA)</p>	<p>Agenda Item 9 - Milton Road</p> <p>Traffic flow on Arbury Road East is already excessive with back-up at busy times from Milton Road to North Cambridge Academy. Arbury Road Residents Association (ARERA) anticipate that once work starts, the Arbury Road/Union Lane junction will become a serious congestion point on Milton Road with significant traffic flow problems causing delays for buses and all traffic. There is also likely to be dangerous congestion on Arbury Road itself with risks to pedestrian and cyclist safety, especially for children and others travelling to the schools within half a mile or so.</p> <p>What mitigation is planned for this?</p> <p>Will the contractors be encouraged to work in a joined-up way with the GCP? For example, the proposals for an ETRO to enable a temporary modal filter for the eastern end of Arbury Road were agreed as part of Tranche 2 spending on promoting Active Travel.</p>	<p>The project team will manage the Arbury Road junction in line with the Construction Management plan.</p> <p>As with all areas of the site, the Arbury Road junction will be regularly assessed and if necessary, changes made to the traffic management layout and operation, following the successful approach recently taken on Histon Road.</p> <p>The Milton Road project team will not introduce a modal filter on Arbury Road – future ETROs will be considered under the Network Hierarchy paper on the agenda.</p>

		<p>If a modal filter were put in place on Arbury Road that would not only reduce traffic joining Milton Road at the junction to almost nothing, it would also prevent rat running through the Hurst Park Ave/Leys Road estate, and reduce the risk of accidents to children going to and from the seven schools in the vicinity, as well as for any vulnerable pavement users. Can we expect the temporary modal filter to go ahead?</p>	
16	<p>Maureen Mace Milton Road Residents' Association</p>	<p>Agenda Item 9 - Milton Road</p> <p>At present, there are 13 bus stops along Milton Road, 6 have a bus shelter. After the reconstruction all stops will have a shelter where people will be able to sit in the dry for transport to arrive. Thank you.</p> <p>Now Histon Road's re-construction has been completed we have looked at that project and admired the simple, effective bus shelters. Not only do they provide shelter and seating but are predominantly glass so will not impede the view of residents exiting from their driveways. Milton Road residents would be happy to have the same/similar shelters.</p> <div data-bbox="530 1056 1001 1415" data-label="Image"> </div> <div data-bbox="1061 1040 1339 1415" data-label="Image"> </div>	<p>As part of the scheme, it is planned is to remove all of the old shelters and replace them with shelters similar to those on Histon Road</p> <p>The project team will review the advertising shelters with the relevant authority and provide a response to Maureen Mace.</p> <p>The area adjacent to 194 Milton Road is one of the few areas with space to locate the new inbound stop - Parking issues along the Milton Road will be included in proposals for a future residents parking zone, as was the case for the Histon Road project</p>

		<p>Bus shelter on Histon Road Number 194 Milton Road where the new bus stop will be sited.</p> <p>However, there is a problem. The Planning Department has put in an application for the bus shelter outside 214 Milton Road to have an Adshel double sided illuminated 6-sheet bus shelter with digital advertising displays.*</p> <p>The GCP moved the bus shelter because it causes queues that block the junction with Arbury Road. Instead, the bus stop will be outside number 194.</p> <p>I visited the new bus stop's location. The family who live there do not want any illuminated, digital, advertising in front of their house and are concerned it will be lit all night and may have moving images on it.</p> <p>Could the GCP ensure none of the bus stops along Milton Road have advertising on them especially any digital advertising that is lit up during the night, this has never been discussed with the residents.</p> <p>The people at number 194** are also concerned as they park in the layby outside their house which will be removed. An alternative could be their front garden becomes a drive for 2 cars, they need the reassurance that if this did happen the bus stop does not block their entrance.</p> <p><i>[Notes: *22/00072/ADV Replace existing double-sided internally illuminated 6-sheet Bus Shelter advertising displays with double-sided digital advertising displays. Advertising Right Adshel No 1501/0026 Bus Shelter Adjacent 214 Milton Road Cambridge Cambridgeshire CB4 1LG</i></p>	
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		<p><i>**Number 194 is the Caretaker's house for Milton Road Junior School so it is doubtful if they should personally find the money to finance a drive. There are no Residents' Parking Schemes close to this area they could join. Could the GCP help in some way?]</i></p>	
	<p>Beatrice Rhind Histon Road resident and Anna Crutchley HRARA & BenRA member</p>	<p>Agenda item 9 Milton Road</p> <p>We remember hearing that after all the disruption for Histon Road residents with Thundering Trucks, and night time works both before and during the CGP roadworks, that Histon Road would never be used as a diversion route during the Milton Road works.</p> <p>I now hear that Histon Road will indeed be used as a diversion route and AT NIGHT.</p> <ul style="list-style-type: none"> a) Can you confirm that it was promised that Histon Road would <i>not</i> be used as a diversion route? b) Is this true that Histon Road will be used as a night time diversion route, and if so the starting and stopping times during the night? c) How long will this continue? d) Will Histon Road ever be used as a daytime diversion route? e) Can you let me know whether the Milton Road diversion will be one way, or both ways f) What is the estimated level of traffic to be diverted onto Histon Road, in terms of HGVs as well as smaller road vehicles? <p>Local residents have had two years of A14 diversion 2 years of work on Histon Road and there are objections to</p>	<p>It is planned to undertake construction of Milton Road whilst retaining two way flow.</p> <p>This will minimise the need for diversions which will only be required at critical stages e.g. when final resurfacing takes place toward the later stages of the project.</p> <p>These full closures are planned to happen over night time hours in which case it is proposed to divert traffic towards Histon Road.</p> <p>As was the case when Histon Road was closed over night it is anticipated that traffic levels will be low at these times.</p>

		more, it is getting far too much.	
21	Camcycle	<p>Agenda item 9: Milton Road</p> <p>Milton Road is a long awaited project with many good things about it. The project team worked well with the community to design a tree-lined avenue with protected cycleways and (mostly) dedicated footways. They nearly achieved LTN 1/20-compliance before it was even published, except for one really bad section.</p> <p>The other problems come during the construction period, which will be a painful two-year period no matter what, but could still be improved.</p> <p>We ask:</p> <ul style="list-style-type: none"> - Proposed cycling provision during construction is almost nothing. It will not be suitable for the numerous families who send their children to the schools on Milton Road. People walking and cycling will be forced onto a small overcrowded pavement. What additional steps can the GCP take to provide safe cycle routes during the construction period? - Junctions such as that with Arbury Road are going to be nightmarishly congested and unsafe for the next two years if they are stuck with their current level of motor traffic, holding up buses and endangering people walking and cycling. Will the Joint Assembly step up and support convening a working group of residents and stakeholders, using their 	<p>The contractor, Milestone, will ensure that construction works are well segregated from local residents and travelling public.</p> <p>There will be clearly defined zones for cyclists and pedestrians to travel along which will be kept clear from construction risks and activities.</p> <p>Milestone will look to moving plant/ site vehicles away from sensitive areas at sensitive times of the day, e.g. at School drop off/ pick up times</p> <p>All modes of transport will be accommodated for during the construction works for e.g. the length of the works will be regulated so shared lengths are not excessive and once the area is passed there is an opening up of the area to allow safe overtaking by vehicles.</p> <p>Additionally, the contractor will seek to ensure that cyclists will be accommodated in their own travel lane as far as practicable (could be shared with pedestrians).</p> <p>The traffic management plan will be a live document that will be updated appropriately</p> <p>The project team will manage the Arbury Road junction in line with the Construction Management plan.</p>

		<p>recommendations to provide temporary solutions for better junction management?</p> <p>- Please also list any additional construction mitigation measures the GCP will implement to significantly reduce motor traffic passing through Arbury Road junction and along Milton Road.</p> <p>- The final design proposes a tiny 1.3m-wide footway and 1.2m-wide cycleway in front of Seeley's Court (next to 383 Milton Road). After the scandal of the narrow Histon Road footways, will the GCP learn from that mistake and ensure that footways and cycleways at least meet the minimum requirements? This may mean forgoing a proposed short extension of an existing bus lane, but the safety of people walking and cycling must be a higher priority.</p>	<p>As with all areas of the site, the Arbury Road junction will be regularly assessed and if necessary, changes made to the traffic management layout and operation, following the successful approach recently taken on Histon Road.</p> <p>The Milton Road project team will not introduce a modal filter on Arbury Road – future ETROs will be considered under the Network Hierarchy paper on the agenda.</p> <p>In terms of the crossing at Seeley's Court, the designers will look to adjust the kerb line in this area to reduce the narrowing of the footway and cycleway through this pinch point.</p> <p>The project team do not intend to shorten this stretch of bus lane.</p>
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Greater Cambridge Partnership Joint Assembly
Public Questions Protocol

Note: with the lifting of COVID restrictions, we will be reverting to the original provisions of the protocol which was introduced to provide for members of the public to attend and ask questions at meetings of the Joint Assembly.

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

- Notice of the question should be sent to the Greater Cambridge Partnership Public Questions inbox [public.questions@greatercambridge.org.uk] no later than 10 a.m. three working days before the meeting.
- Questions should be limited to a maximum of 300 words.
- 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').
- Questioners cannot make any abusive or defamatory comments.
- If any clarification of what the questioner has said is required, the Chairperson will have the discretion to allow other Joint Assembly members to ask questions.
- The questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote.
- The Chairperson will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting.
- Individual questioners will be permitted to speak for a maximum of three minutes.
- In the event of questions considered by the Chairperson 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.
- Questions should relate to items that are on the agenda for discussion at the meeting in question. The Chairperson will have the discretion to allow questions to be asked on other issues.

**The deadline for receipt of public questions for this meeting is
10:00 a.m. on Monday 6th June 2022**

Quarterly Progress Report

Report to: Greater Cambridge Partnership Joint Assembly

Date: 9th June 2022

Lead Officer: Niamh Matthews – Assistant Director Strategy and Programme, GCP

1. Background

- 1.1 The Quarterly Progress Report updates the Joint Assembly on progress across the Greater Cambridge Partnership (GCP) programme.
- 1.2 The Joint Assembly is invited to consider the progress to be presented to the Executive Board and in particular:
 - (a) Endorse the request to deliver cycling improvements on the Addenbrookes site at Car Park H/6 Puddicombe Way and Adrian Way, as set out in Section 4.5.

2. 2021/22 Programme Finance Overview

- 2.1 The table below gives an overview of the 2021/22 budget and year-end spend for the year.

Funding Type	**2021/22 Budget (£000)	2021/22 Year-end expenditure (£000)	2021/22 Variance (£000)	Final Status	2022/23 Budget
Infrastructure Programme	44,557	28,269	-16,288	R	37,928
Operations Budget					

* Please note: RAG explanations are at the end of this report. As part of an officer led review the RAG explanations have been revised to ensure continued accuracy as spend significantly increases. Forecast spend remains well within expected tolerance levels over the whole programme given such significant scale.

** 2021/22 Budget includes unspent budget allocations from the 2020/21 financial year, in addition to the allocations agreed at the March 2021 Executive Board.

3. GCP Programme – Strategic Overview

- 3.1 This section of the paper is an extended section of the usual ‘Strategic Overview’. Given the stage we are at in local political cycle, it’s timely to set out a little more around the changing context of the post covid economy.
- 3.2 Delivery of the City Deal is fundamental in order to secure sustainable economic growth and the accelerated delivery of the Local Plan. It will also enable a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP’s vision for a future travel network is particularly important to support a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities.
- 3.3 Over the course of the last few years, the economy, nationally, has experienced extensive and deeply affecting shocks; the extent of the impact of the EU exit is yet to be fully understood, the impact of COVID-19 continues to emerge, and we are likely to experience continued increases in the cost of living. International conflict is also playing a part in economic uncertainties.
- 3.4 Recent analysis from the Centre of Business Research (2022¹) indicates that there continues to be differing corporate employment growth rates, in some of Greater Cambridge’s key sectors.
- 3.5 The employment growth gap between those within and outside of the knowledge intensive (KI) industries is significant: those outside KI industries experienced a contraction of employment by -2.9% and turnover by -5.6% in 2020/21. While KI businesses have experienced employment growth on average of 6.2%. Given 20/21 was the year in which we saw significant disruption from national and local lockdowns, this is significant.
- 3.6 Despite the national economic turmoil experienced over the last two to three years, growth of Greater Cambridge has been sustained and continues to increase, thanks to the contribution of KI businesses centred around key employment hubs. Greater Cambridge needs to ensure it can continue to retain and attract the businesses and communities that support these key sectors. Continuing the delivery of key infrastructure is vital within this context. The role the GCP plays in the sustainable growth of the area remains of critical importance.
- 3.7 GCP investments in 2021/22 demonstrated the level of activity ongoing to tackle these issues:
- £8.5m to progress the GCP’s four major corridor schemes, linking growing communities to the north, south east, east and west of Greater Cambridge. Last year, work has progressed significantly on Cambridge South East Transport scheme Phase 1 (CSET1) and consultations were held on Eastern Access and Waterbeach to Cambridge.
 - £6.2m on cycling and active travel schemes, including progressing the design of the Greenways routes and delivering Phase 1 of the Chisholm Trail; and

¹ Cosh and Caselli (2022) *Greater Cambridge Employment Update February*

- £10.2m on further schemes to improve public transport and sustainable travel options This includes the now completed Histon Road scheme and investing £2m in specific public transport schemes and other measures to encourage sustainable travel through the City Access project.
- Aside from investments in transport improvements, GCP investments in Skills, Smart, Housing and Economy and Environment projects (as detailed throughout this paper), totalled more than £2m in 2021/22. The new Skills contract (from 2021 – 2025), delivered by Form the Future, with Cambridge Regional College, is building on the delivery of new, high-quality apprenticeships supporting local businesses to find the skills they need to grow.

3.8 Increasing activity and continuing investment in to 2022/23 and beyond will be vital to the success of the City Deal Programme overall. In 2022/23 the programme will deliver significant investments (more detail in Section 4):

- Over £11million to take forward the GCP's four major corridor schemes. This will include the submission of Transport and Works Act Orders for Cambourne to Cambridge and Cambridge South East Transport scheme Phase 2 as well as continued construction on CSETS1.
- Over £7million on Active travel schemes including the Greenways Network design.
- Over £15million on further schemes to improve public transport and sustainable travel including the start of construction on Milton Road and the continued development of measures to encourage sustainable travel through the City Access project.

3.9 In addition, the GCP continues to progress work to enhance energy grid capacity to sustain local growth and the Smart Cambridge programme is investing over £1m in projects to maximise the benefits of technological and digital innovation across the GCP programme (more detail in section 3).

Next Steps and Legacy

3.10 Whilst growth remains a core focus of national government aspirations, there has been a significant divergence away from the traditional approach of measuring growth, and a renewed focus on a broader set of measures. The Levelling Up white paper² takes a more holistic approach to growth, presenting an evidence based approach based on the Bennett Institutes 6 capitals framework³.

3.11 At the same time, the GCP programme has continued to respond to local needs and adapted its delivery to include a broader set of priorities within its core programme. These include climate change, the environment, inclusive growth and improving health. The recent launch of the Levelling Up White paper aligns with these core issues. For example, priorities include:

- New national and local net zero carbon targets;

²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1052706/Levelling_Up_WP_HRES.pdf

³ [Measurements for a better future - Bennett Institute for Public Policy \(cam.ac.uk\)](https://www.bennettinstitute.com/publications/measurements-for-a-better-future)

- Greater awareness of the impacts of air pollution on health, particularly of those who are more vulnerable;
- Commitment to inclusive growth, tackling the causes of poverty, and improving life chances for those who currently face disadvantages;

3.12 In addition to delivering the GCP Programme to time and within budget, considering the outputs, outcomes and impacts in this way will ensure that the GCP Programme can achieve both the benefits of schemes individually and its cumulative benefits, such as health and wellbeing. Whilst this will be fundamental in terms of the case for further investment for the next Gateway review in 2024/25, it will also ensure a sustainable legacy many years beyond the programme's conclusion in 2031.

3.13 It should be noted that in line with the agreed City Deal the GCP Assurance Framework is reviewed on an Annual Basis. Following a significant update agreed by the GCP Executive Board in July 2021 an officer review took place in May 2022. Officers are content that no substantive changes are required. The Assurance Framework can be found [here](#).

4. Workstream Updates

4.1 This section includes key updates on progress, delivery and achievements across the GCP programme in the last quarter. Full reports for each workstream are attached to this report (Appendix 1-Appendix 5).

Transport

4.2 Over the last quarter, progress has continued across the Transport programme. This has included construction on CSETS Phase 1 and continued surveys across the Greenways Network and Cambourne to Cambridge scheme. This has added to the success of the opening of Histon Road and Chisholm Trail Phase 1 in 2021/22. Cambridge South West Travel Hub is due to return to Planning Committee in June 2022.

4.3 In the next quarter significant progress is expected across the Transport programme. This will include the start of construction for the Milton Road project, continuation of CSETS Phase 1 delivery, submission of a planning application for Foxton Travel Hub and completion of the next stage of design for the first set of Greenways (expected to be Haslingfield and Comberton Greenways). The Statutory Consultation for the Cambourne to Cambridge scheme is underway and will conclude on the 11th July 2022. Engagement will take place on the Comberton and Haslingfield Greenways in July.

4.4 A number of schemes were underspent in the 2021/22 financial year, the full details for this are set out in Appendix 1, Section 7 of this report. The major reasons for this are as follows:

- Cambridge South East Transport Phase 1, this is due to the impacts of two key elements (planning permissions and land acquisition) of the project for Haverhill Road, Hildersham Crossroads, Bartlow Roundabout and the Babraham Park & Ride extension. These delays have led to construction slipping into 2022/23 when the majority of construction and spend is scheduled to take place.

- A number of projects including Cambourne to Cambridge and Eastern Access changed consultant this financial year, with the new Joint Professional Services Framework being utilised from the Summer of 2021. This has impacted the design of works getting underway, this is now remedied, and significant work is expected on these projects during 2022/23 with expenditure expected to accelerate.
- Delays occurred within the West of Cambridge Package due to the planning application for the Cambridge South West Travel Hub being deferred at the July planning committee and subsequently the February planning committee. This impacted the spend this financial year.

- 4.5 A 'Transport Needs Review' relating to the Cambridge Biomedical Campus (CBC) was undertaken in 2018/19 and was published as part of the Executive Board reports pack on 20th Mar 2019. Many of its recommendations have been progressed by the CBC, the GCP and other public sector bodies, with developments reported to the GCP Executive Board.
- 4.6 Since its publication, there has been significant progress on key transport infrastructure that directly benefits the CBC including Cambridge South Station, CSETS Phases 1 and 2, the development of the Greenways and Cambridge South West Travel Hub. In the light of these changes, the GCP with CBC have commissioned a 'refresh' of the Transport Needs Review. The purpose of the refresh study is to ensure that further planning and investment by all parties takes into account the progress made to date. The refresh study report is expected to be completed during Summer 2022 and will be included with the September 2022 Joint Assembly and Executive Board papers.
- 4.7 The original study focused on the current Local Plan period and growth up to 2031. The refresh study focuses on the same period and is relatively light-touch in the sense that it focuses on opportunities created by the progress made in improving the transport infrastructure. A longer-term master planning exercise is being commissioned by the CBC leadership, and the refresh study will provide a useful input to their work.
- 4.8 As part of the original study two measures identified were improvements to Car Park H/6 Puddicombe Way and the junction of Long Road and Adrians Way. These are cycling improvement schemes that will ensure safer access to the Campus and Addenbrookes Hospital. It is proposed that these two schemes are delivered alongside the CSETS Phase 1 schemes as they can provide quick improvements to Active Travel infrastructure in the area whilst a construction team is set up in close proximity. The designs for these schemes have been developed with the Bicycle Users Group on the Campus. The cost of this work is estimated at £500k, and it is recommended that the Executive Board agree to add this to the budget for CSETS Phase 1 to deliver. As part of the December 2020 Future Investment Strategy funding was allocated for Active Travel schemes, this will form part of that delivery. The outline designs for these schemes is in Appendix 9.
- 4.9 In addition, the Transport Needs Review will also support the wider early master planning work at CBC. In conjunction with this, Central Government has agreed to contribute funds towards the wider master planning work. Officials from the Cities

and Local Growth Unit have asked the GCP to passport £200k of funding, via a Section 31 Grant, to CBC Limited. The funding is aimed at specifically supporting this master planning work and is intended to join up that work with the wider infrastructure delivery plans across the area, such as the new Cambridge South train station, the existing GCP Travel and Transport Plan, the emerging Local Plan and the wider GCP transport programme.

- 4.10 GCP officers will engage with CBC colleagues, in conjunction with Planning colleagues, to monitor the progress of the wider master planning work and have agreed appropriate transfer arrangements with the County Council finance team.
- 4.11 The full workstream report for Transport, including tables outlining delivery and spend information, is available in Appendix 1.

Skills

- 4.12 The Skills contract entered in to with Form the Future in 2019 came to a successful conclusion at the end of March 2021. All the KPI targets were exceeded. Given the continued impact of Covid-19 on the labour market, this is a significant achievement.
- 4.13 The new contract became operational in April 2021 and progress against targets is set out in Section 8.
- 4.14 The full workstream report for Skills is available in Appendix 2.

Smart

- 4.15 The contract for the Strategic Sensor Network has now been signed and an order placed which includes 38 devices that will be deployed within Cambridge. The aim is to complete the installations and validate the first flows of data by September 2022.
- 4.16 The Smart programme is now taking a leading role in supporting the City Access team in all technical and behaviour change aspects of the work.
- 4.17 The full workstream report for Smart is available in Appendix 3.

Housing

- 4.18 The full workstream report for Housing is available in Appendix 4.

Economy and Environment

- 4.19 **Sectoral Employment Analysis:** The latest update from the Greater Cambridge Sectoral Employment analysis was released in April 2022 and gives some headline figures on the impact of Covid-19 on our sectors. The new data covers the period

between December 2020 and April 2021 (the median year end is March 2021). It is based on a sample of companies covering 63% of corporate employment in Greater Cambridge. This median period captures the impact of the three Covid lockdowns in England and is compared with the previous year, which was largely unaffected by the pandemic.

- 4.20 Overall, corporate employment growth in the Greater Cambridge area has slowed down from 4.5% in 2019/20 to 2.0% in 2020/21 – the latter is still a modest slowdown considering the scale of the challenges brought about by Covid-19. At headline level, employment growth in KI sectors has remained strong at 6.2% but non-KI sectors have seen employment growth declining from 0.9% in 2019/20 to -2.9% in 2020/21.
- 4.21 The next update, to be published in Summer 2022, will cast light on the effects of the unwinding of the unprecedented furlough support package as this could have implications for corporate employment changes.
- 4.22 More detailed findings on the current update can be found in Section 11.
- 4.23 **Energy Grid project:** As agreed at GCP Executive Board in December 2021, both the Trumpington and Cambridge East Grid Substation projects continue to be progressed. The original commercial proposals from UKPN (referred to as Grid “Offers”) expired in December 2021 and so are being refreshed. The refreshed “Offers” are expected in early June 2022 and will be reviewed by our legal and technical consultants. To comply with the terms of the Offers, GCP senior officers will need to give UKPN approval to proceed to the next stage of the process, namely the design work, by mid-August 2022 or the Offers will expire again. The costs of the design work are within approved budgets.
- 4.24 Approval to proceed to the next stage is largely dependent on whether there is an indication of UKPN receiving funding from Ofgem to develop one or both of the East Cambridge and/or Trumpington Grids as part of its investment planning process, although this is considered unlikely due to the strong competition for Ofgem funds. An update on progress will be provided in the next quarterly report.
- 4.25 The full workstream report for Economy and Environment is available in Appendix 5.

5. Strategic Risks

- 5.1 The following are the key Strategic Risks for the GCP Programme, further risks specific to Transport, are set out in Section 6.2.

Strategic Risk	Mitigating action
Failure to unlock further funding for the GCP Programme - The opportunity to deliver the area's identified infrastructure needs and further economic and social benefits are lost due to an inability to access future funding. This could be as a	<p>Ensure progress is regularly, and accurately, reported to ensure there are 'no surprises' - e.g. if delivery is delayed.</p> <p>Through preparation for Gateway Review 2024/25, evidence why Greater Cambridge</p>

result of inadequate delivery, Government considering Greater Cambridge a poor investment, and/or unforeseen circumstances.	requires continued investment in order to meet growth aspirations.
If there is a lack of capacity in the supplier market, from overall demand, Brexit, Covid, unforeseen global events, this could lead to delays, increased costs and the potential for non delivery.	<p>Maintain a clear pipeline of requirements.</p> <p>Provide early notification of requirements to give suppliers time to mobilise and give confidence of the flow of work.</p> <p>Maximise potential of existing professional services frameworks.</p>
Public feedback and opinion on the Programme is not demographically representative of the Greater Cambridge area as a whole, reducing the ability to understand the needs and priorities of the current and future population of Greater Cambridge.	Through regular engagement exercises, work closely with wider communities and Members to ensure feedback is captured and understood.

APPENDIX 1: QUARTERLY TRANSPORT WORKSTREAM REPORT

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

6. Transport Delivery Overview

6.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Project	Current Delivery Stage	Target Completion Date for whole Project	Forecast Completion Date for whole Project	Status		
				Previous	Current	Change
Cambridge Southeast Transport Phase 1	Construction	2022	2023	G	A	↓
Cambridge Southeast Transport Phase 2	Design	2024	2026	A	A	↔
Cambourne to Cambridge / A428 Corridor	Design	2024	2026	A	A	↔
Waterbeach to Cambridge	Early Design	2027	2027	G	G	↔
Eastern Access	Early Design	2027	2027	G	G	↔
Milton Road	Final Design	2024	2024	G	G	↔
City Access Project	Design	2024	2024	G	G	↔
Chisholm Trail Cycle Links Phase 2	Design	2024	2024	G	G	↔
West of Cambridge Package	Design	2024	2026	A	A	↔
Residents Parking Implementation	Implementation / Paused	2021	2021	A	A	↔
Waterbeach Greenway	Project Initiation	2024	2024	G	G	↔
Fulbourn Greenway	Project Initiation	2024	2024	G	G	↔
Comberton Greenway	Project Initiation	2025	2025	G	G	↔
Melbourn Greenway	Project Initiation	2025	2025	G	G	↔
St Ives Greenway	Project Initiation	2023	2023	G	G	↔
Barton Greenway	Project Initiation	2025	2025	G	G	↔
Bottisham Greenway	Project Initiation	2025	2025	G	G	↔
Horningsea Greenway	Project Initiation	2025	2025	G	G	↔
Sawston Greenway	Project Initiation	2025	2025	G	G	↔
Swaffhams Greenway	Project Initiation	2025	2025	G	G	↔

Haslingfield Greenway	Project Initiation	2025	2025	G	G	↔
Madingley Road (Cycling)	Design	2025	2025	G	G	↔

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

6.2 Whilst the forecast completion dates captured above are the anticipated opening dates for each project, delivery risks e.g. land acquisition timescales remain across the programme. Due to the significant scale of the programme and its associated spend, delivery risks, such as these, are expected and are being managed through appropriate mitigation strategies. As it currently stands, the top risks across the transport programme are identified as follows:

Risk	Mitigating Action
If the cost of materials continues to increase it will have a significant impact on the cost of delivery and therefore programme	Early engagement with contractors during pricing to ensure that the latest market situation is reflected in both early estimates and risk apportionment.
If initial budget estimates for projects are either not realistic, do not include appropriate allocations for risk, optimism bias, or come under pressure through inflated prices from contractors then projects may not be delivered and confidence in the programme will be impacted	Ensure robust management of the commercial aspects of major projects, including the setting of realistic budget requirements and contingency levels. Follow government green book guidance on Optimism Bias.
If there is a failure of schemes at key decision gateways including Planning Decisions, Public Inquiry or following Judicial Review, the schemes will have to be significantly altered and/ or reprioritised	Ensure scheme development complies with all legal, national, local and internal governance requirements and that subsequent decisions are made on the basis of that process, fully documented and communicated in a transparent manner. The GCP continue to work closely with the Local Planning Authorities.
If there is a failure to reflect climate crisis policy agenda including carbon impacts and biodiversity net gain then the schemes may be subject to challenge, delay or reprioritisation at business case approval or consenting	CCC policy created, GCP to review and create an aligned strategy for the programme.
If projects are unable to acquire land within a timely fashion and/or landowners are unwilling to sell then statutory processes may be required or take longer due to significant objections which will lead to delays in the programme	Appropriate professional advice on land acquisition, issues with land to be identified as early as possible within projects. CPO to be utilised as a last resort.

6.3 Since the last Quarterly Progress Report the following changes to the programme can be captured as follows:

- Milton Road - The anticipated construction timescale will take delivery into 2024. This is in line with the Board Paper agreed in March 2022.

7. 2021/22 Transport Finance Overview

7.1 The table below contains a summary of this year's budget and year-end expenditure for 2021/22.

Project	Total Budget (£000)	2021-22 Budget (£000)	2021-22 Year-end Outturn (£000)	2021-22 Year-end Variance (£000)	2021-22 Final Status	2022-23 Budget
Cambridge South East (A1307) – Phase 1	16,950	11,550	2,873	-8,677	R	3,800
Cambridge South East (A1307) – Phase 2	132,285	2,988	3,004	+16	G	3,825
Cambourne to Cambridge (A428)	157,000	2,663	1,591	-1,072	R	2,000
Waterbeach to Cambridge	52,600	464	426	-38	G	700
Eastern Access	50,500	1,500	517	-983	R	1,200
West of Cambridge Package	42,000	2,750	2,131	-619	R	1,000
Milton Road Bus, Cycle and Pedestrian Priority*	23,040	12	213	+201	G	7,000
Histon Road Bus, Cycle and Pedestrian Priority*	10,600	3,065	4,325	+1,260	G	20
City Access Project	20,320	3,500	1,834	-1,666	R	7,000
FIS Allocation – Public Transport Improvements and Sustainable Travel	75,000	2,500	0	-2,500	R	500
Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)	700	250	22	-228	A	175
Chisholm Trail – Phase 1*	17,914	4,999	6,098	+1,099	G	20
Chisholm Trail – Phase 2	5,000	750	159	-591	R	1,000
Madingley Road Cycling	993	580	304	-276	A	353
Greenways Programme	76,000	3,000	1,066	-1,934	R	5,755
Cambridge South Station*	1,750	635	1,369	+734	G	-**
Programme Management and Scheme Development	5,450	350	493	+143	A	300
Total	688,102	41,556	26,425	-15,131	A	34,648

* These projects achieved accelerated spend within the overall budget envelope. Therefore, these are classed as Green as they have been delivered ahead of the profiled budget.

** No further spend is anticipated for this project.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 7.2 2022/23 forecasts will be provided from the next meeting cycle, at present no variation is forecast from the budgets set out.
- 7.3 Commentary relating to each project is set out below. This includes an update on financial spend to 21/22 year-end.
- 7.4 Cambridge South East (A1307) – Phase 1

The ongoing planning approval and land acquisition issues substantially affected the delivery of the Phase 1 projects in 2021/22.

Land acquisition issues have now been largely resolved or negated by design so there is now a full construction programme planned for 2022 and early 2023 to deliver all the remaining CSET Phase 1 schemes. Haverhill Road and Babraham Park and Ride schemes are subject to full planning approvals being granted. Delays to these planning applications is a key risk to the delivery programme this year – to mitigate this, the project manager is working with consultants on the planning applications and ensuring sufficient information is provided to planners.

- 7.5 Cambridge South East (A1307) – Phase 2

The project has come in just over budget for 21/22.

The Transports and Works Act Order (TWAo) application scheme was delayed in 2021/22 due to issue with a planning application, granted on appeal, on the alignment that was approved at appeal. The scheme is following Cambridgeshire County Council's governance process for TWAo applications so when this is prepared it will go to full Council for approval.

- 7.6 Cambourne to Cambridge (A428)

Year-end figures show an underspend of £1m. This is due to the delay in the project following the change in transport consultants. The scheme is now advancing following the decision by the Executive Board in July 2021.

Consultants are now working on the Environmental Impact Assessment and TWAo for the project with a view to submission of the TWAo application in late 2022 following EIA consultation in Summer 2022.

- 7.7 Waterbeach to Cambridge (formerly A10 North study)

The project received approval from July's Executive Board to progress to the next stage, which includes delivery of the Outline Business Case. Consultants have been commissioned through the Joint Professional Services Framework. The scope of works and contract documents have been finalised and final sign off is required.

The final spend is slightly under budget for the year.

- 7.8 Eastern Access

Work on the longer term busway is now progressing following the proposed first draft of the Greater Cambridge Local Plan. Engagement on short term improvements to Newmarket Road is planned for late 2022.

The scheme had an underspend for 2021/22 due to impact of transitioning to new consultants. However, the scheme remains on track overall.

7.9 West of Cambridge Package

Cambridge South West Travel Hub was presented at February's County Planning Committee for determination. The decision was deferred unanimously by the Committee until further information on impact on the Green Belt, demand and carbon calculations are provided. The delay resulted in a reduction in the spend profile which is reflected in the year-end outturn.

~~The final land parcel for the scheme has been purchased ahead of programme.~~

Foxton Travel Hub engagement programme was delayed allowing for further discussions with local councillors and parish councils - this revised timeline led to a reduction in the spend profile which is reflected in the year-end outturn.

7.10 Milton Road bus and cycling priority

Construction of this project is likely to commence from July 2022 once the final construction status package is issued and priced. Year-end expenditure was higher than anticipated as the project achieved accelerated spend within the overall budget envelope.

7.11 Histon Road bus and cycling priority

Construction of the project is now complete (as of November 2021). Whilst works were being undertaken, the project team worked with the County Council to identify additional maintenance requirements that could be undertaken through the construction contract. This resulted in approximately £1.4 million of additional work such as full resurfacing and repairs. The cost of this work will be funded by the County Council. It is not anticipated that additional City Deal funding will be required.

7.12 City Centre Access Project

The City Access budget funds multiple workstreams which focus on tackling congestion, improving bus services and the cycling network, addressing air quality issues and better management of parking.

In September 2021, the Executive Board agreed a road map to develop a final package of options for improving bus services, funding an expansion of the *cycling-plus* network and managing road space in Cambridge. The out-turn shows the progress made by year end, with a significant increase in spend expected in 2022/23.

7.13 FIS Allocation – Public Transport Improvements and Sustainable Travel

There was no spend on this project during 2021/22 - the Covid pandemic meant that there were limited opportunities to invest in bus services. This budget has been

reviewed and spending is expected during 2022/23 on Cycling Plus development as well as development of the programme for Public Transport improvements.

7.14 Whittlesford Station Transport Infrastructure Strategy (formerly Travel Hubs)

Work on developing and delivering various projects included in the strategy has been held over awaiting the outcome of the Cambridgeshire and Peterborough Combined Authority funded multi-modal study of the A505 which is being undertaken by the County Council. This has resulted in a significant underspend this financial year.

7.15 Chisholm Trail cycle links – Phase 1 and Abbey-Chesterton Bridge (previously combined with Phase 2)

The project was successfully opened to the public at the end of December. Positive comments have been received and the Trail is providing an obvious benefit to the public.

7.16 Chisholm Trail cycle links – Phase 2

At year-end this project was underspent by £591k due to the Experimental Traffic Regulation Order (ETRO) for Coldham's Lane delaying the design and construction of the Coldham's junction element of the scheme.

At March's Executive Board, Chisholm Trail Phase 2 was given permission to undertake design work on Coldham's Lane, Great Eastern Street Car Park and Cromwell Road.

7.17 Madingley Road

The existing preliminary designs are currently being updated and are set to be complete by mid-2022. Detailed design and final costs will be required to go to GCP Executive Board for approval.

At year-end this project was underspent by £276k due to further work required with transport modelling.

7.18 Greenways Programme

An update on progress for the Greenways was provided to the Executive Board in March 2022. Consultants have been appointed via the Joint Professional Services Framework. The Greenways programme has been split geographically between two consultants and work has now begun on the design of each scheme. In addition, work has begun on key workstreams such as the Wayfinding Strategy and updated land referencing across the entire programme.

At the end of 2021/22 the Greenways programme was underspent by approximately £1.9m. This reflects the delays in appointing consultants earlier in the year. Work will significantly increase during 2022/23.

7.19 Cambridge South Station

The Department for Transport has now drawn down the final contribution towards these works. No further spend is anticipated for this project. The forecast annual variance has increased but the GCP's overall contribution to the project has come in under budget by £15k.

7.20 Programme Management and Scheme Development

This came in marginally over budget as a result of additional consultation work to support scheme delivery.

APPENDIX 2: QUARTERLY SKILLS WORKSTREAM REPORT

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

8. Update on Current Skills Delivery (2021-2025)

8.1 GCP's new skills and training contract began delivery on 1st April 2021. Progress against targets can be seen below:

Indicator	Quarterly Status			Target (2021- 2022 Year 1)	Status against year 1 target	Target (2021-2025)
	Previous	Change	RAG*		RAG (for end of year stage boundary)	
600 apprenticeship and training starts in the region as a result of intervention by the service, broken down by sector and level of apprenticeship.	82	+20	G	100	102	600
1520 adults supported with careers information, advice and guidance, broken down by sector where applicable	79	+47	R	235	126	1520
600 Early Careers Ambassadors/YP Champions recruited, trained and active, broken down by sector	23	+2	A	65	25	600
450 employers supported to access funds and training initiatives, broken down by sector	49	+43	G	50	92	450
400 students accessing work experience and industry placements, as a result of intervention by the service, broken down by sector	0	+2	G	50	2 (50 pledged to deliver by Summer 2022)	400
2486 careers guidance activities aimed at students aged 11-19 (and parents where appropriate) organised by the service and their impact	356	+284	G	622	640	2486
All Primary Schools (73) accessing careers advice activities aimed at children aged 7-11 (and parents where appropriate) organised by the service and their impact	3	+81	G	73	84	73 (sustained)
200 students accessing mentoring programme as part of this service	5	+45	G	50	50	200

*The RAG status highlights whether the work to achieve these targets is on track rather than the current actual.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

8.2 Monitoring data for the eight service KPIs is outlined in the table above. Data is reported as of the end of March 2022, the last quarter of the first year of the new contract and shows year-end actuals against annual targets. Service data shows

that Form the Future (FtF) are continuing to perform well against most of the KPIs, with five out of eight indicators having a Green RAG rating at year-end. Where they are Amber, work is in pace to address this.

- 8.3 Progress has also been made in some of the newer activities, like Early Career Ambassadors and Young People Champions and in other areas Form the Future have overdelivered with the expansion of the programme's work in primary schools, with both the Primary Careers Fair and the new Cambridge LaunchPad Resource Hub.
- 8.4 Since the last quarter, FtF has been able to support an additional 20 apprenticeship training starts, taking the total for the contract year to 102, successfully delivering against their target of 100 in the first contract year.
- 8.5 The number of adults supported with careers information, advice and guidance has increased by 47 since last quarter but did not meet the year-end target of 235 adults in the first year.
- 8.6 This indicator's work continues to be delivered in two strands between FtF and Cambridge Regional College (CRC), with FtF focusing on career guidance through one-to-one sessions and CRC delivering an annual series of roadshows and events to reach different audiences. With a huge number of public, private and third sector initiatives offering support for those seeking employment and career-change support, the market is increasingly crowded and at this time the case seems increasingly strong to move towards providing more community-based events such as careers fairs with a view to returning to in-person events on a larger scale as Covid-19 recedes.
- 8.7 The recruitment of Early Careers Ambassadors (ECAs)/Young People Champions (YPCs) is being delivered jointly by FtF and CRC. Although companies remain keen to participate in the ECA programme, take up from staff has not followed. Only 2 ECAs have been trained this quarter against a target of 10, this is likely to have been impacted by Covid-19 and the number of staff in offices.
- 8.8 Although many businesses are positive about the programme, they believe it is something that needs building into their wider aims within their learning & development programmes. In addition to this, FtF are also finalising partnership agreements with a number of organisations which will lead to multiple staff from each partner joining the ECA programme in the near future. FtF planned for incremental growth over the four years of the contract and expect the target of 25 for recruitment to be comfortably re-profiled into the next 3 years.
- 8.9 On the YPC programme, progress has now been made on developing the online platform and courses for training and developing YPCs. In light of the first-year challenges in bringing the offer to this stage, targets for YPC recruitment are being re-profiled to absorb the 15 intended to have been recruited during year one, with an additional five individuals added to targets for the next 3 years.

8.10 Other key points:

- Ninety-two employers engaged in meetings to explore apprenticeships and navigate funding opportunities this year, exceeding the annual target of 50. This work is delivered by CRC;
- Although only 2 work experience and industry placements have been hosted to date, 50 new placements have been pledged for the summer. As the Covid situation improves, FtF is shifting their work experience engagement from businesses to schools, so that careers leaders can engage students that would benefit most from them. In the background, business engagement continues;
- Careers guidance aimed at students aged 11-19 (and parents where appropriate) has been affected by Covid although FtF anticipated this and was ready to pivot to digital engagement with 640 careers-related virtual and face-to-face learning events delivered this year, achieving the year-end target. In addition to this, CRC has produced 8 careers videos on Engineering following feedback from students. This is in collaboration with SPT Labtech and will be utilised by CRC and FtF in school engagement activities as well as being available on the CRC website;
- Primary Schools accessing careers advice activities – the first Primary careers fair was held in March this year and very well attended. The STEM resource Hub is now live, and has been shared with 84 primary schools, meaning that the year-end target has been achieved;
- All 50 of the students allocated this year have completed or are due to start their mentoring programmes by the end of this year. Mentoring has been an area that has been impacted by Covid-19 but FtF has still managed to successfully recruit sufficient new mentors despite losing a number that had committed themselves earlier in the year.

Review – One Year in

- 8.11 As reported above, the Skills Contract has been operational for one year. Having reviewed the detail of progress across the last year officers are satisfied that progress against targets in most areas is going well. Where progress has been slower than anticipated there are plans in place to address this.
- 8.12 As part of the annual review process officers have been working with Form the Future to understand if there are any opportunities to further refine or strengthen some of their activities to bolster the programme. The Contract was developed in a flexible way to ensure it could be adapted, if necessary, to respond to the needs of the unpredictable post-coivd economy more closely.
- 8.12 Officers will continue these discussions and present any additional opportunities to the Skills Working group ahead of updating the Joint Assembly and Board during the next meeting cycle.

APPENDIX 3: QUARTERLY SMART WORKSTREAM REPORT

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

9. Smart Programme Overview

- 9.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Progress reported up to 21st April 2022.

Project	Target Completion Date	Forecast Completion Date	Status		
			Previous	Current	Change
Better use of data	Mar 2023	Mar 2023	G	G	↔
Improved public and sustainable travel offer	Mar 2023	Mar 2023	G	G	↔
City Access workstreams	Mar 2023	Mar 2023	G	G	↔

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 9.2 The Smart programme of work continues to be developed to reflect requirements in the context of the increasing pace of delivery across all GCP workstreams.

9.3 Better use of data

‘The Better use of data’ theme aims to work with GCP partners and key stakeholders to develop the availability and usage of data. Highlights this period include the following:

- 9.4 **Mobility Monitoring (Strategic Sensor) Network** - the contract has now been signed and an order placed which includes 38 devices that will be deployed within Cambridge. The aim is to complete the installations and validate the first flows of data by September 2022. This work will deliver a permanent network of sensors to ensure GCP has a robust evidence base, and this will be especially helpful in the context of the next Gateway review. In addition, the framework contract is available to partner organisations and will be invaluable for individual projects to collect data and demonstrate the effectiveness of schemes.
- 9.5 **Data platform requirements** - to support officers in extracting intelligence and insight from data collected from the Mobility Monitoring (Strategic Sensor) Network and other related data streams, a ‘data platform’ is needed. This is a central point for access to support different types of data analysis and visualisation required by GCP and its partners. The CPCA have funding to build or commission a data platform, and the Smart team have been providing support in terms of identifying key requirements. However, timescales for the CPCA project have not yet been clarified. Discussions are ongoing with the CPCA to understand whether an interim

solution is needed to ensure data can be used effectively once the Mobility Monitoring (Strategic Sensor) Network is operational.

- 9.6 **Data insights** - the Smart programme continues to work with County teams and GCP colleagues responding to requests for data insights from across the GCP to ensure that decisions are made on the best available evidence. Current assignments include the following:
- 9.7 **Bus pinchpoints** - by developing a more robust evidence base about where buses are being held up, GCP and County will be able to prioritise investments including bus priority measures, and target enforcement actions more accurately. We intend to run an initial survey to collect and collate data and will assess the effectiveness of this approach. Once proven, the intention is to commission a regular survey to monitor how network conditions enable buses to move more efficiently around the GCP area providing a better service for the public. Subject to agreement by the City Access team, it is anticipated that the trial data analysis would commence in Autumn 2022.
- 9.8 **Freight and deliveries in the city** - City Access colleagues have requested more information about the movement of delivery vehicles in the city including the number of deliveries made and time taken for each segment of the journey. Options for providing this insight are currently being considered and will be discussed with City Access colleagues in Summer 2022.

9.9 **Improved public and sustainable travel**

The Smart programme is leading a number of initiatives to support improvements in the public and sustainable travel 'offer' including the following:

- 9.10 **Guidance System Review** - the Cambridge Guided Busway has been very successful and as the GCP builds out its transport scheme, there is a desire to replicate that success by drawing on guidance technologies that have already been applied elsewhere in Europe, but don't require the same level of costly and complex infrastructure. Working in collaboration with the GCP Transport programme, the Smart team are co-ordinating investigations of those technologies and how they can safely and effectively support and enhance the schemes being proposed for Greater Cambridge.
- 9.11 **Mobility as a Service (MaaS) study and integrated ticketing** - consultants have been commissioned to set out how MaaS can support the wider GCP programme, and this study is due for completion in early summer 2022. The study will also outline how a trial could be used to deploy a MaaS solution and develop an assessment framework to understand the impact on travel choices. In parallel a review of the previous Integrated Ticketing report is being undertaken and potential options will be assessed.
- 9.12 **Smart Signals** - the Smart Signal trial aims to explore how policies to prioritise sustainable modes can be enacted in practice. The current trial is progressing well, and the Robin Hood junction has been fully tested and remote deployments will now begin. A Microprocessor Optimised Vehicle Actuation (MOVA) engineer will be onsite in May 2022 to confirm the system is working efficiently, after which full testing will take place directly comparing the impact of the Vivacity solution against

the MOVA system on vehicle journey times and pedestrian/cycle flows. Once this is complete, testing will also be carried out at the Hills Road junctions which have already been set up and validated. The trial operates until September 2022 after which a report of the findings will be compiled, this will be delivered no later than December 2022.

9.13 **City Access workstreams**

The Smart programme is taking a leading role in supporting the City Access team in all technical and behaviour change aspects of the work. The current focus includes:

- supporting the identification of potential operating models for a future City Access scheme, including technical, systems and operational aspects;
- understanding the approaches taken in other cities and how these might be applied to the Greater Cambridge Travel for Work area;
- looking at the range of initiatives to affect behaviour change (in particular modal shift away from private cars) including the introduction of MaaS outlined in the previous section.

9.14 The key dates and progress are being reported via the City Access project.

APPENDIX 4: QUARTERLY HOUSING WORKSTREAM REPORT

“Accelerating housing delivery and homes for all”

10. Delivering 1,000 Additional Affordable Homes

- 10.1 The table below gives an overview of progress for ongoing projects. For an overview of completed projects, including their relation to ongoing projects, please refer to Appendix 7.

Indicator	Target	Timing	Progress/ Forecast	Status		
				Previous	Current	Change
Delivering 1,000 additional affordable homes on rural exception sites**	1,000	2011-2031	496 (approx.)	A	A	↓

** Based on housing commitments as included in the Greater Cambridge Housing Trajectory (April 2022) and new sites permitted or with a resolution to grant planning permission at 31st March 2022 on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.

Key: R = Red, A = Amber, G = Green – see Appendix 6 for RAG explanations.

- 10.2 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.
- 10.3 The Greater Cambridge housing trajectory published in April 2022 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2023/24. Until 2023/24, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
- 10.4 Eligible homes are “*all affordable homes constructed on rural exception sites and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*”.
- 10.5 The table above shows that on the basis of known rural exception schemes and other sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council’s Planning Committee, approximately 496 eligible affordable homes are anticipated to be delivered between 2023 and 2031 towards the target of 1,000 by 2031.

- 10.6 It should be noted that the anticipated delivery of 496 eligible dwellings towards the target of 1,000 dwellings is significantly lower than the anticipated delivery reported in last quarters' report. This is due to the publication on 1 April 2022 of an updated housing trajectory for Greater Cambridge. As a result, the point at which housing delivery is projected to exceed the level needed to meet the housing requirements in the adopted Local Plans has slipped back by one year from 2022/23 to 2023/24. This means that any eligible homes anticipated to deliver in 2022/23 can no longer be counted as being anticipated to contribute towards delivering this target.
- 10.7 Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2022) or based on officer assumptions for build out of sites (if not a site included in the housing trajectory). When actual delivery on these known sites is recorded, more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.
- 10.8 There are still a further nine years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target.
- 10.9 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 38,716 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 5,216 dwellings more than the housing requirement of 33,500 dwellings. By 2023 it is projected that there will have been 1,241 affordable housing completions on rural exceptions sites and other schemes outside of village boundaries. Adding these to the 496 affordable dwellings in the pipeline post-2023 gives a total of 1,737 affordable dwellings anticipated by 2031.

APPENDIX 5: QUARTERLY ECONOMY AND ENVIRONMENT WORKSTREAM REPORT

11. Greater Cambridge Sectoral Employment Analysis

- 11.1 As previously outlined, this research programme is being undertaken by the Centre for Business Research (CBR) and is funded by the Greater Cambridge Partnership and Cambridge Ahead. The research will analyse the growth of employment in different sectors across Greater Cambridge, enabling local partners to have robust, timely data on local sectors and businesses. It will take the form of a series of updates, analysing data drawn from company accounts over time, designed specifically to understand the challenges facing specific local sectors over the coming months, in light of Covid-19.
- 11.2 This is the fifth of a series of updates which was finalised in February 2022 and analyses data from accounting year ends between December 2020 and April 2021. The full report can be found at: <https://www.greatercambridge.org.uk/futureinvestmentstrategy/research-and-evidence>. It is based on a sample of companies covering 63% of corporate employment in Greater Cambridge. This median period captures the impact of the three Covid lockdowns in England and is compared with the previous year, which was largely unaffected by the pandemic.
- 11.3 Corporate employment growth in the Greater Cambridge area has slowed down from 4.5% in 2019/20 to 2.0% in 2020/21 – the latter is still a modest slowdown considering the scale of the challenges brought about by Covid. However, there is variation in these growth rates across both industry sectors and firm sizes.
- 11.4 Whilst employment growth in KI sectors has remained strong at 6.2%, non-KI sectors have seen employment growth declining from 0.9% in 2019-20 to -2.9% in 2020/21. The rate of employment growth to 2021 in non-KI sectors has been negative in both Cambridge and South Cambridgeshire (-1.0% and -4.1%, respectively).
- 11.5 The Covid pandemic has had a varied impact across sectors. Sectors like Life Sciences are involved in supporting the fight against the virus and future outbreaks. Information technology and telecoms have benefited as a consequence of the increase in remote communications, gaming and internet security, which have more than offset the reduction of demand in other areas. Hospitality, travel and tourism, and some retail businesses have been severely affected by lockdowns and other restrictions.
- 11.6 To provide a snapshot of the impact of events in the Greater Cambridge corporate economy a small sample of companies, with interim results for the six-month periods ending between May 2021 and December 2021, were considered. In the same six months period in 2019, 2020 and 2021 and within this group (all knowledge intensive), total turnover rose from £1,093m to £1,347m (+23%) in the 2021 recovery after experiencing a decline in the previous year (when the first and second lockdowns were introduced). This emphasises the continued resilience of

the Greater Cambridge corporate economy throughout the worst period of the Covid pandemic.

- 11.7 The impact of the three lockdowns in England on Greater Cambridge-based businesses was mitigated by the strong performance of KI sectors. In turn, non-KI sectors have been hit the hardest by Covid-related restrictions and would have suffered larger falls in employment without the support of the furlough scheme. The unwinding of this unprecedented support package could have implications for corporate employment changes unless there is a rapid upturn in demand. This is happening at a time when the impending substantial disruption to both supply and demand caused by Putin's war will further delay any return to normality. The next updates will cast light on these and other related issues.

12. Electricity Grid Reinforcement

- 12.1 As agreed at GCP Executive Board in December 2021, both the Trumpington and Cambridge East Grid Substation projects continue to be progressed. The original commercial proposals from UKPN (referred to as Grid "Offers") expired in December 2021 and so are being refreshed. The refreshed "Offers" are expected in early June 2022 and will be reviewed by our legal and technical consultants. To comply with the terms of the Offers, GCP senior officers will need to give UKPN approval to proceed to the next stage of the process, namely the design work, by mid-August 2022 or the Offers will expire again. The costs of the design work are within approved budgets.
- 12.2 A key factor in deciding whether GCP should fund the design stage is any indication of whether UKPN will receive funding from Ofgem to develop one or both of the East Cambridge and/or Trumpington Grids as part of its investment planning process (known as RiiO ED2), although this is considered unlikely due to the strong competition for Ofgem funds. A second key factor is the implication of any proposed changes to the cost recovery mechanisms that could affect our business case. GCP officers and its consultants have been lobbying Ofgem and BEIS on both of these matters and anticipate having more definitive views by July 2022. Finding suitable land for the grid substations remains a key focus of attention and will need to be resolved whether GCP or Ofgem/UKPN fund the infrastructure.
- 12.3 An update on progress will be provided in the next quarterly report.

13. Citizens' Assembly

- 13.1 The contributions of individual projects to the GCP's response to the Citizens' Assembly are contained in reports relating specifically to those items.

14. Financial Implications

- 14.1 At a strategic level the GCP has agreed to over-programme. Planned over-programming in this way is in place to provide future flexibility in programme delivery. Based on the budget agreed by the Executive Board in March 2021, the

proposed over-commitment is c.£111million. This assumes that the GCP will be successful in passing the second Gateway Review and will receive the third tranche of funding (£200million).

Have the resource implications been cleared by Finance? YES

Name of Financial Officer: Sarah Heywood

List of Appendices

Appendix 1	Quarterly Transport Workstream Report
Appendix 2	Quarterly Skills Workstream Report
Appendix 3	Quarterly Smart Workstream Report
Appendix 4	Quarterly Housing Workstream Report
Appendix 5	Quarterly Economy and Environment Workstream Report
Appendix 6	RAG Explanations
Appendix 7	Completed GCP Projects
Appendix 8	Executive Board Forward Plan
Appendix 9	Designs for Adrian Way and Car park H/6 Puddicombe Way

Appendix Background Papers

Source Documents	Location
None	-

APPENDIX 6: RAG EXPLANATIONS

Finance Tables

- **Green:** Projected to come in on budget or accelerated spend within overall budget
- **Amber:** Projected to come in under budget, but with measures proposed/in place to bring it in on budget
- **Red:** Projected to come in over budget in year and overspend the overall budget, or under spend the budget in year, without measures in place to remedy

Indicator Tables

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

Project Delivery Tables

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

APPENDIX 7: COMPLETED GCP PROJECTS

Project		Completed	Output	Related Ongoing Projects	Outcomes, Monitoring & Evaluation
Transport projects					
Ely to Cambridge Transport Study		2018	Report, discussed and endorsed by GCP Executive Board in February 2018.	Waterbeach to Cambridge	
A10 Cycle Route (Shepreth to Melbourn)		2017	New cycle path, providing a complete Cambridge to Melbourn cycle route.	Melbourn Greenway	
Cross-City Cycle Improvements	Hills Road / Addenbrookes Corridor	2017	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
	Arbury Road Corridor	2019	Range of improvements to cycle environment including new cycleway.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to Cambridge North Station & Science Park	2019	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	Impact evaluated by SQW in 2019 as part of GCP Gateway Review.
	Links to East Cambridge and NCN11/ Fen Ditton	2020	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	

	Fulbourn/ Cherry Hinton Eastern Access	2021	Range of improvements to cycle environment including new cycle lanes.	Cross-City Cycling	
Greenways Quick Wins		2020	Range of cycle improvements across Greater Cambridge e.g. resurfacing work, e.g. path widening etc.		
Greenways Development		2020	Development work for 12 individual Greenway cycle routes across South Cambridgeshire.	All Greenways routes	
Cambridge South Station Baseline Study (Cambridgeshire Rail Corridor Study)		2019	Report forecasting growth across local rail network and identifying required improvements to support growth.	Cambridge South Station	
Travel Audit – South Station and Biomedical Campus		2019	Two reports: Part 1 focused on evidencing transport supply and demand; Part 2 considering interventions to address challenges.	Cambourne to Cambridge; CSETS; Chisholm Trail; City Access; Greenways (Linton, Sawston, Melbourn)	
Chisholm Trail Cycle links - Phase 1		2021	A new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station	Chisholm Trail Cycle links – Phase 2	
Histon Road bus and cycling priority		2021	Better bus, walking and cycling facilities for those travelling on this busy key route into Cambridge.		

Smart programme projects				
ICP Development – Building on the Benefits	2021	Data platform in operational use. Parking, Bus and Road Network datasets and analytic tools available for use.	Strategic Sensing Network CPCA Transport Data Platform	Better insight and information for the transport network is now available
Data Visualisation – Phase Two	2021	Visualisations of Automatic Number Plate Recognition (ANPR) data Connectivity to County Council PowerBI services enabled.	Strategic Sensing Network CPCA Transport Data Platform	Enhanced insights extracted from 2017 ANPR survey
New Communities - Phase One (Extended)	2021	Three topic papers for North East Cambridge Area Action Plan (AAP) and input into Local Plan		Smart solutions and connectivity principles embedded in area action plan
Smart Signals – Phase One	2021	Installation of smart signal sensors at 3 junctions (Hills Road)	Smart Signals – Phase Two Smart Signals – Phase Three	Will be realised as part of the following phases
Strategic Sensing Network – Phase One	2021	Gathering requirements and developing specification	Strategic Sensing Network – Phases Two and Three	Will be realised as part of the following phases
C-CAV3 Autonomous Vehicle Project	2021	Successful trial of autonomous shuttle on the West Cambridge site. Development of safety cases for this trial and to support future work. Development of business cases for potential future opportunities in Greater Cambridge		Successful demonstration of the utilisation of autonomous vehicles as part of the future public transport system

Digital Wayfinding	2021	Upgrade of wayfinding totem at Cambridge station and development of walking routes map for display.		Improved wayfinding experience for travellers
Housing projects				
Housing Development Agency (HDA) – new homes completed	2018	New homes directly funded by the GCP have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.		

APPENDIX 8: EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS

Notice is hereby given of:

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

A 'key decision' is one that is likely to:

- a) 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; and/or
- b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

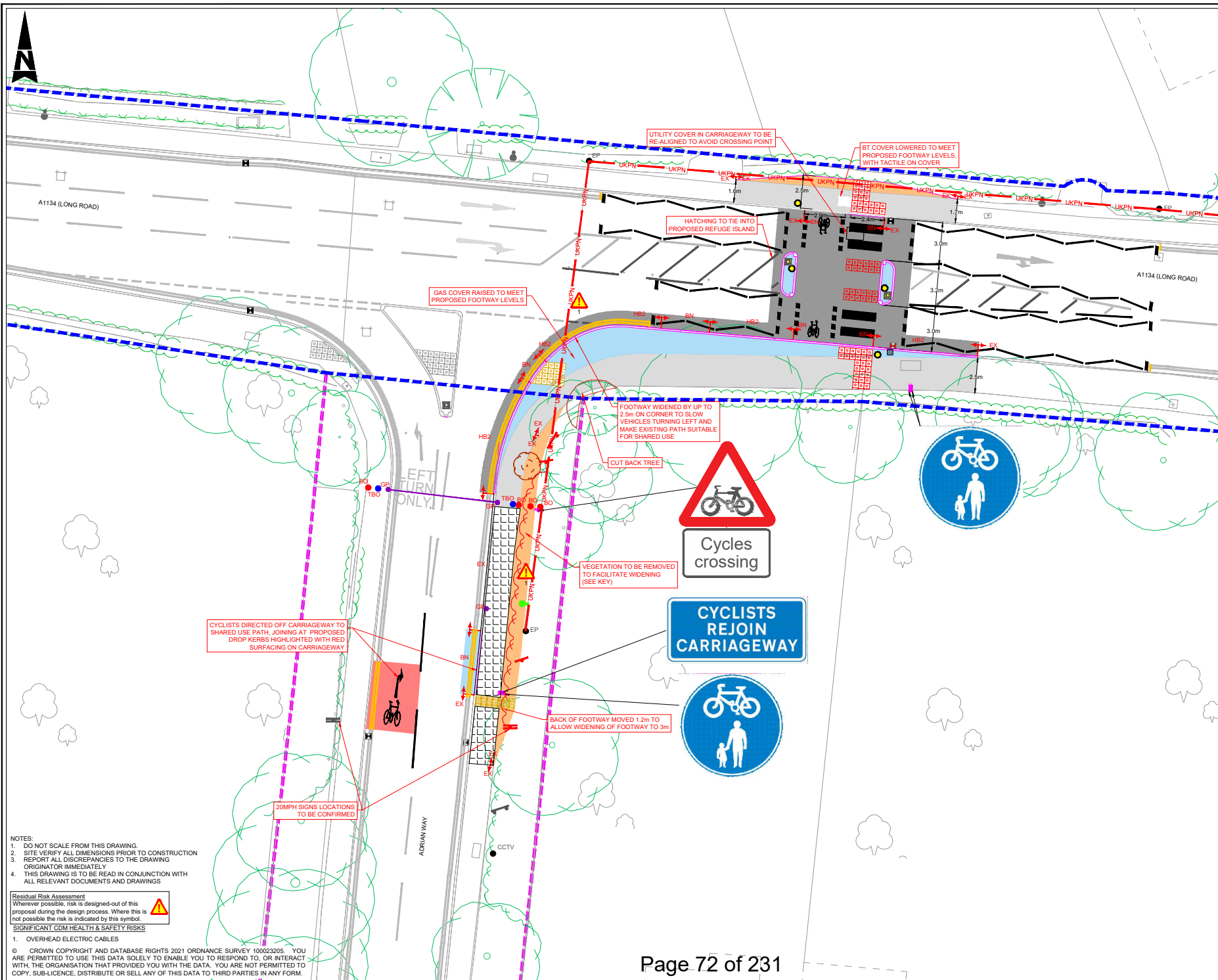
Executive Board: 30th June 2022	Reports for each item to be published 20th June 2022	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Cambridge South East Transport Scheme	To review minor route alignment following Stapleford Care Village planning application	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Delivery proposals for Residents Parking	To receive feedback from the Cambridge Parking Engagement and review the delivery plan for further parking schemes. To include update on integrated parking strategy.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy

Waterbeach Rail Station	To receive an update on the Waterbeach Station relocation proposals and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Executive Board: 28th September 2022	Reports for each item to be published 16th September 2022	Report Author	Key Decision	Alignment with Combined Authority
Better Public Transport: Cambourne to Cambridge	To note public consultation outcomes and Environmental Impact Assessment and agree to submit Transport and Works Act Order application.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Public Transport and City Access Strategy	To receive feedback on the City Access consultation and agree next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Eastern Access	Feedback on consultation and next steps,	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Cambridge South West Travel Hub (Subject to Cambridgeshire County Council Planning Decision)	To sign off the Full Business Case and next steps.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Greenways	Update on the Greenways Programme and sign off of the Programme Outline Business Case	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy

GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Executive Board: 15th December 2022	Reports for each item to be published 5th December 2022	Report Author	Key Decision	Alignment with Combined Authority
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	No	N/A
Cambridge South East Transport Phase 2 –	To Update the Executive Board on the CSETS scheme and agree next steps	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Cambridge Road Network Hierarchy Review	To consider feedback on the consultation and agree next steps	Isobel Wade	No	CA LTP Passenger Transport / Interchange Strategy
Electricity Grid Capacity	To receive an update on work to date.	Rachel Stopard	Yes	N/A
GCP SMART Programme	To review key links between GCP's SMART Programme and the wider GCP Programme.	Debbie Bondi	No	N/A
Chisholm Trail – Phase 2	To receive feedback on the consultation	Peter Blake	No	CA LTP

Cycling Plus	Update on projects and next steps including consultation.	Peter Blake	Yes	CA LTP Passenger Transport / Interchange Strategy
Foxton Travel Hub (Subject to Cambridgeshire County Council Planning Decision)	To sign off the Full Business Case and next steps.	Peter Blake	No	CA LTP Passenger Transport / Interchange Strategy
Executive Board: March 2023 [TBC]	Reports for each item to be published [TBC]	Report Author	Key Decision	Alignment with Combined Authority
Public Transport and City Access Strategy	To approve the Business Case and implementation timetable.	Isobel Wade	Yes	CA LTP Passenger Transport / Interchange Strategy
GCP Quarterly Progress Report	To monitor progress across the GCP work streams, including financial monitoring information.	Niamh Matthews	Yes	N/A

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
30 th June 2022	20 th June 2022	9 th June 2022	26 th May 2022
28 th September 2022	16 th September 2022	8 th September 2022	26 th August 2022
15 th December 2022	5 th December 2022	24 th November 2022	14 th November 2022
March 2023	TBC	TBC	TBC



KEY

- PROPOSED KERBLINE
- BN - PROPOSED KERB
- EX - EXISTING KERB TO REMAIN
- PROPOSED EDGE OF FOOTWAY
- EK - PROPOSED EDGING KERB
- EX - EXISTING EDGE TO REMAIN
- EXISTING CARRIAGEWAY TO BE OVERLAID TO MAKE NEW FOOTWAY
- PROPOSED FULL DEPTH CONSTRUCTION TO WIDEN FOOTWAY (SUBJECT TO LAND OWNERSHIP)
- FOOTWAY TO BE RESURFACED MEETING NEW LEVELS AS REQUIRED
- CARRIAGEWAY TO BE PLANED OUT AND REINSTATED TO INSTALL PROPOSED KERBLINE
- BLOCK PAVING REMOVED AND RESURFACED WITH ASPHALT
- EXISTING BUFF IN COLOUR TACTILES FOR UNCONTROLLED CROSSING TO REMAIN
- PROPOSED BUFF IN COLOUR BLISTER TACTILES FOR UNCONTROLLED PEDESTRIAN CROSSING
- PROPOSED BUFF IN COLOUR CORDUROY TACTILES FOR TERMINATION/START OF SHARED USE AREA
- PROPOSED RED IN COLOUR BLISTER TACTILES FOR CONTROLLED CROSSING
- EXISTING LAMP COLUMN TO REMAIN
- RELOCATE LAMP COLUMN
- EXISTING SIGN TO REMAIN
- PROPOSED SIGN AND POST
- GP - EXISTING GATE POST TO BE REMOVED AND REINSTATED
- EXISTING GATE TO BE REMOVED AND REINSTATED
- BO - EXISTING CONCRETE BOLLARD TO BE REMOVED
- TBO - PROPOSED TELESCOPIC BOLLARD
- CCTV - EXISTING CCTV POST TO REMAIN
- EP - EXISTING ELECTRICITY POLE TO REMAIN
- EXISTING PLASTIC BOLLARD WITH SIGN TSGRD DIAG. 610 "KEEP LEFT" TO REMAIN
- PROPOSED PLASTIC BOLLARD WITH SIGN TSGRD DIAG. 610 "KEEP LEFT"
- EXISTING TREE TO REMAIN
- EXISTING TREE SAPLING TO BE REMOVED
- EXISTING VEGETATION/HEDGE TO BE REMOVED
- EXISTING GULLY TO REMAIN
- NEW GULLY TO ACCOMMODATE NEW KERBLINE, TO BE CONNECTED TO EXISTING CONNECTION
- EXISTING GULLY MADE REDUNDANT BY PROPOSED WORKS
- EXISTING ROAD MARKINGS TO REMAIN
- DOUBLE YELLOW LINES TO BE REINSTATED
- PROPOSED WHITE ROAD MARKINGS
- RED SURFACING USING APPROVED MMA BASED MARKING LAID IN ACCORDANCE WITH THE MANUFACTURER'S BRITISH BOARD OF AGREEMENT (BBA) HAPAS ROADS AND BRIDGES CERTIFICATE
- PROPOSED BELISHA BEACON
- HIGHWAY BOUNDARY
- ADDENBROOKE'S HOSPITAL LAND BOUNDARY

Rev	Date	Description	Drn	Chkd	App
P02	03/08/2021	AMENDED AFTER CLIENT REVIEW	SC	NT	ADB

Revisions

Client

Cambridgeshire Highways

Verdige House, Verdige Park,
Waddingley Road, Huntingdon, PE29 6SR

Drawing Originator

MILESTONE

A part of **Network Services**

Woodlands Court, Barnham Road,
Barnham, Huntingdon, PE29 2DF

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Drawing Status

FOR INFORMATION

Project Name

5020389
ADRIAN WAY

Title

GENERAL ARRANGMENT
OPTION 3
PARALLEL CROSSING WITH ISLAND

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:125	SC	NT	ADB

Drawn Date	Checked Date	Approved Date
16/07/2021	16/07/2021	16/07/2021

Drawing Number

Status

Rev

5020389-MIN-HGN-AW-DR-CH-0103 S2 P02

Page 72 of 231

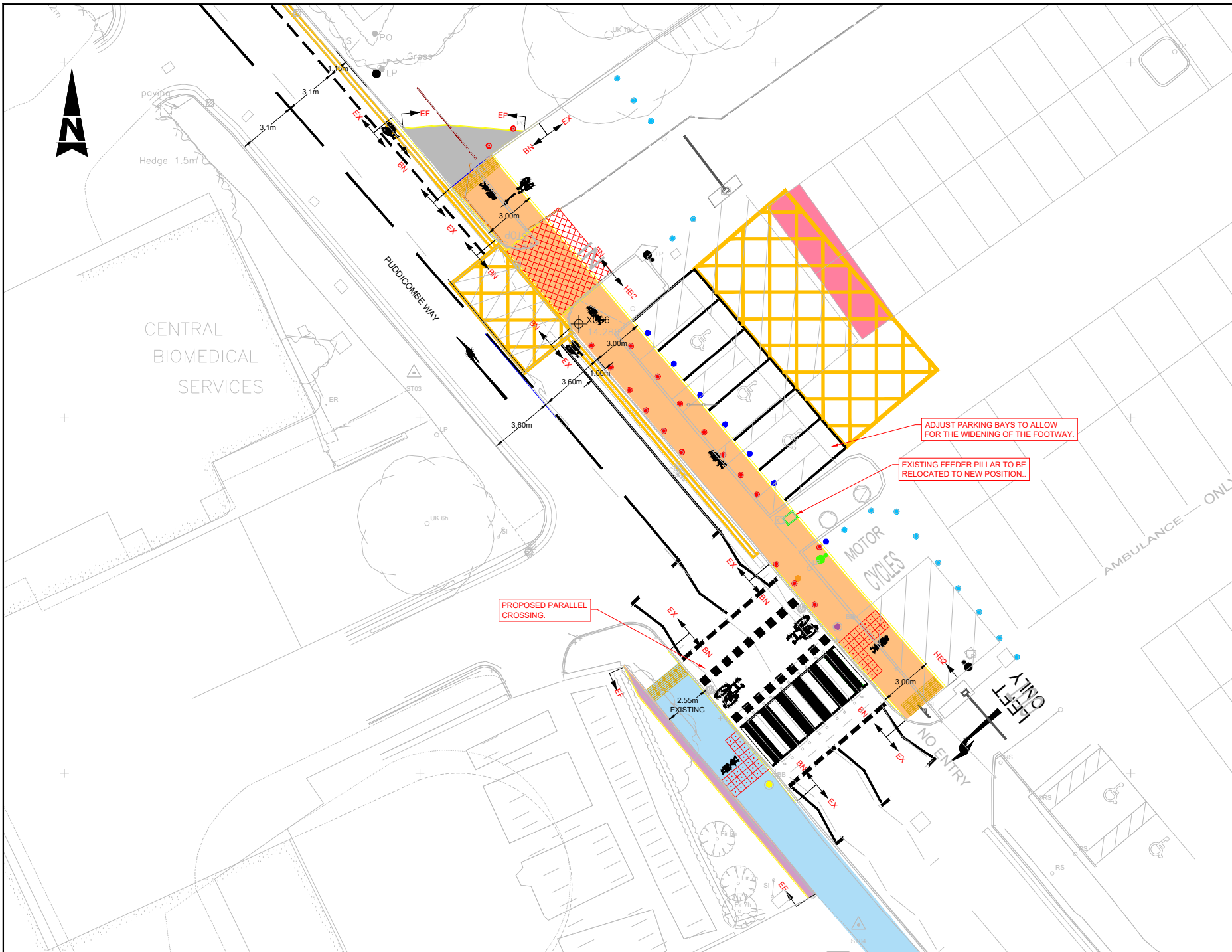
- NOTES:
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Residual Risk Assessment
Whenever possible, risk is designed-out of this proposal during the design process. Where this is not possible the risk is indicated by this symbol.

SIGNIFICANT CDM HEALTH & SAFETY RISKS

- OVERHEAD ELECTRIC CABLES

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- KEY
- PROPOSED KERBLINE
 - HB2 - PROPOSED KERB
 - BN - PROPOSED DROPPED KERB
 - EF - PROPOSED EDGING KERB
 - EX - EXISTING KERB TO REMAIN
 - PROPOSED SHARED USE FOOTWAY/CYCLEWAY. EXISTING FOOTWAY TO BE WIDENED INTO THE CAR PARK TO PROVIDE 3m SHARED USE FACILITY.
 - EXISTING FOOTWAY TO BE SHARED USE FOOTWAY/CYCLEWAY
 - PROPOSED CYCLEWAY TO ALLOW ENTRANCE FOR CYCLISTS FROM PUDDICOMBE WAY TO THE HILLS ROAD ENTRANCE.
 - PROPOSED FULL DEPTH CONSTRUCTION. EXISTING FOOTWAY TO BE WIDENED INTO THE PLANTED BED BY 0.5M.
 - PROPOSED RAISED TABLE AT THE ENTRANCE TO THE CAR PARK TO PROVIDE A CONTINUOUS SHARED USE FOOTWAY/ CYCLEWAY ACROSS THE ENTRANCE.
 - PROPOSED RED COLOUR BLISTER TACTILES FOR UNCONTROLLED PEDESTRIAN CROSSING.
 - PROPOSED BUFF IN COLOUR CORDUROY TACTILES FOR TERMINATION/START OF SHARED USE AREA
 - EXISTING PARKING SPACES TO BE REMOVED TO ALLOW FOR THE WIDENING OF THE FOOTWAY AND ACCESS TO PARKING BAYS.
 - PROPOSED WHITE LINE MARKINGS.
 - PROPOSED YELLOW LINE MARKINGS.
 - EXISTING BOLLARD TO REMAIN.
 - PROPOSED BOLLARD.
 - EXISTING BOLLARD TO BE REMOVED.
 - EXISTING BELISHA BEACON TO REMAIN.
 - EXISTING BELISHA BEACON TO BE REMOVED.
 - PROPOSED BELISHA BEACON.
 - EXISTING LAMP COLUMN TO REMAIN
 - RELOCATED LAMP COLUMN TO ACCOMMODATE FOOTWAY WIDENING.
 - EXISTING METAL FENCE/ GUARDRAIL TO BE REMOVED.
 - EXISTING WOOD KNEE RAIL TO BE REMOVED.
 - EXISTING FENCE TO REMAIN.
 - EXISTING BARRIER TO REMAIN.

Rev	Date	Description	Dim	Drawn	App
P04	12/08/21	PARALLEL CROSSING DETAILS AMENDED	SC	NT	ADB
P03	16-07-21	BOLLARD ARRANGEMENT AMENDED	SC	NT	ADB
P02	08-06-21	FOOTWAY EXTENSION ADDED W SIDE OF PUDDICOMBE WAY	SC	NT	ADB

Revisions

Drawing Originator

Cambridgeshire Highways
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Drawing Status

FOR INFORMATION

Project Name

5020390

CAR PARK H / 6 PUDDICOMBE WAY

Title

GENERAL ARRANGEMENT

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:100	BO	ADB	ADB
		Drawn Date	Checked Date	Approved Date
		17/09/20	21/09/20	21/09/20

Drawing Number

5020390-SKA-HGN-CPH-DR-CH-0101

Scale

S3

P04

Cambridge South-East Transport Scheme

Report to: Greater Cambridge Partnership Joint Assembly

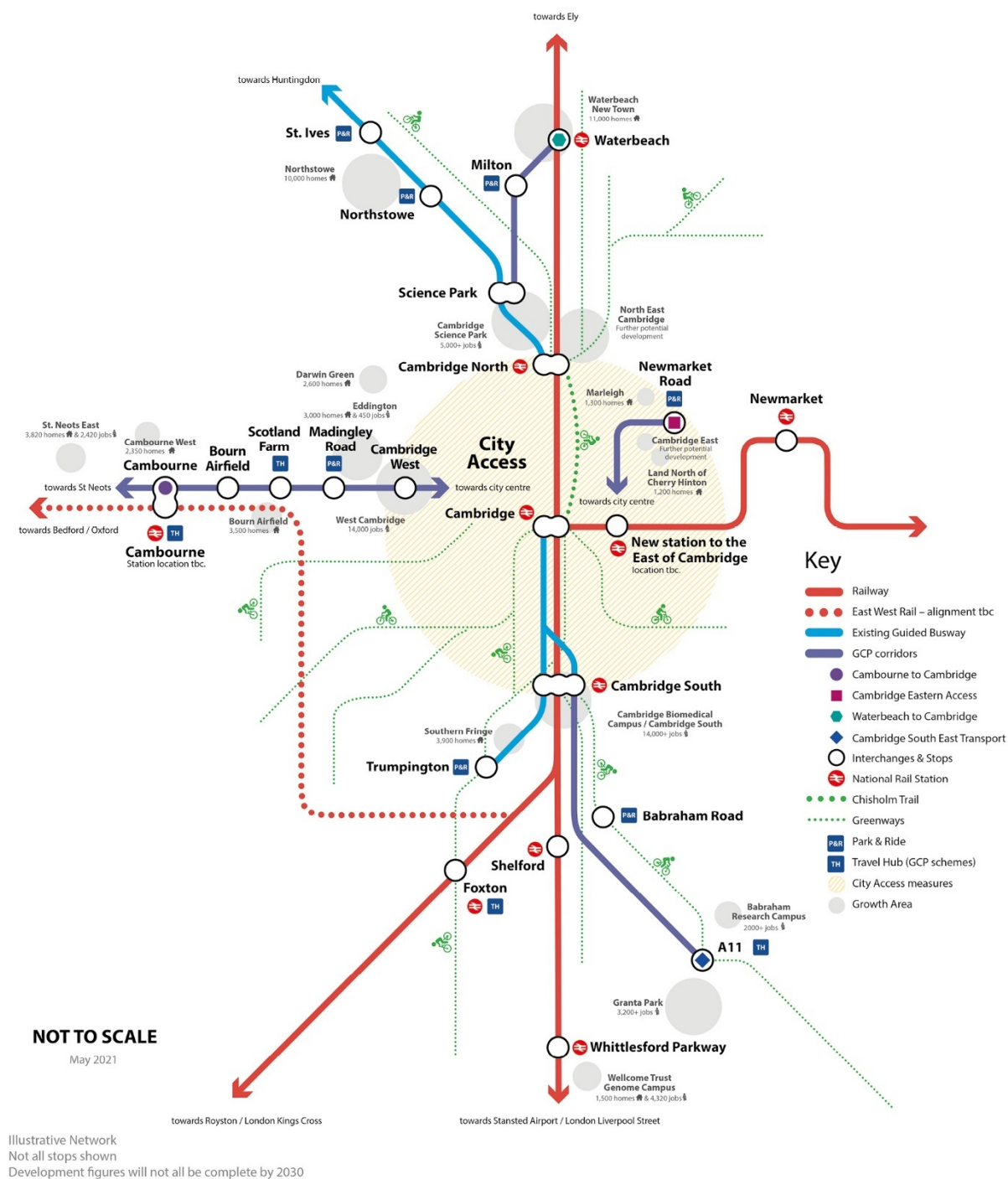
Date 9th June 2022

Lead Officer: Peter Blake – Director of Transport, GCP

1. Background

- 1.1 The Cambridge South-East Transport scheme is one of four corridor schemes that form a key component of the Greater Cambridge Partnership's (GCP's) sustainable transport programme. As the delivery body for the Greater Cambridge City Deal, the GCP is delivering a comprehensive programme of sustainable transport initiatives, working with local authority partners to create a comprehensive transport network that can meet the needs of the area now and into the future.
- 1.2 This paper reports a revised planning context for the scheme associated with a planning application in Stapleford, and outlines a way forward.
- 1.3 The programme has been developed using an extensive evidence base and is designed to support sustainable economic growth and the accelerated delivery of the Local Plan, as well as enabling a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP's vision for a future travel network is particularly important in achieving a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities the city-region has to offer.
- 1.4 To create a more sustainable network for the future, reduce congestion, improve air quality and reduce carbon emissions, significantly more people need to travel by public transport, cycling and walking with significantly fewer people travelling by car. The GCP's programme looks to achieve this by giving people better choices to travel sustainably.
- 1.5 Figure 1 sets out the future sustainable transport network for Greater Cambridge and how this will be substantially enhanced over the next decade, forming a cohesive network throughout Greater Cambridge and further afield.

Figure 1



- 1.6 The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge and Haverhill is a key origin area for travel to work in Cambridge. The A1307 suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest other settlement on the corridor.

- 1.7 The route has seen significant increases in traffic over the last decade and large existing and proposed development sites along this corridor mean that pressure on already congested roads and the limited public transport service is set to rise.
- 1.8 The route along the A1307 Cambridge to Haverhill has been highlighted as a strategic project to help make travel by foot, bicycle and public transport more attractive than private car journeys, alleviating congestion and supporting the region's growth. The Cambridge South East Transport scheme (CSETS) is therefore in compliance with the Local Transport Plan. The Cambridge Biomedical Campus (CBC), as one of the primary destinations of the route, continues to experience considerable growth including further planned hospital development. Access for workers to existing and planned development is a key consideration of the scheme.
- 1.9 The CSETS project consists of two phases: Phase 1 which comprises 16 discrete small to medium works packages currently under construction and development, aimed at achieving some journey improvements for cyclists and public transport on the existing A1307, mainly within existing highway boundaries. Phase 2, which is the main focus of this paper, is a more significant intervention – providing dedicated, mainly off-road, routes for public transport, cycling and walking, aiming to make these modes the attractive and preferable choice for many.
- 1.10 The Phase 2 project is made up of three key elements: a dedicated public transport link between the A11 and the Cambridge Biomedical Campus, a new Travel Hub facility near the A11/A1307 junction, and new cycling, walking and equestrian facilities.
- 1.11 The case for busways is built upon the considerable success of the existing St Ives to Cambridge scheme which, pre-pandemic, carried over 4m passengers per annum. A busway solution provides significant benefits over bus lanes in terms of prioritisation, and therefore journey time savings, reliability benefits and attractiveness to passengers. These benefits have been outlined in the CSETS Business Case (available online). The proposals include improvements upon the existing St Ives scheme, including a less engineered solution reducing environmental impact, a fully designed segregated cycling and walking solution alongside and modern, electric vehicles.
- 1.12 It is envisaged that modern, electric vehicles will be utilised on the route. This public transport corridor has been designed to be future-proofed allowing for future changes in design and vehicle type, and indeed the proliferation of electric bikes and scooters.

Scheme Development

- 1.13 The scheme has been in development since 2015 and advanced in accordance with Department for Transport major scheme guidance.
- 1.14 The Transport Strategy for Cambridgeshire and South Cambridgeshire (TSCSC) was prepared in parallel with the submitted Local Plans and adopted in March 2014. The strategy provides a plan to manage the rising population and increasing demand on the travel network by shifting people from cars to other means of travel, including public transport, walking and cycling. Policy within the TSCSC requires a

range of infrastructure interventions on the Cambridge South-East corridor as a key part of the integrated land use and transport strategy, responding to levels of planned growth. Cambridge South is one of the key growth areas identified in the plan. The Local Plan policies for the strategic development sites along the corridor requires High Quality Public Transport to link new homes to employment and services in and around Cambridge.

- 1.15 The CSETS scheme was originally conceived as the Three Campuses to Cambridge scheme. The Three Campuses project was reviewed by the Local Liaison Forum (LLF) in 2017, prior to public consultation on the key route options. Over course of 5 workshops, the LLF refined the options into 3 possible strategies for the scheme, on and off road, expressing a preference for an off-road solution that served the local villages.
- 1.16 The 3 strategies were then subject to public consultation at the end of 2017. Strategy 1, the entirely off-road solution was the preferred solution. It also had the strongest business case of the 3 options, a key component of the prescribed assessment process. It was the only option that served the local communities along the corridor, in particular Sawston, Stapleford and Great Shelford, a preference of the LLF.
- 1.17 The Joint Assembly endorsed the option in 2018 noting in particular that it served local villages, as well as the three Campus sites. The Executive Board adopted the off-road option as the preferred solution at its meeting in October 2018.
- 1.18 The project was next presented to the Executive Board in June 2019. The key conclusions of the Outline Business Case (OBC) in relation to the preferred high quality public transport, walking and cycling route as well as the travel hub location were endorsed, and it was agreed that officers undertake an Environmental Impact Assessment for the route and prepare a Transport and Works Act Order application.

Environmental Impact Assessment Consultation

- 1.19 A full statutory, Environmental Impact Assessment was undertaken in 2020/21 and reported to the Joint Assembly and Executive Board in June and July 2021. The Board noted the results of the public consultation and in particular, that feedback from the EIA consultation has been used to inform the development of the design for the preferred option, with the project team considering all comments received during the consultation. These comments had led to a number of refinements in the scheme's design and the project team undertook to continue to refine the scheme to minimise potential impacts of the scheme.
- 1.20 The Executive Board approved the proposal to move the scheme to the next stage, a submission of a formal Transport and Works Act application. It was noted that this application would likely result in a full public inquiry.

Alternative Proposals

Railway Alternative Route

- 1.21 During the OBC process consideration had been given to an alternative route following the disused Haverhill railway and then running alongside the existing railway

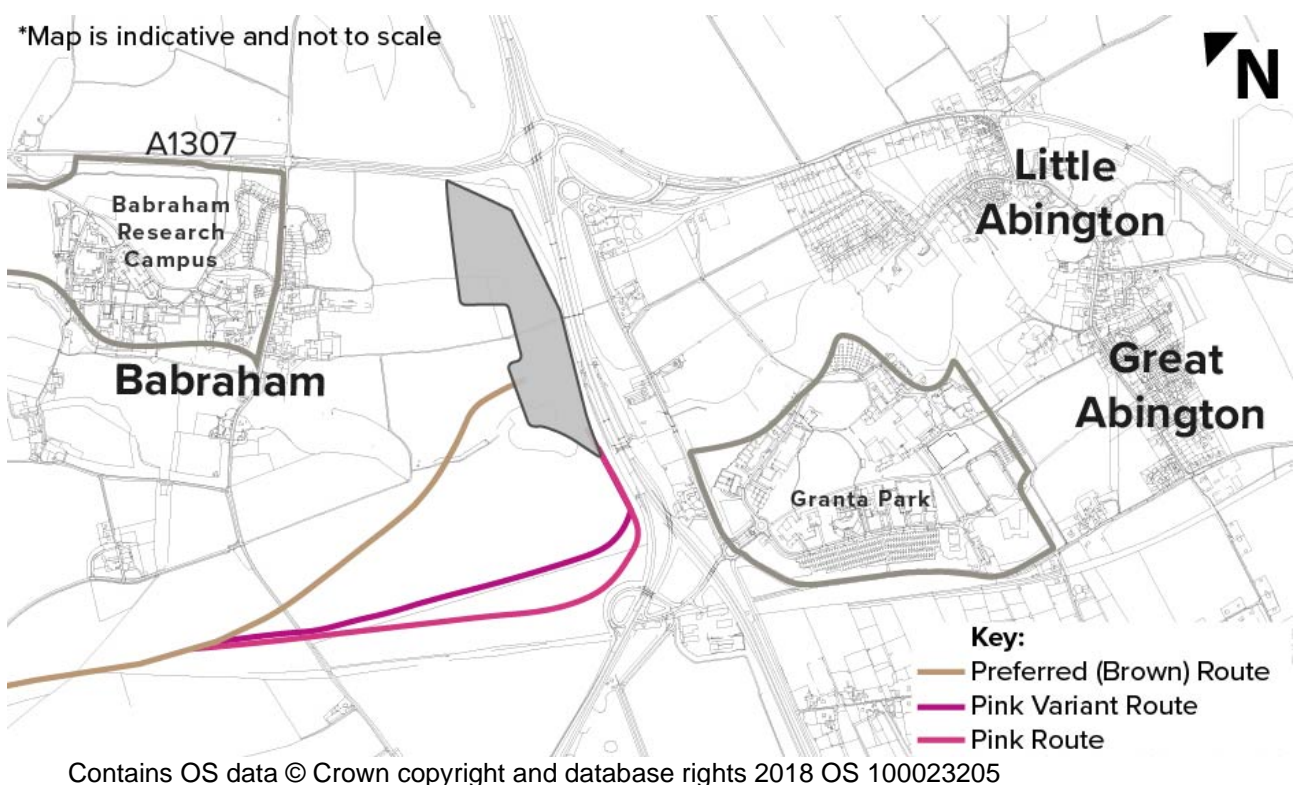
to Great Shelford Station in a design development and feasibility assessment technical report commissioned and published in May 2020 [here](#).

- 1.22 The report concludes that alternative routes following the railway alignment would have lower benefits and higher costs relative to the shortlisted route alignments. In addition, a number of significant barriers would need to be overcome to enable construction of the route. This evidence supports the conclusions of previous work leading to the rejection of this alternative route.
- 1.23 Since the publication of the report, the Parish Councils of Great Shelford and Stapleford commissioned an independent review of the report and the conclusions presented to the GCP in March 2021.
- 1.24 The GCP commissioned a review of the i-Transport report. The review concludes that the information in the i-Transport report does not alter the previous conclusions around the preferred route

Pink Route Variant

- 1.25 The preference for a Pink Route variant has been raised by some respondents.

Figure 2



- 1.26 The Pink Route Variant alignment and the Brown Route alignment have been compared on the basis of environmental impacts, costs and value for money, to determine if there is any merit in the Pink Route Variant being considered for adoption as the preferred route instead of the current Brown Route alignment.
- 1.27 The results from the comparison shows that overall, the Brown Route Variant still performs better than the Pink Route Variant, although in marginal terms.

- 1.28 The final route proposals will be considered further as part of the Transport & Works Act process, most likely through a public inquiry, at which point proponents of alternative alignments will have the opportunity to further present their case.

On-Road Option along the A1307

- 1.29 During the scheme development process on-road options were considered and consulted upon. The LLF, Joint Assembly and Executive Board expressed support for routes that served the local villages, as well as the 3 Campuses.
- 1.30 Route options were consulted upon in 2017. The entirely off-road option was the public's preferred solution. It had the strongest business case of the 3 options, a key component of the prescribed assessment process, and served the local villages.
- 1.31 The Executive Board adopted the off-road option as the preferred solution at its meeting in October 2018.

CAM Metro

- 1.32 The Cambridgeshire and Peterborough Combined Authority (CPCA), as the strategic transport authority for the area, approved the Local Transport Plan (LTP) sub-strategy – Cambridgeshire Autonomous Metro at its meeting in April 2020. The sub-strategy put CAM at the heart of the LTP and placed requirements on the delivery of major public transport schemes including CSETS, in particular the requirement to be fully segregated. This requirement from the CPCA was introduced after the Executive Board's decision to adopt the off-road option as the preferred solution.
- 1.33 During 2021 the CPCA subsequently took the decision to cease developing the CAM scheme and overturned the CAM sub-strategy.

Haverhill Rail Line

- 1.34 The GCP reviewed the Haverhill Rail Line as an alternative in 2016. The Executive Board discounted the option on financial grounds. Network Rail and other rail industry agencies have no plans to reinstate the rail line.

Integration with Cambridge South Station and East West Rail

- 1.35 CSET Phase 2 and the proposed Cambridge South Station (CSS) are complementary to each other, but not interdependent, meaning each scheme could still be delivered with or without the other. Regular meetings have taken place between CSET Phase 2 and Network Rail Cambridge South Station project teams to manage the interface between the two schemes as plans have developed, including work to deconflict construction programmes and activities. Both parties have entered into a Protocol Agreement, to undertake a collaborative approach in the interests of efficiency, expediency, and mutual commercial benefit. GCP expects to enter into an asset protection agreement with Network Rail.

- 1.36 CSET Phase 2 and East West Rail (EWR) are not interdependent. Although no detailed design information is available for the proposed four track sections of the railway, the alignment design for CSET Phase 2 anticipated a proposal for four tracking of the railway in this area. This is not expected to encroach onto the proposed alignment for CSET Phase 2. Regular meetings with EWR in place to manage interface between the two schemes and this collaboration is set to continue as progress is made.

Covid-19 Pandemic

- 1.37 GCP continues to monitor the impact of the Covid-19 pandemic. The latest data shows a return to near normal traffic levels, with associated impact on congestion. The impact on public transport continues to be particularly acute and, given the likely importance of a high-quality public transport network to the future success of Greater Cambridge and the wider area, getting people back on to public transport will be an essential component of a successful strategy. Equally, with people returning to their cars faster than other modes following both lockdowns, there is a clear risk of a car-based recovery which could potentially make sustainable modes less attractive if congestion and pollution levels return unabated. The busway solution will continue to provide significant benefits over bus lanes in terms of prioritisation, and therefore journey time savings, reliability benefits and attractiveness to passengers. These benefits have been outlined in the CSETS Business Case (available online) and will continue to be reassessed as part of the Business Case refinement.
- 1.38 The scheme continues to align with local policies, and will support delivery to:
- Reduce carbon emissions and improve air quality.
 - Achieve modal shift away from private car use.
 - Promote active mode travel.
 - Help to deliver local economic growth by improving connections between places of work and residence.
 - Deliver additional housing and jobs by facilitating developments.
- 1.39 The scheme will continue to be developed and refined as progress is made through the Major Scheme Development process, including refinements to the design to reduce the impact on the environment.
- 1.40 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
- a) note the impact of the Stapleford Retirement Village planning application on the CSETS route
 - b) comment on an additional targeted consultation for the impacted section of the route through Stapleford
 - c) Note the commitment to continue to refine the scheme design to minimise environmental impacts of the scheme

- 2.1 The Executive Board at the meeting in July 2021, agreed the route alignment and submission of a Transport and Works Act Order (TWAo) application for the CSETS scheme. The submission of the TWAo was subject to agreement of the County Council, as the applicant, and preparations were progressing to take a decision at a Full Council meeting.
- 2.2 A planning application by Axis Land Partnerships for a retirement care village along a section of the agreed route was previously considered and refused by the South Cambridgeshire District Council as the Local Planning Authority (LPA).
- 2.3 The applicant subsequently took the application to appeal. The Planning Inspector approved the development on 29/12/21. The application has a direct impact on the alignment of the CSETS project as outlined in the map below.

DO NOT SCALE

1:10,000

North Arrow

Legend:

1. The boundary of a 10-year LDP and 10-year LDP
2. The boundary of a 10-year LDP and 10-year LDP
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COST NEW CORRIDOR ALLOWANCE

COST CURRENT DESIGN ALIGNMENT

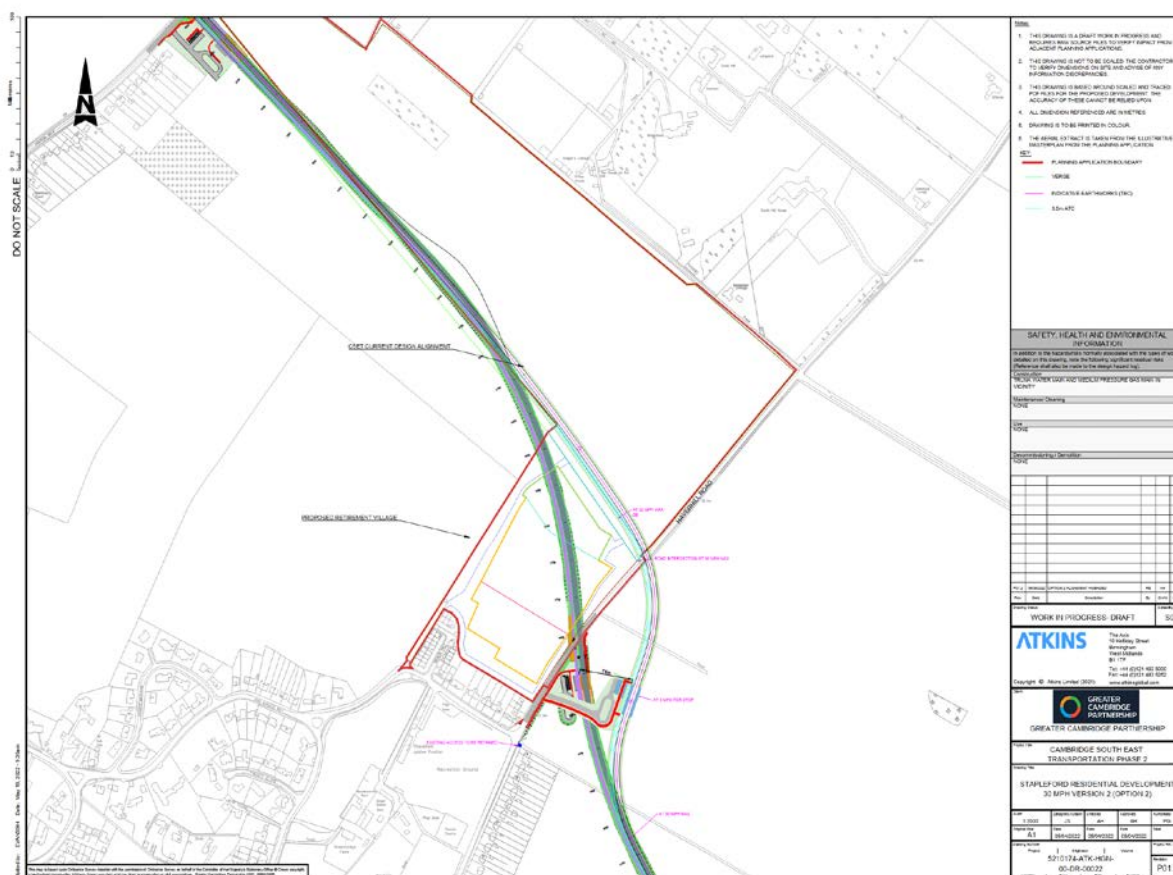
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- Page 81 of 231

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Figure 6 - Option 2



- 2.9 There is no discerning difference in the impacts for environment, ecology, green belt and overall costs between the respective options compared against the Preferred Route. The bus stop at Option 2 is marginally closer to village properties thereby allowing slightly better access. It is some 30 metres from the previously approved bus stop.
- 2.10 It is therefore proposed that both options form part of the public consultation exercise.

3. Consultation and Engagement

- 3.1 Consultation and engagement has been a key feature of the CSETS scheme development.
- 3.2 The proposal will see an additional targeted consultation for the impacted section of the route through Stapleford. The consultation's purpose will be to:
- Highlight scheme refinements as a result of the planning application and explain why the changes were made;
 - Identify potential environmental impacts;
 - Detail proposed mitigation measures of adverse impacts; and
 - Provide an opportunity for all consultees to give their views on the revised section of the route.

4. Options and Emerging Recommendations

- 4.1 The planning application, granted on appeal, has a small but material impact on the previously approved alignment for the CSET scheme. It is proposed to undertake a targeted consultation on the short, impacted section and report back to the Executive Board later this year.

5. Alignment with City Deal Objectives

- 5.1 The CSET project forms an important part that will enable the Greater Cambridge Partnership to deliver against the objectives that were set out in the City Deal. The scheme will seek to connect people to places of employment and allow communities to grow sustainably in the coming years, by creating better and greener transport networks, reducing congestion and making better use of limited road space by prioritising sustainable transport.

6. Citizen's Assembly

- 6.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The CSET project supports a number of those priorities, namely:
- Be environmental and zero carbon (28).
 - Be people centred – prioritising pedestrians and cyclists (26).
 - Enable interconnection (25).
 - Have interconnected cycle infrastructure.
 - Provide transport equally accessible to all.
- 6.2 The Citizens' Assembly voted on a series of measures to reduce congestion, improve air quality and public transport which aligns with the aims of the CSET scheme.

7. Financial Implications

- 7.1 Costings for the scheme was updated in April 2021 to reflect the current scheme designs (Design Freeze 3). The current budget for the scheme is £132m. Costings will continue to be reviewed up until the Full Business Case is presented to the Executive Board for final sign off. It is worth noting that the current levels of inflation across the industry and wider economy may impact upon future costings of this and other schemes. This will be kept under review and included in a future update of the business case.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 The next steps in the development of the project include the key elements set out in the table below.

Task	Commentary	Timescale
Seek Approval to submit TWAO	The Scheme will return to the Joint Assembly / Executive Board to present the findings of the Consultation, Approval will also be sought from the Full Council to submit the TWAO	Winter 2022
Submit application for statutory consent	The power to construct the scheme will come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector.	Submit application Early 2023
Opening of the scheme to operational services	Planned opening	Planned for 2026

Background Papers

Source Documents	Location
CSET Webpage	Cambridge South East Transport Background - Greater Cambridge Partnership
CSET Retirement Village Alignment assessment	Cambridge South East Transport Background - Greater Cambridge Partnership

Parking Strategy Update and Residents' Parking Scheme Delivery

Report to: Greater Cambridge Partnership Joint Assembly

Date 9th June 2022

Lead Officer: Peter Blake – Director of Transport, GCP

1. Background

- 1.1 The Greater Cambridge Partnership Executive Board previously agreed to develop an Integrated Parking Strategy, working closely with the County and City Councils. The Strategy aims to support uptake of public and active transport, cut congestion and air pollution and reduce carbon emissions, and considers how on and off street parking could be more effectively managed to reduce congestion on the network and promote the use of sustainable modes of transport. The Strategy will sit alongside wider city access proposals aiming to improve public transport and active travel and reduce congestion and pollution, as set out in last year's Making Connections consultation.
- 1.2 Alongside this work, in November 2021, the County Council's Highways and Transport Committee agreed to restart delivery of new residents' parking schemes in Cambridge and requested that GCP take forward this work, given the link with the city access project. The GCP Executive Board agreed in December 2021 to restart delivery of residents' parking schemes, commencing with informal consultation for all areas of the city without a current scheme.
- 1.3 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
 - (a) The objectives and vision for the Integrated Parking Strategy;
 - (b) The feedback from the parking issues engagement;
 - (c) The six initial priority residents' parking schemes for delivery as set out at paragraph 4.3, as the first tranche of schemes to be funded out of the existing city access budget; and
 - (d) The aim to deliver parking controls across the whole city over time, with a further tranche of schemes brought to the GCP Board for agreement next year.

2. Issues for Discussion

- 2.1 Efficient and effective management of car parking provision in Cambridge has the potential to contribute to achieving the GCP's and local partners' transport and environmental goals. The availability and pricing of car parking is one of the key determinants of vehicle traffic in Cambridge, and it therefore contributes significantly to congestion and pollution particularly in the city centre. Current parking pricing and availability reinforces the perspective that driving is often more convenient and cheaper than public transport.

An Integrated Parking Strategy

- 2.2 The GCP has therefore been working with the County and City Councils to develop an Integrated Parking Strategy. The strategy is concerned with car parking controlled by the County and City Councils, including:
- Publicly accessible off-street car parking, including city centre car parks (approx. 3700 spaces)
 - On-street car parking, including on-street pay and display (approx. 1500 spaces) and residents' parking schemes (approx. 6000 spaces), as well as uncontrolled on-street parking capacity across the city.
- 2.3 The initial work on the Integrated Parking Strategy has concentrated on understanding the current parking context, setting objectives for the Strategy, and producing a vision for the future of parking in the city, and an initial report is at Appendix 1.

2.4 The following objectives have been identified for the Strategy:

ENVIRONMENT

1. Contribute to the decarbonisation of transport
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
2. Contribute to improved air quality (including a reduction in NOx)
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
3. Contribute to noise reduction in the urban area through reductions in traffic levels
- 4 Support the introduction of 'liveable neighbourhoods'
5. Support a reduction in the land area currently devoted to car parking and enable its repurposing for alternative uses, such as cycle parking or public amenity space
6. Contribute to the development and maintenance of high quality public realm

ECONOMY AND SUSTAINABLE, INCLUSIVE GROWTH

7. Support long-term economic vitality and sustainable and inclusive growth in a context of changing employment, retail and leisure travel patterns
8. Facilitate access to locations of economic activity
9. Make effective use of Council land and facilities to enable and encourage sustainable transport choices, including a reduction in private car ownership

REVENUE

10. Generate appropriate levels of revenue for Cambridge City Council and Cambridgeshire County Council to support service delivery, recognising that this may change in the medium term

TRAFFIC MANAGEMENT

11. Support the delivery of the County Council's traffic and highway network management duty, ensuring that traffic moves freely and safely (noting that 'traffic' includes all road users)
12. Contribute to a reduction in traffic congestion
13. Support a reduction in miles driven, especially (but not only) on short journeys

OPERATIONAL ORGANISATION AND MANAGEMENT

14. Deliver a coordinated approach to planning and managing non-residential car parking and local authority managed residential car parking across the Greater Cambridge area
15. Ensure consistency of customer experience at paid-for parking managed by City and County councils
16. Introduce consistent enforcement approaches across the Greater Cambridge area
17. Provide a framework for the proportionate collection and analysis of data and information to support decision making

- 2.5 These in turn have informed a future vision for parking across the city. This focuses on rebalancing parking provision across the city to encourage people to use sustainable modes of transport for all or part of their journey. Table 1 summarises the current reality and future vision.

Table 1: Vision for parking in Cambridge

2022 reality	Future vision
<ul style="list-style-type: none">• Car as preferred/default mode for many, even for short trips (<i>50% of car trips in Cambridge are wholly within the city</i>)	<ul style="list-style-type: none">• Walking, cycling, bus as preferred/ default mode for many people for most short trips• Car trips in the city centre are exceptional and for specific needs (e.g. some Blue Badge holders, especially bulky purchases)
<ul style="list-style-type: none">• Congestion, busy car parks, overcrowded and unpleasant streets, carbon emissions, air pollution	<ul style="list-style-type: none">• Busy cycle lanes, more bikes, busier buses – less congestion, cleaner air, less noise• More pleasant streets and 'liveable neighbourhoods', with space reallocated to wider uses e.g. car clubs, pocket parks
<ul style="list-style-type: none">• High demand for car parking through city, including in city core	<ul style="list-style-type: none">• Demand for car parking largely satisfied by expanded travel hub / P&R network• Reduced demand for car parking in city – current car parks (partially) re-purposed with accessibility and car share schemes main use;• Increased demand for cycle parking;• Lower levels of car ownership, enabling better use of on-street capacity for wider uses

<ul style="list-style-type: none"> • Car parking revenue vital for City and County budgets and service delivery 	<ul style="list-style-type: none"> • Car parking revenue falling, identifying new income streams to replace any reduction in income to avoid impacts on service delivery
<ul style="list-style-type: none"> • Uncoordinated, reactive, piecemeal approach 	<ul style="list-style-type: none"> • Consistent approach with area parking plans linked to place and street typologies and network hierarchy

2.6 The vision raises several key points which are pertinent to the delivery of future on-street parking controls, including residents' parking schemes. These include:

- Expanding parking controls (e.g. residents' parking) across the city, to ensure a consistent approach to parking management, align with wider transport schemes and support the uptake of sustainable modes of transport;
- Ensuring that further parking controls continue to meet residents' needs whilst also better reflecting the needs of a wider range of users, including those walking, cycling and using public transport, and non-residents such as those accessing local services, as well as the aspirations of the GCP, County council and partners to promote sustainable modes of transport. In future, this could include taking an 'area parking plan' approach to balance different parking needs;
- Rebalancing streets to reflect wider range of uses, create more liveable neighbourhoods and build sustainable transport capacity: for example, adding car club bays, EV charging points, cycle hangers, cargo bike parking / hire schemes, pocket parks and parklets.

2.7 Given the need to align with wider proposals to improve public transport and reduce congestion, some further, more detailed recommendations for the Strategy will be brought to the Joint Assembly and Executive Board alongside the public transport improvements and city access strategy proposals in September. This includes investigating headline targets for reducing central car parking provision across public and private provision.

Further parking controls including residents' parking schemes

2.8 Alongside the work to develop an Integrated Parking Strategy, the County Council requested that the GCP initiate delivery of further parking controls across the city including residents' parking schemes. Currently, much of the on-street parking in Cambridge is uncontrolled. Although residents' parking schemes cover the central part of the city¹, there are still many areas where schemes have yet to be brought forward. A twin-track approach has been undertaken to investigate appetite and potential for further parking controls in areas of the city without current schemes. This has involved an engagement exercise alongside an assessment of current parking issues.

¹ <https://maps.cambridgeshire.gov.uk/?tab=maps>

3. Consultation and Engagement

- 3.1 The 'Parking Issues' engagement ran from 21 February to 21 March 2022. The engagement sought feedback on the location and nature of on-street parking issues affecting all road users in Cambridge. Feedback was sought on the following issues, and respondents could drop a pin on a map to provide a geographical location for their comments:
- Where parking causes delays and obstruction or affects the safety of road users
 - Local residents having difficulty finding on-street parking
 - Commuter parking affecting local parking needs
 - Where there is a lack of cycle parking
 - Where the provision of car club spaces could help reduce on-street parking
 - Lack of blue badge parking spaces
 - Where parking for access to public buildings and services/local shops is inadequate
 - Where loading/unloading bays are required
- 3.2 In total, nearly 2,000 pins were added to the map as well as almost 100 written submissions. Local councillors helped to promote the engagement and some also provided feedback. A report setting out the engagement findings is at Appendix 2.

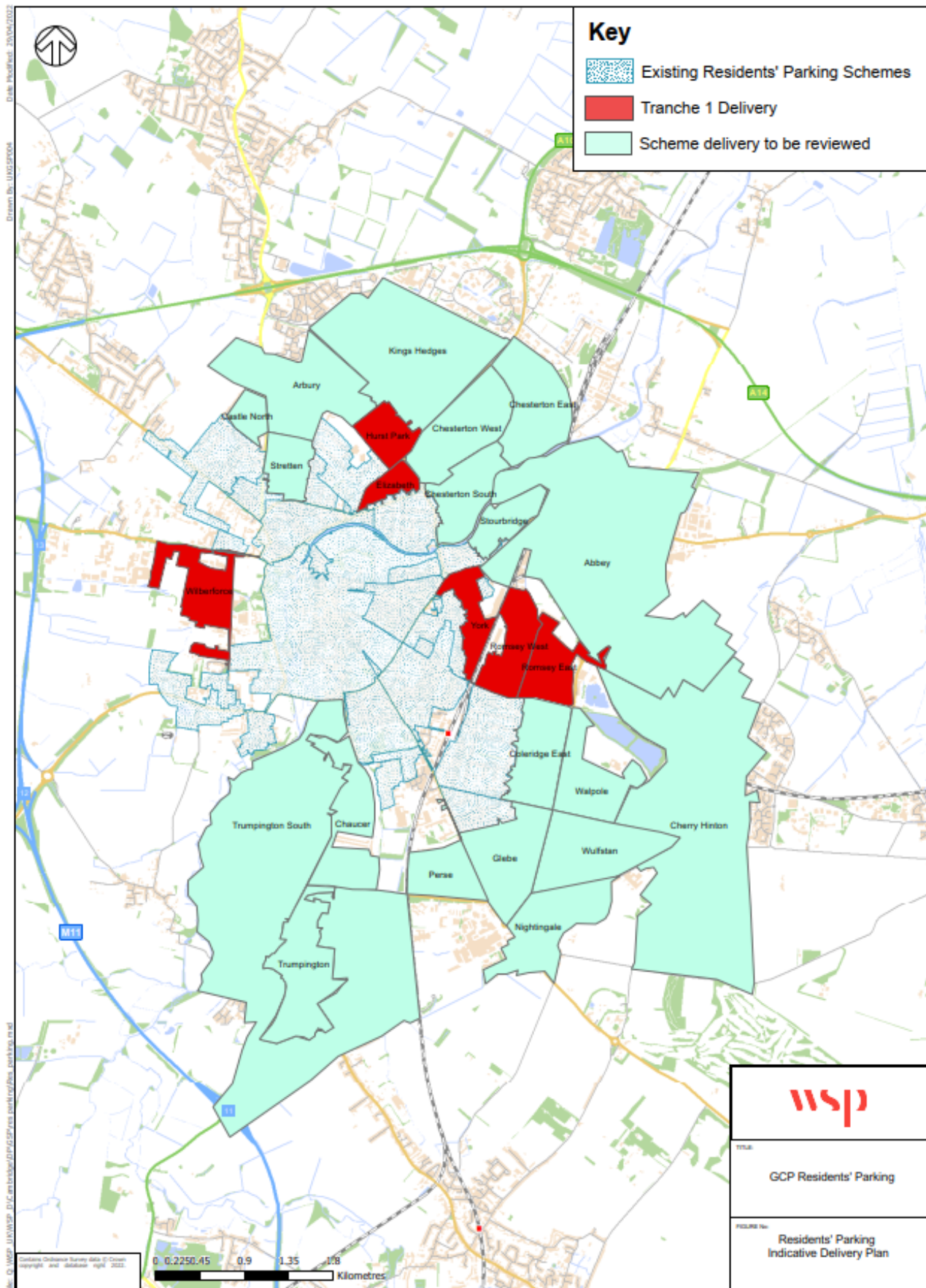
4. Options and Emerging Recommendations

- 4.1 As set out above, the Integrated Parking Strategy objectives and vision support the need for additional parking controls across the city. This is reinforced through the feedback from the parking issues engagement.

Delivery of further parking controls, including residents' parking schemes

- 4.2 It is suggested that the GCP delivers parking controls across the whole city, with a prioritised implementation programme starting immediately. It will be important to align delivery of new schemes with wider transport projects to minimise disruption and seek maximum benefits.
- 4.3 In order to identify priority schemes, an assessment has been undertaken looking at:
- Current parking conditions;
 - Engagement feedback;
 - Alignment with other transport schemes and deliverability;
 - Safety; and
 - Potential to support improvements to walking, cycling and bus travel
- 4.4 Details of the assessment are set out in Appendix 3: delivery of future parking controls. This identifies six priority schemes to be progressed starting this year. The schemes are:
- Romsey West
 - Elizabeth
 - Romsey East
 - York
 - Hurst Park
 - Wilberforce

Figure 1: map of prioritised schemes



- 4.5 Initial design and engagement on the six schemes would commence immediately, with an aim of implementing schemes within 1-2 years. Public consultation and delivery would likely be staggered in order to manage the delivery programme, with an aim of consulting on and implementing neighbouring schemes in a coordinated way. This initial work will also include consideration of the indicative scheme boundaries, both in terms of defining controlled areas as well as understanding where larger schemes covering multiple areas may be appropriate.
- 4.6 Prioritising all areas of the city and deciding on the appropriate nature of parking controls will require further analysis and evidence gathering, including ensuring alignment with wider city access proposals including enhancements to public transport and active travel as well as potential new charges for driving and/or parking. The GCP Executive Board will therefore be asked to consider delivery of a second tranche of schemes next year.

Alignment with Integrated Parking Strategy and wider programme

- 4.7 As new schemes are brought forward and delivered, it is important that they align with the objectives and vision set out in the Integrated Parking Strategy. This includes ensuring schemes balance the needs of all users including residents, as well as re-balancing streets, where appropriate, towards a wider range of uses including supporting uptake of sustainable travel choices. The County Council's Highways and Transport Committee will be considering issues relating to permits and policy for residents' parking in July and future schemes will be brought forward in the context of any recommendations made and agreed by the Committee.
- 4.8 As controls expand across the city, sustainable transport alternatives will need to be provided including for those who currently park in uncontrolled areas to access employment, education and services. The delivery of parking controls aligns with the GCP's sustainable transport programme, including the public transport and city access strategy, which will provide people with better, more affordable active travel and public transport alternatives for all or part of their journeys.

Emerging recommendations

- 4.9 The Executive Board will be asked to:
- (a) Agree the objectives and vision for the Integrated Parking Strategy;
 - (b) Note the feedback from the parking issues engagement;
 - (c) Agree the six initial priority residents' parking schemes for delivery as set out at paragraph 4.3, as the first tranche of schemes to be funded out of the existing city access budget; and
 - (d) Agree that the GCP should aim to deliver parking controls across the whole city over time, with a further tranche of schemes brought to the GCP Board for agreement next year.

5. Alignment with City Deal Objectives

- 5.1 Better management of car parking capacity in Cambridge city will support the delivery of City Deal objectives to reduce congestion and pollution, increase use of sustainable modes of transport and tackle climate challenges. Delivery of further

residents' parking schemes will support the aims of the city access project, which seeks to realise a series of benefits, including:

- Securing the continued economic success of the area through improved access and connectivity;
- Significant improvements to air quality and enhancements to active travel, supporting a healthier population;
- Reducing carbon emissions in line with the partners' zero carbon commitments;
- Helping to address social inequalities where poor provision of transport is a contributing factor; and
- Wellbeing and productivity benefits from improving people's journeys to and from employment.

6. Citizen's Assembly

- 6.1 The Citizens' Assembly set out a vision for the future of transport in Greater Cambridge. The proposals in this paper link with the city access project which aims to deliver the Citizens' Assembly's vision.

7. Financial Implications

- 7.1 Funding is available within this year's city access budget for the priority schemes set out in paragraph 4.3 of this report. Further funding will be required in subsequent years to facilitate the development and delivery of additional schemes, and this will be considered as part of the GCP's annual budget setting process.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

8. Next Steps and Milestones

- 8.1 The Integrated Parking Strategy will continue to be developed over the coming months in parallel with wider city access proposals. The feedback from the Making Connections consultation, alongside detailed proposals for public transport improvements and reducing congestion and pollution, is due to be considered by the Joint Assembly and Executive Board in September. Building on the objectives and vision set out in this paper, more detailed recommendations for the Integrated Parking Strategy will be brought forward at that time.
- 8.2 Subject to the Executive Board's decision, delivery of the prioritised residents' parking schemes would commence immediately through the design of scheme plans and public consultation, as set out in paragraph 4.4.

List of Appendices

Appendix 1	Integrated Parking Strategy: background, objectives and vision
Appendix 2	Parking engagement report
Appendix 3	Delivery plan for further parking controls

Background Papers

Source Documents	Location
Highways and Transport Committee paper: Greater Cambridge Partnership's City Access Strategy and Wider Collaboration with Cambridgeshire County Council (November 2021)	Document.ashx (cmis.uk.com)



Greater Cambridge Partnership

INTEGRATED PARKING STRATEGY INITIAL REPORT

Current parking conditions, strategy objectives
and future vision for parking



Greater Cambridge Partnership

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Greater Cambridge Partnership

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Current parking conditions, strategy objectives and future
vision for parking

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1 INTRODUCTION

1.1 TOWARDS AN INTEGRATED PARKING STRATEGY

- 1.1.1. The Greater Cambridge Partnership (GCP) has commissioned WSP to prepare a Parking Strategy for Greater Cambridge, to be considered by the GCP Executive Board in 2022. This recognises that policies and strategies have evolved over time, managed by different organisations, and may not be fully aligned with emerging priorities in sustainable transport for the city.
- 1.1.2. This first report summarises the current parking situation and policy context for our work and introduces examples of approaches adopted to managing parking in a variety of British and European cities.
- 1.1.3. We will subsequently develop detailed recommendations through further desk-based analysis and workshop discussions with key stakeholders at GCP, Cambridge City Council and Cambridgeshire County Council. A further report will follow, alongside wider proposals for improvements to public transport and reducing congestion and pollution.

1.2 STRATEGIC CONTEXT: GREENER TRAVEL IN GREATER CAMBRIDGE

- 1.2.1. Population in the Greater Cambridge area is set to grow by up to 28% by 2031; population growth typically leads to increased travel. Alongside population growth, GCP expects the area to see 33,500 new homes and 44,000 new jobs in the next decade.
- 1.2.2. According to GCP analysis,¹ with no change in how people travel in the area:
 - traffic will increase – potentially by up to 26,000 car trips each day
 - time spent in congestion will double – and Cambridge is already the 16th most congested city in the country with people spending on average over 70 hours in traffic jams
 - carbon emissions and other pollutants will increase – at a time when the national target is to achieve carbon net zero by 2050
- 1.2.3. GCP has therefore committed to ease congestion and prioritise greener and active travel, making it easier for people to travel by bus, rail, cycle or on foot.
- 1.2.4. The GCP Executive Board adopted four principles for the Cambridge city access project in 2019:
 - To tackle both traffic jams and air pollution now and in the future.
 - To make it easier for people to travel using public transport, cycling and walking rather than by car.
 - To make it much easier for people to travel into and around Greater Cambridge. This will support our local economy and create better opportunities for our local communities.
 - To treat both local people and commuters into the area the same
- 1.2.5. In 2021 GCP ran the 'Making Connections' public consultation on three main areas: a significantly improved bus network; better cycling and walking routes and high quality public spaces; and a

¹ <https://consultcambs.uk/engagementhq.com/making-connections-2021>

potential charging mechanism to reduce traffic and fund bus improvements, such as charges for driving and/or parking in Cambridge.

1.3 ALIGNMENT WITH OTHER PROJECTS

- 1.3.1. This integrated parking strategy is being developed in parallel with other policies and projects looking to support and improve access to Cambridge. These include:
- City Access plans for a new bus network, connected with the Cambridgeshire and Peterborough Combined Authority Bus Service Improvement Plan
 - City Access plans for improved cycling and walking routes and high quality public spaces
 - City Access plans for a potential charge for driving and/or parking, to create space and funding for public transport and active travel improvements, currently in development and the subject of a further round of public consultation
 - the City Council's existing Electric Vehicle and Infrastructure Strategy (2019) and the Cambridgeshire and Peterborough Combined Authority's Alternative Vehicle Fuel Strategy (2021)
 - the development of a new Greater Cambridge Local Plan
 - an ongoing study looking at introducing more Residents Parking Schemes in the city
- 1.3.2. This strategy must be informed by, feed into and align with these projects, to ensure a coherent transport and land use plan which maintains and enhances access to and within the city – but not necessarily by car or not by car to the door of your destination. We must also recognise that for some people, for example some with reduced mobility, access may well continue to mean travelling by car door-to-door.
- 1.3.3. The exploration and implementation of this multi-thread approach is supported by a recent meta-analysis by Paula Kuss and Kimberly A. Nicholas of Lund University, Sweden.² They combined results reported in nearly 800 peer-reviewed papers and case studies of different interventions to reduce city car use, and identified twelve which proved particularly effective in European cities, ranked in order of the size of the effect:
1. congestion charge
 2. parking and traffic control, including reallocating roadscape to cycle lanes and footways
 3. limited traffic zone while maintaining public transport access
 4. mobility services for commuters
 5. workplace parking charge

² The full paper is Kuss & Nicholas (2022, published online, in press for physical copy), 'A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and Transition Management', *Case Studies on Transport Policy*.
<https://www.sciencedirect.com/science/article/pii/S2213624X22000281> The study was reported in national media, for example The Guardian (<https://www.theguardian.com/environment/2022/apr/16/12-most-effective-ways-cars-cities-europe>) and The Conversation (<https://theconversation.com/12-best-ways-to-get-cars-out-of-cities-ranked-by-new-research-180642>).

6. workplace travel planning
7. University travel planning
8. mobility services for a university
9. car sharing
10. school travel planning
11. personalised travel planning
12. app for sustainable mobility

The definitions of interventions may not always be consistent or clear across time and place, but they clearly fall into broad categories:

- demand management (congestion charge or other road user charges; parking and traffic control; limited traffic zone; workplace parking charges)
- public transport and other shared transport services (mobility services for commuters and universities; car sharing; bus/rapid transit/metro infrastructure and prioritisation measures and the availability and affordability of high quality public transport services)
- information and support to take advantage of lower-car options (workplace, university, school and personalised travel planning; mobility app)

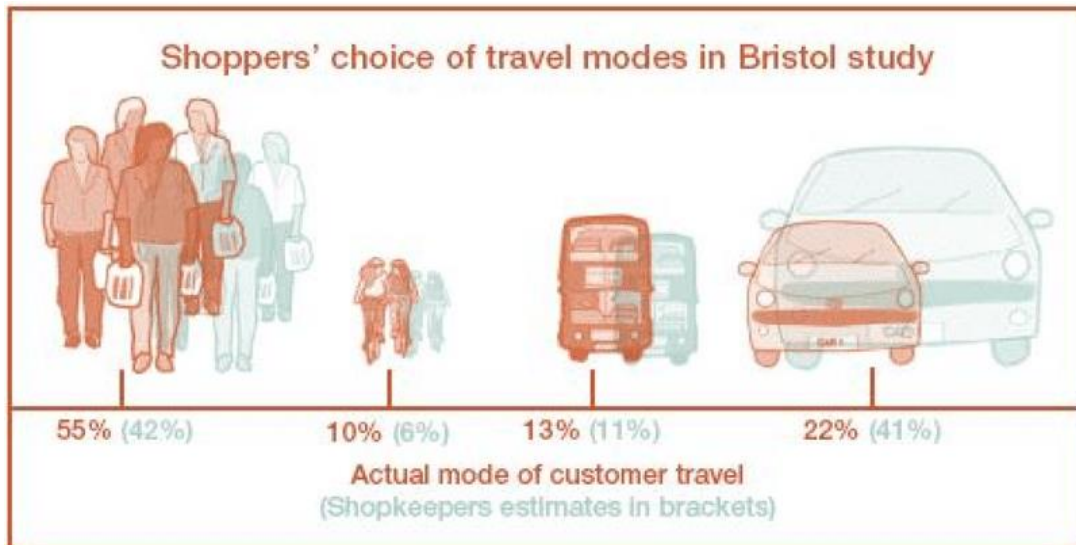
- 1.3.4. The meta-analysis also confirmed that the most successful approaches tend to be those which combine a number of different interventions, both discouraging car use (regulatory and/or financial restrictions on car use) and supporting other modes (improving and encouraging more sustainable choices) along with strong public and stakeholder engagement.
- 1.3.5. This, then, is the context for considering the provision and management of car and cycle parking in Cambridge, where improved public transport and demand management measures, combined with information to encourage non-car travel and active travel options are brought together. Parking control is one part of this multi-faceted approach.

1.4 WHY CAR PARKING MATTERS

- 1.4.1. Car parking facilitates economic activity and access to employment, education and services – but not for everyone. People who cannot drive, do not have access to a car must use other modes of transport. When car parking supports high levels of car trips on the network, the resulting congestion can have a negative impact on users of other modes: buses become less reliable, and walking and cycling become less pleasant with greater potential for modal conflict and safety issues. Also, car parking is likely to be less important to retailers than they believe: surveys elsewhere have shown that retailers tend to over-estimate the importance of car travel to their footfall and revenue.³

³ See, for example, Sustrans (2019), 'Common misconceptions of Active Travel Investment' <https://www.sustrans.org.uk/media/5224/common-misconceptions-of-active-travel-investment.pdf>

- 1.4.2. A Sustrans survey in Bristol is typical of this. Retailers estimated that 41% of their customers arrived by car, whereas the actual proportion was 22%. Retailers under-estimated the percentages of their customers arriving by all other modes.



- 1.4.3. Car parking – its availability and pricing – is one of the key determinants of vehicle traffic in Cambridge. Put simply:
- if you can't park at or close to your destination, you won't drive there
 - if parking is perceived as too expensive compared with other options, people will choose an alternative – although the prices at some car parks in Cambridge suggest the tipping point for some drivers is unusually high
- 1.4.4. The location of car parking is a factor in generating congestion:
- city centre car parking attracts people to drive into the city centre – and focuses that traffic on specific streets
 - queues for car parks can create congestion for all road users, particularly at busy times – including on streets which may better serve other purposes
- 1.4.5. Providing car parking incurs an opportunity cost in land use: off-street car parks and on-street parking spaces occupy land which could potentially be used for other purposes.
- 1.4.6. Some car parking generates revenue for Cambridgeshire County Council and Cambridge City Council through fees paid and penalty charges. The fees for Residents' Parking Schemes should be set so as to cover the costs of operating the scheme.
- 1.4.7. Maintaining on-street and off-street parking incurs capital and revenue costs in construction and renewals, highway maintenance, equipment provision and enforcement – although some of these costs are (more than) covered by the fees charged.

2 SCOPE OF THE STRATEGY

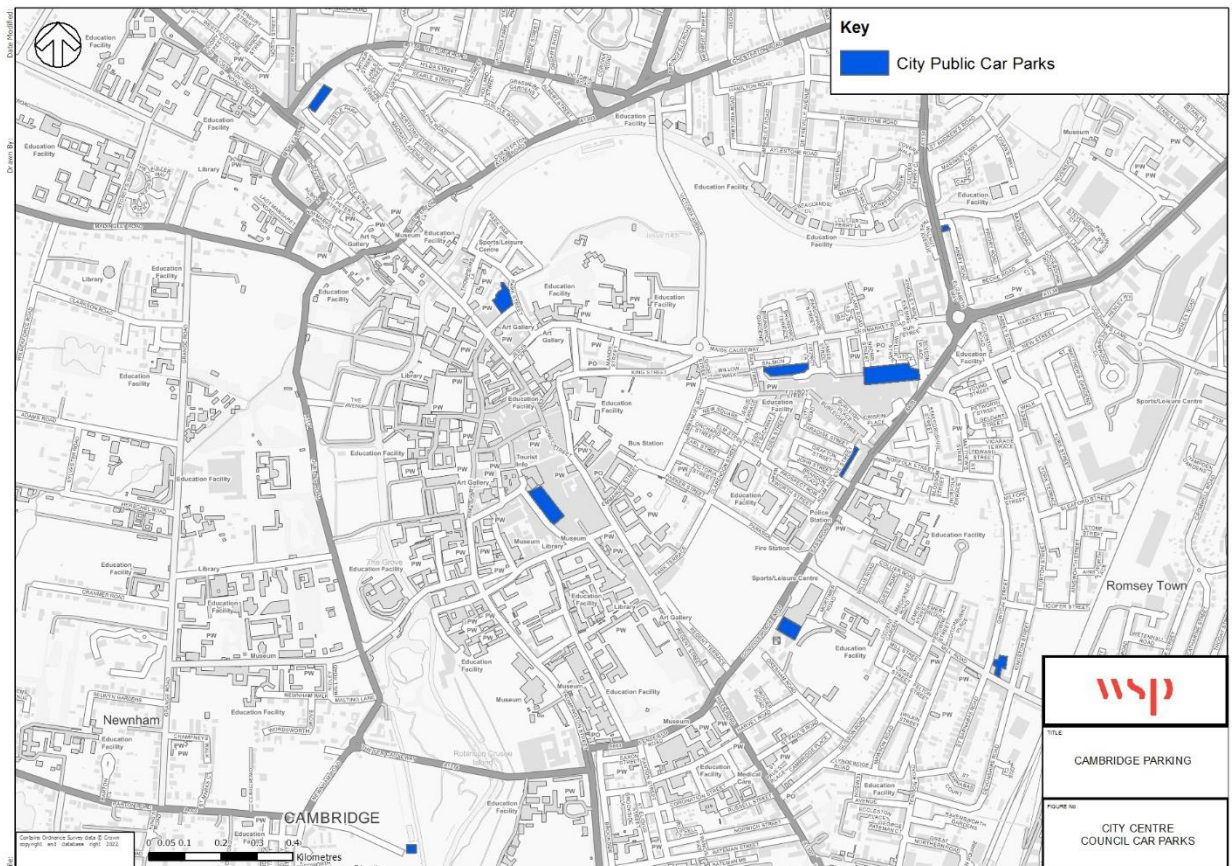
- 2.1.1. The integrated parking strategy for Greater Cambridge will:
- focus on the provision and management of publicly accessible non-residential car parking and local authority-managed residential car parking, including Residents' Parking Schemes
 - take into account car parking not accessible to the general public, including workplace parking
 - sit alongside policies and strategies for environmental sustainability, economic development, land use and planning, and is integrated with other transport policies and strategies in a whole-system approach
 - set out shorter-term actions and a longer-term vision and identifies potential trigger points for introducing new measures
 - be developed with a full awareness of the current importance of revenue from car parking for the budgets of the Cambridge City Council and Cambridgeshire County Council, and that any loss in income would have an impact on service delivery unless new income streams are identified
 - be agreed by all partners in the Greater Cambridge Partnership
 - be monitored on an ongoing basis and formally reviewed at least every three years
- 2.1.2. The strategy will therefore be concerned with car parking controlled by County and City Councils:
- publicly accessible off-street car parking (with a non-residential focus), including city centre car parks (approximately 3,700 spaces)
 - on-street pay and display (approximately 1,500 spaces)
 - local authority-managed residential car parking, including County-run residents' parking schemes and city-run parking for specific blocks (approximately 6,000 spaces)
 - on-street free parking
- 2.1.3. The strategy is developed with an awareness of the importance of:
- privately managed car parking which is accessible to the general public
 - e.g. significant retail sites, rail station parking
 - car parking not accessible to the general public, including
 - workplace parking (including NHS, the University of Cambridge and colleges, Science Park)
- 2.1.4. Recent estimates suggest there may be as many as 17,000 private spaces in the city core and 40,000 spaces in the city as a whole – comprising a large majority of spaces where GCP, City and County Councils have limited influence and no control.

3 BACKGROUND: CURRENT SITUATION

3.1 OFF-STREET PARKING (CITY COUNCIL)

3.1.1. The City Council operates 9 car parks in Cambridge city centre, a mix of multi-storey car parks (MSCPs) and surface sites, totalling 3,746 spaces. These generate significant revenue. The larger car parks are:

- Grand Arcade (957 spaces)
- Grafton West (279) / Grafton East (888)
- Queen Anne Terrace (573)
- Park Street (281) but currently closed for redevelopment to include a smaller car park



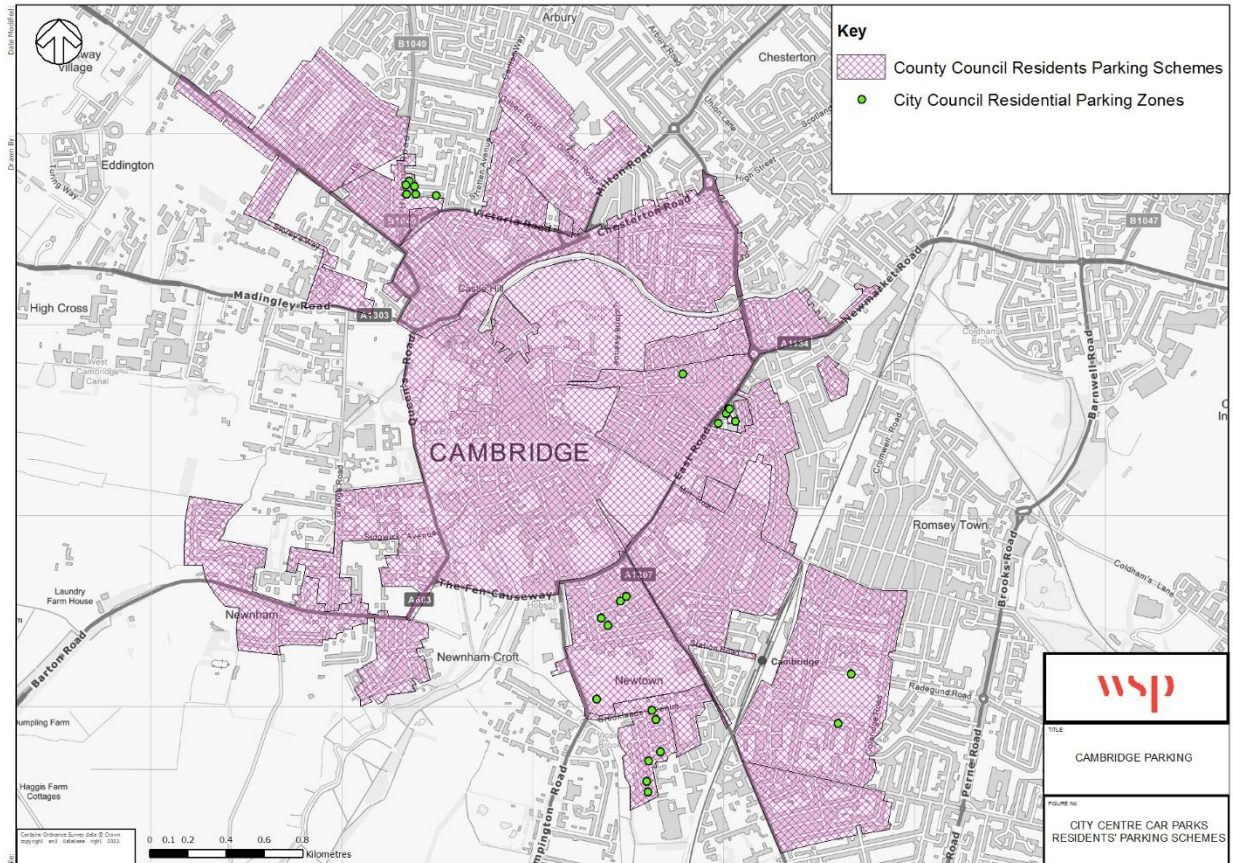
3.1.2. 176 spaces are available in smaller free-to-park surface car parks.

3.2 ON STREET PARKING (COUNTY COUNCIL)

3.2.1. On-street pay & display (P&D) in Cambridge, which is managed by the County Council as the highway authority, covers:

- 86 streets
- 1,554 spaces
- 183 machines

- 3.2.2. These spaces represent approximately 30% of the local authority-run public paid-for parking spaces in Cambridge. Large blocks of P&D spaces are located on Chesterton Road, Clifton Road and Queens Road (with more than 80 spaces each). 35 streets have fewer than 10 spaces each.
- 3.2.3. Cambridgeshire County Council operates 23 Residents' Parking Schemes in Cambridge, shown in purple below, covering 6,035 spaces, supporting a blend of residents' and visitor permits.



- 3.2.4. The prices charged for permits should only cover the costs of scheme. Different prices apply to schemes in different parts of the city, linked to the hours of operation. A permit costs £54 per year in the Ascham, Benson, Coleridge West and Newnham schemes, for example, where restrictions apply for the shortest periods, up to £102 per year in Brunswick, Kite, Newtown, Park, Regent and Staffordshire scheme areas, where restrictions apply for longer hours, seven days a week.
- 3.2.5. In 2021, the County Council agreed to restart the delivery of new residents' parking schemes, and asked the GCP to take this forward.
- 3.2.6. Public engagement on parking issues took place in February and March 2021, and a delivery plan for future parking controls is presented alongside this initial report on the integrated parking strategy.
- 3.2.7. The current County Council policy is that a new scheme cannot be introduced unless supported by 50% of residents in the relevant area responding to a consultation. This gives small numbers of residents an unusual veto power which can affect policy for the whole city, restricting the County Council's ability to make changes to the highway network at a holistic, city-wide level.

- 3.2.8. Uncontrolled on-street parking is permitted in areas of the city not currently covered by residential parking schemes, pay and display or other restrictions.
- 3.2.9. Cambridge City Council operates 23 small Residents' Parking Schemes, which provide parking in dedicated car parks to residents of specified residential properties and developments in the social housing sector. These spaces are insignificant in number compared with the County Council schemes.

3.3 PARK AND RIDE

- 3.3.1. Five bus-based park and ride (P&R) sites operate at strategic locations around the city to intercept key routes into Cambridge, offering over 5,500 spaces – one of the largest networks in the country. In addition, there are two more distant P&R sites served by services on the Cambridgeshire guided busway.

	Car spaces	EV points	Cycle spaces	Map
Milton	792	4	50	
Newmarket Road	873	0	60	
Babraham Road	1458	4	250	
Trumpington	1340	4	250	
Maddingley Road	930	4	40	
Longstanton (buway, approx. 11km from Cambridge city centre)	350	4	~100	
St Ives (busway, approx. 20km from Cambridge city centre))	1000	4	~100	

- 3.3.37. The location of P&R sites is important. They need to sit on major arterial routes (as the Cambridge sites do) in order to intercept traffic and act as their own advertisements. They also need to be sited far enough out of the city centre that they are not attracting car trips into the most congested urban area. Sites which are close to the city centre can cause potential users to drive past: 'it's only another mile or so, I'll just keep going.'
- 3.3.38. Additional services and features are provided within the network, including:
- EV charging (although currently very low numbers)
 - more cycle parking than is typically offered at UK P&R sites
 - John Lewis click and collect pick-up point at Trumpington
- 3.3.39. Many city-focused P&R networks in the UK require some form of surplus, to ensure that levels of service (bus frequencies) and fares are attractive to potential users and competitive with continuing the car journey into the city centre. City centre parking availability and tariffs also feed into the travel choice equation. The Cambridge P&R bus services operated without subsidy before the COVID-19 pandemic, while the County Council incurs revenue costs in operating the sites.
- 3.3.40. The GCP is taking forward plans to enhance capacity at designated travel hubs on key radial routes into the city. These hubs are designed to act as key interchanges, linking bus, walking and cycling networks, as well as providing over 10,000 additional park and ride spaces. The GCP has adopted travel hub design principles which include the provision of EV charging points. Schemes include improvements and expansion at the existing Trumpington P&R site and new hubs at Cambridge South West (close to M11 junction 11) and Foxton (close to the rail station).
- 3.3.41. Reliability (journey time predictability) and overall journey time are important factors in making P&R services attractive, but P&R buses are frequently delayed in traffic between the sites and the city centre.

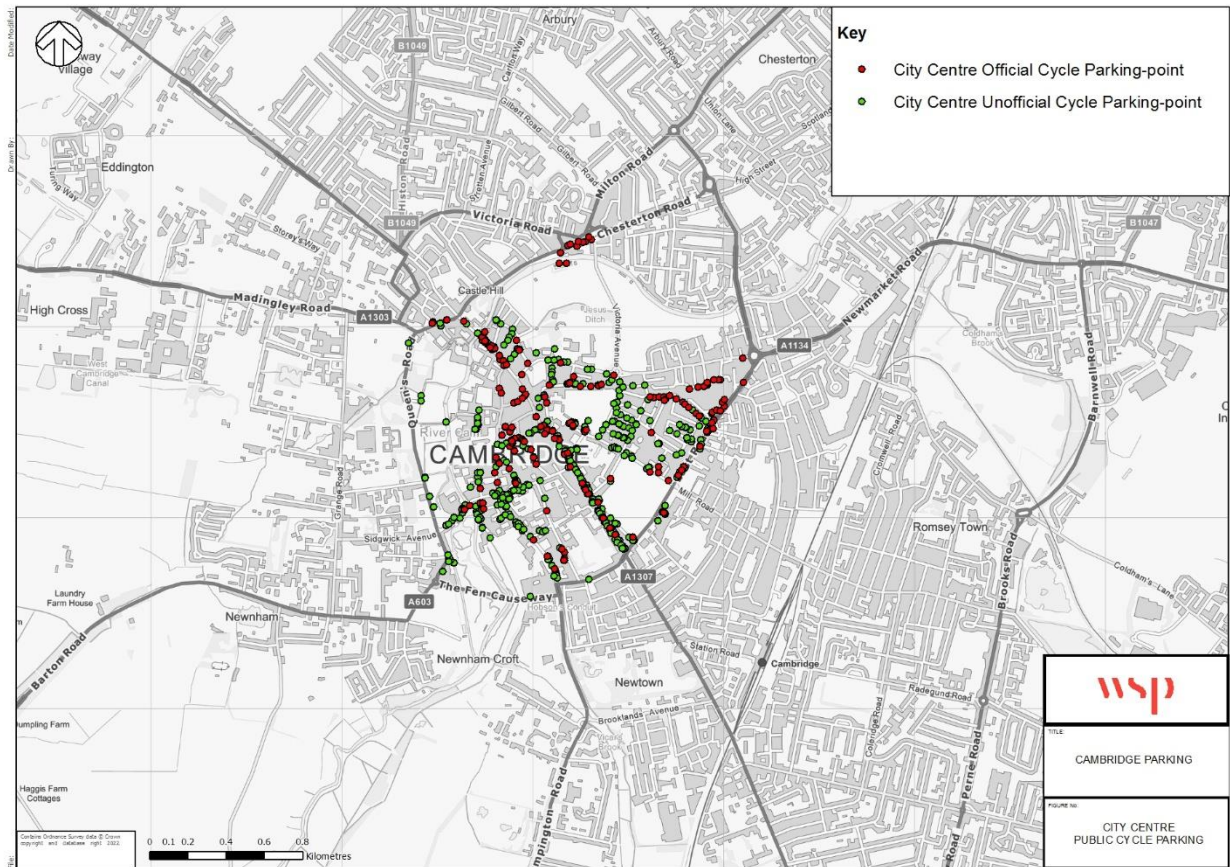
3.4 PAVEMENT PARKING

- 3.4.1. Pavement parking tends to occur in areas of Cambridge with especially narrow residential streets. In some locations (e.g. Romsey) street markings show where pavement parking is encouraged in order to balance demand (parking on both sides of the street to provide capacity) with the need to allow vehicles to move along the street. A compromise is involved, with limited width remaining on the footway for pedestrians and access difficult or impossible for some people using wheelchairs or with double buggies. This can be exacerbated by lighting columns and telegraph poles. It is likely that demand for on-street EV charging, whether through stand-alone chargers or lighting columns, will further complicate the situation.
- 3.4.2. In autumn 2020 DfT consulted on options to change the law concerning pavement parking, with one options being to extend the ban on pavement parking already in force in London to the rest of England. DfT have committed to publishing their response to the consultation and formal proposals as soon as possible.

3.5 CYCLE PARKING

- 3.5.1. Cambridge sees high levels of cycling, especially compared with other UK cities. The 2011 Census showed that 26% of city centre workers arrived at work by bike, compared with the national average

of just 2%.⁴ The availability of secure, convenient cycle parking is a key determinant in levels of cycling – as well as safe, direct, comfortable cycle routes.



- 3.5.2. Current cycle parking in the city centre is a mix of formal and informal, public and private. City Council officers report that removing abandoned cycles is a significant year-round task. Cycle parking is free, which encourages active travel but takes no account of the costs incurred by the councils in providing and maintaining it. We note that these costs are considerably lower per vehicle than those incurred in providing car parking, and the externalities of car travel are much higher.
- 3.5.3. The Cycle Point facility at Cambridge station is the largest cycle park in the country, accommodating 3,000 bikes. An ongoing investment programme is upgrading safety and security features and improving facilities for non-standard cycles (cargo bikes, tricycles, adapted bikes). An additional 730 cycle spaces have already been added at Cambridge North station, bringing the total capacity to 1,000 bikes.
- 3.5.4. A range of cycle parking facilities is needed, to support shorter and longer stays, serving retail, employment and residential locations. Cycle parking can be provided on the footway or on building

⁴ ONS, Census 2011, table QS701EW - Method of travel to work

forecourts, or can replace car parking, both on-street and off-street: a typical car bay can accommodate up to 12 standard bikes.



[Images: Cyclehoop]

- 3.5.5. Security is especially important for more expensive cycles (e.g. e-bikes) and there is now potential for revenue generation from premium cycle parking where it offers high levels of reassurance and protection from inclement weather.

3.6 PRIVATE PARKING OVERVIEW

- 3.6.1. As noted in section 1, public car parking provided by the City and County Councils (off-street and on-street) is a minority of the total parking stock in Cambridge. Other providers control the majority of car parking in Cambridge, much of it not available for general public use. Providers include:
- University of Cambridge and colleges
 - NHS Trusts (staff, patients and visitors)
 - Cambridge Science Park
 - retailers (e.g. supermarkets, retail parks)
 - Network Rail
 - other employers (predominantly small car parks)
- 3.6.2. Their spaces are typically restricted (e.g. customers / staff only) and / or chargeable (e.g. station parking). GCP has some influence with some of these providers. In particular the University of Cambridge is a member of GCP, and new parking can be influenced and controlled to an extent through planning consents. GCP has notably less influence with some providers, especially retailers.

3.7 STAFF PARKING

- 3.7.1. Employer-based parking comprises a large part of the non-Council parking stock and trips to work traditionally contribute significantly to traffic levels, especially in the busiest weekday peak periods. Reducing the proportion of trips to work made by car is a high priority because:
- a “typical” working pattern generates 10 trips on the highway network each week, although with around 40% of Cambridge's workforce able to work from home, for some a smaller number of trips related directly to workplaces will be needed
 - a “typical” daily schedule concentrates much of this travel to work in peak periods, causing congestion and air pollution

- cars which are driven from home to work and return are often parked at the workplace for around eight hours, with low turnover of spaces and at considerable cost in terms of physical space used

- 3.7.2. Through the Planning system applications for new or changed workplaces should be approved only where travel assessments / statements directly address the need to reduce car-based travel and seek to provide limited or falling numbers of car parking spaces.
- 3.7.3. A workplace parking levy (WPL) is a potential policy lever to influence the total amount of workplace parking and generating revenue from workplace parking which employers continue to provide, in partial recognition of the external costs generated from driving. A WPL would make car travel less attractive than other more sustainable modes:
- directly, where employers pass charge on to staff making driving and parking more expensive (but with possible equity implications), or
 - indirectly, where employers absorb charge and start to reduce parking availability and/or encourage staff to walk, cycle or take public transport more

3.8 CUSTOMER PARKING

- 3.8.1. The provision of customer parking is deeply ingrained in the business models and operations of 'big box' retail parks (e.g. Cambridge Retail Park) and large supermarkets. Reducing the availability of this parking is therefore very challenging, especially as these premises are typically visited less frequently than workplaces and the level of influence which GCP has over these parking providers is limited. If people increasingly choose active travel and public transport for more trips, this may also begin to influence travel choices for shopping trips. The increase in online shopping (both for groceries and one-off household items, clothing etc) may also reduce demand for parking at retail sites.
- 3.8.2. Where such decreases in demand become apparent, there may be opportunities to work with retailers to broaden the use of their car parks, for example as local EV charging hubs, car share hubs, or local logistics distribution points, meeting some demand for these facilities off the highway network.

3.9 PARKING MANAGEMENT

- 3.9.1. Cambridge City Council manages multi-storey car parks and a small number of residents' parking schemes. The City Council is the Planning authority. Cambridgeshire County Council is the highway authority and manages on-street parking (pay and display, residents parking schemes). South Cambridgeshire Council is the Planning authority outside the city boundary. The City Council previously managed on-street parking prior to 2010 on behalf of the County Council. It would be timely to consider whether the management of on-street and off-street parking could be better integrated in the future, allowing for greater efficiencies in planning, enforcement and customer service.
- 3.9.2. The planning and management of public car parking is therefore split across the different authorities, requiring extra effort in coordinating work and creating a fragmented offer for residents and visitors.
- 3.9.3. Elsewhere in the UK some local authorities are working with app suppliers and technology companies who offer data analytics, real-time usage monitoring, pay-by-the-minute and other features.

3.10 COVID-19: CHANGE AND UNCERTAINTY IN TRAVEL BEHAVIOURS

3.10.1. Since March 2020 we have seen:

- increased working from home / hybrid working, some of which may persist
- this is a rapid and pronounced acceleration of a trend that has been present for some time
- ebbs and flows in retail footfall and spend in city centre contexts. Footfall in Cambridge city centre may have recovered to (or close to) pre-pandemic levels, but spending levels may be lower than before. This suggests increased home shopping has replaced some in-person spending. This is - as with working from home - an acceleration of pre-existing trends, with bricks-and-mortar retailers increasingly needing to focus on providing something unique or experiential to entice shoppers in
- the hospitality industry adapted to the pandemic with many restaurants offering home delivery and (especially for mid-range and higher-end venues) cook-at-home kits. Although anecdotal evidence suggests the end of COVID-19 restrictions has led to a substantial recovery in dining out towards pre-pandemic levels, it is possible that some changes in dining behaviour will persist.

3.10.2. At the time of writing (late April 2022) levels of car use nationally are around 90-95% of pre-pandemic levels, with LGV traffic at around 110% and HGV traffic at around 105%, according to DfT daily statistics. Bus and rail passenger numbers are between 75% and 80% of pre-pandemic levels. Regional rail and leisure travel by rail have recovered more strongly than commuting and business rail travel.

3.10.3. In Cambridge local data suggests that levels of car travel and car park usage have recovered to (or exceeded) pre-pandemic levels, while bus and rail travel levels remain below pandemic levels, reflecting less travel overall and - perhaps - a persistent wariness about sharing confined spaces, reinforced by government messaging early in the pandemic about the apparent risks of travelling on public transport.

3.10.4. Especially during the first lockdown in spring 2020, many people enjoyed the benefits of reduced traffic levels, with cleaner air and a safer, more pleasant environment for walking and cycling. Levels of active travel increased substantially, with DfT statistics suggesting a peak level of cycling as a mode of transport (excluding most leisure cycling) at 384% of pre-pandemic levels in early May 2020 across Great Britain.

3.10.5. Although travel choices have seemingly now returned towards normal - albeit with public transport seeing lower patronage than before the pandemic - changes in work and shopping patterns may persist or continue to evolve. We are planning and making decisions in an unusually volatile and unpredictable context. However, the overall picture remains the same and the vision of reducing car traffic in Cambridge - in part by reducing and managing car parking - remains valid.

3.11 LESSONS LEARNED FROM ELSEWHERE

3.11.1. Cities around the world face the same challenges as Cambridge. Actions implemented elsewhere show that these apparently radical types of changes are achievable. Cities elsewhere in Europe provide benchmarks and inspirations for the types of multi-modal rebalancing under consideration here, including specific examples in changing the availability and location of car parking.

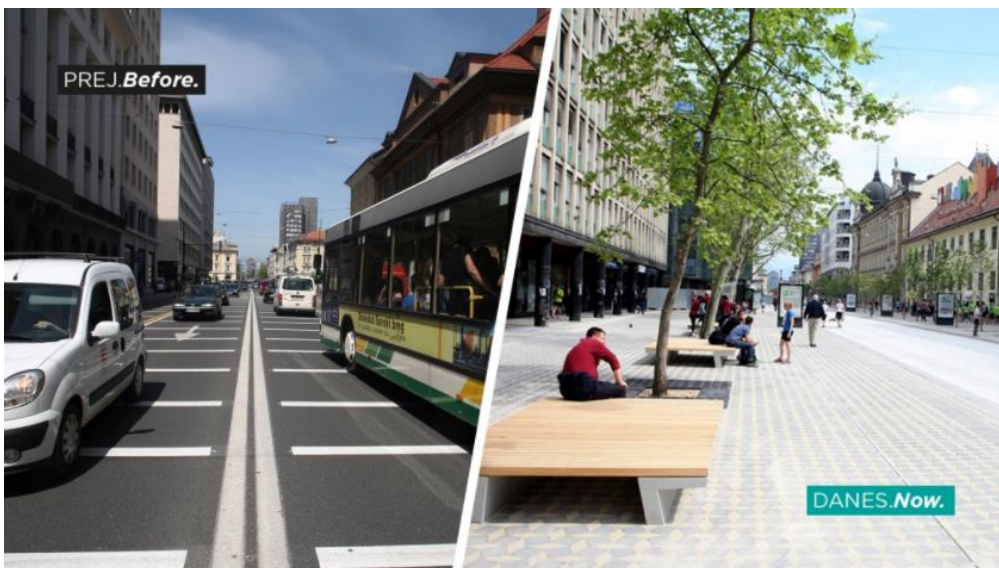
- Turku, Finland (population 190,000 + 35,000 students) has moved parking (and therefore most cars) out of the city centre, providing multi-purpose parking facilities at the edge of the centre instead
- Ljubljana, Slovenia (population 290,000) is gradually removing cars from the city centre, with underground edge-of-city-centre parking garages, combined with extensive bike share and low emission buses
- Oslo, Norway is working towards a car-free city centre. They are rapidly converting parking spaces to bike lanes, parklets and other uses. Traffic dropped by 28% within three years of starting to remove spaces in earnest. Pedestrian traffic rose by 10% and businesses did not see the fall in trade they feared. Oslo saw no road deaths in 2019

3.11.2. In all these cities – and in many more – initial public scepticism and business opposition melted away once people saw the benefits of cleaner air, more pleasant city centres, safer, quieter streets, increased footfall and higher revenues. Increased economic activity leads to increased local property tax revenue and carbon emissions decline.



Parking spaces repurposed for walking and outdoor cafes in Turku, Finland

Parklets on streets stripped of parking and traffic in Oslo, Norway

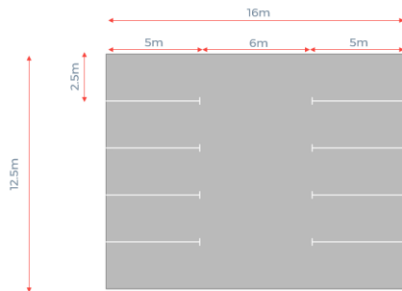


Before and after roadscape reallocation in Ljubljana, Slovenia

3.12 CAR PARK SPACE REALLOCATION

3.12.1. The examples above show some potential alternative uses for car parking spaces. To illustrate this further we take as an example a typical small area of car parking with 10 spaces, each 5m x 2.5m, with a 6m access lane; a land area of 200m². There is a 10-bay car park in Beer, Devon of this size, included as a real-world illustration of this land area.

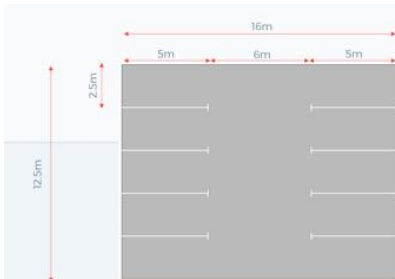
> 10 spaces, each 5m x 2.5m, plus 6m lane = 200m²



> 10 spaces, 190m²



An area of 200m² could be used to provide a mix of car and bike parking, or as a public space for various uses.



Base: 10-bay car park
200m²



Secure parking for 24 bikes
and 6 cars



Public space for markets and
events



1 full-size (10-pole) allotment
plot – *often let in halves or
quarters*



Outdoor café



Small formal park

3.12.2. The same size plot could support a small building.

<p>Base: 10-bay car park 200m²</p>	<p>Small retail building <i>Strubobuob garden shop, Beza, Austria - 155m² + outdoor space</i></p>	<p>Playground</p>
<p>Tiny forest - 600 trees <i>attracting 500 animal and plant species within 3 years</i></p>	<p>Block of 6 micro-apartments <i>Social Housing Europe, Olpe, Germany</i></p>	<p>Pair of light industrial units <i>Hendon Aerodrome, rental £18,000 p.a. each</i></p>

3.12.3. The allocation of street space to car parking excludes other potential uses of the space. Alternative uses might include (as appropriate to the area) car club parking, cycle parking, EV charging, parklets and other greenscaping, or pop-up space for retail or hospitality businesses. The conversion of just one or two car parking bays can significantly change the look and feel of a street, broadening its use to include the whole community, rather than just those looking to store their cars. Two parking bays can accommodate a parklet or outdoor café seating for 10 and cycle parking for eight bikes; reducing a row of parking bays by one space could provide sufficient room to plant three trees, with significant benefits.



[Image: Cyclehoop: Aldensley Road parklet, Hammersmith]

- 3.12.4. Repurposing existing MSCP structures may also be possible, subject to lease restrictions and structural suitability. An MSCP in Hackney has recently been partially converted to an events space and studio/workshop space; an MSCP in Bolton is to be converted to 116 apartments, and retailer John Lewis Partnership is planning to build 7,000 affordable housing units on car parks and above retail units across its property portfolio.
- 3.12.5. Gradually reducing the amount of land devoted to car parking by replacing it with more productive and/or attractive uses may help ease the transition to a lower-carbon economy, where positive alternatives to car use are implemented.

4 OBJECTIVES

4.1.1. The integrated parking strategy will have the following objectives:

ENVIRONMENT

1. Contribute to the decarbonisation of transport
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
2. Contribute to improved air quality (including a reduction in NOx)
 - a) through mode shift away from the private car
 - b) through a switch to electric and other zero emission vehicles
3. Contribute to noise reduction in the urban area through reductions in traffic levels
- 4 Support the introduction of 'liveable neighbourhoods'
5. Support a reduction in the land area currently devoted to car parking within the city and enable its repurposing for alternative uses, such as cycle parking or public amenity space
6. Contribute to the development and maintenance of high quality public realm

ECONOMY AND SUSTAINABLE, INCLUSIVE GROWTH

7. Support long-term economic vitality and sustainable and inclusive growth in a context of changing employment, retail and leisure travel patterns
8. Facilitate access to locations of economic activity
9. Make effective use of Council land and facilities to enable and encourage sustainable transport choices, including a reduction in private car ownership

REVENUE

10. Generate appropriate levels of revenue for Cambridge City Council and Cambridgeshire County Council to support service delivery, recognising that this may change in the medium term

TRAFFIC MANAGEMENT

11. Support the delivery of the County Council's traffic and highway network management duty, ensuring that traffic moves freely and safely (noting that 'traffic' includes all road users)
12. Contribute to a reduction in traffic congestion
13. Support a reduction in miles driven, especially (but not only) on short journeys

OPERATIONAL ORGANISATION AND MANAGEMENT

14. Deliver a coordinated approach to planning and managing non-residential car parking and local authority managed residential car parking across the Greater Cambridge area
15. Ensure consistency of customer experience at paid-for parking managed by City and County councils
16. Introduce consistent enforcement approaches across the Greater Cambridge area
17. Provide a framework for the proportionate collection and analysis of data and information to support decision making

5 A VISION FOR PARKING IN CAMBRIDGE

- 5.1.1. To achieve the GCP and partners' economic, environmental and placemaking ambitions, there is a need to rebalance the allocation of road and parking space and reprioritise between modes, giving walking, cycling and public transport a higher priority than the private car.

2021 reality	Future vision
<ul style="list-style-type: none"> Car as preferred/default mode for many people, even for short trips <p><i>50% of car trips in Cambridge are currently wholly within the city</i></p>	<ul style="list-style-type: none"> Walking, cycling, bus as preferred/default mode for many people for most short trips Car trips in the city centre are exceptional and for specific needs (e.g. some Blue Badge holders, especially bulky purchases)
<ul style="list-style-type: none"> Congestion, busy car parks, carbon emissions, NOx 	<ul style="list-style-type: none"> Busy cycle lanes, more bikes, busier buses – less congestion, cleaner air, less noise More pleasant streets and 'liveable neighbourhoods', with space reallocated to wider uses e.g. car clubs, pocket parks
<ul style="list-style-type: none"> High demand for car parking through city, including in city core 	<ul style="list-style-type: none"> Demand for car parking largely satisfied by expanded travel hub / P&R network Reduced demand for car parking in city – current car parks (partially) repurposed with accessibility and car share schemes main use; Increased demand for cycle parking; Lower levels of car ownership, enabling better use of on-street capacity for wider uses
<ul style="list-style-type: none"> Car parking revenue vital for City, County budgets and service delivery 	<ul style="list-style-type: none"> Car parking revenue falling, identifying new income streams by replacing any reduction in income by other income streams
<ul style="list-style-type: none"> Uncoordinated, reactive, piecemeal approach 	<ul style="list-style-type: none"> Consistent approach with area parking plans linked to place and street typologies and network hierarchy

5.1.2. Parking location, availability and price are key policy levers in this fundamental shift, alongside other demand management policies and need to sit alongside investment in attractive sustainable travel choices:

- More sustainable modes need to be more attractive, with travelling by bus, bike and on foot feeling safe, reliable, affordable, and convenient – the obvious choice for many trips for many people.
- Less sustainable modes need to be less attractive: travelling by car needs to feel less convenient and more expensive – a second-best choice or last resort for many trips for many people.

The implications of this rebalancing for parking include:

- city streets need to feel safe and welcoming for people who are cycling and walking
- priority should be given to buses, including park and ride services
- more cycle parking should be provided
- more sustainable car use (e.g. car sharing, car clubs, EVs) should be prioritised over other car use
- less motor traffic should be tolerated, with reductions in traffic queuing for car parks – but prioritising those who have to use a car (e.g. Blue Badge holders)
- over time, car parking capacity should be rebalanced, with more P&R capacity provided outside the city centre at the same time as capacity within the city centre is reduced. This will allow for access to the city centre and other key attractors to be more focused on sustainable modes, while maintaining car-based accessibility for people with specific mobility needs. Overall accessibility will be at least as convenient as now, but by different modes or combinations of modes
- city centre space should be repurposed to serve all residents and visitors, not just those seeking to arrive by car – this means more space for public transport, walking and cycling, including cycle parking, and could include diversifying uses (e.g. EV charging, local logistics delivery hubs etc)
- retained car parking space must be used as efficiently as possible

5.2 KEY RECOMMENDATIONS

- 5.2.1. In several policy areas we have already identified key issues where detailed proposals will be developed.
- 5.2.2. We recommend that headline targets for overall reductions in city centre car parking provision are investigated and agreed linking with the City Access programme of inter-connected interventions – and as one part of achieving a compelling vision of changed transport choices in the city. This includes working with all parking providers (employers and business parks, retailers, NHS, educational institutions, Network Rail) to agree a vision and approach for reducing parking availability over time and implementing other changes to parking which support this strategy.
- 5.2.3. We recommend that the provision and management of on-street parking is reviewed. On-street parking supports access to education, employment, retail, leisure and other services, as well as being important for residents and visitors, especially in areas where homes do not have driveways and other off-street parking. It is important that the provision, management and control of on-street parking reflects the needs of a range of users, in the context of wider transport ambitions to support more sustainable modes (public transport, walking and cycling). On-street parking is also an important factor in the public realm and placemaking. A coordinated whole-city approach becomes

more important as parking controls are expanded across the city into areas where residents' parking is not currently seen as an issue or problem, to help avoid parking transfer issues, where parking currently in one area simply moves to an adjacent area if new controls are introduced.

- 5.2.4. Changes to on-street residential-focused parking are likely to provoke considerable interest from those most directly affected. Even in a context of general public support for introducing measures to address the climate emergency, air quality problems, congestion and other issues, support for changing or reducing what people perceive to be “their” individual parking facility can prove unpopular, especially with car owners.
- 5.2.5. To ensure all residents, businesses and other affected parties have the opportunity to contribute to the development of liveable neighbourhoods in their local area, which may include changes to on-street parking, we recommend that detailed plans are drawn up area by area, considered strategically and not a local reactive basis, with community involvement. Within an overall direction of travel (reducing car use and hence a reducing need for car parking) Area Parking Plans would allow local decisions on the precise location of parking spaces, taking into account individual streets’ place in the evolving review of the road classification for the city as a whole and a local “budget” of the maximum number of on-street parking spaces to be provided. This approach allows for the concentration of spaces at local retail or service centres (close to a library or surgery, for example) or for a more even spread across the whole area, as appropriate to the specific neighbourhood.
- 5.2.6. We recommend expanding the coverage of parking controls across the city, including:
 - reviewing the County Council’s policy for introducing parking controls to reflect the varied needs of different parts of the city, and to simplify the process
 - reviewing pricing for off-street and on-street parking, including MSCPs, surface car parks, pay and display and parking permits, to ensure they are aligned with the strategy
- 5.2.7. With the results of DfT’s thinking on pavement parking expected soon, we recommend that the County Council reiterates its policy in respect of pavement parking, and when introducing new parking controls the Greater Cambridge partnership will undertake targeted surveys on areas which are known to have high levels of pavement parking.
- 5.2.8. As changes are introduced and people alter their travel behaviours over time, demand for car parking will reduce. This makes the reduction in supply more acceptable, particularly as spaces can be reallocated for alternative uses.

6 NEXT STEPS

- 6.1.1. This is the initial report on the development of the integrated parking strategy, focused on:
- capturing the current situation
 - setting out objectives for the strategy
 - setting an overall vision to then guide more detailed recommendations
- 6.1.2. A second report looking in more detail at how the vision can be implemented and setting out specific measures will be brought forward alongside the wider making connections proposals later in 2022, ensuring that the parking strategy is fully aligned with the wider proposals.
- 6.1.3. A full Equality Impact Assessment of the whole Making Connections / City Access programme will be completed; treating the various strands of work as a holistic package ensures that the impact assessment takes into account all aspects of the schemes.



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Greater Cambridge Partnership

PARKING ISSUES IN CAMBRIDGE SPRING 2022 ENGAGEMENT

Data analysis report



Greater Cambridge Partnership

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Data analysis report

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APPENDICES

APPENDIX A – ROADS CITED WITH PINS ON INTERACTIVE MAP

1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. For a four-week period between Monday 21 February 2022 and Monday 21 March 2022, the [Greater Cambridge Partnership](#) (GCP) hosted the 'Parking issues in Cambridge spring 2022 engagement'. The purpose of the engagement was to gather feedback from the community as to the location and nature of on-street parking issues currently affecting residents and road users in Cambridge. It also outlined previous work undertaken by Cambridge County Council to determine indicative areas for possible future residents' parking schemes. Further background information about the engagement can be found on the [dedicated webpage](#).
- 1.1.2. Members of the public and interested parties were able to comment by:
 - Adding pins to an online interactive map; and / or
 - Submitting written representation.
- 1.1.3. The online interactive map was hosted using a third-party digital community engagement platform called [EngagementHQ](#). This software package is used by several local authorities across the UK.
- 1.1.4. On the interactive map (which covered the extents of the Cambridge City boundary), participants were able to select one of nine pin types, affix the pin to a place on the map of and add a comment / photo to it. Users were free to add as many pins to the map as they desired. Alphabetically from A to Z, the nine pin types were:
 - Delays and obstruction or safety issues;
 - Lack of blue badge parking spaces;
 - Lack of cycle parking;
 - Loading / unloading bays required;
 - Local residents parking difficulty;
 - Other;
 - Parking for services / local shops required; and
 - Potential car club spaces.
- 1.1.5. Written representation refers to correspondence which was received in the dedicated mailbox at consultations@greatercambridge.org.uk. This includes:
 - Emails sent directly to that mailbox;
 - Emails forwarded by councillors, council officers, or other council email addresses;
 - Postal letters which were scanned across; and
 - Transcripts from telephone conversations.
- 1.1.1. WSP have been commissioned by GCP to analyse the feedback which was received. This document presents the findings of that exercise. The report sits alongside the integrated parking strategy and the outcomes of this report feeds into delivery plan for future parking controls.
- 1.1.2. Analysis was undertaken separately for the interactive map submissions and the written representation due to their inherently different characteristics. In terms of the former, outputs

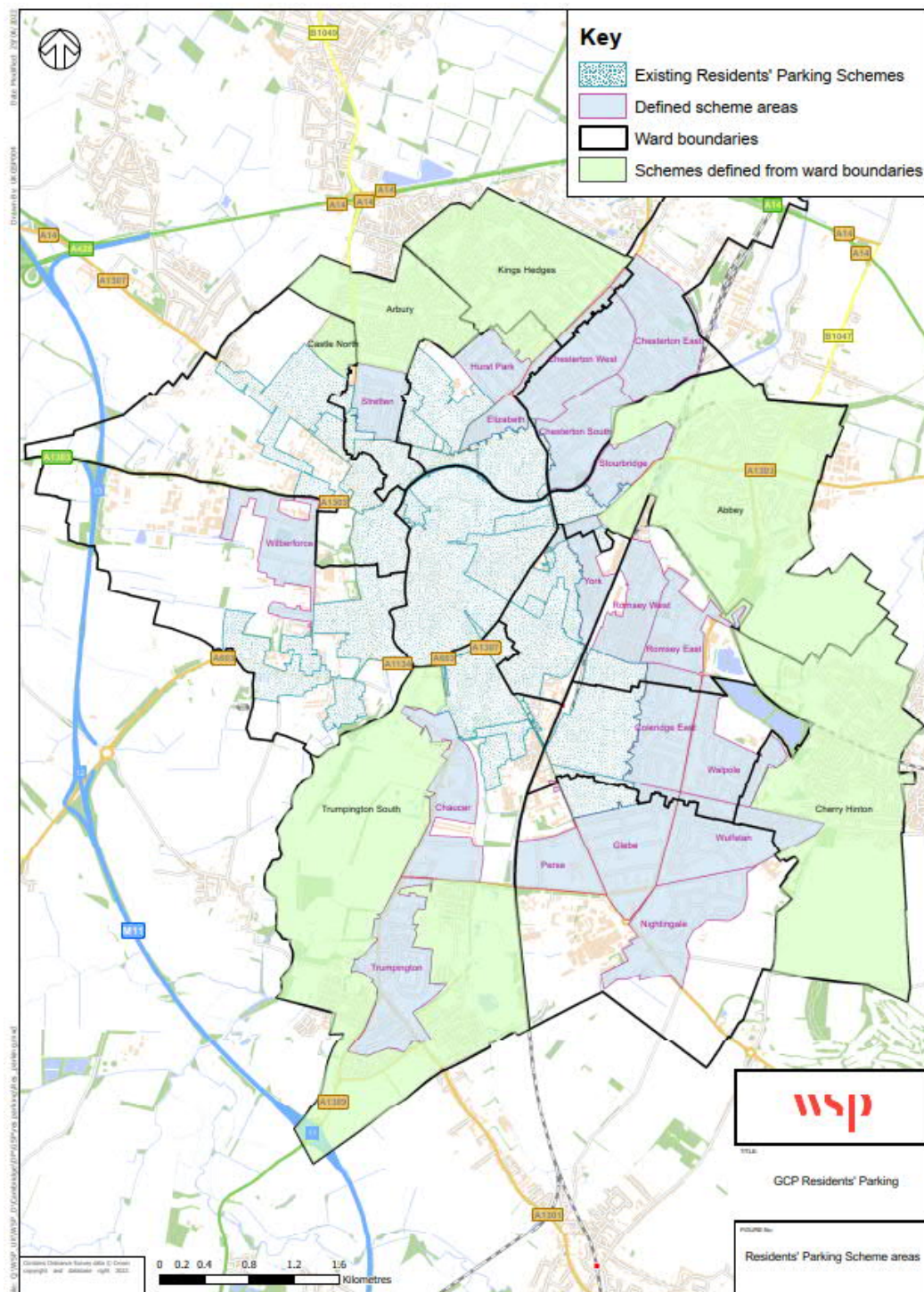
were more formally structured, with a focus on locations and pin types. Conversely, with the latter, outputs were of an open-ended nature.

- 1.1.3. Nevertheless, to ensure consistency, comparability and validity, all responses received (regardless of whether they were a pin on the interactive map or an item of written representation) were assessed in a broadly similar way.

1.2 SCHEME AREAS

- 1.2.1. In order to undertake the analysis, inform the delivery plan and align with current parking schemes in the city, the analysis was completed at a scheme area level. There are areas of Cambridge with existing parking schemes, highlighted by the dotted area in **Figure 1-1**. However, the analysis in this report is focused on areas without an existing scheme. Many of these areas without an existing scheme have indicative geographical scheme areas (defined by Cambridgeshire County Council). For the areas without defined scheme areas, approximate ward boundaries were used. The defined scheme areas and ward defined scheme areas are referred to as indicative scheme areas in this document.
- 1.2.2. **Figure 1-1** outlines the areas with existing residents' parking schemes (dotted area), the defined scheme areas but no existing scheme (blue), and the scheme areas defined by ward boundaries (light-green), the latter two which form the basis of the analysis summarised in this report.

Figure 1-1 - Scheme area map



- 1.2.3. There are still some areas within the city wards which are not in a scheme area, but these areas are either rural, private land parcels, or site such as Addenbrookes (south of the Perse scheme area), which have no residents' parking.

1.3 RECORD OF ALL ENGAGEMENT SUBMISSIONS

- 1.3.1. All the pins which were submitted have been archived on the EngagementHQ website. For reference, they can be accessed [here](#) (this hyperlink allows users to view the pins across the study area and identify cluster sites in places of interest).
- 1.3.2. All of the written representations received will be published in due course as is usual practice, although all personal information will be redacted.

1.4 REPORT STRUCTURE

- 1.4.1. In addition to this introduction, the report consists of nine chapters:
- Methodology – details how the analysis was performed;
 - Statistical analysis – looks at the quantitative data from the perspective of totals and their distribution;
 - One chapter for the online interactive map; and
 - One chapter for the written representation.
 - Thematic analysis – investigates the qualitative data, namely the comments in the pins and the text in the written representation, along with any attachments (documents / photos) included;
 - One chapter for the online interactive map; and
 - One for the written representation.
 - Conclusions – summarises the headline findings; and
 - Appendices – includes relevant datasets produced during the analysis for reference

2 METHODOLOGY

2.1 INTRODUCTION

- 2.1.1. The assessment comprised of two distinct parts:
- Statistical analysis; and
 - Thematic analysis.
- 2.1.2. Both of these are discussed sequentially in the upcoming sub-sections.

2.2 STATISTICAL ANALYSIS

- 2.2.1. This involved disaggregating the data into broad groups to:
- Determine quantities / proportions; and
 - Ascertain the distribution of the responses by:
 - If it was in an existing [residents' parking scheme](#);
 - If it was in an indicative scheme area (as defined in the delivery plan report); and
 - Breakdown of respondents;
- 2.2.2. Establishing whether a response is located in an existing residents' parking scheme highlights the extent to which concerns are related to permit or non-permit areas.
- 2.2.3. The majority of the analysis in this report focuses on the analysis of engagement responses in scheme areas without existing residents' parking schemes (blue and light-green areas in **Figure 1-1**).
- 2.2.4. Assessing respondents that took part identifies the number and type of people.
- 2.2.5. Location outputs derived from EngagementHQ were subject to quality assurance checking. This involved cross referencing the [National Street Gazetteer](#) (NSG). According to where a participant placed a pin on the map, a unique address was generated by EngagementHQ using the Google Maps platform. In a small number of cases (less than 3%), the wrong road name was assigned to a pin because either:
- A respondent placed a pin in a location unrelated to what they were discussing; or
 - Street names on Google Maps did not correctly align with details on the NSG.

2.3 THEMATIC ANALYSIS

- 2.3.1. Comments made in each pin and item of written representation, along with any attached photos / documents, were thematically coded to abridge the qualitative data into key themes / topics. The purpose of this was to:
- Account for nuances within the selection of pins or the type of written representation;
 - Illustrate any patterns / areas of consensus; and
 - Provide insights into why respondents highlighted certain locations / pin types.
- 2.3.2. When viewing the results from the thematic analysis, it should be noted that:
- The themes represent opinions expressed by respondents and do not necessarily constitute fact;

- Themes are ordered from largest to smallest in terms of number of times mentioned;
- If a theme is mentioned the same number of times as another, then it is ordered alphabetically from A-Z;
- The number of respondents who mentioned a theme indicates the magnitude of response; and
- Given the nature of qualitative data, magnitude of response does not necessarily denote the significance of a theme.

2.3.3. This report considers the top eight themes raised in areas within the scheme areas which do not currently have a residents' parking scheme. Themes were grouped into scheme areas, to highlight key issues and general opinion of parking issues in each area. This helped advise a possible residents' parking schemes. In locations where a scheme area has yet to be determined, themes were categorised into wards (referred to as ward defined scheme areas).

2.3.4. To avoid double counting, two specific codes were employed. Where a respondent submitted more than one pin or item of written representation in exactly the same location with identical wording or similar themes raised, this was coded as either 'Duplicate' or 'Reiterates previous correspondence'.

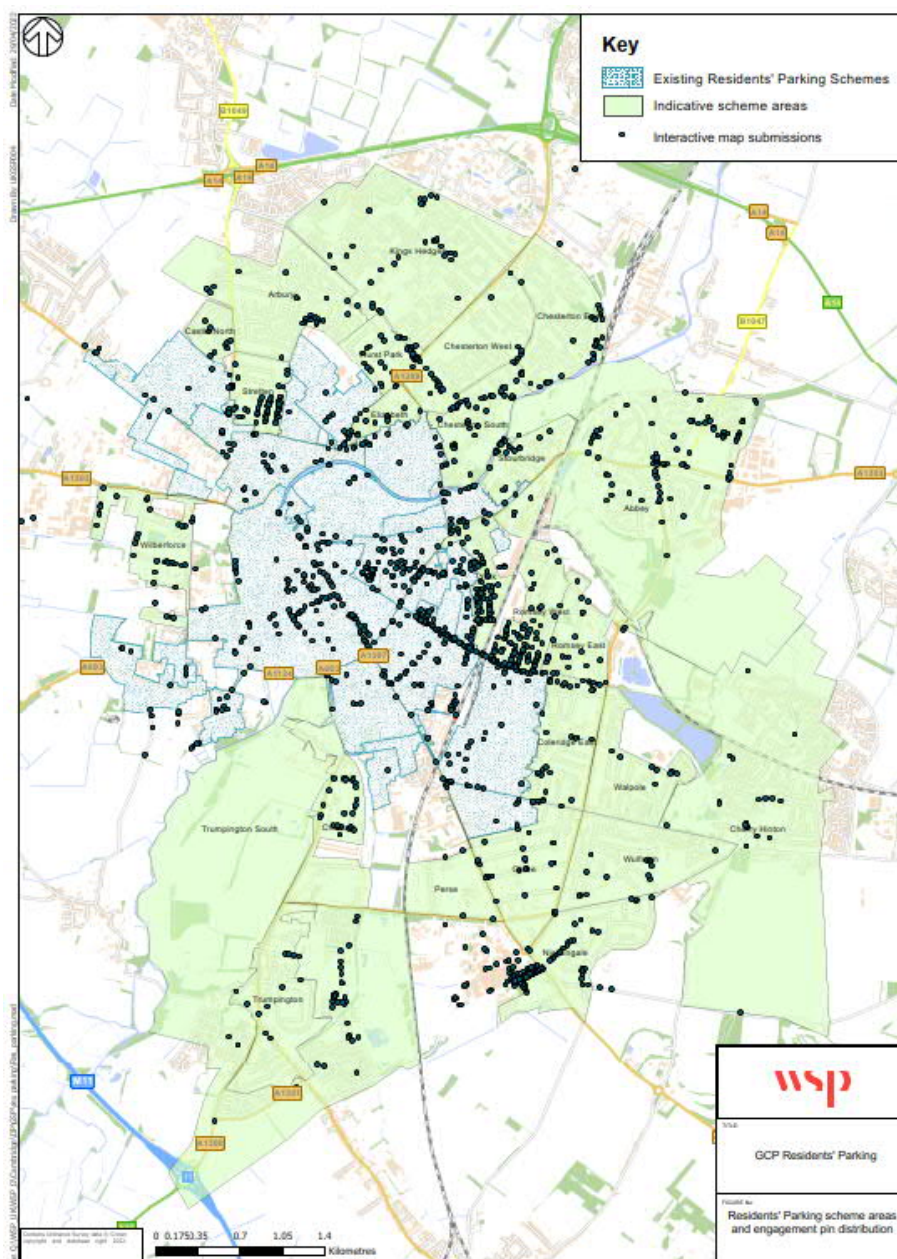
3 STATISTICAL ANALYSIS – ONLINE INTERACTIVE MAP

3.1.1. This section considers the number of pins by totals, existing residents' parking schemes, and respondents.

3.2 PIN TOTALS

3.2.1. Altogether, 1982 pins were placed on the interactive map. **Figure 3-1** shows the distribution of engagement pins overlaid on the scheme areas.

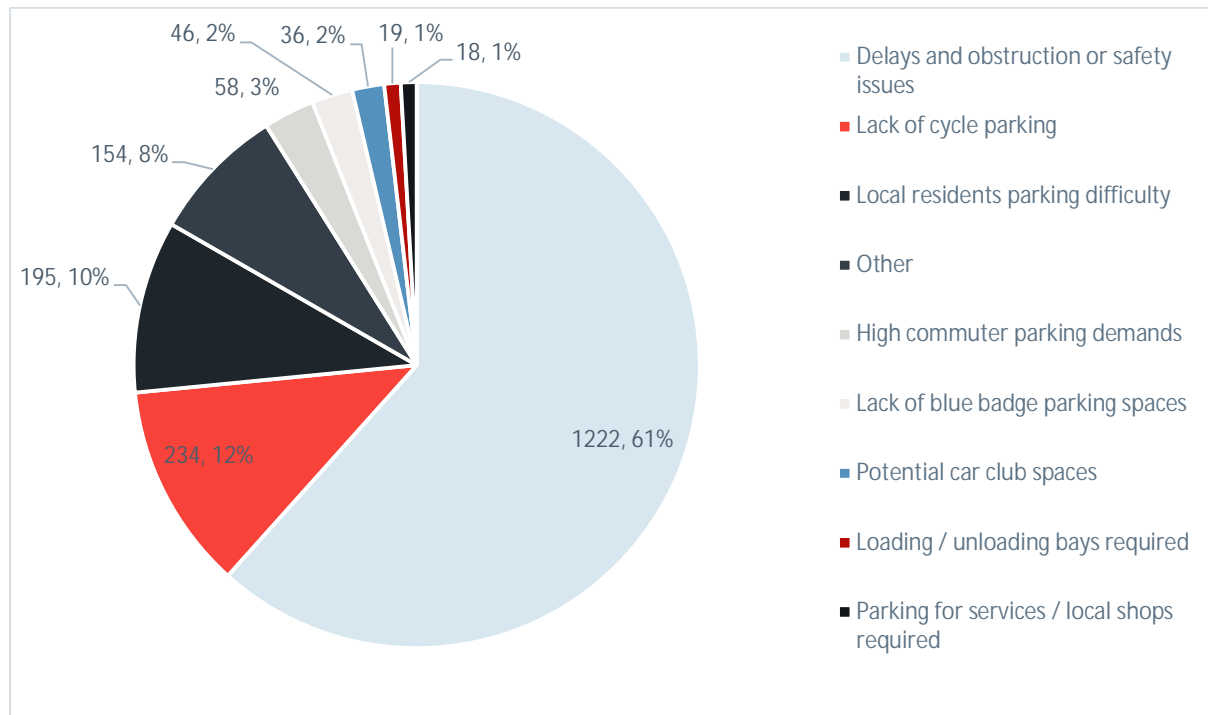
Figure 3-1 - Engagement pins on scheme area map



There are clear areas of pin concentration to the west of the city centre (Mill Road) and south of the city near the Cambridge Biomedical Campus. A list of all the roads with pins on can be found in **Appendix A**.

3.2.2. **Figure 3-2** below disaggregates this according to the nine pin types.

Figure 3-2 – Number of pins by pin type



3.2.3. Pertinent points are:

- Delays and obstruction or safety issues accounted for almost two thirds of the pins; and
- Lack of cycle parking / local residents parking difficulty / other amounted to a further 30% of the pins.

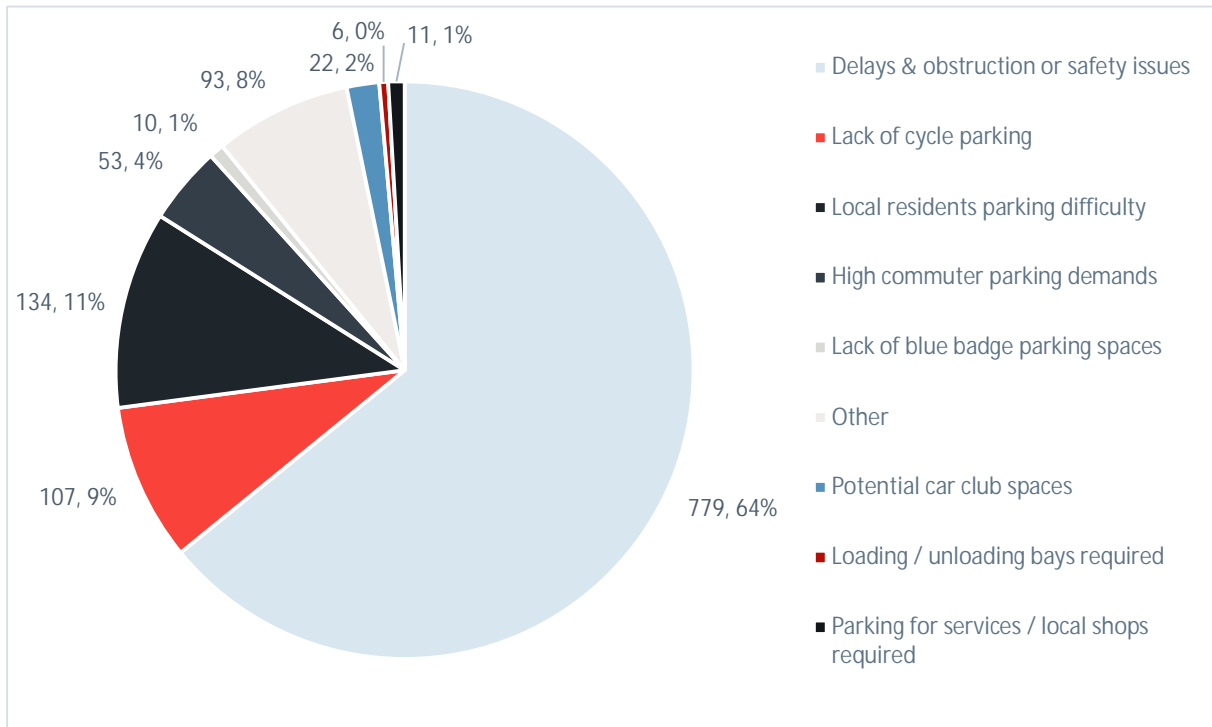
3.2.4. Of the 1982 pins approximately:

- 33% (645) were located in areas with existing residents' parking schemes.
- 62% (1215) were situated in indicative scheme areas (defined scheme areas and ward defined scheme areas without an existing residents' parking scheme); and
- 5% (122) were situated in areas neither in an existing or indicative scheme area.

3.3 PINS BY RESIDENTS' PARKING SCHEME

3.3.1. In total, 1215 pins were placed in the indicative scheme areas without existing resident parking schemes. **Figure 3-3** shows a breakdown of the pins mentioned in the indicative scheme areas.

Figure 3-3 – Summary of engagement pins in indicative scheme areas



3.3.2. As indicated in **Figure 3-3**, the majority of pins in the indicative scheme areas were *Delays & obstruction or safety issues* pins (64%). The *Lack of cycle parking* and *Local residents parking difficulty* pins were also used over 100 times in the indicative scheme areas.

3.3.3. A further breakdown of the pin categories has been completed by scheme area. **Figure 3-4** highlights the main pins mentioned in each of the indicative scheme areas.

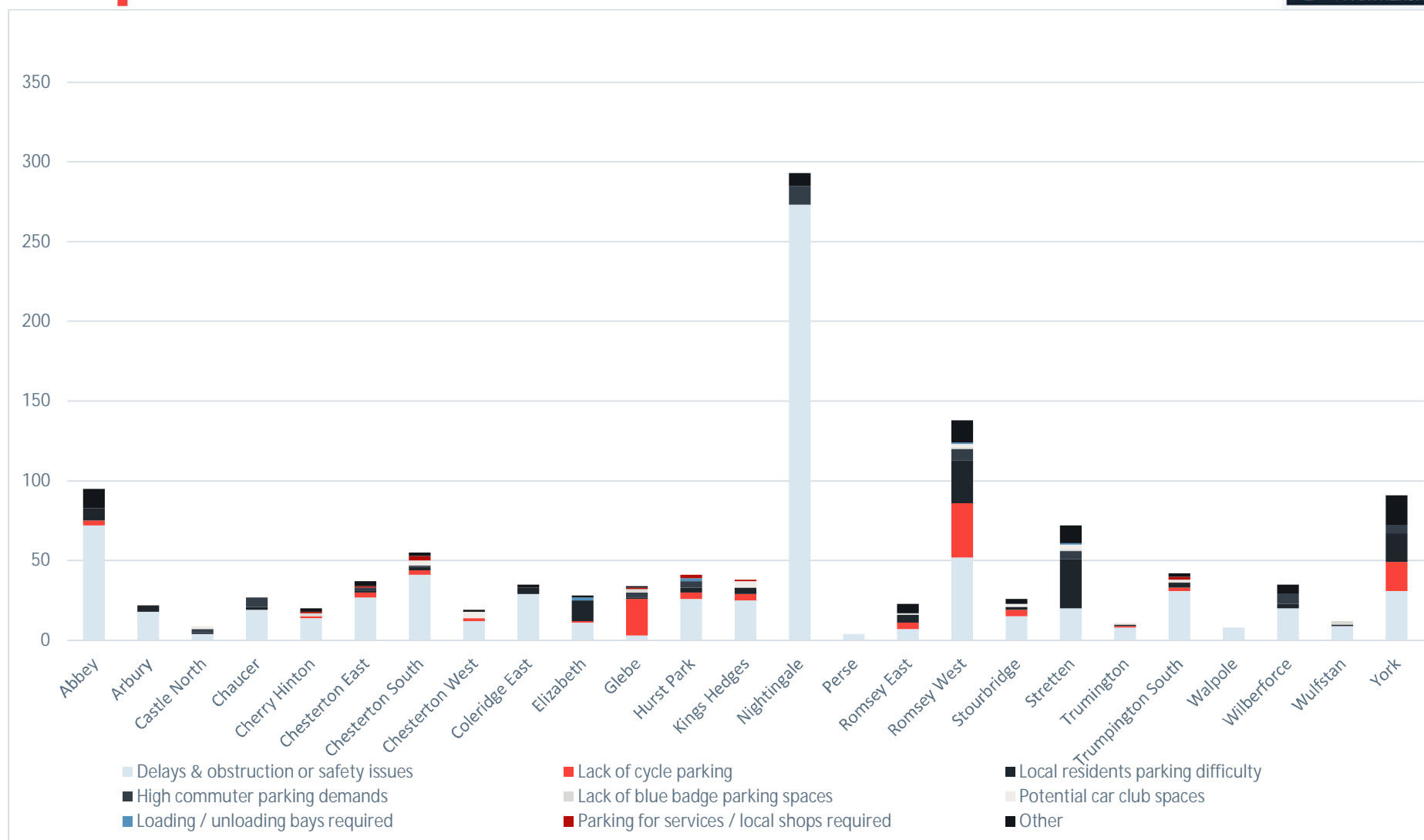


Figure 3-4 – Number of pins by pin type and scheme area

3.3.4. **Figure 3-4** highlights that:

- The *Delays & obstruction or safety issues* pin is skewed by over 250 mentions in Nightingale (specifically by the Red Cross Lane Area Neighbourhood Watch Scheme and Red Cross Areas Residents Association community groups);
- Romsey West, York, and Abbey scheme areas are the scheme areas with the most pins (excluding Nightingale);

3.4 PINS BY RESPONDENTS

3.4.1. Altogether, 453 individuals posted pins on the interactive map. Below presents the number of pins per respondent across a range of statistical measures. It shows that:

- On average a respondent submitted four pins; and
- 92% of respondents submitted between one and nine pins.

3.4.2. It should be noted that the two respondents who submitted in excess of 100 pins both represented the following two community groups:

- [Red Cross Lane Area Neighbourhood Watch Scheme](#); and
- [Red Cross Areas Residents Association \(RARA\)](#).

3.4.3. These two community groups campaign on behalf of residents on four roads:

- Cedar Court;
- Greenlands;
- Red Cross Lane; and
- Stansgate Avenue.

3.4.4. These roads are located in Nightingale scheme area near to the western edge of the Addenbrookes Hospital site.

3.4.5. No other organisations were identified in the analysis. **Table 3-1** below sets out the respondent types who took part. Approximately 95% identified as a resident.

Table 3-1 – Number of pins per respondent type

Pin type	All	Resident	Worker	Carer	Family	Visitor
Delays and obstruction or safety issues	1222	1173	21	2	9	18
Lack of cycle parking	234	214	3	0	1	16
Local residents parking difficulty	195	191	1	1	1	1
Other	154	130	6	0	0	17
High commuter parking demands	58	57	0	0	0	1
Lack of blue badge parking spaces	46	44	0	1	0	1
Potential car club spaces	36	32	3	0	0	1
Loading / unloading bays required	19	19	0	0	0	0
Parking for services / local shops required	18	18	0	0	0	0
Total	1982	1878	34	4	11	55

4 STATISTICAL ANALYSIS – WRITTEN REPRESENTATION

- 4.1.1. This section considers the written representation by totals, location, residents' parking scheme, and respondents.

4.2 TOTALS

- 4.2.1. Altogether, 84 items of written representation were received. Included with this as attachments were:
- 94 photos;
 - 3 PDF documents; and
 - 1 Microsoft Word Document.
- 4.2.2. Along with the written text, all of the attachments were coded as part of the thematic analysis. Where necessary, attachments which consisted of third-party reports have been discussed separately in the sub-section labelled *other forms of representation received*.
- 4.2.3. The majority of the written representation analysis has been done using thematic analysis due to the qualitative nature of the comments.

4.3 BREAKDOWN BY LOCATION

- 4.3.1. Some of the written representations mentioned areas which did not relate to specific scheme areas. These are listed in Table 4-1 below.

Table 4-1 – Areas mentioned in written representation not relating to specific scheme areas

Area description	No. of mentions
City centre	1
City wide	19
Kite Conservation Area (kite-shaped piece of land which lies between Emmanuel Road, Newmarket Road and East Road)	5
Outside Cambridge City Council boundary - Horningsea High Street	1

4.4 BREAKDOWN BY RESIDENTS' PARKING SCHEME

- 4.4.1. Of the all the roads cited in the written representation:
- 32% (20) were located in areas with an existing residents' parking scheme;
 - 68% (43) were situated in areas without an existing residents' parking scheme.
- 4.4.2. A list of all the roads cited is included in **Appendix B**.

4.5 BREAKDOWN BY RESPONDENTS

- 4.5.1. Altogether, 65 respondents submitted written representation. Table 4-2 below presents the items of written representation per respondent across a range of statistical measures. It shows that on average a respondent submitted one item of written representation.
- 4.5.2. It should be noted that a respondent who submitted 15 written representations represented the following two community groups:

- Red Cross Lane Area Neighbourhood Watch Scheme; and
- Red Cross Areas Residents Association (RARA).

4.5.3. These are the same two groups which submitted over 100 pins to the online interactive map.

4.5.4. Other organisations which submitted written representation included:

- City of Cambridge Bowls Club; and
- North Newnham Residents' Association.

4.5.5. The remaining 62 respondents (95%) were residents.

Table 4-2 – Written representation by respondent summary

Statistical measure	Quantity
Average	1
Median	1
Mode	1
Max	15
1 submission	60
2 submissions	3
3 submissions	1
15 submissions	1

5 THEMATIC ANALYSIS – ONLINE INTERACTIVE MAP

- 5.1.1. This section sets out the top eight themes identified from the comments made in the pins across each of the 25 indicative areas (defined scheme areas and ward defined scheme areas) for possible future residents' parking schemes. A summary is also provided of the key recurring themes from the comments in the indicative scheme areas.

5.2 ABBEY

Table 5-1 – Top 8 themes identified in thematic analysis coding for Abbey ward (scheme area yet to be defined)

Code	No. of mentions
Parking related to Cambridge FC match-days exacerbates parking stress	18
Parking on footways	17
Reiterates previous correspondence	13
Parking on verges	8
Queues associated with drive-through	8
Parking at junctions	7
Parking obstructing visibility for those travelling along the carriageway	7
Parking negatively affecting traffic flow	6
Total no. of codes	161

5.3 ARBURY

Table 5-2 – Top 8 themes identified in thematic analysis coding for Arbury Ward (scheme area yet to be defined)

Code	No. of mentions
Parking related to school drop-off and pick-up	7
Safety issue - for school children	7
Parking on footways	4
Parking causing hazards for cyclists	3
Amend existing waiting restrictions - introduce at any time waiting restrictions	3
Parking blocking access to vehicle crossover	2
Parking delaying bus	2
Parking in turning heads	2
Total no. of codes	53

5.4 CASTLE NORTH

Table 5-3 – Top 8 themes identified in thematic analysis coding for Castle North scheme area

Code	No. of mentions
Car club - lack of nearby scheme	2
Commuter parking exacerbating parking stress	2
Parking blocking access to pedestrian crossing / dropped kerb	2
Parking on double yellow lines	2
Resident or visitor spaces being used for school drop off and pick up	2
Parking in turning heads	1
Parking on bus stop clearway	1
Parking on verges	1
Total no. of codes	15

5.5 CHAUCER

Table 5-4 – Top 8 themes identified in thematic analysis coding for Chaucer scheme area

Code	No. of mentions
Parking related to school drop-off and pick-up	13
Safety issue - for school children	8
Vehicles exceeding the speed limit	8
Congestion	7
Lack of footway	6
Parking obstructing visibility for those crossing the road	4
Greater enforcement presence to ensure adherence to existing parking restrictions	4
Commuter parking exacerbating parking stress	3
Total no. of codes	78

5.6 CHERRY HINTON

Table 5-5 – Top 8 themes identified in thematic analysis coding for Cherry Hinton ward (scheme area yet to be defined)

Code	No. of mentions
Parking on footways	8
Parking on double yellow lines	4
Parking related to school drop-off and pick-up	3
Not enough blue badge spaces	2
Parking blocking access to pedestrian crossing / dropped kerb	2
Parking negatively affecting traffic flow	2
Non-blue badge holders parking in disabled parking bay	1
Existing bicycle parking facilities have insufficient capacity	1
Total no. of codes	38

5.7 CHESTERTON EAST

Table 5-6 – Top 8 themes identified in thematic analysis coding for Chesterton East scheme area

Code	No. of mentions
Parking on footways	15
Parking on cycle lanes	8
Parking on bends	5
Reiterates previous correspondence	5
Parking at junctions	3
Introduce resident parking scheme	2
Existing bicycle parking facilities are unsecure	2
Lack of parking for local services / shops	2
Total no. of codes	65

5.8 CHESTERTON SOUTH

Table 5-7 – Top 8 themes identified in thematic analysis coding for Chesterton South scheme area

Code	No. of mentions
Parking on footways	18
Parking inefficiently and taking up too much space	8
Parking on double yellow lines	8
Parking causing hazards for cyclists	6
Lack of parking for local services / shops	5
Existing bicycle parking facilities have insufficient capacity	3
Parking at junctions	3
Parking on both sides of the road where it is too narrow to do so	3
Total no. of codes	81

5.9 CHESTERTON WEST

Table 5-8 – Top 8 themes identified in thematic analysis coding for Chesterton West scheme area

Code	No. of mentions
Parking causing hazards for cyclists	6
Parking on footways	5
Reallocate off-street-car park for other use	3
Existing bicycle parking facilities are not near enough to places of education, leisure or work	2
Parking at junctions	2
Parking on both sides of the road where it is too narrow to do so	2
Introduce filtered permeability / modal filter / point closure e.g. bus gate	2
Rat-running traffic	2
Total no. of codes	37

5.10 COLERIDGE EAST

Table 5-9 – Top 8 themes identified in thematic analysis coding for Coleridge East scheme area

Code	No. of mentions
Parking on footways	15
Parking blocking access to pedestrian crossing / dropped kerb	7
Parking blocking access to vehicle crossover	5
Parking related to school drop-off and pick-up	5
Safety issue - near misses and / or close passes between motorised vehicles and cyclists	5
Vehicle noise e.g. engine, opening / closing of doors	5
Parking delaying bus	3
Parking on both sides of the road where it is too narrow to do so	3
Total no. of codes	73

5.11 ELIZABETH

Table 5-10 – Top 8 themes identified in thematic analysis coding for Elizabeth scheme area

Code	No. of mentions
Displaced parking	6
Commuter parking exacerbating parking stress	5
Parking in bus lane	5
Parking on footways	5
Unable to park near to home	5
Lack of private off-street parking for motorised vehicles	4
Introduce resident parking scheme	3
Lack of spaces for tradespersons / deliveries / servicing	3
Total no. of codes	57

5.12 GLEBE

Table 5-11 – Top 8 themes identified in thematic analysis coding for Glebe scheme area

Code	No. of mentions
Parking related to school drop-off and pick-up	7
Parking causing hazards for cyclists	5
Commuter parking exacerbating parking stress	4
Parking on footways	4
Rat-running traffic	3
Displaced parking	2
Lack of space for loading	2
Parking negatively affecting traffic flow	2
Total no. of codes	64

5.13 HURST PARK

Table 5-12 – Top 8 themes identified in thematic analysis coding for Hurst Park scheme area

Code	No. of mentions
Parking on footways	15
Lack of parking for local services / shops	7
Parking causing hazards for cyclists	6
Commuter parking exacerbating parking stress	6
Rat-running traffic	6
Vehicles exceeding the speed limit	6
Introduce filtered permeability / modal filter / point closure e.g. bus gate	5
Safety issue - for school children	5
Total no. of codes	110

5.14 KINGS HEDGES

Table 5-13 – Top 8 themes identified in thematic analysis coding for Kings Hedges ward (scheme area yet to be defined)

Code	No. of mentions
Parking on footways	8
Lack of parking for local services / shops	5
Parking negatively affecting traffic flow	5
Parking on cycle lanes	4
Introduce filtered permeability / modal filter / point closure e.g. bus gate	3
Existing bicycle parking facilities have insufficient capacity	3
Parking on double yellow lines	3
Parking on verges	3
Total no. of codes	86

5.15 NIGHTINGALE

Table 5-14 – Top 8 themes identified in thematic analysis coding for Nightingale scheme area

Code	No. of mentions
Reiterates previous correspondence	257
Parking causing hazards for cyclists	8
Vehicle idling	7
Taxis waiting in areas which are not designated as a taxi rank	8
Parking obstructing access for large vehicles	3
Parking on double yellow lines	6
Amend existing waiting restrictions - introduce at any time waiting restrictions	4
Parking blocking access to vehicle crossover	2
Total no. of codes	352

5.16 PERSE

Table 5-15 – Top 8 themes identified in thematic analysis coding for Perse scheme area

Code	No. of mentions
Vehicle idling	1
Parking on footways	1
Parking related to school drop-off and pick-up	1
Reallocate carriageway space into segregated cycling infrastructure	1
Poor driver behaviour	1
Reiterates previous correspondence	0
Parking causing hazards for cyclists	0
Taxis waiting in areas which are not designated as a taxi rank	0
Total no. of codes	5

5.17 ROMSEY EAST

Table 5-16 – Top 8 themes identified in thematic analysis coding for Romsey East scheme area

Code	No. of mentions
Parking on footways	4
Vehicles exceeding the speed limit	4
Lack of cycle parking means people resort to using other unsuitable alternatives	3
Bicycle parking blocking access	2
Lack of spaces for visitors	2
Unable to park near to home	2
Parking on verges	1
Parking on both sides of the road where it is too narrow to do so	1
Total no. of codes	34

5.18 ROMSEY WEST

Table 5-17 – Top 8 themes identified in thematic analysis coding for Romsey West scheme area

Code	No. of mentions
Parking on footways	38
Unable to park near to home	18
Lack of cycle parking means people resort to using other unsuitable alternatives	15
Parking blocking access to pedestrian crossing / dropped kerb	14
Safety issue - near misses and / or close passes between motorised vehicles and cyclists	10
Bicycle parking blocking access	10
Commuter parking exacerbating parking stress	9
Introduce resident parking scheme	9
Total no. of codes	259

5.19 STOURBRIDGE

Table 5-18 – Top 8 themes identified in thematic analysis coding for Stourbridge scheme area

Code	No. of mentions
Low turnover of on-street parking spaces	9
Parking on both sides of the road where it is too narrow to do so	5
Reallocate on-street parking space for pedestrian use	5
Footway is too narrow	3
Parking on footways	2
Reiterates previous correspondence	2
Parking negatively affecting traffic flow	2
Introduce resident parking scheme	2
Total no. of codes	45

5.20 STRETTON

Table 5-19 – Top 8 themes identified in thematic analysis coding for Stretten scheme area

Code	No. of mentions
Commuter parking exacerbating parking stress	15
Current parking restrictions are fine and do not need changing	9
Do not support the use of permits or resident parking schemes	9
Parking on footways	8
Parking on cycle lanes	7
Displaced parking	6
Reiterates previous correspondence	5
Concerns about the high cost of parking permits	5
Total no. of codes	158

5.21 TRUMPINGTON

Table 5-20 – Top 8 themes identified in thematic analysis coding for Trumpington scheme area

Code	No. of mentions
Parking on verges	4
Parking obstructing visibility at junctions or vehicle crossovers / private driveways	2
Parking on footways	1
Displaced parking	1
Safety issue - for school children	1
Introduce resident parking scheme	1
Parking causing hazards for cyclists	1
Lack of private off-street parking for motorised vehicles	1
Total no. of codes	20

5.22 TRUMPINGTON SOUTH

Table 5-21 – Top 8 themes identified in thematic analysis coding for Trumpington South (scheme area yet to be defined)

Code	No. of mentions
Parking on footways	10
Safety issue - for school children	10
Parking obstructing visibility for those crossing the road	6
Parking related to school drop-off and pick-up	4
Parking related to leisure activities	4
Parking related to leisure activities	4
Parking causing hazards for cyclists	3
Parking blocking access to pedestrian crossing / dropped kerb	3
Total no. of codes	74

5.23 WALPOLE

Table 5-22 – Top 8 themes identified in thematic analysis coding for Walpole scheme area

Code	No. of mentions
Parking obstructing visibility for those travelling along the carriageway	3
Parking on footways	2
Parking obstructing visibility for those crossing the road	2
Parking related to school drop-off and pick-up	1
Parking on both sides of the road where it is too narrow to do so	1
Parking negatively affecting traffic flow	1
Parking blocking access to vehicle crossover	1
Footway is too narrow	1
Total no. of codes	18

5.24 WILBERFORCE

Table 5-23 – Top 8 themes identified in thematic analysis coding for Wilberforce scheme area

Code	No. of mentions
Parking causing hazards for cyclists	12
Commuter parking exacerbating parking stress	9
Parking on both sides of the road where it is too narrow to do so	5
Remove parking for motorised vehicles	5
Customer and / or employee parking exacerbating parking stress	4
Parking related to school drop-off and pick-up	3
Overnight parking by campervans	3
Reallocate carriageway space into segregated cycling infrastructure	3
Total no. of codes	78

5.25 WULFSTAN

Table 5-24 – Top 8 themes identified in thematic analysis coding for Wulfstan scheme area

Code	No. of mentions
Parking on footways	3
Parking obstructing access for large vehicles	3
Parking at junctions	3
Parking causing hazards for cyclists	2
Parking blocking access to vehicle crossover	2
Parking related to school drop-off and pick-up	2
Not enough blue badge spaces	2
Potholes	1
Total no. of codes	26

5.26 YORK

Table 5-25 – Top 8 themes identified in thematic analysis coding for York scheme area

Code	No. of mentions
Introduce resident parking scheme	20
Parking on footways	11
Commuter parking exacerbating parking stress	10
Existing bicycle parking facilities have insufficient capacity	9
Displaced parking	8
Parking obstructing access for large vehicles	7
Parking causing hazards for cyclists	6
Unable to park near to home	6
Total no. of codes	185

5.27 SUMMARY

5.27.1. The top 20 themes (excluding *reiterates previous correspondence*) that came out from the thematic analysis of indicative scheme areas are summarised in Table 5-26.

Table 5-26 – Key themes in indicative parking areas

Theme	Frequency of response
Parking on footways	198
Commuter parking exacerbating parking stress	72
Parking causing hazards for cyclists	69
Parking related to school drop-off and pick-up	55
Introduce resident parking scheme	53
Parking on double yellow lines	52
Safety issue - for school children	43
Parking on both sides of the road where it is too narrow to do so	40
Parking blocking access to pedestrian crossing / dropped kerb	40
Unable to park near to home	40
Parking at junctions	36
Parking on cycle lanes	36

Parking on verges	31
Parking negatively affecting traffic flow	31
Parking blocking access to vehicle crossover	30
Vehicles exceeding the speed limit	29
Displaced parking	29
Existing bicycle parking facilities have insufficient capacity	27
Parking obstructing visibility for those crossing the road	26

5.27.10. It is evident that *Parking on footways* is the main issue that the public experience in areas of the city without an existing residents' parking scheme. Commuter parking, safety towards cyclists/ pedestrians and parking and safety issues caused by schools are the other key recurring themes in the indicative scheme areas. It is also interesting to note that the *Parking on footways* theme was mentioned in 21 of the 25 indicative scheme areas.

6 THEMATIC ANALYSIS – WRITTEN REPRESENTATION

6.1.1. This section sets out the top themes identified from the written representations. Some of the written representation responses were city wide, while some were specific to the indicative scheme areas. The analysis in this section summarises the key themes from the city wide and scheme specific written responses. Only those scheme areas where a response has been provided is included below.

6.2 CITY-WIDE

Table 6-1 – City-wide themes identified in the written representations

City Wide themes	No. of mentions
Do not support the use of permits or resident parking schemes	5
Greater enforcement presence to ensure adherence to existing parking restrictions	4
Amend existing waiting restrictions - ban footway parking	3
Residents parking zone will negatively affect business and local commerce	3
Existing bicycle parking facilities have insufficient capacity	2
Fewer permits should be issued per dwelling	2
Parking on footways	2
Parking on verges	2
Amend existing waiting restrictions - introduce at any time waiting and loading restrictions	1

6.3 EXISTING SCHEME AREAS

Table 6-2 - Themes identified in existing scheme areas in the written representations

Comments in existing scheme areas	No. of mentions
Parking on footways	2
Greater enforcement presence to ensure adherence to existing parking restrictions	1
Parking by delivery vehicles creating obstruction or safety issue	1
Concerns about loss of parking capacity caused by resident parking schemes	1
Greater enforcement presence to ensure adherence to existing parking restrictions	1

New developments exacerbating parking stress	1
Overgrown hedges	1
Parking causing hazards for cyclists	1

6.4 OUTSIDE OF EXISTING OR INDICATIVE SCHEME AREAS

Table 6-3 - Themes identified outside of existing scheme areas or indicative scheme areas in the written representations

Comments not in indicative scheme areas	No. of mentions
Not enough blue badge spaces	4
Cyclist behaviour - not wearing helmets or having appropriate clothing / lights at night	1
Displaced parking	1
Electric scooter private - illegal use	1
Install one-way system	1
Lack of free blue badge spaces	1
Motorised vehicles driving on footway	1
Parking at junctions	1

6.5 CHAUCER

Table 6-4 – Themes identified in Chaucer in the written representations

Chaucer 14	No. of mentions
Amend existing waiting restrictions - introduce at any time waiting restrictions	1
Amend existing waiting restrictions - shorter permitted waiting times	1
Commuter parking exacerbating parking stress	1
Current parking restrictions are fine and do not need changing	1
Greater enforcement presence to ensure adherence to existing parking restrictions	1
Parking at junctions	1
Parking inefficiently and taking up too much space	1

Parking related to school drop-off and pick-up	1
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6.6 COLERIDGE EAST

Table 6-5 –Themes identified in Coleridge East in the written representations

Coleridge East	No. of mentions
Parking on footways	2
Greater enforcement presence to ensure adherence to existing parking restrictions	1
Parking by delivery vehicles creating obstruction or safety issue	1

6.7 HURST PARK

Table 6-6 – Themes identified in Hurst Park in the written representations

Hurst Park	No. of mentions
Customer and / or employee parking exacerbating parking stress	1
Parking by large vehicles taking up lots of space	1
Parking on double yellow lines	1
Parking on footways	1
Safety issue - for school children	1

6.8 ELIZABETH

Table 6-7 – Themes identified in Elizabeth in the written representations

Elizabeth	No. of mentions
Commuter parking exacerbating parking stress	5
Introduce resident parking scheme	5
Customer and / or employee parking exacerbating parking stress	3
New developments exacerbating parking stress	3
Any new parking restrictions will result in displaced parking on other roads	2
Parking causing hazards for cyclists	2

Pollution	2
Vehicles exceeding the speed limit	2

6.9 GLEBE

Table 6-8 – Theme identified in Glebe in the written representations

Glebe	No. of mentions
Current parking restrictions are fine and do not need changing	2
Parking on verges	2
Residents parking zone will negatively affect business and local commerce	2

6.10 NIGHTINGALE

Table 6-9 – Themes identified in Nightingale in the written representations

Nightingale	No. of mentions
Vehicle idling	7
Anti social behaviour	6
Pollution	6
Vehicle noise e.g. engine, opening / closing of doors	6
Parking on footways	5
Litter	4
Motorised vehicles driving on footway	4
Parking at junctions	4

6.11 ROMSEY WEST

Table 6-10 – Themes identified in Romsey West in the written representations

Romsey West	No. of mentions
Commuter parking exacerbating parking stress	2
Amend existing waiting restrictions - remove exemptions for non-residents	1
Buses are not a viable alternative to the car	1

Concerns about the high cost of parking permits	1
Create more parking places - allow footway parking	1
Create more parking places - build more off-street car parks	1
Customer and / or employee parking exacerbating parking stress	1
Cycling is not a viable alternative to the car	1

6.12 STRETTON

Table 6-11 – Themes identified in Stretton in the written representation

Stretton	No. of mentions
Parking at junctions	3
Amend existing waiting restrictions - remove existing waiting restrictions	2
Create more parking places	2
Parking obstructing visibility at junctions or vehicle crossovers / private driveways	2
Resident demand - excessive / high vehicle ownership at certain properties	2
Concerns about loss of parking capacity caused by resident parking schemes	1
Concerns about the high cost of parking permits	1
Do not support the use of permits or resident parking schemes	1

6.13 TRUMPINGTON

Table 6-12 – Themes identified in Trumpington in the written representation

Trumpington	No. of mentions
Create more parking places - repurpose existing verge space	1
Litter	1
New developments exacerbating parking stress	1
Overgrown hedges	1

6.14 WILBERFORCE

Table 6-13 – Themes identified in Wilberforce in the written representation

Wilberforce	No. of mentions
Parking causing hazards for cyclists	2
Parking on both sides of the road where it is too narrow to do so	2
Commuter parking exacerbating parking stress	1
Customer and / or employee parking exacerbating parking stress	1
Displaced parking	1
Introduce passing places	1
Parking blocking access to vehicle crossover	1
Parking by delivery vehicles creating obstruction or safety issue	1

6.15 YORK

Table 6-14 – Themes identified in York in the written representations

York	No. of mentions
Commuter parking exacerbating parking stress	3
Park and Ride - expand / improve	2
Parking on both sides of the road where it is too narrow to do so	2
Buses are not a viable alternative to the car	1
Create more parking places - allow footway parking	1
Create more parking places - build more off-street car parks	1
Cycling is not a viable alternative to the car	1
New developments exacerbating parking stress	1

6.16 SUMMARY

6.16.1. The top 20 themes from the written representation are outlined in Table 0-15 below.

Table 0-15 – Top themes from written representations

Theme	No. of mentions
Commuter parking exacerbating parking stress	13
Parking on footways	11

Pollution	9
Introduce resident parking scheme	8
Parking at junctions	8
New developments exacerbating parking stress	7
Vehicle idling	7
Customer and / or employee parking exacerbating parking stress	6
Anti social behaviour	6
Vehicle noise e.g. engine, opening / closing of doors	6
Parking by delivery vehicles creating obstruction or safety issue	5
Parking causing hazards for cyclists	5
Vehicles exceeding the speed limit	5
Litter	5
Parking on both sides of the road where it is too narrow to do so	4
Parking on verges	4
Motorised vehicles driving on footway	4
Access only restrictions	3
Create more parking places	3
Displaced parking	3

6.17 OTHER FORMS OF REPRESENTATION RECEIVED

6.17.1. Two third party reports have been produced by residents and submitted as part of the written representation. These are discussed below.

THIRD PARTY REPORT BY RARA TITLED 'DESIGNING OUT THE PROBLEMS – REDCROSS AREAS CAMBRIDGE CB2

6.17.2. To mitigate against anti-social behaviour and parking / vehicle concerns, RARA have suggested a series of possible improvements. These include:

- Camera enforcement to stop motorcycles disobeying the modal filter at the point where the shared-use path links Red Cross Lane with Robinson Way;
- Designating the area as a Residential Quiet Zone;
- Implementing at any time loading restrictions;
- Installing CCTV;
- Installing horizontal deflection (planters) plus a 20mph speed limit to discourage speeding;

- Updating advance directional signage on adjacent main roads; and
- Updating signage on residential side streets to reinforce existing restrictions.

THIRD PARTY REPORT DATED 10 SEPTEMBER 2021 TITLED 'TACKLING THE CHESTERTON TRIANGLE PARKING CRISIS – SURVEY RESULTS & REPORT VERSION 1.02'

- 6.17.3. In response to the Elizabeth indicative residents' parking scheme area proposed by CCC back in 2018, a group of residents from the Chesterton Triangle submitted a report objecting to the proposals in their current guise. They argued that:
- The proposed scheme would result in a significant loss of on-street parking;
 - Resident's would be unable to park near to their home; and
 - The scheme boundary needed revising to allow Chesterton Triangle residents' to park on surrounding streets if they could not find a space.
- 6.17.4. The authors also suggested some alternative configurations in the designing of a potential residents' parking scheme.
- 6.17.5. For reference, the report can be found [here](#).

7 CONCLUSIONS

- 7.1.1. Altogether, 2066 items were submitted during the engagement period. This consisted of:
- 1982 pins on the interactive map; and
 - 84 items of written submission.
- 7.1.2. Statistically, in terms of the pins on the interactive map:
- Delays and obstruction or safety issues accounted for almost two thirds of the pins;
 - Lack of cycle parking / local residents parking difficulty / other amounted to a further 30% of the pins;
 - 33% (645) were located in areas with existing residents' parking schemes.
 - 62% (1215) were situated in indicative scheme areas without an existing residents' parking scheme; and
 - 5% (122) were situated in areas neither in an existing or defined parking scheme area (these are predominantly located in the Biomedical campus locality, where no residents parking is located and therefore was not incorporated into a scheme area);
 - 453 individuals contributed, most of which were residents except the following two community groups:
 - Red Cross Lane Area Neighbourhood Watch Scheme; and
 - RedCross Areas Residents Association (RARA).
- 7.1.3. Statistically, with regards to the written representation:
- 32% (20) of all roads cited were located in areas with an existing residents' parking scheme;
 - 68% (43) of all roads cited were located in areas without an existing residents' parking scheme; and
 - 65 respondents contributed, most of which were residents except the following four organisations:
 - City of Cambridge Bowls Club;
 - North Newnham Residents' Association;
 - Red Cross Lane Area Neighbourhood Watch Scheme; and
 - Red Cross Areas Residents Association (RARA).
- 7.1.4. Common themes identified in the thematic analysis for the online interactive map included:
- Parking on footways
 - Commuter parking exacerbating parking stress
 - Parking causing hazards for cyclists
 - Parking related to school drop-off and pick-up
 - Introduce resident parking scheme
- 7.1.5. Common themes identified in the thematic analysis for the written representation included:
- Commuter parking exacerbating parking stress
 - Parking on footways
 - Pollution
 - Introduce resident parking scheme
 - Parking at junctions

- 7.1.6. Finally, two third party reports produced by residents were submitted as part of the written representation. This included:
- one by RARA outlining their proposals to mitigate against anti-social behaviour and parking / vehicle concerns; and
 - one by residents of Chesterton triangle objecting to the proposed Elizabeth indicative residents' parking scheme area (on the grounds of a reduction in available on-street parking) and suggesting potential amendments.

8 APPENDIX A

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Abbey Gardens	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Abbey Road	Yes	Yes	Abbey	1	0	0	0	0	1	0	0	0	0
Abbey Street	Yes	No	Abbey	2	1	1	0	0	0	0	0	0	0
Abbey Walk	Yes	No	Petersfield	2	1	0	0	1	0	0	0	0	0
Adam and Eve Street	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
Adams Road	Yes	No	Newnham	9	7	0	0	1	1	0	0	0	0
Addenbrookes Hospital	No	No	Queen Ediths	11	1	0	0	1	0	9	0	0	0
Addenbrookes Road	Yes	No	Trumpington	2	2	0	0	0	0	0	0	0	0
Adrian Way	No	No	Queen Ediths	2	1	1	0	0	0	0	0	0	0
African Road	No	No	Romsey	1	0	0	0	1	0	0	0	0	0
Ainsworth Court	Yes	No	Petersfield	2	1	0	0	1	0	0	0	0	0
Ainsworth Street	Yes	No	Petersfield	16	2	3	6	5	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Akeman Street	Yes	No	Arbury	2	2	0	0	0	0	0	0	0	0
Alan Percival Court	Yes	No	East Chesterton	1	0	1	0	0	0	0	0	0	0
Alex Wood Road	Yes	No	Arbury	3	1	0	1	0	0	0	1	0	0
Alpha Road	Yes	Yes	West Chesterton	2	0	0	2	0	0	0	0	0	0
Alpha Terrace	Yes	No	Trumpington	4	1	1	1	0	0	0	1	0	0
Anstey Way	No	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Apollo Way	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Applecourt	No	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Arbury Road	Yes	No	Arbury	30	24	2	0	0	0	0	1	1	2
Argyle Street	Yes	Yes	Romsey	2	2	0	0	0	0	0	0	0	0
Atherton Close	Yes	Yes	West Chesterton	1	0	0	0	0	1	0	0	0	0
Atkins Close	Yes	No	Kings Hedges	1	0	0	1	0	0	0	0	0	0
Baldock Way	Yes	No	Queen Ediths	5	2	0	1	1	1	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Barnwell Drive	Yes	No	Abbey	1	1	0	0	0	0	0	0	0	0
Barnwell Road	Yes	No	Abbey	10	8	0	0	2	0	0	0	0	0
Barton Road	Yes	Yes	Newnham	1	1	0	0	0	0	0	0	0	0
Bateman Street	Yes	Yes	Market	3	2	0	0	0	0	1	0	0	0
Beaumont Road	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Beehive Centre	No	No	Abbey	3	0	1	0	1	1	0	0	0	0
Belmore Close	Yes	No	Arbury	3	1	0	1	0	1	0	0	0	0
Bentley Road	Yes	No	Trumpington	8	6	0	1	0	1	0	0	0	0
Bermuda Road	Yes	No	Arbury	3	0	0	1	0	0	1	1	0	0
Beyer Road	No	No	Trumpington	1	0	0	1	0	0	0	0	0	0
Birdwood Road	Yes	No	Coleridge	2	2	0	0	0	0	0	0	0	0
Blinco Grove	Yes	Yes	Queen Ediths	2	0	0	0	0	0	1	0	0	1
Bowers Croft	Yes	No	Queen Ediths	2	1	0	0	1	0	0	0	0	0
Braybrooke Place	Yes	No	Cherry Hinton	1	1	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Brentwood Close	Yes	No	Abbey	2	1	0	1	0	0	0	0	0	0
Bridge Street	Yes	No	Market	5	2	3	0	0	0	0	0	0	0
Brimley Road	Yes	No	Arbury	4	4	0	0	0	0	0	0	0	0
Broad Street	Yes	Yes	Petersfield	1	0	0	1	0	0	0	0	0	0
Brookfields	No	No	Romsey	2	2	0	0	0	0	0	0	0	0
Brookfields Hospital	No	No	Romsey	1	0	0	0	0	0	1	0	0	0
Brookgate	Mixed	No	Petersfield	3	3	0	0	0	0	0	0	0	0
Brooks Road	Yes	No	Romsey	3	1	1	0	1	0	0	0	0	0
Brookside	Yes	Yes	Market	1	1	0	0	0	0	0	0	0	0
Buchan Street	Yes	No	Kings Hedges	1	0	0	1	0	0	0	0	0	0
Burleigh Place	No	Yes	Market	1	0	0	1	0	0	0	0	0	0
Burleigh Street	Yes	Yes	Market	3	1	0	0	2	0	0	0	0	0
Byron Square	No	No	Trumpington	1	1	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Cambridge Footpath 21 ¹	Yes	No	Abbey	3	3	0	0	0	0	0	0	0	0
Cambridge Railway Station	No	No	Petersfield	4	0	4	0	0	0	0	0	0	0
Cambridge Retail Park	No	No	Abbey	3	0	2	0	1	0	0	0	0	0
Cambridgeshire Guided Busway	No	No	East Chesterton	5	0	3	0	1	1	0	0	0	0
Campbell Street	Yes	Yes	Romsey	3	3	0	0	0	0	0	0	0	0
Campkin Road	Mixed	No	Kings Hedges	9	6	0	2	0	0	0	0	0	1
Camside	Yes	No	East Chesterton	1	0	0	0	0	0	0	1	0	0
Canterbury Street	Yes	Yes	Arbury	1	0	1	0	0	0	0	0	0	0

¹ Part of which crosses the River Cam via the Green Dragon Bridge

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Carisbrooke Road	Yes	No	Arbury	2	1	0	0	0	0	0	1	0	0
Carlton Way	Yes	Yes	Arbury	4	4	0	0	0	0	0	0	0	0
Catharine Street	Yes	No	Romsey	21	9	9	1	2	0	0	0	0	0
Cavendish Avenue	Yes	No	Queen Ediths	2	0	0	2	0	0	0	0	0	0
Cavendish Road	Mixed	No	Romsey	15	1	3	9	0	2	0	0	0	0
Cavesson Court	Yes	No	Arbury	2	1	0	1	0	0	0	0	0	0
Chalmers Road	Yes	No	Coleridge	1	1	0	0	0	0	0	0	0	0
Chantry Close	No	No	West Chesterton	1	0	0	1	0	0	0	0	0	0
Chapel Street	Yes	No	East Chesterton	3	2	0	0	0	0	0	0	0	1
Charles Babbage Road	No	No	Newnham	1	1	0	0	0	0	0	0	0	0
Charles Street	Yes	Yes	Coleridge	1	1	0	0	0	0	0	0	0	0
Cheddars Lane	No	No	Abbey	3	0	1	0	1	0	0	1	0	0
Cheney Way	Yes	No	East Chesterton	3	3	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Cherry Hinton High Street	Yes	No	Cherry Hinton	3	2	0	0	0	0	1	0	0	0
Cherry Hinton Road	Yes	Yes	Coleridge	14	9	1	0	0	0	0	0	1	3
Chesterton Hall Crescent	Yes	No	West Chesterton	5	0	0	5	0	0	0	0	0	0
Chesterton High Street	Yes	No	East Chesterton	23	20	1	0	0	0	0	0	0	2
Chesterton Road	Yes	No	West Chesterton	14	8	4	0	1	0	1	0	0	0
Church End	Yes	No	Cherry Hinton	1	0	0	0	0	0	1	0	0	0
Church Lane	Yes	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Church Street	Yes	No	East Chesterton	3	2	0	0	0	0	0	1	0	0
City Road	Yes	Yes	Market	3	2	0	0	0	0	0	1	0	0
Clarendon Street	Yes	Yes	Market	5	0	1	2	0	0	0	1	0	1
Clarkson Road	Yes	No	Newnham	3	3	0	0	0	0	0	0	0	0
Clay Farm Centre	Mixed	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Clerk Maxwell Road	Yes	No	Newnham	6	1	0	0	3	2	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Clifton Road	Yes	No	Coleridge	5	0	5	0	0	0	0	0	0	0
Clifton Way	No	No	Coleridge	2	0	0	0	2	0	0	0	0	0
Cockburn Street	Yes	Yes	Romsey	5	2	0	1	2	0	0	0	0	0
Coldhams Lane	Yes	No	Romsey	4	1	1	0	2	0	0	0	0	0
Coleridge Road	Yes	Yes	Coleridge	4	2	0	1	1	0	0	0	0	0
Collier Road	Yes	Yes	Petersfield	1	0	0	0	1	0	0	0	0	0
Colville Road	Yes	No	Cherry Hinton	4	3	0	0	0	0	0	0	0	1
Consort Avenue	No	No	Trumpington	1	0	0	0	1	0	0	0	0	0
Corn Exchange Street	Yes	No	Market	5	2	3	0	0	0	0	0	0	0
Corona Road	Yes	Yes	West Chesterton	1	0	0	1	0	0	0	0	0	0
Coronation Street	Yes	Yes	Market	2	2	0	0	0	0	0	0	0	0
Cowley Park Road	No	No	East Chesterton	1	0	0	0	0	0	0	1	0	0
Cowley Road	Mixed	No	East Chesterton	1	1	0	0	0	0	0	0	0	0

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Cowper Road	Yes	No	Coleridge	4	3	0	1	0	0	0	0	0	0
Cranmer Road	Yes	No	Newnham	4	2	0	1	0	1	0	0	0	0
Croft Holme Lane	Yes	No	West Chesterton	1	0	0	0	1	0	0	0	0	0
Cromwell Road	Yes	No	Romsey	2	0	0	0	0	0	0	1	1	0
Cyprus Road	Yes	No	Romsey	1	1	0	0	0	0	0	0	0	0
Davy Road	Yes	Yes	Coleridge	1	0	1	0	0	0	0	0	0	0
De Freville Avenue	Yes	Yes	West Chesterton	1	0	0	0	0	0	0	1	0	0
Derby Street	Yes	Yes	Newnham	1	0	1	0	0	0	0	0	0	0
Devonshire Road	Yes	Yes	Petersfield	11	7	1	2	1	0	0	0	0	0
Ditton Lane	Yes	No	Abbey	4	4	0	0	0	0	0	0	0	0
Ditton Walk	Yes	No	Abbey	9	4	0	3	2	0	0	0	0	0
Dobson Way	No	No	Trumpington	4	2	0	0	0	0	1	0	0	1
Dover Street	Yes	Yes	Market	1	0	1	0	0	0	0	0	0	0
Downing Place	Yes	No	Market	2	1	1	0	0	0	0	0	0	0
Downing Street	Yes	No	Market	7	5	1	0	1	0	0	0	0	0
Driftway	No	No	Newnham	2	2	0	0	0	0	0	0	0	0

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Drummer Street	Yes	No	Market	1	0	1	0	0	0	0	0	0	0
Dudley Road	Yes	No	Abbey	3	2	0	1	0	0	0	0	0	0
Earl Street	Yes	Yes	Market	8	2	0	4	1	0	0	0	0	1
East Hertford Street	Yes	Yes	West Chesterton	1	0	0	0	1	0	0	0	0	0
East Road	Yes	Yes	Market	25	21	1	0	3	0	0	0	0	0
Eden Street	Yes	Yes	Market	3	1	1	1	0	0	0	0	0	0
Edward Bawden Court	No	No	Petersfield	1	0	0	1	0	0	0	0	0	0
Edward Street	Yes	Yes	Petersfield	2	0	1	0	1	0	0	0	0	0
Ekin Road	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Elfleda Road	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Elizabeth Way	Yes	Yes	East Chesterton	10	9	0	0	1	0	0	0	0	0
Emmanuel Road	Yes	Yes	Market	1	0	1	0	0	0	0	0	0	0
Enniskillen Road	Yes	No	East Chesterton	1	1	0	0	0	0	0	0	0	0
Evergreens	Yes	No	East Chesterton	1	1	0	0	0	0	0	0	0	0
Fair Street	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0

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Fairfax Road	Yes	No	Romsey	3	0	0	0	3	0	0	0	0	0
Fairsford Place	Yes	No	Petersfield	7	4	0	1	2	0	0	0	0	0
Fallowfield	Yes	No	East Chesterton	1	1	0	0	0	0	0	0	0	0
Fen Road	Yes	No	East Chesterton	3	3	0	0	0	0	0	0	0	0
Fendon Road	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Ferry Lane	Yes	No	East Chesterton	4	4	0	0	0	0	0	0	0	0
Ferry Path	Yes	Yes	West Chesterton	2	0	1	0	0	0	0	1	0	0
Field Way	Yes	No	Queen Ediths	6	3	0	0	1	2	0	0	0	0
Fitzroy Lane	Yes	Yes	Market	2	2	0	0	0	0	0	0	0	0
Fitzroy Street	Yes	No	Market	3	0	2	0	0	0	0	0	1	0
Fontwell Avenue	Yes	No	Arbury	1	0	0	0	0	0	0	1	0	0
Fowler Avenue	No	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Free School Lane	Yes	No	Market	1	1	0	0	0	0	0	0	0	0
French's Road	Yes	No	Arbury	8	4	0	2	1	1	0	0	0	0

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Fulbourn Road	Yes	No	Cherry Hinton	1	1	0	0	0	0	0	0	0	0
Garden Walk	Yes	Yes	Arbury	1	1	0	0	0	0	0	0	0	0
Geldart Street	Yes	Yes	Petersfield	1	0	0	1	0	0	0	0	0	0
George Street	Yes	No	West Chesterton	2	0	0	2	0	0	0	0	0	0
Gilbert Road	Yes	Yes	Arbury	2	2	0	0	0	0	0	0	0	0
Glanville Road	No	No	Trumpington	1	0	0	1	0	0	0	0	0	0
Glebe Road	Yes	No	Queen Ediths	8	6	1	0	0	1	0	0	0	0
Glisson Road	Yes	Yes	Petersfield	10	6	2	1	0	0	1	0	0	0
Godesdone Road	Yes	Yes	Abbey	2	2	0	0	0	0	0	0	0	0
Godwin Way	Yes	No	Queen Ediths	2	2	0	0	0	0	0	0	0	0
Gonville Place	Yes	Yes	Market	4	4	0	0	0	0	0	0	0	0
Gough Way	Yes	Yes	Newnham	3	2	0	1	0	0	0	0	0	0
Grafton Street	Yes	Yes	Market	4	3	0	0	1	0	0	0	0	0
Grand Arcade St Andrews Street	No	No	Market	1	1	0	0	0	0	0	0	0	0

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Grange Road	Yes	Yes	Newnham	6	5	0	0	1	0	0	0	0	0
Granta Place	Yes	No	Market	2	0	2	0	0	0	0	0	0	0
Grantchester Meadows	Yes	No	Newnham	4	4	0	0	0	0	0	0	0	0
Grantchester Street	Yes	No	Newnham	4	4	0	0	0	0	0	0	0	0
Gray Road	Yes	No	Coleridge	1	1	0	0	0	0	0	0	0	0
Great Eastern Street	Yes	No	Romsey	6	2	1	2	0	0	0	1	0	0
Great Northern Road	Yes	No	Petersfield	1	0	0	0	1	0	0	0	0	0
Green End Road	Yes	No	East Chesterton	11	9	0	0	1	0	0	0	0	1
Green Park	Yes	No	East Chesterton	1	0	0	0	1	0	0	0	0	0
Greenlands	Yes	No	Queen Ediths	102	98	0	0	2	2	0	0	0	0
Gresham Road	Yes	Yes	Queen Ediths	2	2	0	0	0	0	0	0	0	0
Greystoke Road	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Guest Road	Yes	Yes	Petersfield	13	1	0	11	0	0	1	0	0	0

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Guildhall Street	Yes	No	Market	1	0	1	0	0	0	0	0	0	0
Gwydir Street	Yes	Yes	Petersfield	16	1	11	2	1	0	0	1	0	0
Hale Avenue	Yes	No	Arbury	2	1	0	0	1	0	0	0	0	0
Hampden Gardens	No	No	Romsey	1	1	0	0	0	0	0	0	0	0
Harcombe Road	Yes	No	Cherry Hinton	2	2	0	0	0	0	0	0	0	0
Hardwick Street	Yes	Yes	Newnham	1	0	0	0	1	0	0	0	0	0
Harradine Street	No	No	Trumpington	8	8	0	0	0	0	0	0	0	0
Hartington Grove	Yes	Yes	Queen Ediths	3	2	0	1	0	0	0	0	0	0
Hartree Lane	No	No	Trumpington	2	0	0	0	0	0	0	1	0	1
Harvest Way	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Harvey Goodwin Avenue	Yes	No	Arbury	23	2	0	14	5	2	0	0	0	0
Harvey Goodwin Court	No	No	Arbury	1	0	0	0	0	0	0	1	0	0
Hauxton Road	Yes	No	Trumpington	1	1	0	0	0	0	0	0	0	0

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Hawkins Road	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Hawthorn Way	Yes	No	West Chesterton	4	4	0	0	0	0	0	0	0	0
Headington Drive	Yes	No	Cherry Hinton	1	0	0	0	1	0	0	0	0	0
Headly Street	No	No	Petersfield	1	0	0	1	0	0	0	0	0	0
Hedgerley Close	Yes	No	Newnham	1	0	0	0	1	0	0	0	0	0
Hemingford Road	Yes	No	Romsey	4	0	2	2	0	0	0	0	0	0
Henslow Mews	Yes	Yes	Petersfield	1	1	0	0	0	0	0	0	0	0
Herbert Street	Yes	No	West Chesterton	1	0	0	1	0	0	0	0	0	0
Hering Road	Yes	No	Trumpington	2	2	0	0	0	0	0	0	0	0
Heron's Close	Yes	No	Queen Ediths	3	3	0	0	0	0	0	0	0	0
Herschel Road	Yes	No	Newnham	2	1	0	0	0	1	0	0	0	0
Hertford Street	Yes	Yes	West Chesterton	1	0	0	1	0	0	0	0	0	0
Highsett	No	No	Petersfield	1	0	0	0	1	0	0	0	0	0

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Highworth Avenue	Yes	No	West Chesterton	4	3	0	0	0	1	0	0	0	0
Hills Avenue	Yes	No	Queen Ediths	3	2	0	0	1	0	0	0	0	0
Hills Road	Yes	Yes	Petersfield	20	17	2	0	0	0	0	0	1	0
Histon Road	Yes	Yes	Queen Ediths	18	16	1	0	0	0	0	0	1	0
Hobart Road	Yes	No	Coleridge	2	2	0	0	0	0	0	0	0	0
Hobson Avenue	Yes	No	Trumpington	4	3	1	0	0	0	0	0	0	0
Hobson Square	No	No	East Chesterton	1	0	0	0	1	0	0	0	0	0
Hobson Street	Yes	No	Market	3	2	1	0	0	0	0	0	0	0
Holbrook Road	Yes	No	Queen Ediths	3	2	0	0	1	0	0	0	0	0
Hooper Street	Yes	No	Petersfield	14	2	9	1	2	0	0	0	0	0
Hope Street	Yes	Yes	Romsey	1	0	0	0	1	0	0	0	0	0
Howard Road	Yes	No	Abbey	4	4	0	0	0	0	0	0	0	0
Huntingdon Road	Yes	No	Castle	5	4	1	0	0	0	0	0	0	0
Hurst Park Avenue	Yes	No	West Chesterton	6	3	0	1	0	2	0	0	0	0

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Jack Warren Green	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
James Street	Yes	Yes	Market	1	1	0	0	0	0	0	0	0	0
Jermyn Close	Yes	No	Arbury	1	0	0	1	0	0	0	0	0	0
Jesus Lane	Yes	No	Market	1	1	0	0	0	0	0	0	0	0
Jesus Terrace	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
John Street	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
Jordans Yard	Yes	No	Market	1	0	1	0	0	0	0	0	0	0
Kendal Way	Yes	No	East Chesterton	1	0	0	0	0	0	0	1	0	0
Kerridge Close	Yes	No	Petersfield	1	0	0	0	0	1	0	0	0	0
Keynes Road	Yes	No	Abbey	1	1	0	0	0	0	0	0	0	0
King Street	Yes	Yes	Market	3	2	1	0	0	0	0	0	0	0
Kings Court	No	No	Market	1	0	0	0	0	0	0	1	0	0
Kings Hedges Road	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
King's Parade	Yes	No	Market	3	2	0	0	0	0	1	0	0	0
Kingston Street	Yes	Yes	Petersfield	10	8	1	0	0	0	0	1	0	0
Kinnaird Way	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0

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Kirkby Close	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Kirkwood Road	Yes	No	Kings Hedges	4	0	3	0	0	0	0	1	0	0
Lawrence Weaver Road	No	No	Castle	3	3	0	0	0	0	0	0	0	0
Lensfield Road	Yes	No	Market	3	2	1	0	0	0	0	0	0	0
Leys Avenue	Yes	No	West Chesterton	1	0	0	1	0	0	0	0	0	0
Leys Road	Yes	No	West Chesterton	1	1	0	0	0	0	0	0	0	0
Lichfield Road	Yes	No	Coleridge	7	5	0	2	0	0	0	0	0	0
Lilywhite Drive	No	Yes	West Chesterton	3	0	0	1	0	0	0	1	1	0
Lime Avenue	Mixed	No	Trumpington	4	4	0	0	0	0	0	0	0	0
Linden Close	Yes	No	Arbury	4	1	0	1	2	0	0	0	0	0
Logans Way	Yes	No	East Chesterton	1	0	0	0	1	0	0	0	0	0
Long Reach Road	Yes	No	East Chesterton	6	6	0	0	0	0	0	0	0	0
Longworth Avenue	Yes	No	East Chesterton	4	4	0	0	0	0	0	0	0	0

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Luard Road	Yes	No	Queen Ediths	2	2	0	0	0	0	0	0	0	0
Mackenzie Road	Yes	Yes	Petersfield	1	0	0	1	0	0	0	0	0	0
Madingley Road	Yes	Yes	Castle	2	1	0	0	0	0	0	1	0	0
Madras Road	Yes	No	Romsey	1	1	0	0	0	0	0	0	0	0
Magrath Avenue	Yes	Yes	West Chesterton	4	1	0	3	0	0	0	0	0	0
Maids Causeway	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
Malcolm Place	Yes	No	Market	2	2	0	0	0	0	0	0	0	0
Malta Road	Yes	No	Romsey	4	4	0	0	0	0	0	0	0	0
Malvern Road	Yes	No	Cherry Hinton	2	2	0	0	0	0	0	0	0	0
Maners Way	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Manor Street	Yes	No	Market	1	1	0	0	0	0	0	0	0	0
Marfield Court	No	No	West Chesterton	1	1	0	0	0	0	0	0	0	0
Maris Lane	Yes	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Market Hill	Yes	No	Market	1	0	1	0	0	0	0	0	0	0

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Market Street	Yes	No	Market	1	0	1	0	0	0	0	0	0	0
Martingale Close	Yes	No	Arbury	1	1	0	0	0	0	0	0	0	0
Mawson Road	Yes	Yes	Petersfield	5	5	0	0	0	0	0	0	0	0
Meadowlands Road	Yes	No	Abbey	1	1	0	0	0	0	0	0	0	0
Mercers Row	Yes	No	Abbey	2	0	1	0	0	0	0	1	0	0
Merton Street	Yes	Yes	Newnham	2	1	0	0	1	0	0	0	0	0
Midsummer Common	No	Yes	Market	1	0	1	0	0	0	0	0	0	0
Milford Street	Yes	Yes	Petersfield	1	1	0	0	0	0	0	0	0	0
Mill End Road	Yes	No	Cherry Hinton	3	3	0	0	0	0	0	0	0	0
Mill Road	Yes	Yes	Romsey	114	77	23	0	5	0	2	0	7	0
Millington Road	No	No	Newnham	4	3	0	0	0	1	0	0	0	0
Milton Road	Yes	Yes	West Chesterton	21	12	3	2	1	0	0	0	3	0
Miltons Walk	No	No	Market	2	0	1	0	1	0	0	0	0	0
Molewood Close	Yes	No	Arbury	1	1	0	0	0	0	0	0	0	0

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Montague Road	Yes	Yes	West Chesterton	1	0	0	0	0	0	0	1	0	0
Montreal Road	Yes	No	Romsey	3	2	0	1	0	0	0	0	0	0
Montrose Close	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Mortimer Road	Yes	Yes	Petersfield	1	0	0	0	0	0	0	0	1	0
Moss Bank	Yes	No	East Chesterton	2	1	0	0	0	1	0	0	0	0
Napier Street	Yes	Yes	Market	1	1	0	0	0	0	0	0	0	0
New Square	Yes	Yes	Market	2	2	0	0	0	0	0	0	0	0
New Street	Yes	No	Petersfield	1	0	0	0	1	0	0	0	0	0
Newmarket Road	Yes	Yes	Abbey	22	17	3	0	2	0	0	0	0	0
Newnham Croft Street	Yes	Yes	Newnham	1	0	1	0	0	0	0	0	0	0
Newnham Road	Yes	Yes	Newnham	5	3	2	0	0	0	0	0	0	0
Newton Road	Yes	No	Trumpington	13	9	0	0	0	4	0	0	0	0
Nicholson Way	No	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Nightingale Avenue	Yes	No	Queen Ediths	10	4	0	0	0	6	0	0	0	0

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Norfolk Street	Yes	Yes	Petersfield	11	4	4	0	3	0	0	0	0	0
North Street	Yes	Yes	Arbury	3	0	2	0	0	0	0	1	0	0
Northfields Avenue	Yes	No	Kings Hedges	2	2	0	0	0	0	0	0	0	0
Occupation Road	Yes	No	Abbey	4	4	0	0	0	0	0	0	0	0
Orchard Avenue	Yes	No	West Chesterton	4	2	0	1	0	1	0	0	0	0
Orchard Street	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
Oyster Row	Yes	No	Abbey	3	2	1	0	0	0	0	0	0	0
Paget Road	Yes	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Panton Street	Yes	Yes	Market	2	2	0	0	0	0	0	0	0	0
Paradise Street	Yes	Yes	Market	2	2	0	0	0	0	0	0	0	0
Park Street	Yes	Yes	Market	1	0	1	0	0	0	0	0	0	0
Parkers Place	No	No	Market	1	0	1	0	0	0	0	0	0	0
Parkside	Yes	Yes	Market	2	1	1	0	0	0	0	0	0	0
Pearl Close	Yes	No	East Chesterton	3	1	1	0	1	0	0	0	0	0
Pemberton Terrace	Yes	Yes	Market	1	0	0	0	0	0	0	0	1	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Pembroke Street	Yes	No	Market	7	5	0	0	2	0	0	0	0	0
Perowne Street	Yes	Yes	Petersfield	2	0	1	1	0	0	0	0	0	0
Petty Cury	Yes	No	Market	3	0	2	0	1	0	0	0	0	0
Peverel Road	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Pheasant Drive	No	No	Castle	1	0	0	0	0	0	0	0	0	1
Philippa Fawcett Drive	No	No	Newnham	1	1	0	0	0	0	0	0	0	0
Plantation Avenue	No	No	Trumpington	2	1	1	0	0	0	0	0	0	0
Pound Hill	Yes	Yes	Castle	2	1	0	1	0	0	0	0	0	0
Prospect Row	Yes	Yes	Market	4	1	3	0	0	0	0	0	0	0
Puddicombe Way	No	No	Queen Ediths	1	0	0	0	1	0	0	0	0	0
Queen Anne Terrace	No	No	Petersfield	4	0	3	0	1	0	0	0	0	0
Queen Ediths Way	Yes	No	Queen Ediths	5	4	0	0	1	0	0	0	0	0
Queens Road	Yes	Yes	Newnham	9	8	0	0	1	0	0	0	0	0
Radegund Road	Yes	No	Coleridge	6	5	0	0	1	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Ransome Close	No	No	East Chesterton	1	1	0	0	0	0	0	0	0	0
Rawlyn Road	Yes	No	Abbey	1	0	0	0	1	0	0	0	0	0
Rayleigh Close	Yes	No	Trumpington	1	0	0	1	0	0	0	0	0	0
Red Cross Lane	Yes	No	Queen Ediths	178	174	0	0	3	1	0	0	0	0
Redfern Close	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Regent Street	Yes	Yes	Market	11	9	2	0	0	0	0	0	0	0
Regent Terrace	Yes	Yes	Market	16	6	9	0	1	0	0	0	0	0
Ridley Hall Road	Yes	Yes	Newnham	1	0	0	0	1	0	0	0	0	0
Rivar Place	No	No	Petersfield	1	0	0	1	0	0	0	0	0	0
Riverside	Yes	Yes	Abbey	18	12	1	2	3	0	0	0	0	0
Robert Jennings Close	Yes	No	Kings Hedges	1	0	1	0	0	0	0	0	0	0
Robinson Way	Yes	No	Queen Ediths	22	7	0	0	2	0	12	1	0	0
Rock Road	Yes	Yes	Queen Ediths	1	0	0	0	0	0	0	0	0	1

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Roland Close	Yes	No	Arbury	4	4	0	0	0	0	0	0	0	0
Romsey Terrace	Yes	Yes	Romsey	2	0	2	0	0	0	0	0	0	0
Roseford Road	Yes	No	Arbury	2	1	0	1	0	0	0	0	0	0
Ross Street	Yes	No	Romsey	18	5	0	8	2	3	0	0	0	0
Round Church Street	Yes	No	Market	1	0	0	0	0	0	1	0	0	0
Roxburgh Road	Yes	No	Kings Hedges	1	1	0	0	0	0	0	0	0	0
Royal Papworth Hospital	No	No	Queen Ediths	4	0	0	0	0	0	4	0	0	0
Russell Street	Yes	Yes	Market	2	0	2	0	0	0	0	0	0	0
Rustat Road	Yes	Yes	Coleridge	2	2	0	0	0	0	0	0	0	0
Salmon Lane	Yes	No	Market	1	0	0	1	0	0	0	0	0	0
Scholars Walk	Yes	No	East Chesterton	1	0	0	0	0	0	0	1	0	0
Scotland Road	Yes	No	East Chesterton	1	0	1	0	0	0	0	0	0	0
Searle Street	Yes	Yes	West Chesterton	1	1	0	0	0	0	0	0	0	0
Sedgwick Street	Yes	No	Romsey	22	9	5	5	2	1	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Seymour Street	Mixed	No	Romsey	2	0	0	1	1	0	0	0	0	0
Shelford Road	Yes	No	Trumpington	2	2	0	0	0	0	0	0	0	0
Sidgwick Avenue	Yes	Yes	Newnham	2	1	1	0	0	0	0	0	0	0
Sidney Street	Yes	No	Market	9	0	9	0	0	0	0	0	0	0
Silver Street	Yes	No	Newnham	2	2	0	0	0	0	0	0	0	0
Sleaford Street	Yes	No	Petersfield	6	1	1	2	2	0	0	0	0	0
Southwell Drive	Yes	No	Trumpington	2	2	0	0	0	0	0	0	0	0
Spalding Way	Yes	No	Queen Ediths	1	1	0	0	0	0	0	0	0	0
Springfield Road	Yes	No	West Chesterton	3	1	0	2	0	0	0	0	0	0
St Andrews Road	Yes	No	East Chesterton	4	1	0	1	1	1	0	0	0	0
St Andrews Street	Yes	No	Market	18	4	9	1	2	0	2	0	0	0
St Barnabas Road	Yes	Yes	Petersfield	1	1	0	0	0	0	0	0	0	0
St Bartholomew's Court	No	No	Abbey	1	1	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
St Bedes Crescent	Yes	No	Cherry Hinton	1	1	0	0	0	0	0	0	0	0
St Edward's Passage	Yes	No	Market	1	0	1	0	0	0	0	0	0	0
St Kilda Avenue	Yes	No	Kings Hedges	2	2	0	0	0	0	0	0	0	0
St Matthew's Street	Yes	No	Petersfield	1	0	0	1	0	0	0	0	0	0
St Pauls Road	Yes	Yes	Market	1	1	0	0	0	0	0	0	0	0
St Peters Street	Yes	Yes	Castle	2	2	0	0	0	0	0	0	0	0
St Philips Road	Yes	No	Romsey	8	2	1	3	1	1	0	0	0	0
St Thomas's Square	Yes	No	Coleridge	1	1	0	0	0	0	0	0	0	0
Staffordshire Street	Yes	No	Petersfield	1	0	1	0	0	0	0	0	0	0
Stanesfield Road	Yes	No	Abbey	2	0	0	0	2	0	0	0	0	0
Stanley Road	Yes	No	Abbey	5	5	0	0	0	0	0	0	0	0
Stansgate Avenue	Yes	No	Queen Ediths	21	21	0	0	0	0	0	0	0	0
Station Road	No	Yes	Petersfield	3	2	1	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Station Square	No	No	Petersfield	7	5	1	0	1	0	0	0	0	0
Stockwell Street	Yes	Yes	Romsey	1	1	0	0	0	0	0	0	0	0
Stone Street	Yes	No	Petersfield	1	1	0	0	0	0	0	0	0	0
Storey's Way	Yes	No	Castle	1	1	0	0	0	0	0	0	0	0
Stourbridge Grove	Yes	No	Romsey	1	0	0	1	0	0	0	0	0	0
Stretton Avenue	Yes	No	Arbury	24	5	0	13	3	2	0	1	0	0
Sturton Street	Yes	No	Petersfield	19	4	2	6	4	3	0	0	0	0
Suez Road	Yes	No	Romsey	2	2	0	0	0	0	0	0	0	0
Sylvester Road	Yes	No	Newnham	3	1	0	1	0	1	0	0	0	0
Tenison Avenue	Yes	Yes	Petersfield	2	0	0	1	1	0	0	0	0	0
Tenison Road	Yes	Yes	Petersfield	10	9	1	0	0	0	0	0	0	0
Tennis Court Road	Yes	No	Market	4	4	0	0	0	0	0	0	0	0
The Cenacle	Yes	Yes	Newnham	2	2	0	0	0	0	0	0	0	0
The Orchards	Yes	No	Cherry Hinton	1	0	0	0	1	0	0	0	0	0
The Rodings	Yes	No	Abbey	5	3	0	2	0	0	0	0	0	0
The Westering	Yes	No	Abbey	1	1	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Thoday Street	Yes	No	Romsey	9	2	6	0	1	0	0	0	0	0
Thompsons Lane	Yes	Yes	Market	1	1	0	0	0	0	0	0	0	0
Thorpe Way	Yes	No	Abbey	14	13	0	0	1	0	0	0	0	0
Tillyard Way	Yes	No	Queen Ediths	2	2	0	0	0	0	0	0	0	0
Tiptree Close	Yes	No	Abbey	2	1	0	0	1	0	0	0	0	0
Topcliffe Way	Yes	No	Queen Ediths	2	1	0	0	0	1	0	0	0	0
Trinity Lane	Yes	No	Newnham	2	2	0	0	0	0	0	0	0	0
Trumpington High Street	Yes	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Trumpington Road	Yes	No	Market	10	8	0	0	1	1	0	0	0	0
Trumpington Street	Yes	No	Market	9	5	1	0	2	0	1	0	0	0
Union Lane	Yes	No	East Chesterton	11	8	0	0	0	0	0	3	0	0
Upper Gwydir Street	Yes	Yes	Petersfield	1	0	0	0	1	0	0	0	0	0
Ventress Close	Yes	No	Queen Ediths	2	1	0	1	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Vicarage Terrace	Yes	Yes	Petersfield	2	0	1	1	0	0	0	0	0	0
Victoria Road	Yes	Yes	West Chesterton	5	5	0	0	0	0	0	0	0	0
Victoria Street	Yes	Yes	Market	9	1	1	2	1	1	2	1	0	0
Vinery Road	Yes	No	Romsey	2	0	1	0	1	0	0	0	0	0
Vinery Way	Yes	No	Romsey	2	2	0	0	0	0	0	0	0	0
Wadloes Road	Yes	No	Abbey	9	8	0	1	0	0	0	0	0	0
Walnut Tree Avenue	Yes	Yes	Abbey	3	3	0	0	0	0	0	0	0	0
Walpole Road	Yes	No	Cherry Hinton	2	2	0	0	0	0	0	0	0	0
Warkworth Terrace	Yes	Yes	Market	1	0	0	1	0	0	0	0	0	0
Warwick Road	Yes	No	Arbury	3	2	0	0	0	1	0	0	0	0
Water Street	Yes	No	East Chesterton	9	7	1	1	0	0	0	0	0	0
Wentworth Road	Yes	Yes	Castle	1	0	0	0	0	0	0	1	0	0
West Road	Yes	Yes	Newnham	2	2	0	0	0	0	0	0	0	0
Westbrook Drive	No	No	West Chesterton	2	2	0	0	0	0	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Westmoor Avenue	Yes	No	Petersfield	1	1	0	0	0	0	0	0	0	0
Wetenhall Road	Yes	No	Romsey	3	0	2	0	1	0	0	0	0	0
Wheeler Street	Yes	No	Market	1	1	0	0	0	0	0	0	0	0
Whitehill Road	Yes	No	Abbey	2	2	0	0	0	0	0	0	0	0
Whitehouse Lane	No	No	Castle	1	1	0	0	0	0	0	0	0	0
Whitelocks Drive	No	No	Trumpington	1	1	0	0	0	0	0	0	0	0
Whittle Avenue	No	No	Trumpington	1	0	0	1	0	0	0	0	0	0
Whytford Close	Yes	No	East Chesterton	1	1	0	0	0	0	0	0	0	0
Wilberforce Road	Yes	No	Newnham	6	4	0	1	1	0	0	0	0	0
Wilkin Walk	Yes	No	Petersfield	1	1	0	0	0	0	0	0	0	0
Willis Road	Yes	No	Petersfield	3	0	0	3	0	0	0	0	0	0
Windsor Road	Yes	Yes	Castle	2	2	0	0	0	0	0	0	0	0
Wordsworth Grove	Yes	Yes	Newnham	2	0	0	0	2	0	0	0	0	0
Worts' Causeway	Yes	Yes	Queen Ediths	5	3	1	0	0	1	0	0	0	0

Road name	Adopted street?	In residents' parking zone?	Electoral ward	All pins	Delays and obstruction or safety issues	Lack of cycle parking	Local residents parking difficulty	Other	High commuter parking demands	Lack of blue badge parking spaces	Potential car club spaces	Loading / unloading bays required	Parking for services / local shops required
Wulfstan Court	Yes	No	Queen Ediths	1	0	0	0	0	0	1	0	0	0
Wulfstan Way	Yes	No	Queen Ediths	3	2	0	0	0	0	1	0	0	0
York Street	Yes	No	Petersfield	8	3	2	1	1	1	0	0	0	0
York Terrace	Yes	No	Petersfield	2	1	0	0	1	0	0	0	0	0



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RESIDENTS PARKING

Resident Parking Delivery Plan





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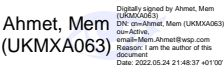
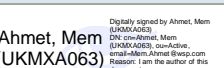
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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
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Prepared by	George Parker	George Parker	George Parker	George Parker
Signature				 Parker, George (UKGSP004)
Checked by	Eno Oyokose	Mehmet Ahmet	Mehmet Ahmet	Mehmet Ahmet
Signature				 Ahmet, Mem (UKMXA063)
Authorised by	Mehmet Ahmet	Mehmet Ahmet	Mehmet Ahmet	Mehmet Ahmet
Signature				 Ahmet, Mem (UKMXA063)
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Report number	01	02	03	P01
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APPENDICES

Appendix A – Prioritisation Matrix

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. There are 23 current resident's permit parking schemes in place across Cambridge. On the 4th November, the Cambridgeshire County Council (CCC) Highways and Transport Committee agreed to restart delivery of additional schemes and requested that the Greater Cambridge Partnership (GCP) initiate delivery of new residents' parking schemes, given the link with the City Access Project.
- 1.1.2. The Greater Cambridge Partnership commissioned WSP to undertake a study investigating parking controls including Residents' Parking Schemes in Cambridge in areas where parking is currently unregulated. This is in line with the City Deal ambitions to reduce congestion and improve sustainable travel options, and the Mayor's objectives, as set out in the emerging LTCP. The better management of car parking capacity in Cambridge City will support:
- Reduction in congestion and air pollution
 - Increase the use of sustainable modes
 - Tackle climate challenges
- 1.1.3. This work sits alongside the development of an Integrated Parking Strategy as well as the wider City Access programme, including the proposals set out in the Making Connections consultation undertaken in autumn 2021.
- 1.1.4. With no change in how people travel in the area:
- traffic will increase – potentially by up to 26,000 car trips each day
 - time spent in congestion will double – and Cambridge is already the 16th most congested city in the country with people spending on average over 70 hours in traffic jams (2019 data)
 - carbon emissions and other pollutants will increase – at a time when the national target is to achieve carbon net zero by 2050
- 1.1.5. This document outlines initial work to develop priorities for additional parking controls, including residents' parking schemes, in Cambridge City. It aims to take a holistic, proactive approach to understanding parking pressures, public appetite for change, and links with wider sustainable travel initiatives including the development of liveable neighbourhoods. It sets out a delivery plan, identifying five initial priority schemes as well as outlining where further work and analysis will support further tranches of schemes to come forward over time, with parking controls eventually covering the whole city.
- 1.1.6. In delivering the schemes it will be important to align with the objectives and vision of the Integrated Parking Strategy, which is set out alongside this delivery plan report.

1.2 STRUCTURE OF REPORT

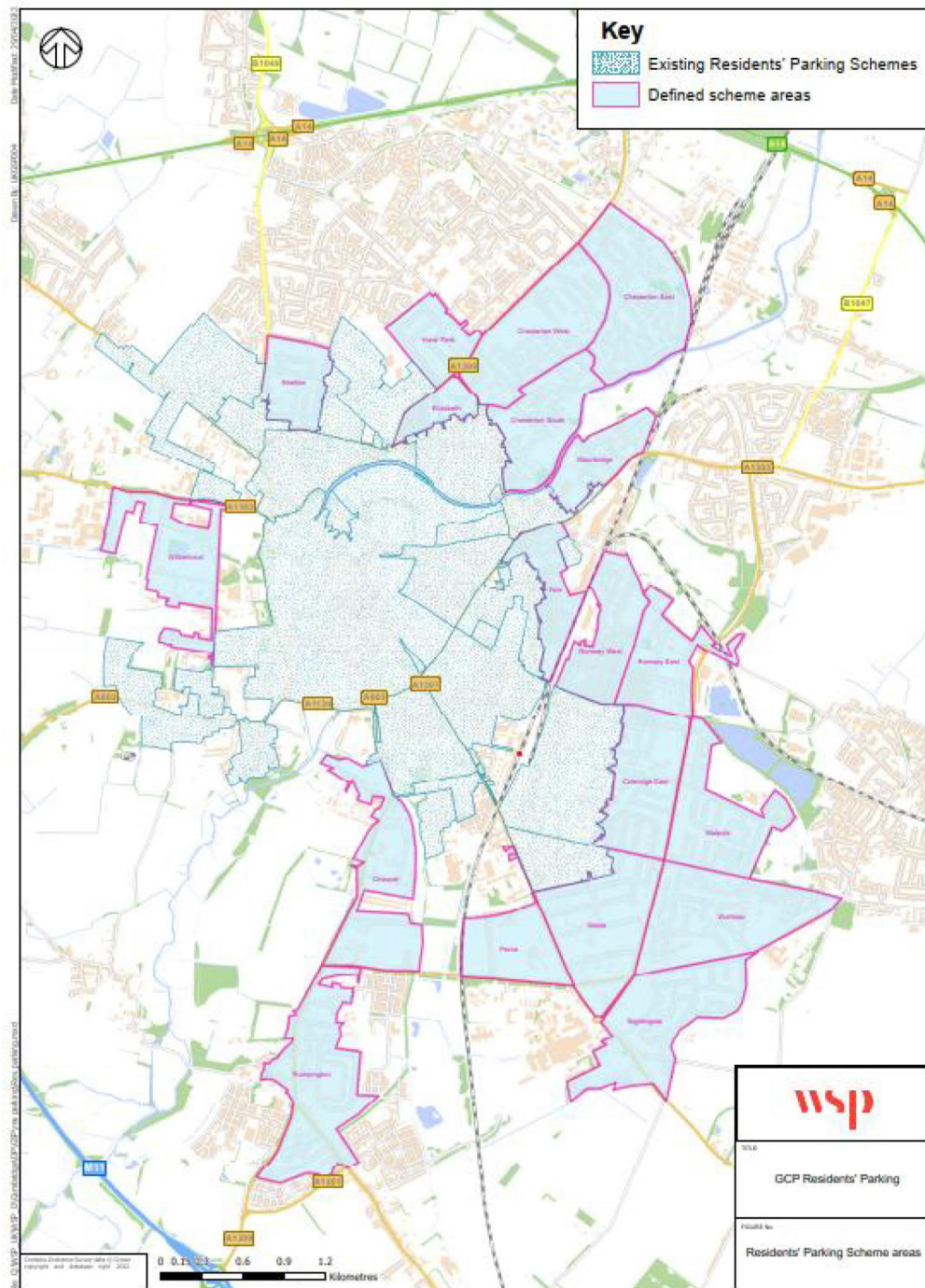
- 1.2.1. The structure of this report includes:
- Existing residential parking schemes – considers the current baseline conditions;
 - Criteria and prioritisation matrix – discusses the criteria developed to assess the order of schemes;
 - The delivery plan for the residents' parking schemes (Tranche 1); and

- Next steps to delivery.

1.3 STUDY AREA

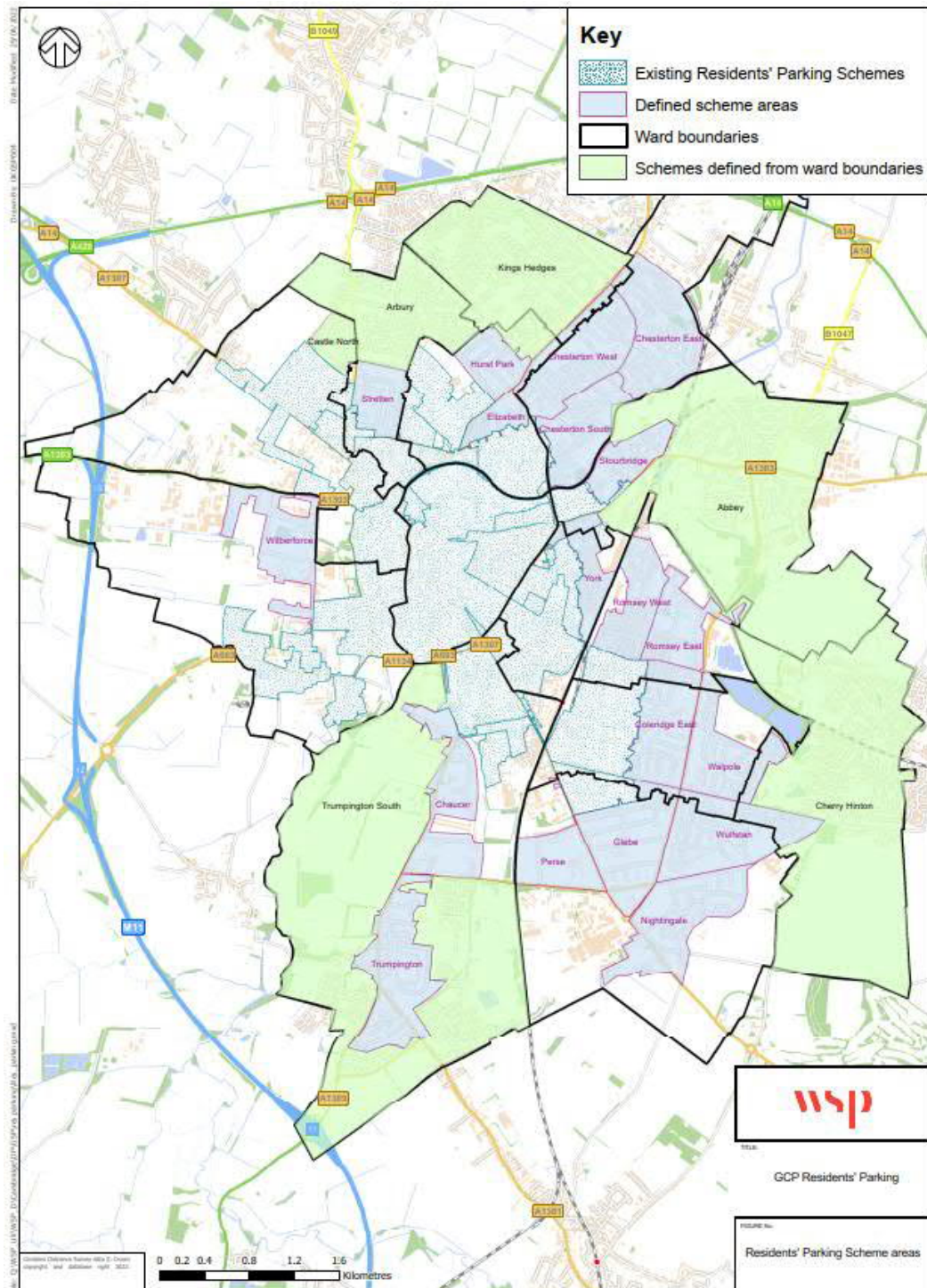
1.3.1. WSP were commissioned by GCP to explore the delivery of a new parking controls including residents parking scheme across all areas of Cambridge without a current scheme. Figure 1.1 below shows the extent of Cambridge with existing scheme areas, as well as previously defined scheme areas under the County Council's former delivery programme..

Figure 1-1 – Resident Parking Scheme Extent (2019)



- 1.3.2. In order to undertake a full strategic overview of parking in the city, the residential areas without defined schemes were also incorporated into the delivery plan. This was completed using (approximate) ward boundaries for these undefined areas. Figure 1-2 highlights the areas covered by existing residents' parking schemes, defined scheme areas, ward boundaries, and areas that have been defined by the ward boundaries (light green). For those areas coloured light green, further work needs to be undertaken to ascertain the right boundaries for any future scheme.

Figure 1-2 – Full scheme area map



- 1.3.3. The Cambridge city ward boundaries are outlined in black in Figure 1-2. There are still some areas within the city wards which are not in a scheme area, but these areas are either rural, private land parcels, or site such as Addenbrookes (south of the Perse scheme area), which have no residents' parking.
- 1.3.4. In total, 25 scheme areas were defined to encompass all residential parts of the city. The scheme areas are summarised in Table 1-1. It should be recognised that the scheme areas do not match up exactly with the ward boundaries, so some overlap does occur. Furthermore, a potential review of existing scheme areas could be undertaken as part of the initial engagement.

Table 1-1 – Scheme/ Ward comparison

Scheme area	Ward in which the scheme area is located
Chaucer	Trumpington
Chesterton East	East Chesterton
Chesterton South	East Chesterton
Chesterton West	East Chesterton
Coleridge East	Coleridge
Elizabeth	West Chesterton
Glebe	Queen Edith's
Hurst Park	West Chesterton
Nightingale	Queen Edith's
Perse	Queen Edith's
Romsey East	Romsey
Romsey West	Romsey
Stourbridge	Abbey
Stretten	Arbury
Trumpington	Trumpington

Scheme area	Ward in which the scheme area is located
Walpole	Coleridge
Wilberforce	Newnham
Wulfstan	Queen Edith's
York	Petersfield
Kings Hedges	Kings Hedges
Arbury North	Arbury
Cherry Hinton	Cherry Hinton
Abbey East	Abbey
Trumpington South	Trumpington
Castle North	Castle

2 METHODOLOGY & RESULTS

2.1 OVERVIEW

2.1.1. This section sets out the methodology behind the development of the criteria used to inform the initial draft prioritisation, which in turn informs the indicative delivery plan.

CRITERIA

2.1.2. Criteria have been developed to help inform the identification of initial priorities for the delivery plan and to allow a strategic view to be taken on scheme delivery. These fall under the following five categories:

- Current parking conditions;
- Engagement feedback;
- Alignment with other transport schemes and deliverability;
- Safety; and
- Potential to support improvements to walking, cycling and bus travel.

2.1.3. A description of the issues considered for each criteria is outlined in Table 2-1 below. A scoring system was used to assess each criteria for each scheme area on a basis of no (0), low(4), medium (8) or high (12) evidence of impact/issues. A low score suggests the scheme area has a perceived level of an immediate requirement for a resident's parking scheme, whereas a high score suggests a resident's parking scheme would help to deal with problems highlighted in the criteria. For those areas that do not have an indicative scheme boundary we have utilised the ward boundary.

Table 2-1 – Delivery plan categories and criteria

Category	Criteria
Current Parking conditions	Assumed impact of parking (including searching for parking) on traffic congestion levels
	Evidence of on-street parking pressure
	Neighbouring CPZs have significant parking demand, resulting in spill-out parking on this area
	Percentage of properties having parking within the curtilage
	Study area is impacted by a transport hub and/or proximity to local amenities (resulting in significant commuter and visitor parking demand)
	Delays and obstruction or safety issues pin

Category	Criteria
Engagement feedback	Lack of cycle parking pin
	Lack of blue badge parking spaces pin
	Local residents parking difficulty pin
	All other engagement pins (High commuter parking demand pins + car club spaces pins + delivery bay pins + parking for services / local shops required pins)
Alignment with other transport schemes and deliverability	GCP projects, LCWIPs, Greenways, wider City Access programme
	Deliverability/complexity
Safety	Safety related impacts (evidence via KSI's and other recorded matters)
Potential to support improvements to walking, cycling and bus travel	Proportion of streets in study area on a bus route
	Proportion of streets where parking negatively impacts cycling and small wheels
	Proportion of streets where parking negatively impacts walking

2.2 PRIORITISATION MATRIX

- 2.2.1. The city was split into the scheme areas outlined in Section 1.3. Each of the areas were measured against the criteria set out in Table 2-1, using a scoring system of 0 (No immediate requirement for a parking scheme), 4 (low-level requirement), 8 (medium requirement) and 12 (high requirement). The criteria in each category were then aggregated to give the total score per category for each scheme area, as shown in Table 2-2.

Table 2-2 – Scheme area scoring by category

Scheme area	Current Parking	Engagement	Policy Alignment	Safety	Sustainable Travel	Total
Abbey	20	24	4	8	12	60

Scheme area	Current Parking	Engagement	Policy Alignment	Safety	Sustainable Travel	Total
Arbury	12	12	0	4	12	36
Castle North	20	8	0	4	8	36
Chaucer	16	12	4	4	12	44
Cherry Hinton	16	16	4	8	16	52
Chesterton East	12	20	4	0	16	52
Chesterton South	20	20	4	0	16	60
Chesterton West	20	12	16	0	20	68
Coleridge East	20	16	4	4	24	64
Elizabeth	40	20	12	4	28	100
Glebe	16	24	4	4	20	64
Hurst Park	32	24	16	0	24	96
Kings Hedges	16	24	4	0	12	56
Nightingale	16	20	4	0	20	60
Perse	16	4	0	4	8	28
Romsey East	28	12	16	4	24	80
Romsey West	36	44	16	4	24	120
Stourbridge	28	12	4	0	24	68
Stretten	28	28	0	0	8	64

Scheme area	Current Parking	Engagement	Policy Alignment	Safety	Sustainable Travel	Total
Trumpington	12	8	4	0	12	36
Trumpington South	12	20	4	0	12	48
Walpole	8	4	4	0	20	36
Wilberforce	32	20	12	8	16	80
Wulfstan	16	8	4	0	16	44
York	32	36	12	4	16	96

2.2.2. The scores above for each category were calculated by summing the scores for each criterion in each category. The scoring breakdown by criteria for each scheme area can be found in **Appendix A**. This approach has informed prioritisation of an initial tranche of schemes, all scoring 80 or more points. It is suggested that further analysis is undertaken to inform prioritisation of the remaining schemes into further delivery tranches. The rank and total scores are presented in Table 2-3 below.

Table 2-3 – Draft Delivery Schedule

Rank	Scheme area	Score
1	Romsey West	120
2	Elizabeth	100
3=	Romsey East	96
3=	York	96
5=	Hurst Park	80
5=	Wilberforce	80
(The following schedule is indicative and requires further detailed assessment and evidence gathering)		

Rank	Scheme area	Score
7=	Chesterton West	68
7=	Stourbridge	68
9=	Coleridge East	64
9=	Glebe	64
9=	Stretton	64
12=	Abbey	60
12=	Chesterton South	60
12=	Nightingale	60
15	Kings Hedges	56
16=	Cherry Hinton	52
16=	Chesterton East	52
18	Trumpington South	48
19=	Chaucer	44
19=	Wulfstan	44
21=	Arbury	36
21=	Castle North	36
21=	Trumpington	36
21=	Walpole	36

Rank	Scheme area	Score
25	Perse	28

NB: Areas highlighted in blue where analysis has been undertaken by ward boundaries, in the absence of indicative scheme areas. Appropriate scheme areas would need to be defined for these areas.

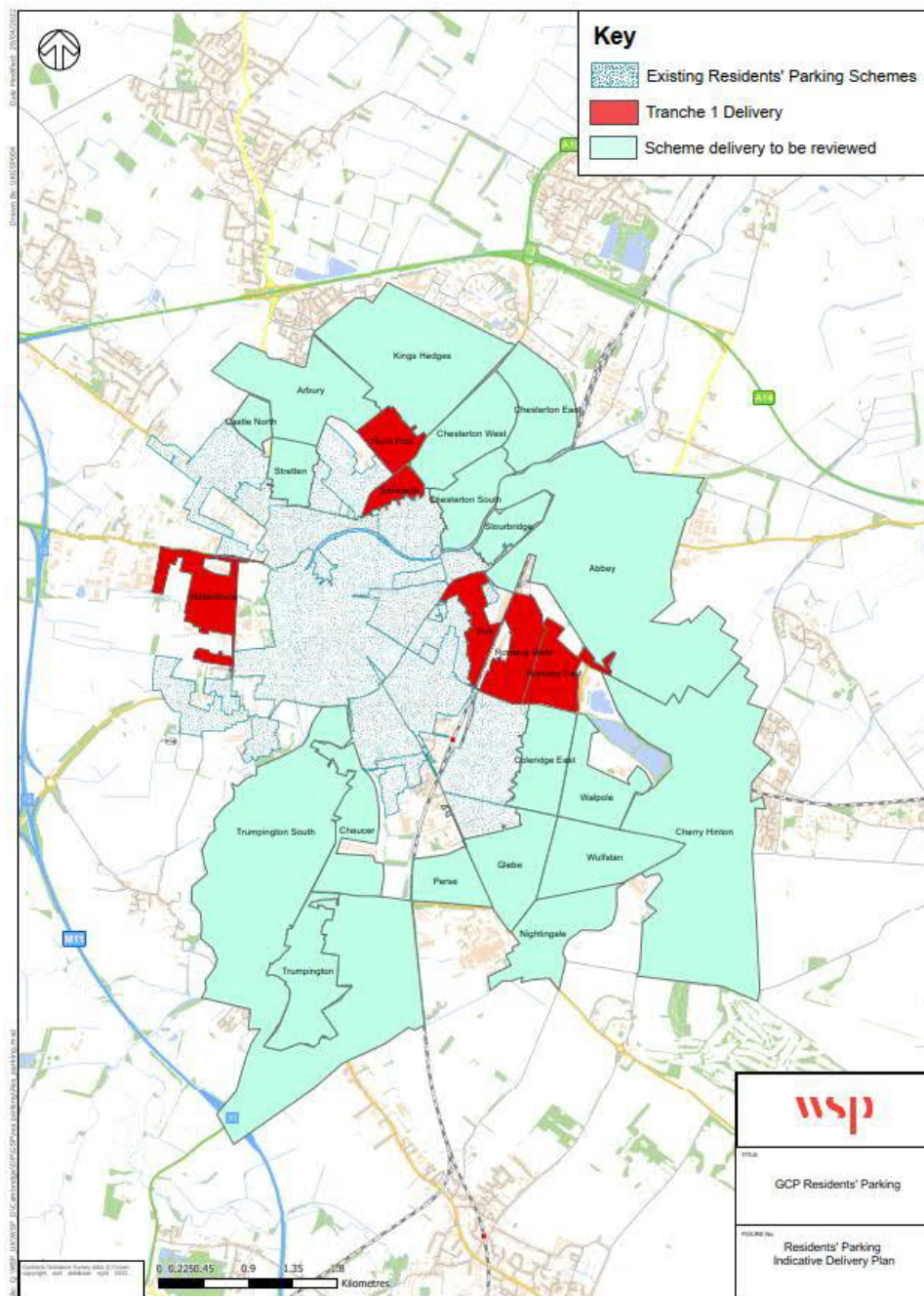
- 2.2.3. The initial prioritisation assessment has highlighted six key areas that require residents' parking schemes to be implemented.
- 2.2.4. The process has also assisted in prioritising the wider city areas. The delivery of these are indicative at this stage and further review will ascertain schemes for future tranches of delivery.
- 2.2.5. There are a number of S106 contributions across the city that offer funding to cover the introduction of new resident parking schemes. Some of the funding is conditional upon meeting specific timeframes for the contribution to be spent. Further analysis, working collaboratively with Cambridgeshire County Council, is required to understand the full nature of the commitment so to capitalise on the opportunity to deliver certain schemes.
- 2.2.6. Through this process we have also identified areas that are undefined and do not sit within a scheme area at this stage. For example, the area adjacent the Biomedical campus and West Cambridge science park. Further analysis and information will be required to assess these and reflect in the delivery plan and appropriate scheme areas defined.
- 2.2.7. The suggested delivery plan outlined in Chapter 3 is based on this initial prioritisation analysis.

3 DRAFT PROGRAMME FOR DELIVERY

3.1 DELIVERY PLAN

- 3.1.1. An indicative delivery plan has been constructed using the scheme rankings from the prioritisation matrix presented in Chapter 2. The delivery plan has been mapped in Figure 3-1 to show the locations of the scheme areas with delivery priority (Tranche 1). The areas have been split up into existing residents' parking scheme areas, priority delivery areas, and areas for which further review is required (the remaining indicative scheme areas).

Figure 3-1 - Indicative delivery plan



- 3.1.2. The delivery plan shows that priority is given in this first tranche to:
- Romsey West;
 - Elizabeth;
 - Romsey East;
 - York;
 - Hurst Park; and
 - Wilberforce.
- 3.1.3. The first tranche for delivery has been selected for a number of reasons, some of which are provided below which were also observed whilst on various site visits and engagement results:
- Acute parking issues with obstruction to footways;
 - Observed on-street parking pressure;
 - High level of engagement feedback;
 - Safety issues;
 - Deliverability/ councillor support;
 - Proximity to local facilities and services; and
 - Proximity to / interaction with other GCP schemes (Mill Road, Milton Road, Comberton Greenway).
- 3.1.4. The programme for delivery of the first six schemes on a simplistic level can be split into three parts:
- 1) Engagement and initial design;
 - 2) Further design and consultation; and
 - 3) Implementation.
- 3.1.5. The intention is to stagger the delivery stages for the initial tranche of schemes in order to maximise efficiencies and manage the delivery programme.
- 3.1.6. The remaining areas of the city have not been prioritised for delivery at stage, but will be brought forward in future tranches as part of the aim to broaden parking controls across the city. These areas require further analysis and evidence gathering and alignment to wider city access proposals such as enhancements to public transport and active travel measures which will influence how they are delivered. It is expected that the full delivery of the wider residents parking scheme programme will continue to develop and be delivered over a five-to-seven-year period.

4 NEXT STEPS TO DELIVERY

4.1 NEXT STEPS

- 4.1.1. Engagement with councillors and local residents in the areas identified in the first tranche should commence immediately, with scheme design plans to be developed and consulted upon.
- 4.1.2. In some areas, this may include additional parking beat surveys where needed. This would provide more detailed analysis into the parking behaviours in a scheme area in comparison with this high-level study.
- 4.1.3. There are also still a number of areas of Cambridge that do not have a defined scheme areas. In order to complete a fully strategic analysis of residents' parking in Cambridge, these outstanding sections of the city should be defined and considered in tandem with the existing and proposed parking schemes and as part of the wider GCP transport programme.

Appendix A

PRIORITISATION MATRIX



Scheme area	Current Parking					Engagement							Policy Alignment			Safety		Sustainable Travel				Total		
	a	b	c	d	e	f	g	h	i	j	k	l	Total	m	Total	n	o	p	Total					
Romsey West	4	12	4	12	4	36	12	12	0	12	8	44	44	8	8	16	4	4	4	8	12	24	120	
Elizabeth	4	12	8	8	8	40	8	0	0	8	4	20	20	4	8	12	4	4	12	8	8	28	100	
Hurst Park	4	8	8	8	4	32	12	4	4	4	0	24	24	8	8	16	0	0	12	8	4	24	96	
York	4	8	8	8	4	32	12	8	0	8	8	36	36	4	8	12	4	4	4	8	4	16	96	
Romsey East	4	12	4	4	4	28	4	4	0	0	4	12	12	8	8	16	4	4	4	8	8	12	80	
Wilberforce	4	8	4	12	4	32	12	0	0	0	0	20	20	4	8	12	8	8	4	8	4	16	80	
Chesterton West	4	8	0	4	4	20	8	0	0	0	4	12	12	8	8	16	0	0	8	8	4	20	68	
Stourbridge	4	8	4	8	4	28	8	4	0	0	0	12	12	4	0	4	0	0	12	8	4	24	68	
Coleridge East	0	4	4	8	4	20	12	0	0	4	0	16	16	4	0	4	4	8	8	8	8	24	64	
Glebe	0	8	4	0	4	16	12	4	0	4	4	24	24	4	0	4	4	12	4	4	4	20	64	
Stretton	0	8	8	8	4	28	8	4	0	12	4	28	28	0	0	0	0	4	4	4	0	8	64	
Abbey	4	4	0	8	4	20	12	4	0	4	4	24	24	4	0	4	8	8	8	4	0	12	60	
Chesterton South	0	4	4	8	4	20	12	4	0	4	0	20	20	4	0	4	0	0	8	8	0	16	60	
Nightingale	4	4	0	4	4	16	12	0	8	4	0	20	20	4	0	4	0	0	12	8	0	20	60	
Kings Hedges	0	0	8	4	4	16	12	4	0	4	4	24	24	4	0	4	0	0	8	4	0	12	56	
Cherry Hinton	4	4	0	4	4	16	8	0	4	4	0	16	16	4	0	4	8	8	8	4	4	16	52	
Chesterton East	0	4	0	4	4	12	12	4	0	0	4	20	20	4	0	4	0	0	8	4	4	16	52	
Trumpington South	0	4	0	4	4	12	12	4	0	4	0	20	20	4	0	4	0	0	8	4	4	0	12	48
Chaucer	0	4	8	0	4	16	8	0	0	0	4	12	12	4	0	4	4	4	8	4	0	12	44	
Wulfstan	0	8	0	4	4	16	4	0	0	4	0	8	8	4	0	4	0	0	12	4	0	16	44	
Arbury	0	4	0	4	4	12	8	0	0	4	0	12	12	0	0	0	4	4	4	4	4	12	36	
Castle North	4	4	4	4	4	20	4	0	0	4	4	8	8	0	0	0	4	4	4	4	0	8	36	
Trumpington	0	4	0	4	4	12	4	4	0	0	0	8	8	4	0	4	0	0	8	4	0	12	36	
Walpole	0	4	0	0	4	8	4	0	0	0	0	4	4	0	0	0	0	8	4	8	0	20	36	
Perse	0	4	4	4	4	16	4	0	0	0	0	4	4	0	0	0	4	4	4	4	0	8	28	

Category	Key	Criteria
Current Parking conditions	A	Assumed impact of parking (including searching for parking) on traffic congestion levels
	B	Evidence of on-street parking pressure
	C	Neighbouring CPZs have significant parking demand, resulting in spill-out parking on this area
	D	Percentage of properties having parking within the outillage
	E	Study area is impacted by a transport hub and/or proximity to local amenities (resulting in significant commuter and visitor parking demand)
Engagement feedback	F	Delays and obstruction or safety issues pin
	G	Lack of cycle parking pin
	H	Lack of blue badge parking spaces pin
	I	Local residents parking difficulty pin
	J	All other engagement pins (high commuter parking demand pins + car club spaces pins + delivery bay pins + parking for services / local shops required pins)
Alignment with other transport schemes and deliverability	K	GCP projects, LOWIPs, Greenways, wider City Access programme
	L	Deliverability/complexity
Safety	M	Safety related impacts (evidence via KSI's and other recorded matters)
Potential to support improvements to walking, cycling and bus travel	N	Proportion of streets in study area on a bus route
	O	Proportion of streets where parking negatively impacts cycling and small wheels
	P	Proportion of streets where parking negatively impacts walking



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Waterbeach Railway Station Relocation

Report to: Greater Cambridge Partnership Joint Assembly

Date 9th June 2022

Lead Officer: Niamh Matthews – Assistant Director Strategy and Programme, GCP

1. Background

- 1.1 The Waterbeach to Cambridge corridor is looking at access to the city from the planned Waterbeach New Town to enable people to get around more easily by public transport, cycle or on foot. It is one of four corridor schemes that form a key component of the GCP's sustainable transport programme. As the delivery body for the Greater Cambridge City Deal, the Greater Cambridge Partnership (GCP) is delivering a comprehensive programme of sustainable transport initiatives, working with local authority partners to create a comprehensive transport network that can meet the needs of the area now and into the future.
- 1.2 The GCP programme has been developed to support sustainable economic growth and the accelerated delivery of the Local Plan, as well as enabling a broader transformation in the way Greater Cambridge moves and travels, supporting the transition to zero carbon and creating a more inclusive economy. The GCP's vision for a future travel network is particularly important in achieving a green recovery from Covid-19, with sustainable transport options vital to enable communities to access work, study and other opportunities the city-region has to offer.
- 1.3 To create a more sustainable network for the future, reduce congestion, improve air quality and reduce carbon emissions, significantly more people need to travel by public transport, cycling and walking with significantly fewer people travelling by car.
- 1.4 As part of the overall delivery of the Waterbeach new Town Development an Outline Planning Application of up to 4,500 dwellings was approved by South Cambridgeshire Planning Committee on 29 January 2021 (Application Number: S/2075/18/OL - <https://scambs.moderngov.co.uk/ieDecisionDetails.aspx?ID=11522>)
- 1.5 The proposal outlined a range of additional facilities and amenities including: business, retail, community, leisure and sports uses; new primary and secondary schools and sixth form centre; public open spaces including parks and ecological areas; points of access; associated drainage and other infrastructure, groundworks, landscaping and highway works.

- 1.6 The Approval was granted subject to a range of Conditions including the completion of a new (Approved) railway station and discussions have taken place to investigate how this might be achieved.
- 1.7 The Joint Assembly is invited to consider the proposals to be presented to the Executive Board and in particular:
- (a) Endorse GCP's role in ensuring the delivery of the station relocation and confirm that the scheme fits within the GCP's Integrated Transport Programme.
 - (b) Comment on plans to engage with the local community, on scheme delivery, subject to an Executive Board decision to progress the Joint Agreement.
 - (c) Comment on the draft Heads of Terms as set out in Appendix 1*.

* note due to the nature of the information it contains, Appendix 1 is confidential and exempt from publication as it refers to information about the financial or business affairs of any particular person including the authority holding that information. Should the Joint Assembly discuss this in detail, it will be necessary to exclude the press and public from the meeting under the provisions of the Local Government Act 1972.

2. Issues for Discussion

- 2.1 As reported to the Joint Assembly and Board in June/July 2021, whilst there is a clear policy requirement to deliver the station relocation, the affordability gap (as determined by Local Planning Authority's assessment) on the site's viability means that it cannot be delivered under a traditional planning gain (developer contribution) arrangement. The cost of the station relocation is estimated at £37m and £17m is available from the developer to spend on transport as part of the planning decision. This leaves a funding gap of approximately £20m for the relocation would deliver up to 4,500 homes.
- 2.2 Relocating the existing station (approx. 1.5 miles away) has been determined to be most commercially and cost effective solution to delivering a new station.
- 2.3 Extensive discussions with local partners and national agencies failed to produce a funding solution. GCP officers have been engaged in discussions to find a funding solution and secure the delivery of much needed homes.
- 2.4 As part of the GCP's updated December 2021 Future Investment Strategy, £20m was identified to deliver homes in the Greater Cambridge area, subject to a suitable commercial arrangement. In addition, in July 2021 the Executive Board agreed to seek to secure a commercial agreement with RLW for the relocation of Waterbeach Railway Station.
- 2.5 Following continuing and extensive discussions with the developer, RLW Estates, GCP officers have now established a suitable commercial arrangement. The arrangement would see the developer contribute £17m to meet the full cost of relocating the railway station.

2.6 It is intended as follows:

- **Timescales for delivery** - Station delivery in 2025.
- **Costs** – Station relocation costs £37m.
- **Future revenue income** – it is proposed that GCP will have a call on the station car park revenue income. This is anticipated to be in the region of £200k per annum.

Link to the GCP's Waterbeach to Cambridge Scheme

- 2.7 As set out in the Outline Planning Application, the completion of a new railway station is required ahead of the delivery of any homes on the site.
- 2.8 The Waterbeach to Cambridge project will deliver complimentary and additional measures to ensure that the planned housing and employment growth can be accommodated without increasing levels of vehicular traffic on the northern approach to Cambridge by making public transport and active travel journeys more reliable and attractive. The complimentary benefits of this investment will significantly contribute to the New Town becoming a wholly sustainable settlement with place shaping as a key principle.
- 2.9 This is in line with the GCP's objectives, which include reducing congestion and encouraging people to use more sustainable forms of transport.

3. Consultation and Engagement

- 3.1 Should the Executive Board decide to progress with the project, a detailed consultation and engagement plan will be developed.

4. Options and Emerging Recommendations

- 4.1 As set out at 2.3, extensive engagement with other partners and national agencies failed to produce a viable funding solution to unlock and deliver the planned development. Without local public sector support, it's likely the delivery of homes and wider additional facilities will be significantly delayed. As set out in 2.5, officers consider the proposal to be a commercially viable funding solution.
- 4.2 The proposal has had legal sign off - the contents of this report and the Heads of Terms have been signed off by the CCC legal team and an external legal advisor, respectively.

5. Alignment with City Deal Objectives

- 5.1 As set out above, the realisation of the growth of the Waterbeach New Town cannot be fully realised without the development and delivery of a new railway station.

- 5.2 The City Deal was established in order to maintain sustainable levels of growth within Greater Cambridge by ensuring the delivery of the Local Plan, of which this site is a key part.
- 5.3 A core role of the City Deal was to address identified growth constraints and invest significant funds into infrastructure schemes that would unlock the delivery of homes and jobs, to ensure that Greater Cambridge could continue to compete in a globally competitive economy.
- 5.4 The proposal will directly unlock 4,500 homes that will otherwise become stalled.

6. Citizen's Assembly

- 6.1 Citizens' Assembly members developed and prioritised their vision for transport in Greater Cambridge. The range of solutions, including the station relocation and the Waterbeach to Cambridge scheme, being developed along the Waterbeach to Cambridge corridor directly contributes to the delivery of 4 of the highest 7 scoring priorities, namely:
- Provide affordable public transport (32).
 - Provide fast and reliable public transport (32).
 - Be environmental and zero carbon (28).
 - Enable interconnection (e.g. north/south/east/west/urban/rural) (25).
- 6.2 The can be viewed in full here at the following link - [Citizens Assembly Report](#)

7. Financial Implications

- 7.1 In the December 2021 Future Investment Strategy, £20m was identified to deliver homes in the Greater Cambridge area, subject to a suitable commercial arrangement. It is felt that the proposal could allow this investment to be used to deliver the scheme and has been determined as legally and commercially compliant.

However, as GCP is currently over-committed by £112m, the Executive Board must decide if this investment is a priority scheme before it enters into any legal agreement as agreement to fund the station will mean that the City Deal will have to either secure further additional funding for its programme or deprioritise some of its existing schemes to balance.

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

Next Steps and Milestones

- 8.1 Subject to the views of the Joint Assembly and Executive Board officers will mobilise a project team to ensure delivery of the station relocation by 2025.

List of Appendices

Appendix 1	CONFIDENTIAL: Not for Publication
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Background Papers

Source Documents	Location
None	-