

10 November 2017

To: Members of the Greater Cambridge Partnership Executive Board:

Councillor Francis Burkitt	South Cambridgeshire District Council (Chairman)
Councillor Lewis Herbert	Cambridge City Council (Vice Chairman)
Phil Allmendinger	University of Cambridge
Councillor Ian Bates	Cambridgeshire County Council
Mark Reeve	Greater Cambridge Greater Peterborough Enterprise Partnership

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**, which will be held in **THE KREIS VIERSEN ROOM, SHIRE HALL, CAMBRIDGE** on **WEDNESDAY, 22 NOVEMBER 2017** at **4.00 p.m.**

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

AGENDA		PAGES
1.	Apologies To receive apologies for absence.	
2.	Declarations of Interest To receive declarations of interest from members of the Executive Board.	
3.	Minutes of the Previous Meeting To authorise the Executive Board to sign the Minutes of the meeting held on 20 th September 2017 as a correct record.	1 - 20
4.	Questions from Members of the Public	21 - 22
5.	Overview from the Joint Assembly Chairman's report	23 - 26
6.	A1307 Three Campuses to Cambridge To consider the attached report.	27 - 46
7.	Western Orbital To consider the attached report.	47 - 56
8.	Histon Road To consider the attached report.	57 - 86
9.	Quarterly Progress Report	87 - 116

To consider the attached report.

10. Date of Next Meeting

Thursday 8th February 2018, Council Chamber, South Cambridgeshire Hall, Cambourne.

GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD

Minutes of the Greater Cambridge Partnership Executive Board held on
Wednesday, 20 September 2017 at 4.00 p.m.

Members of the Greater Cambridge Partnership Executive Board:

Cllr Francis Burkitt (Chairperson)	South Cambridgeshire District Council
Cllr Lewis Herbert (Vice Chairperson)	Cambridge City Council
Cllr Ian Bates	Cambridgeshire County Council
Mark Reeve	Local Enterprise Partnership

Members of the Greater Cambridge Partnership Joint Assembly in Attendance:

Councillor Kevin Price (Chairperson)	Cambridge City Council
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Officers/advisors:

Rachel Stopard	Interim Chief Executive, Greater Cambridge Partnership
Graham Hughes	Executive Director, Cambridgeshire County Council
Ashley Heller	Cambridgeshire County Council
Niamh Matthews	Strategic Programme and Commissioning Manager, Greater Cambridge Partnership
Wilma Wilkie	South Cambridgeshire District Council

1. APOLOGIES

Apologies for absence were received from Professor Phil Allmendinger.

2. DECLARATIONS OF INTEREST

There were no declarations of interests other than those already recorded in Members' Declaration of Interest forms.

3. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 26th July 2017 were confirmed as a correct record and signed by the Chairperson.

4. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Chairperson informed the Executive Board that eight public questions had been submitted all of which related to agenda item 6; Cambourne to Cambridge Better Bus Journey Scheme. The questions would be taken as part of the discussion on this item.

5. REPORTS AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

The Executive Board **RECEIVED** a report on decisions made at the meeting of the

Greater Cambridge Partnership Joint Assembly held on Wednesday 13th September 2017. Councillor Kevin Price Chairperson of the Joint Assembly attended the meeting to present the Joint Assembly's views as part of the discussion on each item.

6. CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS SCHEME - APPROACH TO PUBLIC CONSULTATION INFORMING FULL OUTLINE BUSINESS CASE DEVELOPMENT

The Executive Board considered a report which provided an update on further assessment work carried out on the Cambourne to Cambridge Better Bus Journey Scheme and proposed an approach to the next stage of public consultation.

Councillor Bridget Smith, Vice Chairperson of the Local Liaison Forum (LLF) attended the meeting and presented feedback on the LLF's views on the proposals. Councillor Smith expressed concern about the time available for the LLF to comment on the proposals and stressed that expecting 49 reports to be reviewed in a week was unreasonable and compromised good decision-making. She asked that in future reports were issued as they were received. She commented that LLF members were disappointed to hear that they were being viewed negatively by the GCP following suggestions that they were trying to block progress. Councillor Smith emphasised that the LLF, as much as anyone, wanted residents to be able to get to work and leisure cheaply, quickly and reliably. The LLF was keen to ensure that the proposals took account of the best decisions possible, based on all relevant information. Given the proximity of major new information, specifically the mass transit assessment sponsored by the GCP and the Combined Authority, it was sensible to consider waiting for that information, rather than pressing on to spend taxpayers' money on detailed evaluation of options that may conflict with that. The LLF would also welcome a distinction being made between cheaper short term and more expensive long term solutions, which would acknowledge the urgency of some interventions, but allow for the later incorporation of these other schemes. Characterising this negatively as some kind of head in the sand or "go away" attitude, was unfair.

On a more positive note, Councillor Smith reported that the LLF welcomed the decision to drop Crome Lea as a potential park and ride site, but failed to see why the Waterworks site, only 400m away, was materially less damaging and undesirable, given that it was still located after the start of congestion; could still be seen as a blot on the landscape from many miles around; and was still not directly accessible from the A428 in either direction. She welcomed the amendments proposed by the Joint Assembly, which supported a number of the resolutions of the LLF.

Councillor Smith drew the Executive Board's attention to three other areas of concern, which are summarised below:

- There was an anomaly in the figures presented for baseline, off peak journey times. The LLF asked how it was possible that an optimised on-road service, using the uncongested A428 dual carriageway and segregated online bus priority measures to within half a mile of Grange Road, could be so much slower than the current Citi 4 service operating without bus priority measures? Although the peak hours journey time was more important, the off-peak time was an essential baseline; and if that was grossly inaccurate, it called into question the underlying assumptions.
- The LLF shared concerns expressed at the Joint Assembly regarding the issue

of onward travel from Grange Road. It was considered critical that concrete information about onward journeys to the City centre, the Cambridge Biomedical Campus and the Science Park, including credible journey times, was provided in the consultation documentation so that people could provide informed feedback.

- The LLF remained concerned about potential environmental impact and the risk that a busway through the Green Belt would create a barrier to wildlife and block existing wildlife corridors. It asked that the assessment was not too narrow and took account of the wider impact; drawing in as much independent expertise as possible.

In conclusion, Councillor Smith asked that the Executive Board arrange for the LLF to be included in the design and approval of the questions to be asked of the public in the next round of consultation. She suggested that this would head off any criticism afterwards about the impartiality, fairness and balance of the consultation process.

At this stage in the proceedings the Chairperson invited members of the public to ask questions relating to this item, which had been submitted in line with the provisions of Standing Orders. Eight questions had been submitted. He explained that a response to the questions would be covered in the officer presentation on the report. Details of the questions and a summary of the answers given are set out in Appendix A to the minutes.

The Executive Director of Economy, Transport and Environmental Services in introducing the paper drew attention to the purpose of the report and stressed that the Executive Board was not being asked to approve any particular scheme at this stage. The report being considered presented a range of options and recommendations on how a combination of those options could be put together.

It was noted that further analysis of the proposed routes, using an extended version of the MCAF presented to the Joint Assembly and Executive Board in July 2017, suggested that although Option 1 [a sectional on road east bound bus lane running from Madingley Mulch to Lady Margaret Road within the existing highway] continued to perform well as a lower cost on road comparator, the potential to achieve 2-way bus priority along the existing highway via option 6 [a tidal, bi-directional bus lane running from Madingley Mulch to High Cross] should also be considered. It was therefore proposed that options 1 and 6 should be taken forward for further public consultation along with a number of specific route alignments (SRAs) identified as part of option 3a. These SRAs did not represent final detailed specific fixed design proposals, as that would only be appropriate as part of the next stage of work and would require significant additional onsite surveys. The proposals which would form the basis of the public consultation were set out in appendix 4 to the report.

The Executive Director explained the key conclusions from the stage 2 park and ride study which had looked in detail at the five sites shortlisted by the Executive Board at its July meeting. This had concluded that the two sites that merited further consideration were Scotland Farm and The Waterworks.

With reference to the proposed consultation process, the Executive Board noted that subject to further development of the full outline business case, a two stage public consultation strategy was proposed. This would involve an initial stage, programmed for November 2017, focused on phase one of the scheme from

Madingley Mulch to Long Road. This was the section of the route with the most significant known strategic issues, given current and projected levels of congestion. It was proposed that more analysis of the full outline business case for the entire corridor take place and that subject to this analysis a further round of public consultation on alignments west of Long Road take place in the Autumn of 2018. This would be more fully informed by emerging strategic considerations which impacted on the phase 2 element of the scheme, including the proposed alignment of the phase 1 scheme.

The Joint Assembly had supported the proposal but had suggested amendments to recommendation (a), which had been agreed unanimously and are shown in italics below:

- (a) Agree, based on the considerations in the report, to undertake further public consultation on the Park and Ride options and route alignments identified in Appendix 4 for the Cambourne to Cambridge Better Bus Journey scheme as part of the ongoing development of the Full Outline Business Case, *subject to a further meeting with the LLF Technical Group to further refine option 6; and the consultation including further detail on the connectivity to key employment sites and on the connection to the M11 subject to work with Highways England; and*

The Executive Board was invited to consider and comment on the recommendations, taking into account feedback from the Joint Assembly, comments from the LLF, questions from the public and officer responses. The response to questions of clarification and the main points of discussion are summarised below:

- In response to a question from Councillor Lewis Herbert about the route options to the east of the M11, it was clarified that ultimately all of the options being considered had the potential to link into a suitable interchange at West Cambridge. Discussions were taking place about where that could be but this would be influenced by where the busses needed to ultimately go and a number of practical factors such as the need for suitable crossing points for an off road solution. Councillor Herbert asked when it came to consulting and comparing the on road options as well as the combination that might be possible between on road and off road, were officers considering the possibility of off road coming on road for a section of the journey and then rejoining off road. In response, it was confirmed that this could be considered as a result of the outcome of the consultation and evaluated appropriately.
- Councillor Bates asked for further clarification of MCAF and its links to WebTAG recommendations from the Department of Transport. It was confirmed that MCAF was a particular tool developed by a consultant and was not in itself a tool taken from WebTAG. However, WebTAG set out a number of possible approaches and MCAF was one of those.
- In response to question from the Chairperson it was confirmed that the Waterworks site had been included in the proposed shortlist on the basis of an assessment against the objective scoring criteria. Referring to the table at the top of page 41, the Chairperson asked on what basis the journey times, including the base line off peak numbers, had been calculated. In response, it was confirmed that the numbers were projections based on 2031 figures, reflecting local planned development scenarios. The way that this was currently

modelled was at a conceptual stage using a combination of assessments. The overall journey time calculations had been discussed with the LLF and officers had explained what assumptions had been made about how busses operated under different road conditions. These figures had been tested for accuracy.

- The Chairperson noted officer comments about the possibility of mixing and matching some of the proposed route alignments where this was considered appropriate. He asked that the consultation make it extremely clear that this was an option. In response to a further question about tunnels, it was clarified that the aim was to secure routes that were future proofed but as proposed at the moment there were no specific plans for tunnels, although this could be incorporated into some of the proposed routes at some point in the future.
- With reference to the telephone survey of over 1,000 users of the potential scheme, it was noted that the research had been commissioned by the County Council's Research Team and had involved a sample drawn from places connected to the proposed corridor, specifically residents from Cambourne, Hardwick, St Neots, Caldecote, Dry Drayton, Highfields, Coton, and Maddingley.
- In response to a question from the Chairperson, the Public Transport Projects Team Leader confirmed that he was happy to meet with the LLF Technical Group as requested by the LLF Vice Chairperson. Responding to a further question from Councillor Ian Bates, it was confirmed that officers would engage with the Environment Agency and seek specialist advice on the emerging proposals.
- Councillor Lewis Herbert commenting on the need to seek the public's views on the proposals. He emphasised the importance of making evidence based decisions and confirmed he remained open minded about the way forward. Referring to the options east and west of the M11, he felt there was a need to look at the on road option and was particularly interested in views expressed about Maddingley Road. He was supportive of seeking views on a mix and match approach as part of the consultation. With reference to the potential park and ride sites, he supported the proposed shortlist, but highlighted the need for the consultation to address many of the questions raised by the public. With reference to the Local Plan, Councillor Herbert highlighted the need to progress plans to enhance the transport network to support planned development.
- Councillor Ian Bates commented that he had studied the potential routes very carefully. There was a clear need to improve transport links given the level of planned growth in the Cambridge area and beyond. It was crucial that beyond Grange Road, busses went to where the employment was and there was already a considerable amount of data available to inform this. He welcomed the planned consultation and looked forward to hearing what the public had to say, alongside further input from the LLF Technical Group. He was also interested in the Environment Agency's comments on a number of environmental issues raised.
- Mark Reeve supported the recommendations and emphasised the need to establish a level of certainty so that local businesses could plan accordingly.
- The Chairperson confirmed that he was supportive of moving to the next stage in the process. He referred to a recent district council meeting with Parish Councils to discuss rural transport hubs, where there had been a unanimous

call for improved public transport provision in the area.

The Executive Board **AGREED** unanimously to:

- (a) Agree, based on the considerations in the report, to undertake further public consultation on the Park and Ride options and route alignments identified in Appendix 4 for the Cambourne to Cambridge Better Bus Journey scheme as part of the ongoing development of the Full Outline Business Case, subject to a further meeting with the LLF Technical Group to further refine option 6; and the consultation including further detail on the connectivity to key employment sites and on the connection to the M11 subject to work with Highways England; and
- (b) Agree the timetable set out in the report.

7. WESTERN ORBITAL

The Executive Board considered a report which provided an update on further assessment work carried out on the proposed development of the Western Orbital in the context of discussions with Highways England to designate the M11 as a 'Smart Motorway'; evaluation of the Girton interchange; and the GCP's future investment prioritisation. The report also set out planned improvements to existing park and ride provision to provide a short term means of addressing pressures around junction 11 of the M11 and access to the nearby Cambridge Biomedical Campus.

Councillor Bridget Smith, Vice Chairperson of the LLF attended the meeting and presented feedback on the LLF's views on the proposals. Councillor Smith commented that there had been a significant amount of discussion on the park and ride proposals and a number of conflicting views emerged. There had also been some concern about plans to spend this amount of money on a short term measure. While it was accepted that underground expansion was unlikely to be accepted due to the cost, there were also concerns about constructing decking above ground. The LLF had however ultimately accepted that there was a need for a short term intervention to increase the number of spaces within the footprint of the existing site, alongside steps to optimise the site as a pick up and drop off point for busses, particularly those transporting children to school, and increased park and cycle provision. Further comments would be forthcoming as detailed proposals emerged.

The Joint Assembly had recommended that the Executive Board accept the officer recommendations.

The Executive Board was invited to consider and comment on the recommendations, taking into account feedback from the Joint Assembly and comments from the LLF. The response to questions of clarification and the main points of discussion are summarised below:

- Councillor Bates commented that the County Council was the land owner of the park and ride site and its Environment and Transport Committee had sanctioned the Executive Board to consider the proposed expansion of the site by adding an additional 299 spaces. In respect of coaches, there had been discussions between County Council and City Council officers and Members about this, including arrangements for school drop off and collection.

- Mark Reeve confirmed that from a business perspective the Local Enterprise Partnership was supportive of the proposals.

The Executive Board **AGREED** unanimously to:

- (a) Note the progress to date;
- (b) Delegate the Chief Executive, in consultation with the Chairperson, to submit a response to Highways England supporting:
 - The inclusion of an M11 Smart Motorway upgrade within the next Highways England Route Investment Strategy whilst ensuring that local impacts are fully assessed through the business case development process; and
 - The upgrade of the functionality and the 'all movement' accessibility of the Girton Interchange, subject to full impact assessment;
- (c) Agree to increase the number of spaces at the Trumpington Park and Ride Site, subject to necessary planning permissions being obtained;
- (d) Agree to undertake a more detailed business case analysis as set out in the report in relation to medium term park and ride expansion, Park and Cycle options and associated junction improvements; and
- (e) Agree the next steps/timetable detailed in the report.

8. **DEVELOPING A 10 YEAR (2020 - 2030) FUTURE INVESTMENT STRATEGY**

The Executive Board considered a report which outlined a proposed process for developing a ten year future investment strategy for the GCP.

The Interim Chief Executive, in introducing the report drew attention to the need for the GCP to focus its ambition on its long term vision for economic growth and to align resources accordingly. This would build on progress to date, but would also articulate a longer term view of how it was planned to prioritise the use of available funding. She outlined plans to hold a 'Big Conversation' with stakeholders, residents and businesses to assist in developing proposals for investment over the longer term. Details of the proposed programme of events were tabled.

The Joint Assembly had unanimously recommended that the Executive Board accept the officer recommendations.

The Executive Board was invited to consider and comment on the recommendations, taking into account feedback from the Joint Assembly. The response to questions of clarification and the main points of discussion are summarised below:

- Mark Reeve referred to the Economic Commission being set up by the Combined Authority and asked that the GCP fully engage with that as part of future conversations.
- Councillor Ian Bates welcomed plans for specific engagement with students and to hold an event at the Addenbrookes concourse.

- Councillor Lewis Herbert commented that there was time to use this feedback to inform how best to spend what was potentially £400m. He highlighted the need to follow up the work of the Transport Working Group and progress the objective to retain car movements, particularly at peak times, to 10 to 15% less than 2011 levels, which he had already discussed with officers. In addition to getting people's views on how the investment should be targeted, Councillor Herbert welcomed the opportunity to have a frank conversation with City and South Cambridgeshire residents and businesses about possible measures for reducing the number of cars coming into the City centre.
- The Chairperson welcomed plans to take a ten year forward look and the move away from constraints of focussing on individual tranches of funding. He also welcomed the Big Conversation proposals to capture the views of business and the public to inform the work of the GCP.

The Executive Board **AGREED** unanimously to:

- (a) Develop a 10 year Future Investment Strategy and support the process set out in paragraphs 11-15 of the report for agreeing priorities; and

Undertake a significant engagement exercise (called Our Big Conversation) in order that the views of stakeholders, residents and businesses can be included in the development of the Future Investment Strategy.

9. SKILLS DEVELOPING THE GREATER CAMBRIDGE PARTNERSHIP AMBITION

The Executive Board considered a report which set out progress with the skills work stream and recommended next steps.

The Strategic Programme and Commissioning Manager, in introducing the report confirmed that so far the skills work stream had made good progress across a number of activities and current projects had been delivered on time and within budget. However, it had not yet been possible to demonstrate a direct and fully evidenced link between the work agreed to date and the 420 apprenticeship deal target set as part of the original City Deal agreement. A number of proposals were being recommended to address this, including setting up a GCP apprenticeship matching/brokerage service with a focus on stem based apprenticeships.

The Joint Assembly had recommended that the Executive Board agree to withdraw the report to enable the Skills Working Group to refine the proposal and report back to the November meeting. This had been agreed with seven votes in favour and six against.

The Executive Board was invited to consider and comment on the recommendations taking into account feedback from the Joint Assembly. The response to questions of clarification and the main points of discussion are summarised below:

- Mark Reeve commented that the aim of the proposal was to identify gaps in provision and find ways of filling those gaps. While there were a number of providers, there would always be some fringe/niche areas where work was not being done. If the outcome of further discussions was that unmet demand and gaps in the current market could be met through a brokerage service, then the

LEP would support that. Further work could be done by the Skills Working Group to clarify and evidence where additionality could be achieved.

- Councillor Lewis Herbert recognised the broad issue as the need to resolve the skills deficit and make sure that not only the needs of businesses were met but also those of the residents of the whole county. This needed to be done alongside work being done by the Combined Authority, the LEP and the education sector. There was currently a mismatch between skills and available job opportunities. He was supportive of agreeing the recommendation, whilst recognising there was a Working Group that could take this work further. This could take account of issues raised by the Joint Assembly.

The Executive Board **AGREED** unanimously:

- (a) To refocus the skills work stream in order to facilitate the delivery of the up to 420 apprenticeship target agreed with Government as part of the City Deal agreement;
- (b) To do this by establishing a GCP apprenticeship matching/brokerage service that has a focus on STEM apprenticeships;
- (c) That officers should work with and commission, where necessary, external organisations to support this work;
- (d) To work with the LEP, the Combined Authority and delivery organisations in the development of a skills strategy, including evaluating this new service to determine whether it would be suitable, in the medium to long term, for roll out across a wider geographical area; and
- (e) That in doing the above to take account of the active involvement of the Skills Working Group.

10. GCP QUARTERLY PROGRESS REPORT

The Executive Board considered a report which detailed progress across the GCP programme since the last report presented in July 2017. The report covered the following:

- Financial Monitoring;
- Greenways and Rural Travel Hubs;
- The GCP Strategic Risk Register; and
- Forward Plan of Executive Board Decisions.

The Joint Assembly had unanimously recommended that the Executive Board accept the officer recommendations.

The Executive Board was invited to consider and comment on the recommendations and the response to questions of clarification and the main points of discussion are summarised below:

- Referring to the Skills Report and the two SETUP indicators, Mark Reeve queried whether it was right to classify them as Red status, given the review had identified that whilst engagement with the website had been lower than anticipated, this was not a reflection on levels of engagement with the service.
- The Chairperson asked that the next GCP progress report include an update on the £40m Section 106 funding that formed part of the GCP budget.
- It was noted that South Cambridgeshire District Council would consider a motion from Councillor Tim Wotherspoon asking the Council to work with the County Council, City Council, Combined Authority and the GCP to undertake a comprehensive review of bus services in and around the district. This included a request for each body to contribute up to £50,000 to co-fund the review. In response to a question from the Chairperson it was confirmed that if the motion was agreed, a paper would be presented to the Executive Board asking it to consider participating in the review. This could be included in the quarterly monitoring report.
- The Chairperson asked for a short progress report setting out what was being done to support cycling. This would also be included in the next quarterly monitoring report.
- It was noted that discussions were taking place about the timing and mechanism for publishing the Rapid Mass Transit Strategic Options Appraisal. It was suggested that a joint launch and question and answer session may be appropriate.
- In response to a question, the Interim Chief Executive commented that officers would consider how to publish the National Infrastructure Commission report, but confirmed that this did not have to be part of an Executive Board agenda. It was acknowledged that it would be useful to include a marker in the November quarterly monitoring report to facilitate an update on any relevant information released as part of Government announcements on the Budget.

The Executive Board **AGREED** unanimously to:

- (a) Note the quarterly progress report and its appendices;
- (b) Redefine the target completion date for the Chisholm Trail cycle links Phase 2, to reflect experience of the planning process for Phase 1 [see paragraph 17 of the report]; and
- (c) Endorse the scope and key objectives of the Greenways and Rural Travel Hubs schemes [see Appendix 2 of the report].

11. DATE OF FUTURE MEETINGS

The Executive Board **AGREED** the programme of dates for future meetings as set out below:

4.00 p.m. Wednesday 22nd November 2017, Council Chamber, The Guildhall Cambridge #
4.00 p.m. Thursday 8th February 2018, Council Chamber, South Cambridgeshire Hall,

Cambourne

4.00 p.m. Wednesday 21st March 2018, Kreis Viersen Room, Shire Hall, Cambridge

Thursday 5th July 2018 *

Thursday 11th October 2018 *

Thursday 6th December 2018 *

venue likely to change

* time and venue to be confirmed

The Meeting ended at 6.10 p.m.

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Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

No.	Questioner	Question	Responder	Response
Item 6: Cambourne to Cambridge better bus journeys scheme				
6a	Kathy York	<p>"With reference to Option 1, we note that a 4.25m bus lane has been drawn which is within the highway boundary. There are pinch points on the section of the Madingley Road from the West Cambridge site to Lady Margaret Road where it would be impossible to accommodate designated cycle lanes as well as a bus lane. We have been very concerned by the current volume of bikes, and this is now due to increase significantly due to the 12,000 bike racks at Eddington. The Ridgeway trail from Eddington to Storeys Way will also contribute to a vastly increased volume of cycle traffic. My question is: without considerable land take (ie residents' gardens), how can Madingley Road accommodate rapid bus transport and cycle lanes?"</p>	Graham Hughes	<p>Land that is designated as public highway on Madingley Road would not be able to accommodate a bus lane, high quality cycle lanes and traffic lanes. Therefore if this proposal proceeded, some compromises would be needed – either to the bus and/or cycle facilities or additional land take would be required which could have environmental impacts and affect properties.</p>
6b	Chris Pratten	<p>Given that</p> <ul style="list-style-type: none"> • A route across the West Fields is unlikely to be deemed "required" given the existence of routes that do not cross the West Fields green belt. • In the view of LDA in Appendix L1c, the routes across the West Fields are very likely to be considered "inappropriate". <p>The GCP will therefore need to demonstrate "very special circumstances" for any of the more destructive routes to be chosen. It seems unlikely that such circumstances can be demonstrated in the light of the other available options.</p> <p>Will the board instruct officers to further restrict the set of consulted routes to the east of the M11 to routes that are identified as appropriate in the LDA report?</p>	Graham Hughes	<p>It is important to recognise the stage of the process that the current plans are at. At this point, a range of potential route options has been prepared and are being presented to the Board. No final decisions are being made at this point and the current options have been subject to high level assessment and the options presented offer clear choices between different issues and impacts and therefore will support a transparent consultation process.</p> <p>When a final decision is made on the preferred route, all of the required detailed environmental assessment work will be undertaken. If any of the off road options are chosen, these will be considered through a Transport and Works Act Order inquiry where an Inspector will fully test the proposals against all relevant local and environment policies. It is therefore too early to rule out any of the specific proposals in the report.</p>

Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

6c	Ellen Khmelnitski	<p>Appendix L3 indicates that the southerly route options across the West Fields, that are proposed in the board papers, would cross a section of Bin Brook that is designated as a Main River. The flood zone at this point is some 30-40m wide. A safe busway crossing at this point would involve significant damage to the environment. The route would need to rise above the landscape at this point to a level well above the current ground which is prone to flooding. The analysis of Appendix N2 restricts itself to simple engineering concerns, thus avoiding a complete and transparent description of the structure that might be required. The LDA Green Belt analysis also avoids this question, assuming that the busway fits into the rather optimistic “Green Lane Concept”.</p> <p>The residents of the Gough Way Estate have very significant concerns about any infrastructure that might lead to an increase in the risk of flooding to their homes. Will the Board instruct officers to ensure that consultation documents and future reports present a realistic view of what might be required at a Bin Brook crossing?</p>	Graham Hughes	<p>It is important to recognise the stage of the process that the current plans are at. At this point, a range of potential route options has been prepared and are being presented to the Board. No final decisions are being made at this point and the current options have been subject to high level assessment and the options presented offer clear choices between different issues and impacts and therefore will support a transparent consultation process.</p> <p>When a final decision is made on the preferred route, all of the required detailed environmental assessment work will be undertaken. If any of the off road options are chosen, these will be considered through a Transport and Works Act Order inquiry where an Inspector will fully test the proposals against all relevant local and environment policies. It is therefore too early to rule out any of the specific proposals in the report.</p>
6d	Carolyn Postgate	<p>Interim Transport Director’s Report - “Madingley Mulch to Grange Road Journey Times”</p> <p>The table within the report claims a difference in journey times between Option 3 & Option 6 as 5 minutes. The cost difference between the two options is in the region of £40 million tax payers money.</p> <p>Is it really acceptable to spend an additional £40 million to reduce the journey time by 5 minutes when not time but reliability is of greater importance?</p> <p>Whilst the Officers appear confident with their assessment of journey times and cost, the report has no mention of the frequency of buses, how many people living in the west of the City actually want to travel into Cambridge during the peak period or where the bus will go once at</p>	Graham Hughes	<p>The value for money of a scheme is captured in the benefit:cost ratio. This compares the monetary benefits that would result from a scheme (for example journey time savings) against its cost. It is an established methodology for assessing the value to be gained from potential public investments. All schemes promoted by the Greater Cambridge Partnership will be assessed in this way and through this, we will need to show to government who are providing the funding that we are investing wisely. Therefore this question can only be answered when there is a clear scheme to consider. This will be an important consideration in any Public Inquiry into this scheme.</p> <p>The frequency of buses is an issue for the operators to decide. However, it is clear and experience demonstrates this, that if a scheme is provided that is attractive to the travelling public, bus operators will provide services.</p>

Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

		<p>Grange Road, other than, to quote Graham Hughes, “It will turn left or right”.</p> <p>Will the Board stipulate that before going to public consultation there should be a detailed employment survey of Cambourne residents, some idea of frequency of journeys, a joined-up plan as to how buses are going to get into the City centre and more importantly a coherent plan for how buses will get commuters to the main employment centres of Addenbrooke’s & Babraham in the south and the Science Park & Marshalls in the north?</p>		<p>Experience from the Busway shows this with frequencies more than doubling since opening as passenger demand has increased.</p> <p>There is already significant evidence that better bus services in this corridor are needed. There are large concentrations of population at Cambourne and St Neots and more planned at Bourn. The Biomedical Campus has over 15,000 jobs and the West Cambridge site has plans for up to 14,000 jobs. Currently many people travel between these and other areas by car, hence the congestion on Madingley Road.</p> <p>More specifically:</p> <ul style="list-style-type: none"> • A wider ranging Automatic Number Plate Recognition analysis is currently underway to establish travel patterns in the area. • the consultation will pick up peoples demand for transport and destination. • The recent telephone survey did pick up that the St Neots – Cambridge corridor was very heavily used by people living along the corridor. • Consultation undertaken by Cambourne Parish council did identify Cambridge as the preferred destination for better bus services. <p>In response to a question raised at the Joint Assembly, officers agreed that for the consultation a clear plan showing potential links between employment sites and housing would be of benefit. It was also agreed that links from the potential off road routes (option 3) to the M11 should be shown.</p>
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Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

6e	Allan Treacy	<p>There is a clear and urgent need to deliver people to the Addenbrookes site, the Bio Medical campus and beyond and not just Grange Road where virtually nobody goes to work.</p> <p>Option 6 would offer an economic, speedily implemented and efficient solution to this problem as it would permit connectivity with the M11.</p> <p>So why is connectivity with the M11 not a criteria in deciding whether to adopt option 1, 3a or 6?</p>	Graham Hughes	<p>All of the options before the Board have the potential to connect to the M11 either through the existing slip roads or through a dedicated new access from the potential new routes in option 3. In response to a question raised at the Joint Assembly, officers agreed that for the consultation a clear plan showing the links from the potential off road routes (option 3) to the M11 should be shown.</p>
6f	Alistair Burford	<p>When Officers were questioned as to why Crome Lea was not identified in the original public consultation document we were told that the original illustration “was only indicative”.</p> <p>The Officers have now recommended the Water Tower and Scotland Farm for public consultation. When questioned at the most recent LLF meeting about the exact size, location and any future expansion of the Water Tower site the Officers stated that the illustration “was only indicative” ... and the site was the same size as the current P&R at Trumpington.</p> <p>Given that plans are in place to extend the Trumpington P&R site, if in the future it is deemed necessary to extend the Water Tower site, where will it be extended to, south down the hill adjacent to Long Road or east towards Crome Lea?</p> <p>Will the Board give an undertaking that the Water Tower site will not be extended?</p> <p>Will the Board also given an undertaking that both sides illustrated in the public consultation document will remain in the same location and not end up 500 yards from where we are led to believe they are?</p>	Graham Hughes	<p>When the final site is selected and permission sought either through the normal planning process or Transport and Works Act Order, a clear site and size of site will need to be specified. Changes could only be made to that in the future by going back to the planning process where all of the normal checks in terms of policy and environmental impact will be followed.</p> <p>In any case from a practical point of view, the maximum effective size of site is around 2,000 spaces as above that size would encounter operational issues such as buses making multiple stops in the site or walk distances being too long.</p> <p>It is not expected that a site in this corridor will exceed this number of spaces.</p>

Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

6g	Dr Marilyn Treacy	<p>The first round of consultation on the Cambourne to Cambridge busway did not conform to the Gunning Principles and this may be just one of the aspects of GCP process to be challenged at Judicial Review.</p> <p>We were informed at the Joint Assembly last week that a consultation is not a referendum which is true however we were also informed that public opinion would play no part in future MCAF scoring for the preferred option of a Park and Ride site or the route to take forward for full outline business case development.</p> <p>May I remind the Executive that compliance with the Gunning principles requires that a decision maker gives "conscientious consideration" to the outcome of the consultation process.</p> <p>Put simply the public authority must be able to show that it has considered the outcome of the consultation process carefully and be prepared to change course in response to the outcome of consultation if appropriate.</p> <p>If MCAF scoring is used and the outcome of the consultation is not fed into the scoring process then the Gunning Principles are not being upheld.</p> <p>Q. If the outcome of the forthcoming consultation is going to play no part in MCAF scoring for the preferred option are we to assume that MCAF scoring will not be used? If that is so will the Executive explain at this stage what form the assessment of options will take.</p>	Graham Hughes	<p>We are satisfied that the work we are doing is within the Gunning Principles. To give us assurance of this we have been working with the Consultation Institute as our plans have developed.</p> <p>It is important to recognise that when a final decision on a route is made by the Executive Board, it will need to balance a number of factors of which the consultation response is only one alongside the MCAF scoring and other factors. This is normal process for decisions such as this as there is not one single factor that needs to be considered in making the decision.</p>
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Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

6h	Stephen Coates	<p>Can the Board explain why GCP officers may be distorting perception by playing potentially misleading facts into public debate over the Cambourne Cambridge busway scheme:</p> <ol style="list-style-type: none"> 1. On the record comments from GCP officers wrongly claimed in the Cambridge News (1 September) that new routes sidestep the West Fields by running along the border. And in the Cambridge Independent (6 September), officers claimed new routes address concerns over “potential in-fill and building on the West Fields” by St John’s College. Remaining routes still cross Grange Farm, which St John’s says makes development there more sustainable. 2. GCP documents claim that a new road through the West Fields will increase biodiversity. They claim arable fields have little biodiversity value and that new planting along the busway will increase biodiversity. James Cadbury, ex Head of Research at the RSPB, has said your analysis is wrong because many declining species (of birds, animals and plants) depend on open, arable countryside and thrive on the West Fields. Skylarks, grey partridge, yellow hammers, barn owls, brown hare are examples of species that need open fields, are distinct from species that reside in woodland or urban habitats. Up to 30 buses an hour will eventually use this road creating a wildlife barrier and pollution. The busway will enable large scale housing development, leading to the loss of these precious nature habitats on the edge of our historic city. 3. The GCP claimed in the Cambridge News on 9 August that a potential bus terminus on Silver Street was only last looked at in 2015 when it was in fact looked at in Spring 2017. You have still failed to clarify how so many buses will access the City centre through Silver Street. You have also used the press to wrongly undermine the reputation of SWF. 	Graham Hughes	<p>GCP officers have sought to be open and honest about the routes being proposed for consultation. In doing so, it has been important to explain that the proposed alternative routes have now reduced and that some of the impacts are therefore different to what they would have been. The map showing the proposed alignments has been shared with the media and there has been no attempt to distort or mislead in that process.</p> <p>The full statement we issued to the Cambridge News is as follows:</p> <p><i>We acknowledge the strength of feeling shown to these developing plans. However, a number of different options are being put forward and, subject to approval from the Executive Board, these will be tested with the public during consultation in the autumn.</i></p> <p><i>With more than 8,000 homes and 15,000 jobs planned along the A428 between St Neots and Cambridge in the next 15 years, fast and reliable public transport will be key to ensuring more and more people can get to and from the city and without putting additional pressure on the already congested road network.</i></p> <p><i>Bus services can address these challenges in the short to medium-term but that doesn’t preclude tunnels or light rail - or any another solution - in the future. Our joint study with the Mayor and Combined Authority on this will report early findings in November.</i></p> <p><i>Final decisions on this scheme are still some way off and will be made in the wider public interest taking all information, including residents’ views, into account.</i></p> <p>And in GCP’s original press release (which can be seen on the GCP website), the only reference is that a ‘more southerly route is no longer being proposed’ – the West Fields are not referenced directly.</p> <p>Subject to the Board’s decision, we will have a further</p>
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Appendix A to the minutes of the GCP Executive Board 20 September 2017 – Public Questions and Responses

			<p>opportunity in the formal consultation to ensure that the information is presented objectively and clearly so that everyone has the opportunity to consider the options in front of them and provide their feedback.</p> <p>It is important to recognise the stage of the process that the current plans are at. At this point, a range of potential route options has been prepared and are being presented to the Board. No final decisions are being made at this point and the current options have been subject to high level assessment and the options presented offer clear choices between different issues and impacts and therefore will support a transparent consultation process.</p> <p>When a final decision is made on the preferred route, all of the required detailed environmental assessment work will be undertaken. If any of the off road options are chosen, these will be considered through a Transport and Works Act Order inquiry where an Inspector will fully test the proposals against all relevant local and environment policies. It is therefore too early to rule out any of the specific proposals in the report.</p> <p>Future service patterns are a function of the commercial and operational issues of bus operators as well as impacts of City Access scheme.</p> <p>No ‘terminus’ is proposed as part of this scheme. It is envisaged that a variety of bus services will use the route and not all will travel into the City Centre. Those that do are likely to stop at a variety of points. The City Access project is looking at broader issues of capacity in the City Centre and how to manage access so that buses can operate reliably.</p>
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Agenda Item 4

Greater Cambridge Partnership Executive Board Questions by the Public and Public Speaking

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

- Notice of the question should be given to the Democratic Services Team at South Cambridgeshire District Council (as administering authority) by 10am 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 Executive Board, 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 Executive Board 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. Normally questions will be received as the first substantive item of 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.

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Agenda Item 5



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report To: Greater Cambridge Partnership Executive Board

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

1. Overview

- 1.1. This report is to inform Executive Board on the discussions at the Joint Assembly held on Thursday 2nd November 2017 to inform decision making.
- 1.2. Three questions were received from members of the public, two of which were answered during the item on the progress report. The third question had been deferred from the September meeting and the subject matter was not on the November Joint Assembly agenda So, I directed officers to provide the questioner with a written response and to be kept when relevant reports would be presented to the Executive Board.
- 1.3. Four reports were considered and the Joint Assembly also heard a presentation on progress of the Rapid Mass Transit scheme.
- 1.4. The Joint Assembly were supportive overall of all of the approaches being recommended to Executive Board in the papers. However, the Joint Assembly had concerns about park and ride development from two papers and also whether Histon Road will deliver the transformational change originally envisaged, and I will go into more detail for the Board at start of each agenda item.

2. A1307 Three Campuses to Cambridge

- 2.1. The Joint Assembly was supportive overall of the approach being recommended to the Executive Board. There was some concern that the three strategies showed a drop in cycling rates and the Joint Assembly wanted this both explored and explained further in the scheme options.
- 2.2. The Joint Assembly felt reassured about the process that had been undertaken with the LLF to get support for the three strategies presented. The Joint Assembly also supported a proposal to consult on the three strategies as they are now and only consult on park and ride options at a later date once a preferred strategy is agreed. This was in order to move the scheme forward quickly which the Joint Assembly all agreed on.

- 2.3. The Joint Assembly requested that officers pursue the lower cost options common to all three strategies, particularly those east of the M11 once the Board has received and agreed the result of the consultation.
- 2.4. In terms of the project title, the Joint Assembly considered that the current title is neither representative of the catchment of the proposals nor the geography of the scheme, but could not agree on a suitable alternative. The Joint Assembly proposed that the Local Liaison Forum decide on the scheme title, and this has been added to the recommendations in the Executive Board paper.

3. Western Orbital

- 3.1. The Joint Assembly was supportive of the need to support employment growth in the Greater Cambridge area, and was keen to ensure progress to expand the capacity of park and ride is brought forward at pace.
- 3.2. However, there was a difference of opinion on whether to expand the Trumpington Park and Ride site or develop a new one at Hauxton. An additional recommendation to the Executive Board was proposed which was:

Further Park and Ride development should be considered only on the Hauxton side of the motorway.

- 3.3. The resulting vote was 5 members in favour, 5 members against and 2 abstentions. The Board is asked to note that there is an evenly divided view as to the best course of action to deliver additional park and ride capacity.
- 3.4. Some members expressed disappointment that Park and Cycle facilities were not recommended for further study and suggested that a small pilot scheme should be developed that could expand if demand materialised. This has resulted in an additional recommendation being included for the paper for the Executive Board's consideration.
- 3.5. The Joint Assembly discussed a number of related issues which included the most effective way of crossing the M11 and the current status of the work to use the existing agricultural bridge. The Joint Assembly also felt that there was a need for a more detailed update on the M11 Smart motorway proposal.
- 3.6. In these discussions, the Joint Assembly also sought clarification about the on-going arrangement associated with the John Lewis facility on the Trumpington Park and Ride site. Some of the Joint Assembly members were supportive of the idea of Park and Ride facilities being considered as 'Travel Hubs' which were more than park and rides, and included places to hold meetings with refreshment opportunities.
- 3.8. The Joint Assembly Chair requested that the LLF receives a written response to the resolutions made at both the September and November meetings. These are in appendix 2 in the Executive Board report. It was agreed that a

meeting will be arranged between the Executive Board Transport Portfolio Holder and the Chair of the LLF to discuss the responses.

4. Rapid Mass Transit Strategic Options Appraisal

- 4.1. The Joint Assembly heard a presentation from Steer Davies Gleave, the consultants leading the rapid mass transit strategic options appraisal on progress to date.
- 4.2. The Joint Assembly wanted to understand more detail about some of the transport options being considered. The Joint Assembly also wanted to know more about schemes being both fundable and affordable and wanted to ensure that this was being looked at from both a build and user perspective.

5. Histon Road

- 5.1. The Joint Assembly was supportive of the suggested approach to move away from the original proposition of 'Do Maximum'.
- 5.2. However, several Joint Assembly members questioned whether the scheme would still deliver a transformative step change in strategic terms given this proposed way forward. There were some concerns that the proposals would only offer incremental improvements.
- 5.3. I am pleased to state that the Transport Director recognised the concern from the Joint Assembly, and undertook to take away the comments and work with officers to review the potential benefits against the anticipated costs.

6. Quarterly Progress Report

- 6.1. The Joint Assembly discussed, noted and indicated their overall support of the recommendations to the Executive Board regarding Cambridge South Station, the Girton interchange and the Cambridgeshire rail study.
- 6.2. There was a discussion about the removal of the £1 parking charge at Park and Ride sites. The Joint Assembly questioned whether the Greater Cambridge Partnership should fund services that other organisations deliver. The Joint Assembly also asked what happens when Greater Cambridge Partnership funding ceases and whether this would result in charges being re-instated.

End of Chair report

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Agenda Item 6



Report to: Greater Cambridge Partnership Executive Board

22 November 2017

Lead officer: Chris Tunstall – GCP Director of Transport

A1307 Three Campuses to Cambridge

1. Purpose

- 1.1. The A1307 Haverhill to Cambridge corridor is one of the key radial routes into Cambridge. It suffers considerably from congestion during peak times, particularly at the Cambridge end, at the junction with the A11 and around Linton, the largest settlement on the corridor. There are also some large employment sites in this corridor including the Babraham Research Campus (BRC), Granta Park, and Cambridge Biomedical Campus (CBC). The A1307 east of the A11 also has a poor accident record, particularly on the stretch around Linton and eastwards towards Horseheath.
- 1.2. The corridor has been identified by the Greater Cambridge Partnership's Executive Board, as a priority project for the first five years of the Greater Cambridge Partnership programme.
- 1.3. In March 2017, the Joint Assembly and Executive Board were asked to review preferred options for the A1307 project, which had emerged from the public consultation in Summer 2016, approve further technical work to develop and refine the options, and to endorse a second public consultation exercise on the preferred options, to commence June 2017.
- 1.4. Shortly before the Joint Assembly and Executive Board meetings in March, the first Local Liaison Forum (LLF) meeting for this project occurred, and the LLF provided its view that more work on the options should take place before consulting the public.
- 1.5. The Joint Assembly and Executive Board took on board the views and concerns of the LLF, and a decision was made to delay public consultation to allow development of the options with the LLF.

2. Recommendations

- 2.1. The recommendations to the Executive Board are to:
 - i) Note the revised options and strategies resulting from work with the LLF;
 - ii) Note the increased cost of the strategies, more than the £39m previously estimated, as a result of additional options;
 - iii) Approve the withdrawal of existing park and ride proposals at Babraham Village and Wild Country Organics pending new larger sites being identified;
 - iv) Approve public consultation on the three strategies to start in February 2018;
 - v) Delegate authority to the Transport Director to approve public consultation materials in conjunction with the Chair and the Transport Portfolio Holder;
 - vi) Approve environmental surveys to be carried out starting in January 2018 to meet seasonal windows for species;

- vii) Authorise officers to progress the design and planning of lower cost works within the public highway, not requiring consents, for early delivery, subject to consultation;
- viii) Note the recommendation of the Joint Assembly to ask the LLF determine the title of the project.

3. Officer comment on Joint Assembly recommendations and issues raised

- 3.1. The Joint Assembly was overall supportive of the approach being recommended to the Executive Board. There was some concern that the three strategies showed a drop in cycling rates and the Joint Assembly wanted this both explored and explained further in the scheme options.
- 3.2. The Joint Assembly was complimentary and felt reassured about the process that had been undertaken with the LLF to get support for the three strategies presented. They also supported a proposal to consult on the three strategies as they are now and only consult on park and ride options at a later date, once a preferred strategy is agreed in order to move the scheme forward quickly.
- 3.3. Another theme that emerged from the Joint Assembly discussions was to pursue the lower cost options common to all three strategies, particularly those east of the M11 once the Board has received and agreed the result of the consultation.
- 3.4. The project has been officially titled A1307 Three Campuses to Cambridge and referred to as such on the GCP website and in consultation material. The title is not inclusive of the section east of the A11 to Haverhill (Horseheath, county boundary). The Joint Assembly considered that the current title is neither representative of the catchment of the proposals nor the geography of the scheme, but could not agree on a suitable alternative. The Joint Assembly proposed that the Local Liaison Forum decide on the scheme title, and this has been added to the recommendations in section 2.1.

4. Key issues and considerations

Revised Options

- 4.1. To develop the options a total of 5 LLF workshops were held. Attending the workshops in addition to the LLF included, but were not limited to, stakeholders from Addenbrooke's, Cambridge Past Present and Future, Magog Trust, Trumpington Residents' Association, Hills Road Residents Association, Babraham Road Residents' Association, FECRA, and Save the Green Belt). In the workshops, delegates were asked first to generate ideas for consideration. The ideas were then filtered down into viable options for assessment.
- 4.2. The assessment was fed back to delegates at three subsequent workshops, each dealing with a discrete section of the route for manageability. Delegates, working in diverse small groups, were asked to score (from 0 – not at all important, to 5 – very important) each option as to how important it was to achieving GCP objectives. The output of each workshop was an agreed score for each group which was then averaged to generate a score. The options were then ranked by the agreed score and by additional criteria applied by officers, comprising economic benefit, contribution to quality of life, improved connectivity, reducing congestion, reducing traffic, environmental impact, land take required, and contribution to improving road safety. Options that ranked low and were scored low by the LLF were discarded. The individual options remaining in the process were assembled into three route strategies. (See plans in Appendix D – links to separate document).

4.3. The three strategies are:

i) **Strategy 1:** Segregated / off – road busway from the A11 via Sawston, Stapleford and Great Shelford to the CBC Campus connecting via the campus to the existing guided busway with a Park and Ride at the A11/A505 junction.

Estimated cost: £130m-145m, indicative economic benefits £280m - £320m. *This strategy has the greatest mode shift and greatest use of P&R.*

ii) **Strategy 2:** A new Park and Ride site on the A1307 close to the A11 with on-highway bus lanes to Babraham Road Park and Ride site. From Babraham Road P&R site an off-highway dedicated bus-only road would be constructed to the Cambridge Biomedical Campus (CBC).

Estimated cost: £42m-46m, indicative economic benefits £165m - £180m

iii) **Strategy 3:** A new Park and Ride site on the A1307 close to the A11 with on-highway bus lanes to the roundabout at the front entrance to Addenbrooke’s Hospital.

Estimated cost: £39m-44m, indicative economic benefits £145m - £165m. *This strategy has the least mode shift and least use of P&R*

4.4. The strategies were then taken back to the LLF in a final workshop on 6th September and delegates were asked to score each strategy regarding its contribution to GCP objectives, the environmental impact, and the benefit to road safety and traffic management. The outcome of this process is shown in Appendix A, Figure 5.

Strategic Fit

4.5. The Mayor for Cambridgeshire and Peterborough has promoted a light rail scheme between Haverhill and Cambridge, which would be likely to follow a similar route to the busway element of Strategy 1. However, an options appraisal to consider the viability of all rapid mass transit alternatives is currently being undertaken jointly by the Combined Authority and Greater Cambridge Partnership. Therefore, the most viable form and type of public transport intervention will be clearer following the completion of the study by the end of 2017 and will inform the consultation process in 2018.

4.6. There is a proposal by the A1307 Strategy Board, led by Haverhill Chamber of Commerce, for dualling the A1307 between Haverhill and the A11. Current suggested routes bypass Linton, either to the north or the south, but connect to the A11 south of the A505. This project targets a different demographic to the GCP scheme, and the dualling, as currently conceived, would not conflict with the GCP proposals west of the A11. There would remain a need for measures to promote use of sustainable transport to reach Cambridge.

4.7. East of the A11 if the dualling went ahead it would reduce or eliminate the need for the proposed bus lanes at Linton. However, these may still be required as a short term improvement measure. None of the GCP measures east of the A11 would impact the case for dualling of the A1307.

4.8. The A1307 Bus Priority and Public Transport proposals have a good fit for development pressures at the Biomedical Campus, Babraham Research and Granta Park. The level of car parking at Granta Park is not sustainable in terms of promoting dependency on car transport. Strategy 1 in particular would offer a public transport alternative for Granta Park as bus services could easily be extended into the campus.

Review of Options

- 4.9. The options presented to the Assembly and Board in March 2017 were included in the re-assessment and workshop process. Some original options were dropped as they were not strongly supported by the LLF, without significantly impacting the benefits of the scheme. New options have been added that were suggested by the LLF and found to be beneficial. These changes are detailed in Appendix B.
- 4.10. The traffic modelling done in the original options report was updated in the summer of 2017 using the latest version of the Cambridge Sub-Regional Transport Model (CSRM) released in July 2017. Traffic modelling has been carried out on the assumption that the City Access measures achieve a 10% - 15% reduction on 2011 traffic levels by 2031. The mode shift benefits and demand for P&R services and space on the A1307 are therefore based on the displacement of parking in Cambridge achieved by City Access.
- 4.11. All three strategies address problems and issues along the whole route but differ regarding solutions only at the western end. Strategy 1 proposes a busway or other public transport intervention between the A11 at Granta Park and the Cambridge Biomedical Campus (CBC). This option was not presented to the Assembly in March 2017. Strategy 2 proposes online bus priority measures on the A1307 west of the A11 with a bus only road between Babraham Rd P&R site and CBC. Strategy 3 proposes online bus priority measures on the A1307 west of the A11 all the way to the Fendon Road roundabout at Addenbrooke's Hospital. Strategy 2 and 3 are similar to the options presented in March 2017.
- 4.12. The impact of each strategy on Mode Share is indicated in Appendix A, Figure 2. The modelling method is relatively insensitive to changes in foot and cycle modes; however, the growth of traffic in the period to 2031 means that although the share change is negligible, there is an actual increase in the use of cycle and foot modes. The share change is also calculated across the whole route and does not account for increased foot and cycle use in any one part.
- 4.13. In all strategies works east of the A11 are the same. Highway constraints at Linton limit what can be achieved to reduce the bottleneck, without a bypass, but the measures proposed will prioritise buses on the A1307 and encourage cycling. Officers are working with Linton Parish Council on measures in Linton to improve bus movement through the village.
- 4.14. At a public meeting with the LLF on 26 September 2017 the three strategies and the score assigned to them by the LLF at the previous workshop were presented. The LLF resolved that all three strategies should be subject to public consultation.

Increased Costs

- 4.15. As a direct result of changes in options (see Appendix B) the estimated costs have increased. The costs for Strategies 2 and 3 which are similar to the original proposals in March 2017 have increased to between £39m and £47m. The cost of Strategy 1, which includes the busway, is estimated to range from £130m to £145m.
- 4.16. Strategy 1 generates the greatest modal shift and the greatest economic benefits (£280m to £320m) against Strategy 2 (£165m - £180m) and Strategy 3 (£145m - £165m). The benefit-cost ratio for Strategy 1 (2.2) is lower than for Strategy 2 (3.85) or Strategy 3 (3.75) as although it has the highest economic benefit, it also costs significantly more than the other options.

Park and Ride Site Proposals

- 4.17. In March 2017 consultants identified potential sites for the preferred options for a park and ride site on the A1307 at Babraham, and at Little Abington. However, as a result of further modelling, revised growth assumptions, demand from City Access, and emerging policy that new strategic sites should be minimum 2000 spaces and large enough for expansion to 3000 spaces ; these sites are no longer considered large enough to accommodate 1400 to 2200 additional spaces now forecast.
- 4.18. The first site at Babraham is constrained by a high-pressure gas transmission pipeline with an exclusion zone limiting land available. Works to the gas pipeline have been estimated to cost £3m. Expansion avoiding the gas pipeline would cause the P&R site to spill round the village perimeter, sandwiching it between the P&R site and the Babraham Research Campus.
- 4.19. The alternative site at Little Abington is occupied by an Organic Produce business. Consultation with the landowner has identified that would result in significant impact on the landholding (50% land loss) and the potential loss of 55+ jobs. Considerable investment has been made in the farm, which would be lost. Although a 2000 space site could be accommodated here, expansion to 3000 spaces would be difficult without impacting school playing fields. A site of 3000 spaces would excessively dominate the village setting and add to the existing impact of Granta Park.
- 4.20. The Board are asked to approve the withdrawal of the current P&R proposals at Babraham Village and Wild Country Organics.
- 4.21. Different park and ride strategies were examined as depicted on Appendix A, Figure 3. Traffic surveys carried out in 2016 (Appendix A, Figure 4) showed that of traffic on the A1307 at Babraham some 50% originates from the A11. Of traffic on the A1307 at Little Abington, less than 50% continues to the A1307 west of the A11 at Babraham; the remainder joins the A11 and A505. Relatively little traffic on the A1307 at Haverhill is destined to Cambridge via the A1307. Consequently, park and ride is most attractive for mode change with a site located close to the A11; and on the strategic road network.
- 4.22. Operating a dedicated park and ride service to Haverhill or Linton would be costly due to the number of buses in transit to maintain a 10-minute or 15-minute service interval. It was suggested by both Stagecoach and Whippet (Tower Transit) that a dedicated P&R service beyond the A11 would not, in their opinion, be viable. They did, however, support a concept whereby scheduled services could stop at a park and ride site located directly on the A1307. This concept was termed a local hub, with a 500 space P&R site adjacent to the A1307 and a facility for scheduled services to pull in.
- 4.23. Park and Ride demand is shown in Table 1

Table 1 Park and Ride Demand

	Strategy 1	Strategy 2	Strategy 3
Total Spaces Required in Corridor	3586	3341	2905
Existing Spaces at Babraham Rd P&R Site	1458	1458	1458
Additional Spaces Required	2128	1883	1447

- 4.24. The increase in demand for park and ride space is at least 99% more than the capacity of the existing Babraham Road site.
- 4.25. The different P&R strategies were included in the workshops with the LLF. The LLF preferred the strategy with a P&R site only at the A11. This is shown in Table 2.

Table 2 - LLF support for P&R Strategies

Strategy	Average Agreed Score	Average Priority
A11 P&R and retain existing Babraham Rd P&R	2.7	3
Haverhill P&R and A11 P&R and retain existing Babraham Rd P&R	2.2	3
Linton + Haverhill P&R and retain existing Babraham Rd P&R	1.5	4
Linton P&R and retain existing Babraham Rd P&R	1.5	5
Local Hubs	1	2
Haverhill P&R and retain existing Babraham Rd P&R	1	4

- 4.26. Additional traffic modelling has been carried out of various P&R strategies. In all cases, the existing Babraham Road P&R site is retained, and modelling was carried out based on Strategy 3 (bus lanes). The results are shown in Table 3.

Table 3 - Park and Ride Performance

Park and Ride Strategy	Mode Share	Bus Patronage	P&R Usage (Peak Hr)
Babraham Road P&R only	51%	1091	772
Babraham Road P&R with A11 P&R	64%	2197	1284
Babraham Road P&R with Haverhill Hub and A11 P&R	67%	2279	1319
Babraham Road P&R with Linton/Haverhill Hubs and A11 P&R	66%	2022	1290
Babraham Road P&R with Linton P&R	65%	1976	1258

- 4.27. Although a strategy with a local hub at Haverhill, in addition to a P&R site at the A11, achieves higher mode share and usage, the incremental use for the additional cost of £5m to £7m is small. Modelling shows uptake of a site at this location to be low, with most users preferring to drive to the A11 to take advantage of shorter bus journey times. On this basis, a local hub park and ride site at Haverhill offers poor value for money. Locating a single park and ride site significantly east of the A11 would fail to intercept traffic joining from the A11. Consequently, the optimum P&R strategy is to locate a strategic park and ride site close to the A11. In all strategies the existing Stagecoach 13, 13A, 13B, 13C, and X13 services are retained.
- 4.28. Based on the three Strategies consultants have identified four other potential park and ride sites, two close to the A1307 and two close to the A505, subject to consultation with landowners and stakeholders.

- 4.29. Shortlisted sites would only be included in a further, more detailed public consultation, once a preferred strategy has emerged from the public consultation on the three strategies and more detailed business case work. This approach enables the development of park and ride sites and consultation with landowners and stakeholders to take place without delaying public consultation on the strategies.

Public Consultation

- 4.30. Public consultation on all three strategies is programmed for February 2018 and will last 6-8 weeks. The response to consultation will be analysed and used to inform selection, based on the strongest business case, of a preferred strategy to take forward.

Environmental Surveys

- 4.31. Environmental surveys are planned to commence in January 2018. Tenders are being invited with an estimated cost of £150,000. Seasonal windows restrict the time of year that surveys can be carried out. If surveys do not start in January 2018, the scheme will be delayed.

Appointment of Consultants

- 4.32. The current consultant, WSP, has a commission that ends with preparing the Outline Business Case for Key Decision 4, expected in July 2018. Mott MacDonald has been appointed for the A428 on a framework commission that also includes options for A1303, Western Orbital, and the A1307. Mott MacDonald can, therefore, be appointed without further procurement activity to take the A1307 up to and including detailed design and full business case, subject to negotiation of an acceptable fee.

Lower Cost Works

- 4.33. Some works are relatively low cost and can be carried out within highway without needing land acquisition, and planning consent. Some TROs may be required. These works can be carried out after the consultation but earlier than the main works and provide benefits. The suggested works include:
- i) Installation of MOVA at Linton Village College (£35k). Modification of the controller to provide additional traffic capacity. This will relieve some of the congestion and delays on the A1307 at Linton.
 - Speed reduction measures Horseheath to Linton (£400k). These will positively impact road safety. Further consultation with stakeholders will be required, but the works are reducing the speed limit, possibly introducing camera enforcement, and changing signing and road markings.

5. Options

- 5.1. Each of the three strategies provides for improved bus journey times between Haverhill and CBC, improvement of provision for non-motorised modes, improvement of the junctions at the Gog Farm Shop and Granhams Road, enhancement of Babraham Road P&R site, and an underpass to improve safe connectivity for non-motorised users near Wandlebury.
- 5.2. All three strategies include westbound and eastbound bus-lanes at Linton, junction improvements at Linton Village College, Linton High Street, B1052, and Bartlow Road, safety improvement between Linton and Horseheath, signalisation of Hildersham High Street junction, and conversion of the footbridge (Slough Footbridge) over the A11 for cycle use.
- 5.3. The Combined Authority (CA) has a planned, but currently unfunded, study of the A505 in its forward programme as a joint study between the County Council and the CA. This may proceed in 2018/19 and is understood to be focused on providing additional highway capacity.

- 5.4. The LLF is keen to see smaller scale lower cost measures implemented as quickly as possible. The measures east of the A11 which are common to all strategies can be delivered independently of the measures west. This means a decision on which Strategy does not delay implementation of improvements between the A11 and Haverhill.
- 5.5. The busway element of Strategy 1 requires further development before a full commitment could be given to delivery. A “twin track” approach will be adopted, should Strategy 1 emerge as a preferred option, whereby work would progress on the other elements of the A1307 improvements, while more detailed work was done on the environmental impact and details of the busway. In particular how the busway would operate, whether it should be guided or unguided, and how it would integrate with the existing busway and the proposed Cambridge South Station.
- 5.6. When this more detailed work was completed, the Executive Board will be given the opportunity to decide on the busway element. This approach avoids delaying other interventions on the A1307, and avoids abortive work on developing the busway should Strategy 2 or Strategy 3 be favoured following public consultation.

Stakeholder Consultation

- 5.7. Officers are liaising with Highways England regarding the conversion of the Slough Footbridge over the A11 to cycle use, and use of the River Granta underbridge for equestrians. Highways England is very supportive and may be able to provide partial funding from their Designated Fund for improving cycle links adjacent to the strategic road network.
- 5.8. All works proposed are within the Cambridgeshire County Boundary, but officers will continue to liaise with Suffolk County Council and Haverhill Town Council.
- 5.9. Cambridge University Hospital Trust (CUHT) support both on-highway bus lanes and a bus only road link from Babraham Road P&R site. They have suggested that this links to Hinton Way rather than Babraham Road. There was less certainty over the bus only road option with concern over the actual bus services that might use it. CUHT consider that the following ‘on-campus’ measures, which they suggest should be funded by GCP, may be needed to obtain full benefits of the proposals:
 - Addenbrooke’s Bus Station review and infrastructure upgrade
 - Robinson Way infrastructure improvements
 - Walking and pedestrian crossing improvements
 - New and existing bus stop improvements
 - New bus hub and turning circle on Keith Day Road
 - Support for additional cycle parking on Campus.
 - Any scheme needs to address the hospital entrance and the Hills Road/ Fendon Road roundabout and how bus movements on and off Campus would work.
- 5.10. The Hills Road/Fendon Road roundabout is currently outside the scope of the A1307 project. Officers will continue to work with CUHT on the proposals, but measures on campus are not currently part of the A1307 project and will be reviewed once a preferred strategy is agreed.
- 5.11. Concerning the busway proposal, the view of CUHT was expressed that it connects to the campus at a point that is least advantageous to the hospital, this will be reviewed before public consultation.
- 5.12. Trumpington Residents’ Association (TRA) has expressed concern over the busway proposal, based on the current stage of development, and level of information available. TRA are concerned that it could lead to further expansion of the Biomedical Campus.

Officers will consult further with TRA and consider their concerns ahead of public consultation.

- 5.13. Cambridge Past Present and Future and the Magog Trust have expressed concerns over the environmental impact of the busway, but consider that there is potential for this to be mitigated by sensitive design and good landscaping to create a linear park.
- 5.14. Linton Parish Council is concerned over the westbound bus lane on the A1307 and that it could in the future be converted into an HGV lane. To do so would require publication of Traffic Regulation Orders and there would be consultation and opportunity to object.
- 5.15. Gonville and Caius College and The Gog Farm Shop have stated strong support for the proposed junction improvement at Haverhill Road, and oppose the alternative of restricting right turns.

Comparison of Strategies:

	Strategy 1	Strategy 2	Strategy 3
Estimated Cost	£130m to £145m	£42m to £46m	£39m to £44m
Economic Benefit	£280m to £320m	£165m to £180m	£145m to £165m
Benefit Cost Ratio	1.2 to 2.2	2.85 to 3.85	2.75 to 3.75
LLF Score	185	122	120
Completion Date	2022	2020	2020

Notes to table:

1. Cost includes 44% Optimism Bias and is current cost.
2. Economic benefit does not include wider economic benefits
3. Benefit-Cost Ratio is based on costs and benefits discounted to present value
4. Higher values of Benefit-Cost Ratio are based on optimistic growth assumptions that exceed current committed development. This includes aspirations at the Cambridge Biomedical Campus and 5000 new homes in Uttlesford. The lower values are with committed development only.
5. Strategy 1 completion date includes the busway. On-highway elements could be completed by the end of 2020. The date of 2022 is based on no delay arising from competing infrastructure proposals.
6. LLF Score is the total score for the strategy assigned by LLF delegates. A higher number indicates higher subjective performance.

6. Next steps and milestones

- 6.1. Subject to the decisions made by the Executive Board, further technical work and consultation preparation will continue over the winter, with a full public consultation exercise planned for February 2018. Preferred Option Selection and development of the Outline Business Case is planned during Spring 2018 and the Outline Business Case in support of a preferred Strategy prepared by July 2018 for Key Decision 4.
- 6.2. Members of the GCP Assembly were keen that options east of the A11 should not be delayed by considerations of public transport alternatives west of the A11. The programme prepared by officers is based on this approach.
- 6.3. More programme information is provided in Appendix C.

7. Implications

Financial and other resources

- 7.1. The Initial Budget Estimate approved by the Board in 2016 was £39m. The three strategies now presented range in cost from £44m to £145m. A decision on which strategy to adopt will be based on the results of public consultation and the business case.
- 7.2. The Board are asked to note that all three strategies exceed the initial budget estimate of £39m.

Risk management

- 7.3. There are additional risks should the busway option be adopted; notably regarding potential conflict with other strategic projects leading to delay, and in the statutory process being more onerous should a guided option be adopted.

Climate change and environmental

- 7.4. All three strategies sustain mode shift and reduce reliance on cars as a mode of transport, and reduce cars entering Cambridge.

Consultation and communication

- 7.5. A public consultation was first held in 2016 on initial concepts. Consultation with stakeholders was held in 2017 and is ongoing. Stakeholders consulted include Cambridge University Hospitals Trust, Cambridge Past Present and Future, and the Magog Trust. A first meeting with the Local Liaison Forum was held in March 2017, with workshops between April and September, and the second meeting in September 2017.

8. List of Appendices

Appendix A	Figures
Appendix B	Changes to the Scheme resulting from LLF workshops and consultation
Appendix C	Programme
Appendix D	Strategy Route Plans \\ccc.cambridgeshire.gov.uk\data\Et Shared\City Deal\Infrastructure programme\Individual scheme business cases\A1307 corridor\LLF\Workshop 26092017\A1307 Strategy 1 Proposals 190917.pdf \\ccc.cambridgeshire.gov.uk\data\Et Shared\City Deal\Infrastructure programme\Individual scheme business cases\A1307 corridor\LLF\Workshop 26092017\A1307 Strategy 2 Proposals 190917.pdf \\ccc.cambridgeshire.gov.uk\data\Et Shared\City Deal\Infrastructure programme\Individual scheme business cases\A1307 corridor\LLF\Workshop 26092017\A1307 Strategy 3 Proposals 190917.pdf

9. Background Papers

Options Report Addendum	
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Appendix A – Figures

- Figure 1 - Relationship with Other Projects
- Figure 2 - Mode Share Changes
- Figure 3 - Park and Ride Strategies
- Figure 4 - Traffic Movements at A1307 - A11 Junction
- Figure 5 - LLF Support for Strategies

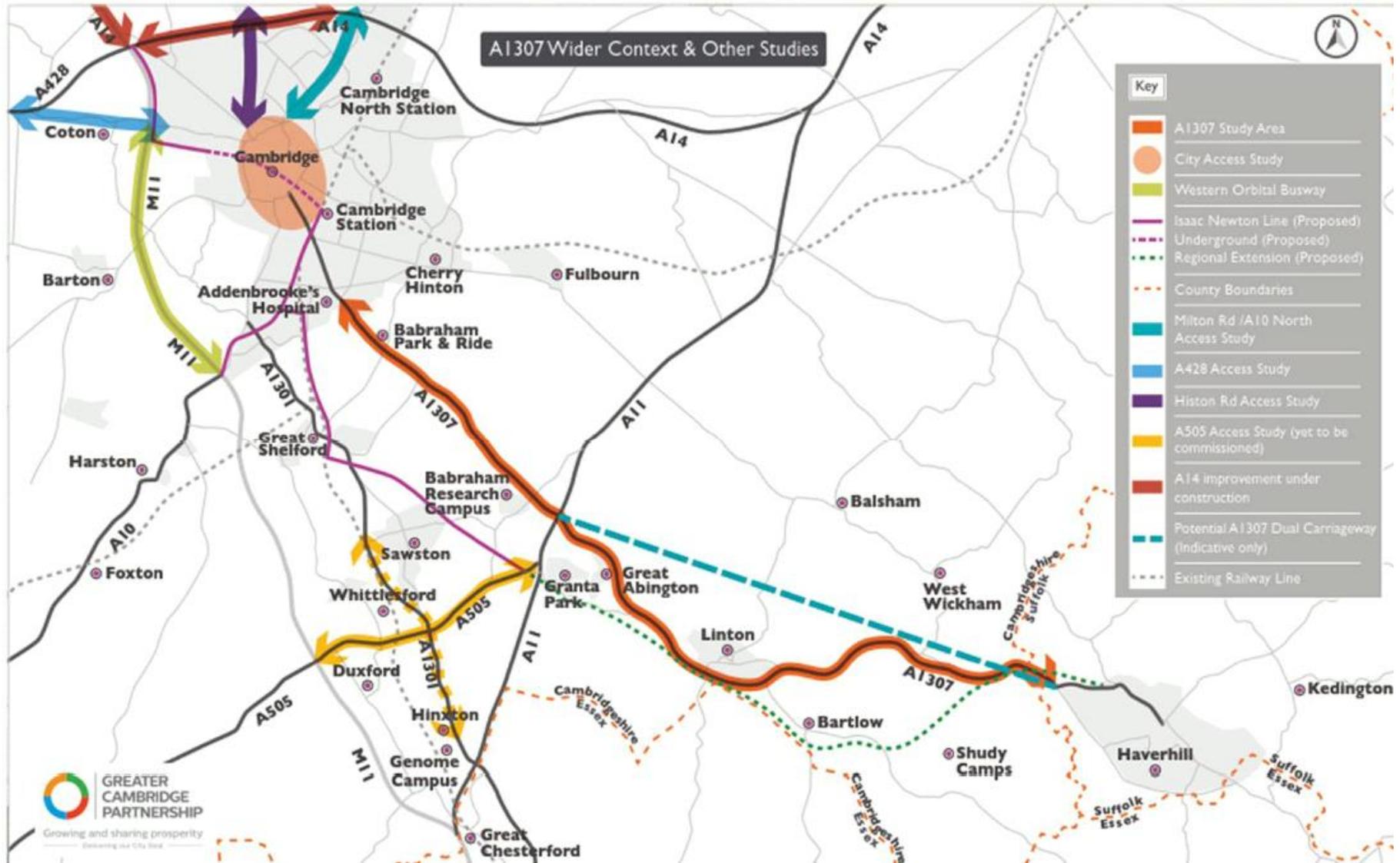
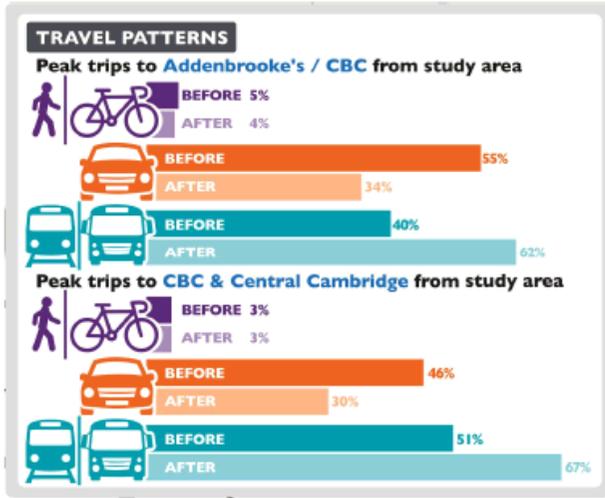
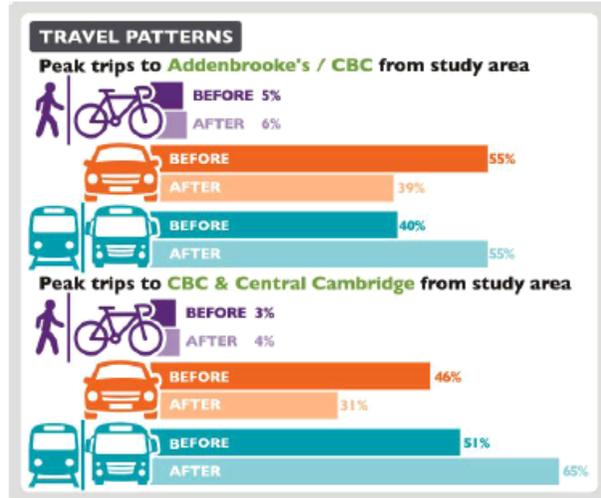


Figure 1 Relationship with Other Projects

Strategy 1



Strategy 2



Strategy 3

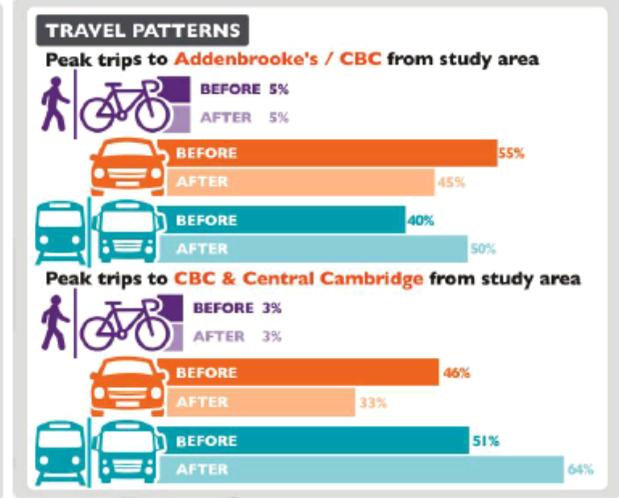
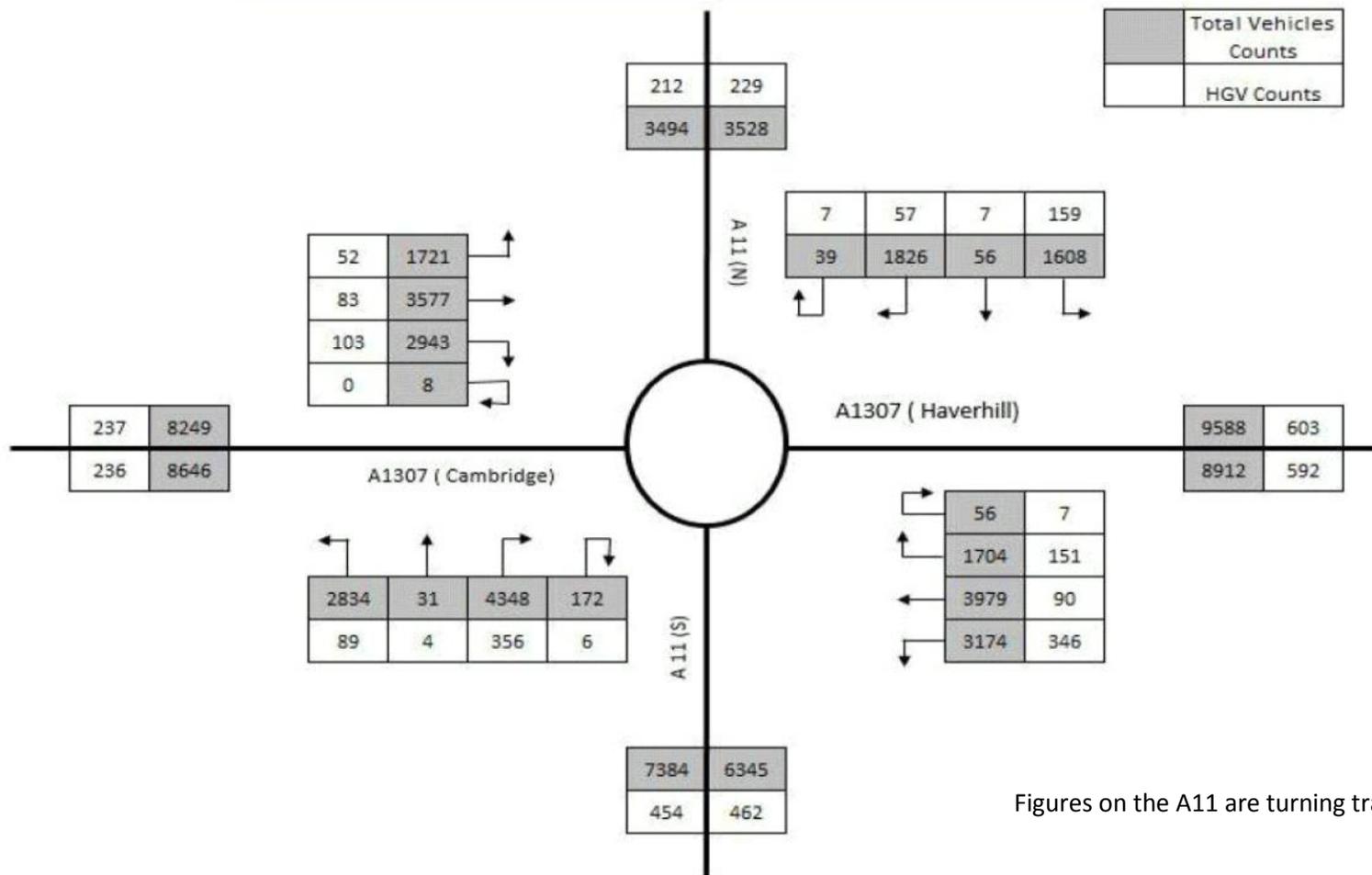


Figure 2 Mode Share Changes



Figure 3 Park and Ride Strategies



Figures on the A11 are turning traffic only

Figure 4 Traffic Movements at A1307 - A11 Junction



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Each aspect scored 1 to 5 by the LLF on perceived contribution. Numbers are total score for that aspect, and total overall score for strategy.

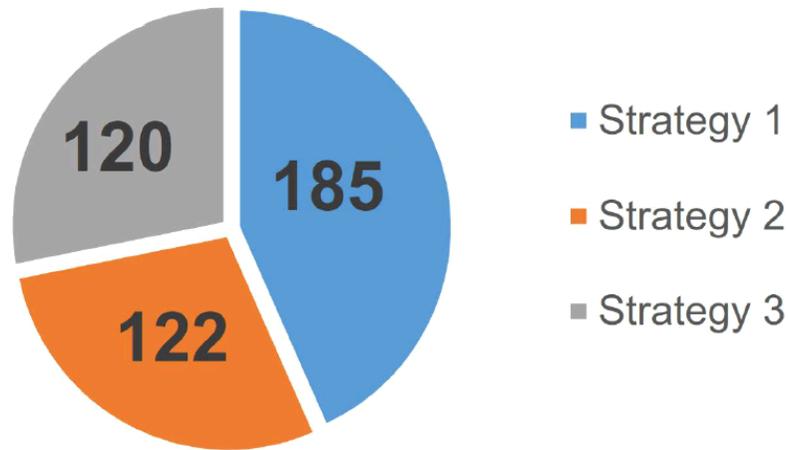


Figure 5 LLF Support for Strategies

Appendix B - Changes to Scheme from LLF Consultation

Options presented in March 2017 that have now been dropped

Linton High Street measures to improve flow of buses	Not strongly supported by the LLF and Linton PC. Working with Linton PC on alternatives
Hinton Way “Hamburger”	Not strongly supported by the LLF. Consideration will be given to alternative ways of providing for bus priority at Hinton Way roundabout.

Options added since March 2017 proposed by the LLF and Stakeholders

Busway via Sawston	<p>A busway running along the route of the old railway line between the A11 at Granta Park and the CBC campus. This option was previously examined as a busway to Haverhill. The revised option avoids the high cost of crossing the A11 and the costs of the extension to Haverhill, by limiting construction to the section having the highest usage.</p> <p>The route is close to significant population centres at Sawston, Stapleford and Great Shelford and would provide good access from a P&R located close to the A11. The routing close to the A505 widens the area benefiting from investment and results in a greater mode shift and traffic reduction than other options.</p> <p>It is not predicated that such a busway would need to be guided, and through routes to the existing guided busway can be provided without this section needed to be guided. Proposal of a busway at this stage does not preclude other public transport interventions such as light rail or trams.</p>
Eastbound bus lane on approach to All	The existing dual carriageway approach to Four Wentways at Babraham is already proposed for reduction to single lane as a Local Highway Improvement funded by Babraham Parish Council. On the approach to the roundabout, one lane would be used as a bus lane.
Eastbound bus lane on approach to Linton	Previously omitted, further work shows a moderate benefit from a peak hours only bus lane using one lane of the dual carriageway section. In combination with the implementation of the bus lane, it will be possible to make signs and markings changes to improve the safety of the Dalehead Foods access.
Improve B1052 Junction	Modelling showed little delay or capacity problems at this location, but it is proposed to add a bus lane on approach and implement a bus gate. Existing

	<p>visibility is poor and this may create a problem if approaching buses obscure faster traffic. It is proposed to consider signalling this junction in combination with the bus gate and signalling the High Street junction to improve the flow of buses and traffic through Linton.</p>
Roundabout at Bartlow Rd	<p>Modelling shows reduced delay and improved access to the A1307 and better access to Linton for buses. Combined with a Rural Travel Hub the option has potential to improve access to public transport. There is potential for safety improvement by having a traffic calming effect.</p>
Conversion of Dual to Single carriageway at Wandlebury	<p>Westbound only for safety and environmental reasons. While other dual sections <u>were proposed</u> for making single by the LLF, officers concluded that this would reduce the amount of relatively safe overtaking and incur cost without significant benefit.</p> <p>At Wandlebury, making the westbound carriageway single reduced land take from the Magog trust in a sensitive area, and contributed to reduced speed on approach to the blind summit.</p>
NMU Underpass at Wandlebury	<p>To provide safe connectivity for non-motorised users. IAN195/16 "Cycle Traffic and the Strategic Road Network" issued in late 2016 by the DFT recommends grade separation of non-motorised users where traffic exceeds 6000 <u>vehicles/day</u> and speeds are between 40 and 50mph. The location meets this criterion. The alternative in IAN195/16 of a signal crossing at grade has <u>been considered</u>, but the crossing location close to the blind summit at Wandlebury would be likely to create a safety problem.</p>
Rural travel hub at Linton	<p>Linton PC advises that they believe that some vehicles parking in Linton <u>are</u> doing so to catch the bus. They would like to introduce parking restrictions in presently uncontrolled areas. Also, the removal of some on-street parking will assist in the passage of buses through Linton. A Rural Travel Hub will improve access at Linton to the X13 service and provide for displaced parking for spaces removed or restricted in Linton.</p> <p>This proposal would be subject to further work and public consultation.</p>

Appendix C - Programme

The outline programme for Strategies 2 and 3 is:

- July 2018 - Authorisation to Proceed to Design
- Sept 2018 - Submit Planning Application
- Dec 2018 - Publish Orders
- Autumn 2019 - Public Inquiry if needed
- Early 2020 - Start Construction
- Late 2020 - Works Complete

The outline programme for Strategy 1 is:

On-Highway Works

- July 2018 - Authorisation to Proceed to Design
- Sept 2018 - Submit Planning Application
- Dec 2018 - Publish Orders
- Autumn 2019 - Public Inquiry if needed
- Early 2020 - Start Construction
- Late 2020 - Works Complete

Busway

- July 2018 - Authorisation to Proceed
- Spring 2019 - Publish TWA Order
- Autumn 2019 - Public Inquiry
- Spring 2020 - Secretary of State decision
- Early 2021 - Start Construction
- Late 2022 - Works Complete

Assumes no delay caused by A505 study and Combined Authority LRT proposals.

Assumes guided busway or tram solution requiring a Transport and Works Act Order

Appendix D - Accompanying Documents

- Strategy 1 Route Plan - PDF document
- Strategy 2 Route Plan - PDF document
- Strategy 3 Route Plan - PDF document

Agenda Item 7



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Executive Board 22 November 2017

Lead officer: Chris Tunstall – GCP Director of Transport

Western Orbital – Junction and Park & Ride Interventions

1. Purpose

- 1.1. Orbital public transport improvements to the west of Cambridge link with wider corridors to significantly improve access to and connections between a range of employment and housing sites. This includes Bourn Airfield, Cambourne West, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge North West, Cambridge Southern Fringe and West Cambridge (collectively around 15,500 new homes and 20,000 new jobs between 2011 and 2031).
- 1.2. This report, as part of the ongoing Western Orbital scheme development, summarises the technical work carried out on assessing future demand for Park & Ride (P&R) spaces at J11 of the M11 and a Park & Cycle facility at J12. It also considers the issues associated with access to expanded P&R facilities and the interaction with the local and strategic road network.
- 1.3. Authority is sought from the GCP Executive Board to develop a full business case for a new P&R site immediately to the north west of J11 of the M11 including new access arrangements for general traffic and priority for buses using the facility. This business case will compare the costs and benefits of a new P&R site against significant expansion of the existing site at Trumpington.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - i) Agree to proceed with a Full Outline Business Case for a new Park & Ride site west of the J11 of the M11 and associated access/ bus priority measures North West as outlined in Appendix 1. The Park and Ride site to be based on the emerging Travel Hub concept.
 - ii) Agree not to proceed with a Park & Cycle at J12 of the M11 for the reasons given in this report but to agree to the identification of a pilot park and cycle scheme which has the potential to be expanded if successful.
 - iii) Remove the remit for J11 from the Cambourne to Cambridge LLF and approve the setting up site specific consultation group.

3. Officer comment on Joint Assembly recommendations and issues raised

- 3.1 The Joint Assembly was supportive on the need to support employment growth in the Greater Cambridge area, and was keen to ensure progress to expand the capacity of park and ride is brought forward at pace.

- 3.2. However, there was a difference of opinion on whether to expand the Trumpington Park and Ride site or develop a new one at Hauxton. An additional recommendation to the Executive Board was proposed. *Further Park and Ride development should be considered only on the Hauxton side of the motorway.* The resulting vote was 5 members in favour, 5 members against and 2 abstentions, and therefore the Board is asked to note that there is an evenly divided view as to the best course of action to deliver additional park and ride capacity.
- 3.3. Some members expressed disappointment that Park and Cycle facilities were not recommended for further study and suggested that a small pilot scheme should be developed that could expand if demand materialised. This has resulted in an additional recommendation being included for the Executive Board's consideration in section 2.1.
- 3.4. The Joint Assembly discussed a number of related issues which included the most effective way of crossing the M11 and the current status of the work to use the existing agricultural bridge. An assurance was given that Highways England have confirmed that the bridge is able to secure access by bus. The Joint Assembly felt that there was a need for a more detailed update on the M11 Smart motorway proposal.
- 3.5. The Joint Assembly also sought clarification about the on-going arrangement associated with the John Lewis facility on the Trumpington Park and Ride site, and officers confirmed that there is a working assumption that the site will continue to operate as a Park and Ride facility.
- 3.6. Some of the Joint Assembly members were supportive of the idea of Park and Ride facilities being considered as 'Travel Hubs' which were more than park and rides, and included places to hold meetings with refreshment opportunities. This will be explored further in the development of park and ride sites.
- 3.7. The Joint Assembly Chair requested that the LLF receives a written response to the resolutions made at both the September and November meetings (see resolutions in **Appendix 2**), and a meeting will be arranged between the Executive Board Transport Portfolio Holder and the Chair of the LLF to discuss the responses.

4. Key issues and considerations

- 4.1. The information in this report is a summary of the Background Paper "Western Orbital End of Stage Summary – October 2017." <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/17-11-07%20Western%20Orbital%20Dnd%20of%20Stage%20Summary.pdf>
- 4.2. In September 2017 the GCP Executive Board agreed, as part of the ongoing development of Western Orbital measures to improve sustainable transport along the western corridor of Cambridge, to increase the capacity of the Trumpington P&R site by 299 spaces to address short term capacity constraints at this site in the context of the expansion of the Cambridge Biomedical Campus (CBC).
- 4.3. There is a clear policy background supporting improved sustainable transport infrastructure in the area, particularly in the context of local growth. As such the report in September 2017 set out that additional medium and longer term considerations around a new P&R site at J11 and Park & Cycle at J12 as well as associated junction improvements as part of the on-going Western Orbital assessment work were to be presented at the November and future Boards for decision.

- 4.4. Potential interventions at J13 will be linked to emerging options for the Cambourne to Cambridge Better Bus Journey Scheme.
- 4.5. The requirement for a busway link from J11 to J13 is now being dealt with as part of a 'smart motorway' (hard shoulder running) bid to Highways England (HE) in respect of their Roads Investment Strategy 2020-25 (RIS2).

Junction 11 (Trumpington)

- 4.6. As stated in the September 2017 report, the existing Trumpington site is 85% full at its busiest period (13:00) and as such potential demand for P&R spaces at J11 has been assessed using 'scenarios' for future conditions in Cambridge as follows
- **Scenario 1** = continued economic growth on the basis of local plan but no demand control measures within Cambridge (the 'do nothing')
 - **Scenario 2** = as per Scenario 1 but with parking restrictions at the expanded CBC site which in effect would only provide for 1 new parking space for every 3 new jobs created on the site
 - **Scenario 3** = as per Scenario 2 but with additional demand management measures within Cambridge.
- 4.7. The modelling assessment of spaces needed for each scenario is set out in **Table 1** below

	Scenario 1	Scenario 2	Scenario 3
2017 (base)	1150	1150	1150
2022	1400	1600	2350
2027	1500	1850	2690
2031	1550	2000	3100

Table 1: Future Demand for P&R at J11

- 4.8. Currently there are up to 1639 (1340 + 299) spaces planned to be provided at Trumpington subject to detailed design and approvals. As set out, from an operational perspective, a car park can be considered full at 85% capacity due to the disbenefits to users having to seek out spaces. As such the rounded figures in Table 1 have been uplifted by 15% and then subtracted by 1639 to provide the total additional requirement for P&R spaces (see **Table 2** below)

	Scenario 1	Scenario 2	Scenario 3
2017 (base)	-320	-320	-320
2022	-30	200	1060
2027	140	490	1450
2031	140	660	1930

Table 2: Total Requirement for P&R spaces

- 4.9. Table 2 sets out that, depending on the chosen Scenario, there could be a significant shortfall for P&R at J11 by 2031 based on existing growth projections. However if no measures are taken to control vehicle demand within local destinations such as CBC and in Cambridge, the existing Park & Ride will retain capacity until 2027 and only require a relatively small increases in spaces to cater for demand after that.
- 4.10. The future traffic condition at J11 have been assessed. The modelling finds that in the case of all scenarios, the junction will be impacted by congestion back from Trumpington Road by 2022 making access to the Trumpington P&R site delayed at peak times and possibly also impacting P&R bus operations into the City Centre. Any further increase in capacity on the M11 for general traffic (e.g. as part of a Smart

Motorway initiative) could, without mitigation, further exacerbate this congestion at junctions.

Junctions 12 (Barton) and 13 (Madingley)

- 4.11 Other junctions which fall within the scope of the Western Orbital have also been considered as part the strategic evaluation. At J12 a potential Park & Cycle has been considered to intercept some traffic using Barton Road. J13 northbound off slip has also been considered as a component of a bus priority scheme complemented by bus priority measures at J11 southbound off slip, to support a potential 'Western Orbital' bus service that could link key growth sites to the west of Cambridge (such as Cambourne) with CBC.

5. Options and emerging recommendations

Junction 11

- 5.1. The analysis concludes that additional P&R capacity may be needed at J11 but that congestion will reduce the effectiveness of this P&R capacity because vehicles will have to queue for long periods to access new P&R capacity as well as the operational of buses running to and from a P&R site. Officers are recommending that further work be undertaken that supports an approach to J11 that is 'holistic' including both P&R expansion, access arrangements and bus priority.
- 5.2. In this context a number of options have been evaluated for feasibility to determine which, if any, should be taken forward for a full business case assessment.
- 5.3. In terms of Park & Ride, two options are identified as suitable for potential larger expansion. Option A is for further expansion of the existing P&R site at Trumpington and Option B is for a new site on land to the north west of J11.
- 5.4. Table 3 summarises the key issues around each site

	Option A	Option B
Engineering potential for expansion	Expansion of the site would need to be via decking and/or underground provision even for the lowest predicted space requirement as no additional ground level space is available.	Any new site would be at ground level
Constructability	A small decking or underground parking area could be achieved while keeping the existing site open but larger expansion may require closure of the existing site during construction	This site could be delivered without impact on existing P&R operation
Access	Options exist for segregated vehicle access south bound off M11 to the existing site. Access from the M11 northbound and from the A10 would need to be via the existing J11 potentially putting more pressure on the junction	Access north bound off the M11 and east bound off the A10 can be achieved without impacting J11. Access south bound off the M11 would need to be via J11.

	Option A	Option B
	(without high cost engineering interventions)	
Operational issues	This site is closer to the City and CBC via the guideway. Buses could access the guideway directly to CBC. The site would be more attractive for southbound users off the M11 if a segregated access road were provided. Bus priority would need to be enhanced along Trumpington Road for additional city bound bus services.	This site is further from the city and CBC and bus infrastructure would need to be provided across the M11 either across the existing roundabout at J11 or via a new or enhanced overbridge to the north. Bus priority would need to be enhanced along Trumpington Road for additional city bound bus services. The use of the existing guideway could be accessed via the existing P&R site.
Planning considerations	This site is partly in Green Belt but already surrounded by urban development. Decking would have an impact on the adjacent properties.	This is a new P&R site in Green Belt
Environmental Issues	Considerations will include air quality, noise and visual impact in relation to significant site expansion close to residential properties and a primary school	Considerations will include visual impact, loss of openness and impact on green belt purposes in the green belt and impacts on biodiversity
Cost	High cost per space for expansion and decking has limited life cycle unless bespoke structures are considered. Indicative costings for this were provided in the September Report (link below) http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=1073&MId=6851&Ver=4 Cost estimates range from £50m for above ground to £97m for underground full expansion with cost per space ranging from £25,000 to £48,500	Low cost per space (£3,650) for new construction – total cost £8m

Table 3: Key Issues for P&R expansion

- 5.5 A number of access arrangements to a new or expanded P&R site have been considered and modelled for traffic impacts. These options range in estimated cost from £1.1m to 11.2m dependent on scheme (Background Paper Table 1-1 Page 8). The objective of any new access arrangement will be to facilitate both bus and general traffic movement into and out of the P&R site with minimal or no impact on the strategic and local highway network. Further discussions with Highways England are ongoing in terms of ensuring the best strategic and operational fit with the M11.
- 5.6 An outline plan of areas discussed in this report is provided in **Appendix 1** with detailed plans and layouts provided in the Background Paper.

Junction 12

- 5.7 A Park & Cycle (where drivers park and then cycle onwards) has been considered at J12. Five sites were assessed for a potential location (Background Paper Figure 1-1 Page 13) and two were identified as the most feasible. Overall assessment of potential demand is low – around 200 – 300 users per day. On this basis, the cost of developing, constructing and maintaining a Park & Cycle site as well as the environmental impacts of loss of green belt for the site are unlikely to lead to a positive business case when considered in isolation, even taking into account the benefits to cycling. Furthermore a Park & Cycle site at J12 would be larger than the envisaged Rural Travel Hubs, being considered as a separate GCP project. However plans for a Barton Greenway also being developed by the GCP will serve to improve cycling opportunities along this corridor. As such Officers are not recommending further assessment of a Park & Cycle at J12.

Junction 13

- 5.8 J13 has been, to date, within the scope of the Western Orbital project. As such given the existing peak congestion at J13 and impact on a future orbital bus service using the M11, a number of potential bus priority proposals have been considered. These measures range in cost estimate between £200k and £4.1m dependent on option (Background Paper Table 1-2 Page 10.) Similarly to J11, these proposals require further consideration with Highways England in the context of the future M11 strategy. In addition, given the ongoing development of the Cambourne to Cambridge Better Bus Journey scheme, there is a clear case to ensure that any future proposal for J13 is integral to the option development for this project. As such Officers will be recommending that the bus priority at J13 be removed from the Western Orbital project and that it be included as part of the business case development for the Cambourne to Cambridge scheme.
- 5.9 The Cambourne to Cambridge LLF currently also includes for the Western Orbital Scheme primarily as a result of the interconnectivity of the 2 schemes at J13 and the initial intention for a possible Busway parallel to the M11. With the proposal that J13 be now considered as part of the Cambourne to Cambridge Scheme and the recommendation to no longer pursue a Park and Cycle at J12 Officers are recommending that a site specific consultation group be set up for the J11 proposals up to the Planning approval stage and at that point further consideration be given as to the applicability for an LLF

6. Next steps and milestones

- 6.1. This report has identified a number of feasible proposals for interventions at J11. It is now proposed to recommend the development of a 'full business case' for a preferred option to include increased P&R capacity and access/bus priority measures both into/out of the P&R and along Trumpington Road for City bound P&R bus services.

- 6.2. The proposed timetable for this business case development work is as set out in Table 4:

Activity	Target completion date*
Establish a site specific consultation group	December 2017
Develop series of distinct options (including P&R and bus priority/access arrangements)	January 2018
Present options for consultation to GCP Executive Board EB	March 2018
Public Consultation on Options	June/July 2018
Final Option recommendation to GCP EB	December 2018
Detailed design and other preparatory tasks for planning process	2019
Obtain relevant planning powers to construct	January 2020
Start construction	Summer 2020
Scheme completion	December 2021

***Subject to statutory permissions**

7. Implications

7.1 *Financial and other resources*

Resources are allocated as part City Deal first phase for Western Orbital scheme development and implementation (£5.9m)

7.2 *Legal*

No implications

7.3 *Staffing*

Project management undertaken by the Greater Cambridge Partnership team.

7.4 *Risk management*

A project risk register has been developed and will be updated throughout the course of the project.

7.5 *Equality and diversity*

No impacts

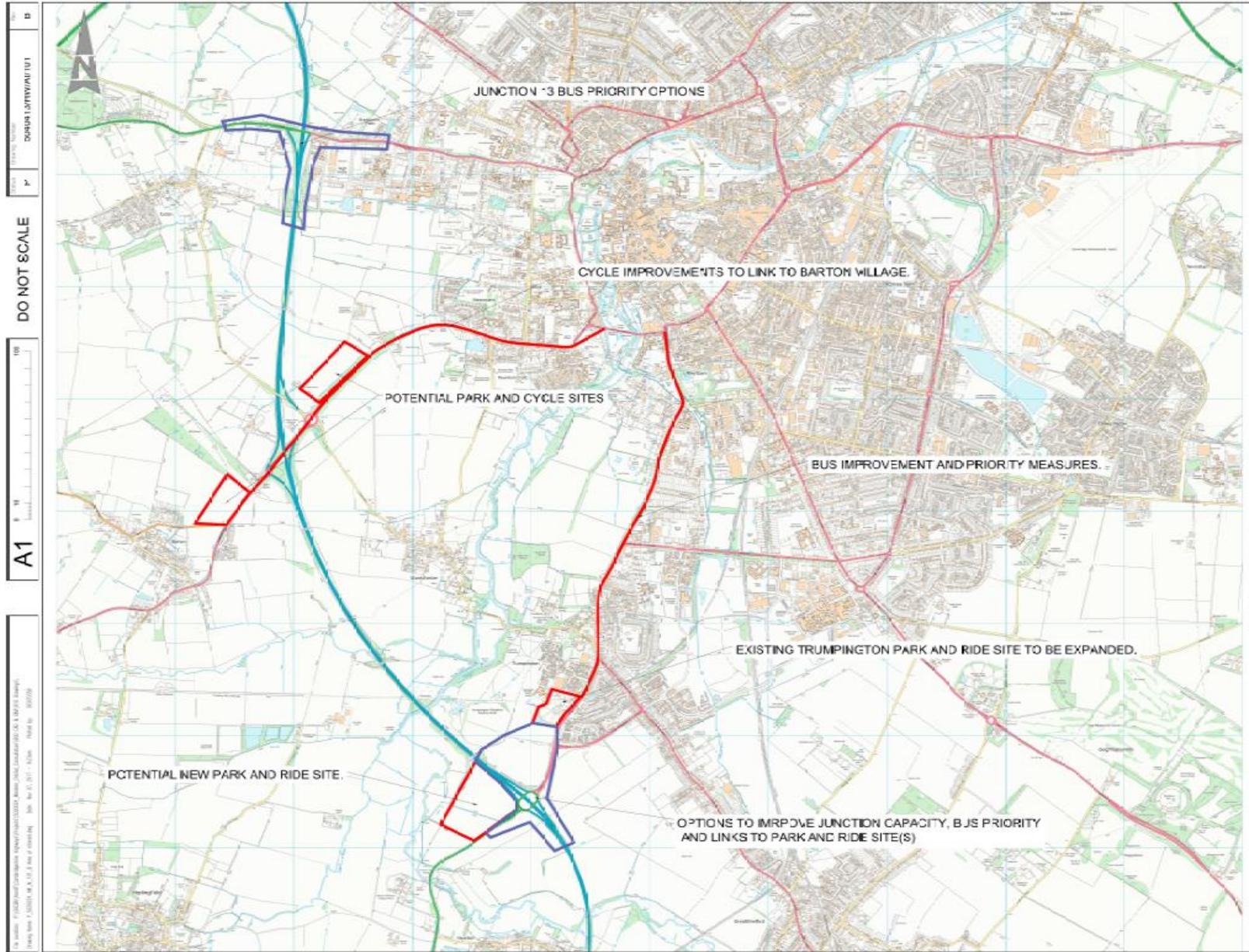
7.6 *Climate change and environmental*

No impacts

7.7 *Consultation and communication*

Who has been consulted (if anyone)? What were the responses?

APPENDIX 1: AREAS OF INTEREST IN REPORT



Appendix 2 – LLF resolutions

September

The LLF resolved to seek clarification on the following on behalf of CPPF:

1. Regarding the upgrade of the M11 to a Smart Motorway with the possible incorporation of part of the hard shoulder as part of the carriageway, perhaps as a dedicated bus lane.
 - But what are the safety implications of this, and how will the County accommodate this?
 - Could the LLF Technical Group meet with Officers to gain a greater understanding of what this would entail?
2. Regarding the expansion of the current Park and Ride at Trumpington, we ask the following questions on behalf of Trumpington Residents' Association:
 - The current P&R is right in the middle of a residential area with parents/children crossing the site to get to Trumpington Meadows Primary School, so we ask GCP for a full risk assessment for the proposed expansion.
 - Would the 299 extra spaces proposed be accompanied by a decent landscaped/wooded screening area is provided between the P&R and the Primary School/new housing?
 - What evidence supports the statement that the existing road network can cope with yet more demand from this expansion of Tr P&R (pg 38 of report to GCP EB, 13.9.17)? Please also explain what 'measures giving P&R users priority at the approach junctions and other measures to constrain traffic growth in the areas ... to allow full utilisation of the site" means – and what its implications are? [Skanska & Atkins report, Executive Summary.]
3. On behalf of the representatives of Hauxton & Harston PCs who expressed concern that a new P & R at Jn 11 would increase traffic on the A10 through Harston and Hauxton:
 - To avoid this increase in traffic, we ask the Board to investigate establishing travel hubs further out – e.g. rural rail stations, or that commuters are served by shuttle buses from villages to travel hubs.
 - We also ask that the possible integration of rail transport for commuters is fully investigated – e.g. from south of the district to Cambridge South stations, and from the north of the district to Cambridge North.
 -

November Draft LLF resolutions (as the minutes have not yet been signed)

1. Unrealistic time scale for the report required for the Joint Assembly (Helen Bradbury)

One person queried why the information on the joint assembly was released too late for people to be fully informed. Helen Bradbury stated that the documents were made available 9 days prior, but this was still not satisfactory.

2. (Gabriel Fox, Coton PC) Western Orbital connectivity of bus service to Cambourne and Cambridge. End to journey times are key. The LLF requests that end to end journey times and journey qualities are included in all of the documentation. TW stated there was a paper detailing this information (Grange Road bus) and that he would make this available.

3. (David Plank) Park and Ride at Junction 11

To not include the expansion of the existing park and ride site in the development and business case on the grounds of being cost prohibitive, the impact of the surrounding residential area, the impact on the surrounding roads (traffic). The LLF could not vote on this resolution due to the conflicting stance of the representatives.

4. (Cllr Lockwood) Park and Ride at Junction 11

Second park and ride at Hauxton would harm the communities of Hauxton and Harston. City creep should not be allowed beyond the M11. There are possibilities of congestion on the A10. Possible solutions should be to reconsider the option for a multi-storey carpark at Trumpington and the extension of the current site into the Sporting Village application. The LLF could not vote on this resolution due to the conflicting stance of the representatives.

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Agenda Item 8



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Delivering our City Deal

Report to: Greater Cambridge Partnership Executive Board

22 November 2017

Lead officer: Chris Tunstall – GCP Director of Transport

Histon Road: Bus, Cycling and Walking Improvements Response to LLF Resolutions

1. Purpose

- 1.1. Histon Road is a significant part of the wider corridors that are key to the feasibility of proposed housing and employment growth at Cambridge Northern Fringe, Ely, Northstowe and Waterbeach (collectively around 27,000 new homes and 9,500 new jobs between 2011 and 2031).
- 1.2. It is a key radial route into Cambridge which is constrained in its width, which contributes to congestion and makes the consideration of improvements difficult. It experiences significant congestion at peak times which impacts on bus journey times making journeys unreliable, unattractive and longer than necessary, as well as affecting the convenience and safety of cycling trips along the corridor.
- 1.3. The key objectives for the Histon Road project include:
 - a) Comprehensive priority for buses in both directions wherever practicable;
 - b) Additional capacity for sustainable trips to employment/education sites;
 - c) Increased bus patronage and new services;
 - d) Safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - e) Maintain or reduce general traffic levels; and
 - f) Enhance the environment, streetscape and air quality.

2. Recommendations

- 2.1. The Executive Board is recommended to:
 - i) Note the Histon Road Local Liaison Forum resolutions set out in Appendix 2 and agree the responses set out therein and the resultant actions set out in Section 4.
 - ii) Agree that officers should work up and model a revised concept design for Histon Road that aims to provide bus priority through softer measures and which goes further to provide improved cycling and pedestrian infrastructure, to be brought back for board approval in March 2018.
 - iii) Note the project next steps in project delivery set out in paragraph 6.1.

3. Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 2nd November

- 3.1. The Joint Assembly was supportive of the suggested approach to move away from the 'Do Maximum' as originally proposed.

- 3.2. However, several Joint Assembly members questioned whether the scheme would still deliver a transformative step change in strategic terms given this proposed way forward, and were concerned that it would offer only incremental improvements. The Transport Director recognised this concern and undertook to take away the comments and work with officers to review the potential benefits against the anticipated costs.

4. Key issues and considerations

Background

- 4.1 In June 2016, the Executive Board agreed to take forward for further design work the initial ideas included in the 'Do Maximum' option excluding the idea of banning the right turn into Warwick Road and the idea of 'floating' bus stops, to develop two preferred design options, one including and one excluding the changes at the Victoria Road junction. The Executive Board report setting out the 'Do Maximum' concept scheme and the related Board decisions can be found under the following link: <http://scams.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MId=6632&Ver=4>
- 4.2 The Board also supported the development of traffic management measures to mitigate displaced traffic and parking for the purposes of further consultation.

Work with the LLF

- 4.3 The Board noted the important role of the Local Liaison Forum (LLF) in involving local Councillors and stakeholder groups in the development of the detailed layout plans for consultation.
- 4.4 A detailed programme of LLF workshops took place through the autumn and winter of 2016/17 from which emerge a set of resolutions based on the LLFs 'Do Everything' concept, as set out in Appendix 1 (attached as separate document).
- 4.5 Officers have prepared responses to these resolutions setting out the implications in Appendix 2 (see also below). The proposed officer responses to these resolutions present a significant deviation from the original 'Do Maximum' option, therefore officers require agreement from the Executive Board in order to proceed with the project on this revised basis.

Junctions

- 4.6 The LLF has proposed alternative designs to the 3 main junctions along Histon road as set out in Appendix 1 and covered by resolutions 1 – 5. It is considered that these alternative designs do offer ideas that are useful to inform any future design iterations, especially with regard to enhancing cycle and pedestrian facilities. However, changes to the original 'Do Maximum' designs may affect traffic flows through the junctions which will need to be fully assessed.

Bus Priority

- 4.7 One of the original aims of the project was to enhance bus priority on Histon Road. This was achieved partially in the 'Do Maximum' option by providing an inbound bus lane from Kings Hedges road to Gilbert Road. This option would require removal of highway trees and verges, and the purchase of gardens along a specific stretch of the road. The LLF is strongly opposed to such measures. Officers are recommending that consideration be given to the inbound bus lane being truncated at the point where these issues start to arise with the use of alternative solutions such as bus gates and bus hurry calls at junctions being then considered. Whilst this may well have an impact on the level of bus priority that can be achieved it will be reported on as part of the revised concept scheme in March 2018. This is covered by resolutions 6 and 7.

Cycling and Walking

- 4.8 The reduction in Bus priority measures does allow much greater space for the provision of higher quality cycling and pedestrian infrastructure which is also a key objective of this scheme. However, in order to achieve full potential there is a requirement to remove parking along the southern end of Histon Road which will require the identification of alternative provision for those affected. Resolutions 8 and 9.

Extent of Scheme

- 4.9 The northern extent of the current scheme is to the Kings Hedges junction. A more sensible end point would be further north at the junction with the A14. Resolution 12.

City Access

- 4.10 The Scheme is being developed on the premise of a reduction in traffic in the Core City Centre of 10 -15% based on 2011 figures by 2031. To achieve this will require significant modal shift to more effective and efficient forms of transport. Resolution 11.

5. Options

- 5.1. The first option is to take steps to deliver the 'Do Maximum' proposal, incorporating where possible some of the points raised in the LLF resolutions. This course of action provides the maximum in terms of bus priority but at the expense of delivering against the other objectives of the scheme. Officers would not recommend this course of action as it is now clear following the work done with the LLF that this would be met with intense public opposition and that the compulsory purchase of land presents a major risk to the eventual cost of the project and timescales for delivery.
- 5.2. Having recently discussed the resolutions with the LLF Chairs, officers are recommending that the Board support the majority of the LLF resolutions. Where a resolution cannot be fully supported (see appendix 2). It is recommended that the Board support some of the principals set out by the given resolution.
- 5.3. While it is proposed to scale back slightly on the amount of bus lane to be provided, the aim is still to meet the bus priority objectives through the use of other bus priority measures such as bus gates or bus hurry calls at junctions. It is also proposed to place further emphasis on the objective relating to walking and cycling. Enhanced, segregated facilities will offer a safer route for cyclists which will help to encourage shift to this more sustainable transport mode. Segregation should also help to free up carriageway space on Histon Road, allowing better traffic flow, thus also helping with bus journey times and reliability.
- 5.4. Supporting the majority of the resolutions places far more emphasis on the provision of excellent and safe facilities for pedestrians and cyclists, a key requirement for Histon Road. General support for the resolutions also removes the need for compulsory purchase of land and may also allow for the retention of existing trees, or at least space for replacement trees and verges where existing trees still need to be removed. Resolution 10.
- 5.5. There may still be some concern to the loss of parking on Histon Road, but officers believe that removal of this parking is key to being able to provide a safe route for cyclists in the narrower sections of Histon road.

6. Next steps

- 6.1. Subject to the decision made by the Executive Board, Officers plan to bring a revised concept scheme for Histon Road to the March 2018 Executive Board cycle.

7. Implications

Financial and other resources

- 7.1. The scheme development and implementation is funded by Greater Cambridge Partnership through City Deal funding. Working up another design option will incur further design costs which, are to be confirmed.

Legal

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

Staffing

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

Risk management

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

Equality and diversity

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

Climate change and environmental

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

Consultation and communication

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

8. Background Papers

- A. As above, the June 2016 Executive Board report setting out the 'Do Maximum' concept scheme and the related Board decisions can be found at the following link: <http://scamb.moderngov.co.uk/ieListDocuments.aspx?CId=1074&MIId=6632&Ver=4>

- B. Further background documents can be found on the GCP website, at the following link: <https://www.greatercambridge.org.uk/transport/transport-projects/histon-road/>

List of appendices

Appendix 1 (Attached)	Histon Road LLF Resolutions and 'Do Everything' Schematics
Appendix 2 (Below)	Histon Road LLF Resolutions and Officer Responses

Appendix 2 - HISTON ROAD LLF RESOLUTIONS 'Do Everything' AND OFFICER RESPONSES

LLF Resolution	Officer Commentary
<p>Main Junctions: General Principles</p> <p>Most collisions occur at junctions, and they are a major bottleneck for the movement of people walking, cycling, driving, or riding public transport. Junction redesign offers the greatest opportunity for improving safety and public transport efficiency. The Histon Road LLF workshops revealed a strong consensus that the prime focus should be on improving the major junctions. All have sufficient space within the highway boundaries to contain significant safety and priority improvements for people walking and cycling as well as smart measures to prioritise public transport, meeting project objectives 1, 2, 3, 4, 5 and 6 (objectives are listed in Appendix A). The 'Do Everything' and the Alternative Junction Designs created by the Histon Road Area Residents' Association, Benson Area Residents' Association and Camcycle (HRARA, BenRA and Camcycle designs) are outlined in Appendices B, C and D. They take into account the aims and objectives of the City Deal by prioritising walking, cycling, public transport and good landscape design in a manner that has attracted widespread support from the Histon Road LLF workshops. We would be pleased to meet the relevant design engineers to discuss the junctions in more detail.</p> <p>R1. The Histon Road LLF requests the City Deal Board to instruct officers to prioritise junction redesign and to develop the proposals of the 'Do Everything' and HRARA, BenRA and Camcycle Alternative Junction Designs.</p>	<p>There are three main junctions on Histon Road (Kings Hedges Road, Gilbert Road, Victoria Road), It is important that these junctions are designed in such a way as to allow bus priority measures, while also providing enhanced facilities for pedestrians and cyclists.</p> <p>Recommended response: Officers note the resolution and have met with representatives of the LLF to discuss the designs for each junction with the view to reassessing the ideas presented in the 'Do Everything' concept drawing. A more detailed response for each junction follows under Resolutions 2, 3 and 4.</p>
<p>Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)</p> <p>Although treated as a three way junction in the 'Do Maximum' proposal by the City Deal, it is part of a much larger 5-way junction including Castle Street and Mount Pleasant. Existing conditions at this junction are unsatisfactory for all users including buses. The poor coordination of the</p>	<p>An evaluation of The 'Do Everything' proposal has shown that it is not possible to fit all of the conceptual ideas presented into the existing space once all of the turning radii, signal positions and safety considerations are taken into consideration.</p> <p>However, it is accepted by officers that the eventual design needs to have reviewed and</p>

traffic signals causes major back-ups and is the main contributor to peak hour congestion along Histon Road. There are neither safe cycle lanes nor safe provision for cyclists to cross the vehicular traffic flow. There is inadequate provision for pedestrians to cross the streets or even to walk along some pavements. The 'Do Everything' proposal for a well-coordinated 5 way HHVCM junction, as shown in Appendix B, has been developed as suggested by the City Deal Board as an alternative to both the current situation and the 'Do Maximum' proposal. It provides both safe vehicular flows and separated safe pedestrian and cycling paths, with pedestrian and cycle crossings, coordinated with vehicular traffic flow, satisfying project objectives 1, 2, 3, 4 and 6. In addition turning restrictions are optional but are not an essential feature. At the Histon Road LLF workshops there was strong support for the 'Do Everything' scheme. Thus this proposal eases one of the most severe bottlenecks in North Cambridge, improving safety and the flow of public transport buses (Objectives 1, 3, 4 and 6). It does not necessarily include turning restrictions that would increase traffic congestion elsewhere but allows for their introduction if proven necessary (see Resolution 5), fulfilling objectives 4 and 7. It is important to note that none of the proposed schemes includes any bus lanes within the junction. Thus the design of this 5-way junction is independent of any debate about bus lanes. We would be pleased to meet the relevant design engineers to discuss 'Do Everything' in more detail.

R2. The Histon Road LLF requests the City Deal Board to expand the scope of the work on Victoria Road junction to encompass the 5-way junction of Histon Road, Victoria Road, Huntingdon Road, Castle Street and Mount Pleasant along with a fully-integrated plan for its redesign, eventual reconstruction, and efficient management (e.g. signal programming). We request the City Deal Board to instruct the officers to develop the 'Do Everything' design, as the alternative option to the 'Do

considered achieving segregation of cyclists, and other concepts set out in the 'Do Everything' proposal, whilst also aiming to improve traffic flow through the whole junction area.

Recommended response:

Note the resolution and develop a new concept design for this junction that allows for prioritisation for buses but with layout changes to enhance cycling and pedestrian movements where achievable within the highway boundary constraints of the junction.

<p>Maximum' proposal requested by the City Deal Board on the 9th of June 2016.</p>	
<p>Junction: Gilbert Road / Histon Road The Gilbert Road/Warwick Road/Histon Road Junction is important for access to Mayfield Primary School and Chesterton Community College. Any design should include trees, verges and incorporate segregation of pedestrians and cyclists from motor traffic (objectives 2, 5 and 7). The HRARA, BenRA and Camcycle design (see Appendix C) achieves these aims. We would be pleased to meet the relevant design engineers to discuss Gilbert Road junction in more detail.</p> <p>R3. The Histon Road LLF requests the City Deal Board to instruct the officers to take forward the HRARA, BenRA and Camcycle design to the next stage because, in addition to achieving the objectives of the City Deal, it addresses safety for all people, particularly schoolchildren, unlike the 'Do Maximum' proposal.</p>	<p>Evaluation of The 'Do Everything' proposal has shown that it is possible to fit such a design into the existing space and that overall it is agreed that the design does offer significant enhancements for pedestrians and cyclists.</p> <p>Further modelling would need to be carried out to ensure that such a design is not detrimental to traffic flow.</p> <p>Officers have questioned whether there is a need to fully segregate the north-south cycle lanes through the junction, but agree that full segregation of the east-west will allow a safer crossing for the many school children who use this route</p> <p>Recommended response: Note the resolution and proceed with a concept design using the 'Do Everything' proposal as a basis for the design subject to further modelling.</p>
<p>Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road An integrated design for the Northern section of Histon Road is needed for the area that contains the two junctions of the Darwin Green Spine Road and the King's Hedges Road, as shown in the HRARA, BenRA and Camcycle design (Appendix D) that includes a new bus-only roadway link direct from King's Hedges Road Junction to Darwin Green as discussed at the City Deal Board meeting on 9 June 2016. This should be considered further as it will relieve bus pressure on Histon Road (meets all objectives). The Western Orbital between Madingley Park & Ride, Northwest Cambridge, Darwin Green and the Science Park has secured S106 agreements. The connection to this approved link will be assessed further (reference: City Deal Executive Board 8th December 2016). As the Western Orbital schemes are in Tranche 2 it would be financially prudent to pause the Histon Road bus, cycling and pedestrian improvements to Histon Road north of Gilbert Road until Tranche 2 to allow the development of a</p>	<p>The design suggested by HRARA, BenRA and Camcycle has been considered, in particular the suggestion to include a bus only access road into Darwin Green directly opposite Kings Hedges Road.</p> <p>There are several issues with this proposed 'Do Everything' design including land ownership and level differences at the junction. These issues lead us to conclude that the bus only access road into Darwin Green, directly opposite Kings Hedges Road, is not viable within the context of the Histon Road scheme.</p> <p>Recommended response: Note the resolution but also the difficulties in achieving some of the design elements due to the requirement of land outside of the highway boundary. On this basis look to further develop the 'Do Maximum' Kings Hedges junction layout to reflect elements</p>

scheme for the Western Orbital and northern section of Histon Road. We would be pleased to meet the relevant design engineers to discuss both King's Hedges Road and Darwin Green spine road junctions in more detail.

R4. The Histon Road LLF requests the City Deal Board to consider adopting a comprehensive scheme for the junctions of Histon Road with the Darwin Green spine road and King's Hedges Road in coordination with the Western Orbital, with traffic signal priority for public transport. We request the board to consider the HRARA, BenRA and Camcycle design.

The Histon Road LLF understands that the final design of these junctions may not precisely match that of Appendix D, but we request the City Deal Board to ensure that the design taken forward includes public transport signal priority, and safe and convenient walking and cycling provision in the style shown in Appendix D: having landscaping with trees and verges to protect people walking and cycling from motor vehicles, and utilising junction designs that are straightforward and respectful to people walking and cycling (unlike the present day conditions).

Displaced Traffic and "Rat-Running"

The 3-way Histon/Huntingdon/Victoria Road junction shown in the proposed 'Do Maximum' scheme contains four major turning restrictions that would apply at all times of day and night; i.e. from Histon Road to Victoria Road, from Victoria Road to Histon Road, from Castle Street to Victoria Road, and from Huntingdon Road towards Victoria Road. Turning restrictions will lead to increased congestion elsewhere in the City as a result of vehicles forced to take more circuitous routes (e.g. on Castle St/Northampton St/Chesterton Rd; Gilbert Rd/Stretten Avenue; Akeman St/Stretten Avenue). Additionally, there is an existing problem of "rat running" through residential side roads off Histon Road where additional motor traffic is inappropriate (e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way). This would

of the LLF design, such as helping to further enhance cycling and pedestrian movements while also achieving prioritisation for buses through the junction.

Following the LLF engagement, officers suggest not to take forward the design that includes turning restrictions into and out of Victoria road. Instead the design should fully consider the segregation of cyclists amongst other concepts set out in the 'Do Everything' proposal whilst also aiming to improve traffic flow through the whole junction area.

Recommended response:

Support the resolution, in the knowledge this will mean Victoria Road junction 'Do Maximum' design will need to be reconsidered, as discussed in Resolution 2.

worsen with restrictions on traffic flow at the junction(s). The Histon Road LLF workshops were strongly against turning restrictions unless it can be demonstrated that there are major benefits, such as reduced congestion and significant savings in bus journey times. If deployed, the turning restrictions should be limited to peak hours. Applying turning restrictions away from peak hours is unnecessary and creates problems rather than alleviating them, since there are no delays nor congestion except in peak hours (Objective 7). Experimental traffic regulation orders offer a relatively easy and low-cost mechanism for testing these ideas, and physical changes can be as simple as signage.

R5. The Histon Road LLF requests the City Deal Board to put forward a design for the 5-way HHVCM junction that does not contain permanent turning restrictions, but instead is flexible enough to allow time-limited or experimental measures (e.g. experimental traffic regulation orders and signs) that can easily be reversed as shown in the 'Do Everything' proposal. We request the City Deal Board to include measures to monitor and mitigate "rat running" on affected residential streets, e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way and Stretten Avenue.

Public Transport and Bus Lanes

The Histon Road LLF supports the City Deal Transport vision of making it easier to travel into, out of and around Cambridge and South Cambridgeshire by public transport, cycle and on foot. We question whether provision of dedicated bus lanes in either direction along Histon Road is an effective way of achieving this. Even the 'Do Maximum' scheme proposes a bus lane for the incoming direction only. Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were regarded as unacceptable at the Histon Road LLF workshops. A bus lane would have an adverse impact on the neighbourhood, contrary to objective 7. A clear view emerged from the Histon Road LLF workshops that the disadvantages of the proposed bus lane far outweigh any

The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements

Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary, removing trees, encroaching on space needed to provide safer cycling facilities.

Officers need to fully evaluate the impact that this will have on bus priority and whether or not alternative measures can be implemented to help enhance bus journey time reliability.

advantages it may have. For example, traffic modelling as reported in the interim options report shows that savings in bus times would be a maximum of only 1 to 4 minutes during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times would be expected if the much less costly option of smart on board ticketing were to replace the majority of cash payments. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops rather than expensive bus lanes involving irreversible major engineering works of doubtful benefit. (Objectives 1, 2, 6 and 7). Bus priority measures must include properly built bus stops (to allow step-free boarding and multi-door buses) and safe crossings for people to access them. Re-routing of buses should also be considered as part of an integrated and coordinated public transport network planning effort. See Appendix E for more details.

R6. The Histon Road LLF requests the City Deal Board to relinquish the proposal for destructive carriageway expansion to create a bus lane along Histon Road and instead to explore other solutions to public transport delays, such as on board smart ticketing and multi-door buses. Any proposal for public transport priority taken forward must also include safe and usable provisions for people walking and cycling along and across Histon Road.

Compulsory Purchase Orders

A strong view emerged from the Histon Road LLF workshops that compulsory purchase of gardens was unacceptable, and that the requirement for safe cycling and walking provision was crucial and yet incompatible with a bus lane within the existing highway boundaries.

R7. The Histon Road LLF requests the City Deal Board not to use compulsory purchase orders to acquire gardens.

Recommended response:

Accept the resolution in regard to undertaking future design work/modelling to better understand the impact of reducing the bus lane length from that shown in the 'Do Maximum' proposal.

Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary.

Officers need to fully evaluate the impact that this will have on bus priority and whether or not alternative measures can be implemented to help enhance bus journey time reliability.

Recommended response:

	<p>Accept the resolution in regard to undertaking future design work/modelling to better understand the impact of reducing the bus lane length from that shown in the 'Do Maximum' proposal. Also to review alternative measures to prioritise buses movement over other road traffic.</p>
<p>Cycle Lanes and Footways</p> <p>A key objective of the Histon Road scheme is to make provision for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible (Objectives 2 and 5). Histon Road is a heavily travelled route with over 250 people per hour cycling into the city at peak times in the morning. Increased safety is a priority. Any measures taken must be attractive both to existing and new cyclists so that people choose to use the protected lanes, which should take account of larger-sized cycles (including box cycles and mobility scooters) and which allow persons of all ages and abilities safely to use these facilities. It is a shortcoming of the City Deal's proposed 'Do Maximum' scheme that it contains designs that require people cycling to place themselves in dangerous positions adjacent to large and heavy motor vehicles.</p> <p>R8: The Histon Road LLF requests the City Deal Board to incorporate protected provision for both walking and cycling into all of their designs for road segments and junctions. Such protection can be provided by separation in space (e.g. by physical separation such as trees within a verge), time (e.g. traffic signal phasing that prevents conflicting movements while remaining respectful to people walking and cycling), or priority (e.g. Copenhagen crossings). At minor road junctions, cycle lanes and footways should be continuous and have priority. The Histon Road LLF understands that in many cases the space within the highway boundary is too constrained to produce ideal designs and therefore trade-offs must be made. Some examples of trade-offs are: tarmac vs landscaping and on-street parking vs safer cycle lanes.</p>	<p>The scheme should aim to segregate cyclists from traffic where possible within the constraints of highway width and should thus aim to make provision for safer and more convenient routes for cycling and walking.</p> <p>The scheme design should also seek to redesign all minor side road junctions to provide as much priority for walking and cycling movements as possible and to enhance their safety. The suggested 'Copenhagen' style design would be a good starting point upon which to base future design work.</p> <p>Recommended response: Support the resolution</p>
<p>Parking between Rackham Close and Victoria Road Junction</p>	

<p>The Histon Road LLF workshops were concerned about the effect of removing all parking between Rackham Close and the HHVCM junction on businesses and those who are dependent on carers, particularly given the doubts about alternative provision. There was also concern about the safety hazards that parked cars present to people cycling along Histon Road and people crossing the street (Objective 7). The local survey by WSP/Parsons Brinckerhoff of alternative parking near Histon Road, quoted in support of the 'Do Maximum' scheme, does not accord with knowledge of local residents. See Appendix F for details of our local survey of existing parking provision on Histon Road.</p> <p>R9. The Histon Road LLF does not support removal of parking on Histon Road southwest between Rackham Close and the HHVCM junction, without the guarantee of suitable alternative parking elsewhere. The Histon Road LLF therefore requests the City Deal Board, before making any decisions about parking: (a) to instruct officers to carry out a current parking survey to discover the information listed in the preamble above. (b) to commission an environmental report on the likely effects that removal of parking will have in terms of noise, vibration and air quality for residents on the west side of Histon Road. (c) to support the introduction of extended parking controls throughout the city.</p>	<p>Removing parking along Histon Road would create more opportunities to balance the conflicting needs for highway space. Alternative spaces would need to be provided to cater for any residential properties without off-street parking.</p> <p>The favoured location to provide alternative spaces would be in neighbouring side roads as providing residents' parking spaces on the main road would conflict with the continuity of other design elements given highway space constraints. This could be linked with measures to prioritise parking in side roads for local needs and to prohibit long stay and commuter parking.</p> <p>The design process will also consider the scope for providing 'servicing' areas along the route to cater for deliveries but on some sections this will be difficult without compromising the continuity of other design elements.</p> <p>Recommended response: Support the requirement for a further parking survey, the methodology of which to be fully agreed with the Histon Road LLF in advance.</p> <p>Further evaluate options to accommodate short term parking for businesses along this section of Histon Road and well as options for the relocation of residential parking to side roads, having reviewed the results of the parking survey.</p>
<p>Trees Under Preservation Orders and the Rows of Trees, Hedges and Grass Verges</p> <p>The streetscape with trees provides a sense of place, aesthetic interest, better air, better drainage, and lower flood risk. Mature trees take years to replace if destroyed. They have considerable amenity value throughout the seasons. There is room for cycling and walking provision without the need to remove trees or acquire gardens if the controversial bus lanes of dubious value are omitted (Objectives 5 and 7).</p> <p>R10. The Histon Road LLF requests the City Deal Board to preserve existing roadside trees, particularly trees with preservation orders,</p>	<p>The Executive Board has previously indicated its expectation that the scheme design would include bus lanes to achieve priority for bus movements</p> <p>Given the space constraints on certain sections of Histon road between Gilbert road and Kings Hedges road, it will not be possible to include bus lane along the whole length of this route without expanding the highway boundary, removing trees, encroaching on space needed to provide safer cycling facilities.</p> <p>Officers need to fully evaluate the impact that this will have on bus priority and whether</p>

hedges, grass verges and gardens on Histon Road and to avoid irrevocable loss of environmental amenities. Any tree or hedge along Histon Road that has to be removed for any reason must be replaced with a mature tree or hedge.

or not alternative measures can be implemented to help enhance bus journey time reliability.

It should be noted that in respect to private residential garden plants and hedges, which over time have encroached over and into the highway boundary, will likely need to be cut back to the highway boundary to enable the delivery of any scheme along Histon Road, due to the narrowness of the road.

Recommended response:

Support the principals set out in this resolution subject to further analysis on the impact on bus priority and scheme delivery.

Traffic Reduction Measures

The Histon Road LLF supports the traffic reduction measures already under consideration, e.g. workplace parking levy, extended parking controls across the city and added Park & Ride capacity. We would encourage an even greater weighting of attention on overall traffic reduction rather than hard engineering solutions.

The GCP has undertaken a city wide ANPR study that will allow origin and destination data to be evaluated.

The GCP is looking at provision of Park & Ride sites.

The GCP's 8-point plan being developed to tackle congestion in Cambridge includes proposals to tackle commuter parking.

Congestion on Histon Road and journey times for buses would be considerably reduced, and bus patronage thereby increased (objective 6), if there were fewer cars using the road. Effective measures to achieve this need to be based on knowledge of the starting point and final destination of car users.

As part of this work the opportunity could be taken to develop wider parking controls in the neighbouring areas to remove commuter parking and introduce further residents parking schemes as envisaged in the GCP's 8-point plan.

Increased use of public transport is not simply a matter of reduced journey times for buses on Histon Road, even if that could be achieved. Passengers have to be able to get to bus stops by walking or cycling, or by driving to Park & Ride facilities, and the onward connections to their destination have to be readily available and quick. All bus services need to be frequent and usable. Bus services must operate during the evenings.

Recommended response:

Note the resolutions and consider in the context of the City Access study

R11. The Histon Road LLF requests the City Deal Board to rebalance its approach in favour of proposed traffic reduction measures that will

produce great benefits for walking, cycling and public transport without controversial carriageway expansion that will have a negative impact on the environment and character of the locality. We request the City Deal Board to work in partnership with the County Council to promote traffic reduction along Histon Road. This could include:

(a) instructing the necessary officers to determine the origin and destination of existing car users travelling on Histon Road;

(b) prioritising the identification of a suitable Park & Ride site some distance away from the Histon Road/A14

junction (and also possibly another near the Girton interchange) to relieve pressure on Histon Road, and

also allocating funds for purchase and construction of the facilities;

(c) supporting the proposal from Oakington Parish Council on the consultation on Rural Transport Hubs

dated December 13th, 2016, regarding a bus hub location where the proposed busway intersects with Station

Road in Oakington;

(d) placing greater emphasis on broader schemes to reduce incoming traffic, e.g. workplace parking levy, extended parking controls on residential streets, encouraging schools and employers to provide transport from pickup points, etc.

Continuity Across the A14 Junction

The Histon Road scheme currently ends with its northern boundary just south of the King's Hedges Road junction. It is an advantage to all modes of transport for the City Deal scheme to join up with existing provisions at the A14 roundabout.

R12. The Histon Road LLF requests the City Deal Board to expand the scope of the project further north along the B1049 as far as the A14 roundabout to ensure continuous provision for all forms of transport.

Recommended response:

Support the resolution to expand the scope of the project further north along the B1049 as far as the A14 roundabout

5th Apr 2017

Resolutions for the City Deal Assembly and Board from the Histon Road Local Liaison Forum

Histon Road/B1049 is an important main B-road connecting Cambridge with outlying towns and villages. It also has a junction with the A14/Northern Bypass, although the scope of the City Deal project ends to the south of the A14 junction. Histon Road is also part of a local community, with housing, shops and schools.

The following abbreviations are used throughout this document:

HRARA Histon Road Area Residents' Association

BenRA Benson Area Residents' Association

Camcycle Cambridge Cycling Campaign

HHVCM Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant

1 Main Junctions: General Principles

Most collisions occur at junctions, and they are a major bottleneck for the movement of people walking, cycling, driving, or riding public transport. Junction redesign offers the greatest opportunity for improving safety and public transport efficiency. The Histon Road LLF workshops revealed a strong consensus that the prime focus should be on improving the major junctions. All have sufficient space within the highway boundaries to contain significant safety and priority improvements for people walking and cycling as well as smart measures to prioritise public transport, meeting project objectives 1, 2, 3, 4, 5 and 6 (objectives are listed in Appendix A).

The *'Do Everything'* and the Alternative Junction Designs created by the Histon Road Area Residents' Association, Benson Area Residents' Association and Camcycle (HRARA, BenRA and Camcycle designs) are outlined in Appendices B, C and D. They take into account the aims and objectives of the City Deal by prioritising walking, cycling, public transport and good landscape design in a manner that has attracted widespread support from the Histon Road LLF workshops.

We would be pleased to meet the relevant design engineers to discuss the junctions in more detail.

Resolution 1

The Histon Road LLF requests the City Deal Board to instruct officers to prioritise junction redesign and to develop the proposals of the *'Do Everything'* and HRARA, BenRA and Camcycle Alternative Junction Designs.

2 Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)

Although treated as a three way junction in the *'Do Maximum'* proposal by the City Deal, it is part of a much larger 5-way junction including Castle Street and Mount Pleasant. Existing conditions at this junction are unsatisfactory for all users including buses. The poor coordination of the traffic signals causes major back-ups and is the main contributor

to peak hour congestion along Histon Road. There are neither safe cycle lanes nor safe provision for cyclists to cross the vehicular traffic flow. There is inadequate provision for pedestrians to cross the streets or even to walk along some pavements.

The *'Do Everything'* proposal for a well coordinated 5 way HHVCM junction, as shown in Appendix B, has been developed as suggested by the City Deal Board as an alternative to both the current situation and the *'Do Maximum'* proposal. It provides both safe vehicular flows and separated safe pedestrian and cycling paths, with pedestrian and cycle crossings, coordinated with vehicular traffic flow, satisfying project objectives 1, 2, 3, 4 and 6.

In addition turning restrictions are optional but are not an essential feature. At the Histon Road LLF workshops there was strong support for the *'Do Everything'* scheme.

Thus this proposal eases one of the most severe bottlenecks in North Cambridge, improving safety and the flow of public transport buses (objectives 1, 3, 4 and 6). It does not necessarily include turning restrictions that would increase traffic congestion elsewhere but allows for their introduction if proven necessary (see Resolution 5), fulfilling objectives 4 and 7.

It is important to note that none of the proposed schemes includes any bus lanes within the junction. Thus the design of this 5-way junction is independent of any debate about bus lanes.

We would be pleased to meet the relevant design engineers to discuss *'Do Everything'* in more detail.

Resolution 2

The Histon Road LLF requests the City Deal Board to expand the scope of the work on Victoria Road junction to encompass the 5-way junction of Histon Road, Victoria Road, Huntingdon Road, Castle Street and Mount Pleasant along with a fully-integrated plan for its redesign, eventual reconstruction, and efficient management (e.g. signal programming). We request the City Deal Board to instruct the officers to develop the *'Do Everything'* design, as the alternative option to the *'Do Maximum'* proposal requested by the City Deal Board on the 9th of June 2016.

3 Junction: Gilbert Road / Histon Road

The Gilbert Road/Warwick Road/Histon Road Junction is important for access to Mayfield Primary School and Chesterton Community College. Any design should include trees, verges and incorporate segregation of pedestrians and cyclists from motor traffic (objectives 2, 5 and 7). The HRARA, BenRA and Camcycle design (see Appendix C) achieves these aims.

We would be pleased to meet the relevant design engineers to discuss Gilbert Road junction in more detail.

Resolution 3

The Histon Road LLF requests the City Deal Board to instruct the officers to take forward the HRARA, BenRA and Camcycle design (Appendix C) to the next stage because, in addition to achieving the objectives of the City Deal, it addresses safety for all people, particularly schoolchildren, unlike the *'Do Maximum'* proposal.

4 Junction: Darwin Green Spine Road / King’s Hedges Road / Histon Road

An integrated design for the Northern section of Histon Road is needed for the area that contains the two junctions of the Darwin Green Spine Road and the King’s Hedges Road, as shown in the HRARA, BenRA and Camcycle design (Appendix D) that includes a new bus-only roadway link direct from King’s Hedges Road Junction to Darwin Green as discussed at the City Deal Board meeting on 9 June 2016. This should be considered further as it will relieve bus pressure on Histon Road (meets all objectives).

The Western Orbital between Madingley Park & Ride, Northwest Cambridge, Darwin Green and the Science Park has secured S106 agreements. The connection to this approved link will be assessed further (reference: City Deal Executive Board 8th December 2016). As the Western Orbital schemes are in Tranche 2 it would be financially prudent to pause the Histon Road bus, cycling and pedestrian improvements to Histon Road north of Gilbert Road until Tranche 2 to allow the development of a scheme for the Western Orbital and northern section of Histon Road.

We would be pleased to meet the relevant design engineers to discuss both King’s Hedges Road and Darwin Green spine road junctions in more detail.

Resolution 4

The Histon Road LLF requests the City Deal Board to consider adopting a comprehensive scheme for the junctions of Histon Road with the Darwin Green spine road and King’s Hedges Road in coordination with the Western Orbital, with traffic signal priority for public transport. We request the board to consider the HRARA, BenRA and Camcycle design shown in Appendix D.

The Histon Road LLF understands that the final design of these junctions may not precisely match that of Appendix D, but we request the City Deal Board to ensure that the design taken forward includes public transport signal priority, and safe and convenient walking and cycling provision in the style shown in Appendix D: having landscaping with trees and verges to protect people walking and cycling from motor vehicles, and utilising junction designs that are straightforward and respectful to people walking and cycling (unlike the present day conditions).

5 Displaced Traffic and “Rat-Running”

The 3-way Histon/Huntingdon/Victoria Road junction shown in the proposed ‘*Do Maximum*’ scheme contains four major turning restrictions that would apply at all times of day and night; ie. from Histon Road to Victoria Road, from Victoria Road to Histon Road, from Castle Street to Victoria Road, and from Huntingdon Road towards Victoria Road.

Turning restrictions will lead to increased congestion elsewhere in the City as a result of vehicles forced to take more circuitous routes (e.g. on Castle St/Northampton St/Chesterton Rd; Gilbert Rd/Stretten Avenue; Akeman St/Stretten Avenue). Additionally, there is an existing problem of “rat running” through residential side roads off Histon Road where additional motor traffic is inappropriate (eg. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way). This would worsen with restrictions on traffic flow at the junction(s).

The Histon Road LLF workshops were strongly against turning restrictions unless it can be demonstrated that there are major benefits, such as reduced congestion and significant savings in bus journey times. If deployed, the turning restrictions should be limited to peak hours. Applying turning restrictions away from peak hours is unnecessary and creates problems rather than alleviating them, since there are no delays nor congestion except in peak hours (Objective 7). Experimental traffic regulation orders offer a relatively easy and low-cost mechanism for testing these ideas, and physical changes can be as simple as signage.

Resolution 5

The Histon Road LLF requests the City Deal Board to put forward a design for the 5-way HHVCM junction that does not contain permanent turning restrictions, but instead is flexible enough to allow time-limited or experimental measures (e.g. experimental traffic regulation orders and signs) that can easily be reversed as shown in the ‘Do Everything’ proposal. We request the City Deal Board to include measures to monitor and mitigate “rat running” on affected residential streets, e.g. Canterbury/Benson St, Windsor/Oxford Rd, Roseford Rd/St Albans Rd, Roseford Rd/Perse Way and Stretten Avenue.

6 Public Transport and Bus Lanes

The Histon Road LLF supports the City Deal Transport vision of making it easier to travel into, out of and around Cambridge and South Cambridgeshire by public transport, cycle and on foot. We question whether provision of dedicated bus lanes in either direction along Histon Road is an effective way of achieving this. Even the ‘Do Maximum’ scheme proposes a bus lane for the incoming direction only. Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were regarded as unacceptable at the Histon Road LLF workshops. A bus lane would have an adverse impact on the neighbourhood, contrary to objective 7.

A clear view emerged from the Histon Road LLF workshops that the disadvantages of the proposed bus lane far outweigh any advantages it may have. For example, traffic modelling as reported in the interim options report shows that savings in bus times would be a maximum of only 1 to 4 minutes during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times would be expected if the much less costly option of smart onboard ticketing were to replace the majority of cash payments. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops rather than expensive bus lanes involving irreversible major engineering works of doubtful benefit. (Objectives 1, 2, 6 and 7).

Bus priority measures must include properly built bus stops (to allow step-free boarding and multi-door buses) and safe crossings for people to access them. Re-routing of buses should also be considered as part of an integrated and coordinated public transport network planning effort.

See Appendix E for more details.

Resolution 6

The Histon Road LLF requests the City Deal Board to relinquish the proposal for destructive carriageway expansion to create a bus lane along Histon Road and instead to explore other solutions to public transport delays, such as onboard smart ticketing and multi-door buses. Any proposal for public transport priority taken forward must also include safe and usable provisions for people walking and cycling along and across Histon Road.

7 Compulsory Purchase Orders

A strong view emerged from the Histon Road LLF workshops that compulsory purchase of gardens was unacceptable, and that the requirement for safe cycling and walking provision was crucial and yet incompatible with a bus lane within the existing highway boundaries.

Resolution 7

The Histon Road LLF requests the City Deal Board not to use compulsory purchase orders to acquire gardens.

8 Cycle Lanes and Footways

A key objective of the Histon Road scheme is to make provision for safer and more convenient routes for cycling and walking, segregated from general traffic where practical and possible (Objectives 2 and 5).

Histon Road is a heavily travelled route with over 250 people per hour cycling into the city at peak times in the morning. Increased safety is a priority. Any measures taken must be attractive both to existing and new cyclists so that people choose to use the protected lanes, which should take account of larger-sized cycles (including box cycles and mobility scooters) and which allow persons of all ages and abilities safely to use these facilities. It is a shortcoming of the City Deal's proposed '*Do Maximum*' scheme that it contains designs that require people cycling to place themselves in dangerous positions adjacent to large and heavy motor vehicles.

Resolution 8

The Histon Road LLF requests the City Deal Board to incorporate protected provision for both walking and cycling into all of their designs for road segments and junctions. Such protection can be provided by separation in space (e.g. by physical separation such as trees within a verge), time (e.g. traffic signal phasing that prevents conflicting movements while remaining respectful to people walking and cycling), or priority (e.g. Copenhagen crossings). At minor road junctions, cycle lanes and footways should be continuous and have priority. The Histon Road LLF understands that in many cases the space within the highway boundary is too constrained to produce ideal designs and therefore trade-offs must be made. Some examples of trade-offs are: tarmac vs landscaping and on-street parking vs safer cycle lanes.

9 Parking between Rackham Close and Victoria Road Junction

The Histon Road LLF workshops were concerned about the effect of removing all parking between Rackham Close and the HHVCM junction on businesses and those who are dependent on carers, particularly given the doubts about alternative provision. There was also concern about the safety hazards that parked cars present to people cycling along Histon Road and people crossing the street (Objective 7).

The local survey by WSP/Parsons Brinckerhoff of alternative parking near Histon Road, quoted in support of the '*Do Maximum*' scheme, does not accord with knowledge of local residents. See Appendix F for details of our local survey of existing parking provision on Histon Road.

A current parking survey is needed to find out: the amount of parking required by Histon Road residents and businesses; at what times of day and night throughout the week; how much of this needs to be on Histon Road for access reasons (eg. disabled, carers, deliveries); how much alternative parking, not on the carriageway of Histon Road itself, is available nearby at the required locations and times.

Histon Road residents are also concerned that the removal of parking will result in an increase in noise and vibration, and loss of air quality (Objective 5).

Resolution 9

The Histon Road LLF does not support removal of parking on Histon Road southwest between Rackham Close and the HHVCM junction, without the guarantee of suitable alternative parking elsewhere. The Histon Road LLF therefore requests the City Deal Board, before making any decisions about parking:

- (a) to instruct officers to carry out a current parking survey to discover the information listed in the preamble above.
- (b) to commission an environmental report on the likely effects that removal of parking will have in terms of noise, vibration and air quality for residents on the west side of Histon Road.
- (c) to support the introduction of extended parking controls throughout the city.

10 Trees Under Preservation Orders and the Rows of Trees, Hedges and Grass Verges

The streetscape with trees provides a sense of place, aesthetic interest, better air, better drainage, and lower flood risk. Mature trees take years to replace if destroyed. They have considerable amenity value throughout the seasons. There is room for cycling and walking provision without the need to remove trees or acquire gardens if the controversial bus lanes of dubious value are omitted (Objectives 5 and 7).

Resolution 10

The Histon Road LLF requests the City Deal Board to preserve existing roadside trees, particularly trees with preservation orders, hedges, grass verges and gardens on Histon Road and to avoid irrevocable loss of environmental amenities. Any tree or hedge along Histon Road that has to be removed for any reason must be replaced with a mature tree or hedge.

11 Traffic Reduction Measures

The Histon Road LLF supports the traffic reduction measures already under consideration, e.g. workplace parking levy, extended parking controls across the city and added Park & Ride capacity. We would encourage an even greater weighting of attention on overall traffic reduction rather than hard engineering solutions.

Congestion on Histon Road and journey times for buses would be considerably reduced, and bus patronage thereby increased (objective 6), if there were fewer cars using the road. Effective measures to achieve this need to be based on knowledge of the starting point and final destination of car users.

Increased use of public transport is not simply a matter of reduced journey times for buses on Histon Road, even if that could be achieved. Passengers have to be able to get to bus stops by walking or cycling, or by driving to Park & Ride facilities, and the onward connections to their destination have to be readily available and quick. All bus services need to be frequent and usable. Bus services must operate during the evenings.

Resolution 11

The Histon Road LLF requests the City Deal Board to rebalance its approach in favour of proposed traffic reduction measures that will produce great benefits for walking, cycling and public transport without controversial carriageway expansion that will have a negative impact on the environment and character of the locality.

We request the City Deal Board to work in partnership with the County Council to promote traffic reduction along Histon Road. This could include:

- (a) instructing the necessary officers to determine the origin and destination of existing car users travelling on Histon Road;**
- (b) prioritising the identification of a suitable Park & Ride site some distance away from the Histon Road/A14 junction (and also possibly another near the Girton interchange) to relieve pressure on Histon Road, and also allocating funds for purchase and construction of the facilities;**
- (c) supporting the proposal from Oakington Parish Council on the consultation on Rural Transport Hubs dated December 13th, 2016, regarding a bus hub location where the guided busway intersects with Station Road in Oakington;**
- (d) placing greater emphasis on broader schemes to reduce incoming traffic, e.g. workplace parking levy, extended parking controls on residential streets, encouraging schools and employers to provide transport from pickup points, etc.**

12 Continuity Across the A14 Junction

The Histon Road scheme currently ends with its northern boundary just south of the King's Hedges Road junction. It is an advantage to all modes of transport for the City Deal scheme to join up with existing provisions at the A14 roundabout.

Resolution 12

The Histon Road LLF requests the City Deal Board to expand the scope of the project further north along the B1049 as far as the A14 roundabout to ensure continuous provision for all forms of transport.

Appendices

A Project Objectives

As provided by WSP/Parsons Brinckerhoff, tabled at the Histon Road LLF Resolutions Workshop on the 9th January 2017.

1. To provide comprehensive priority for buses in both directions along Histon Road where practicable (We take this to mean reducing journey time and increasing reliability and use of public transport);
2. To make provision for cyclists along Histon Road, which is segregated from buses and general traffic wherever practicable;
3. To enable additional capacity for sustainable trips to employment/education sites;
4. To generate options capable of maintaining traffic levels at today's levels in Cambridge;
5. To consider the potential for enhancing the environment, streetscape and air quality in this corridor;
6. To enable an increase in bus patronage and new services;
7. To assess the impacts on existing residents and highway capacity for each option.

B Junction: Histon Road / Huntingdon Road / Victoria Road / Castle Street / Mount Pleasant (HHVCM)

Proposed Design for a 5-way Protected Junction at Histon Rd/Victoria Rd/Huntingdon Rd/Castle St/Mount Pleasant

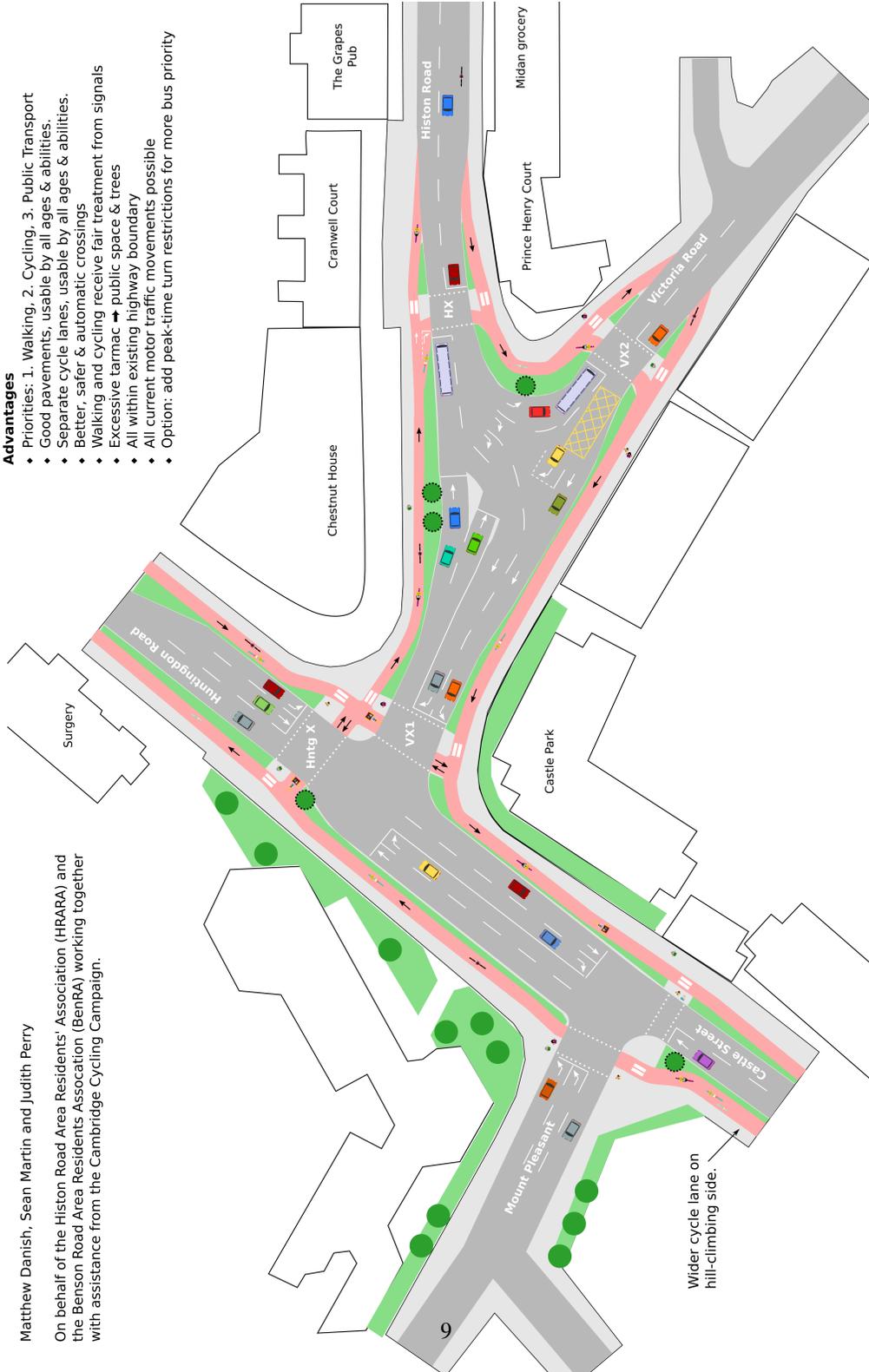
Matthew Danish, Sean Martin and Judith Perry

On behalf of the Histon Road Area Residents' Association (HRARA) and the Benson Road Area Residents Association (BenRA) working together with assistance from the Cambridge Cycling Campaign.

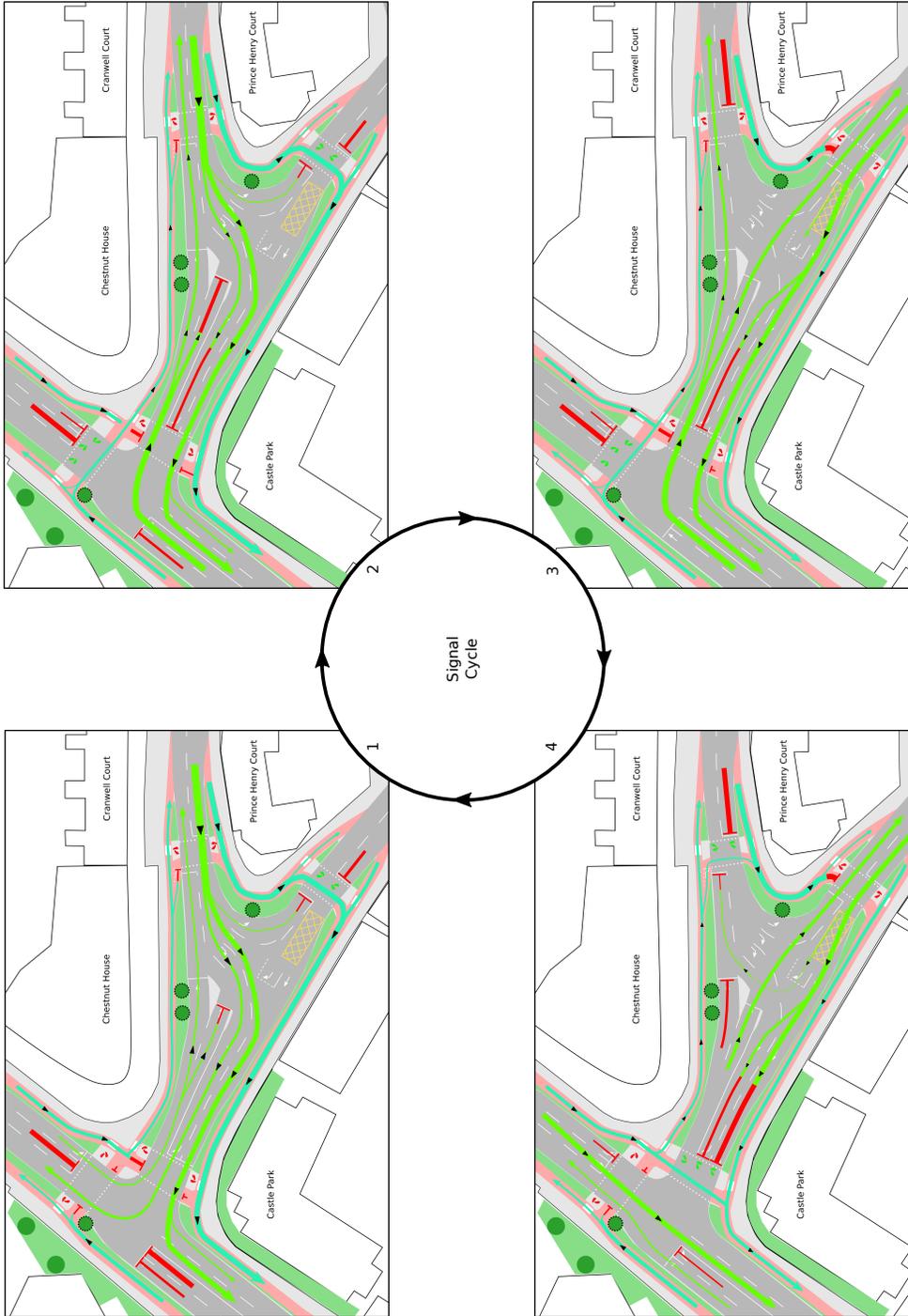
The "Do Everything" scheme

Advantages

- Priorities: 1. Walking, 2. Cycling, 3. Public Transport
- Good pavements, usable by all ages & abilities.
- Separate cycle lanes, usable by all ages & abilities.
- Better, safer & automatic crossings
- Walking and cycling receive fair treatment from signals
- Excessive tarmac → public space & trees
- All within existing highway boundary
- All current motor traffic movements possible
- Option: add peak-time turn restrictions for more bus priority



Sample coordinated 2-junction signal programming cycle for morning peak-time



Width of line shows approximate morning peak flow of motor vehicles and cycles.

‘Do Everything’ at the HHVCM Junction

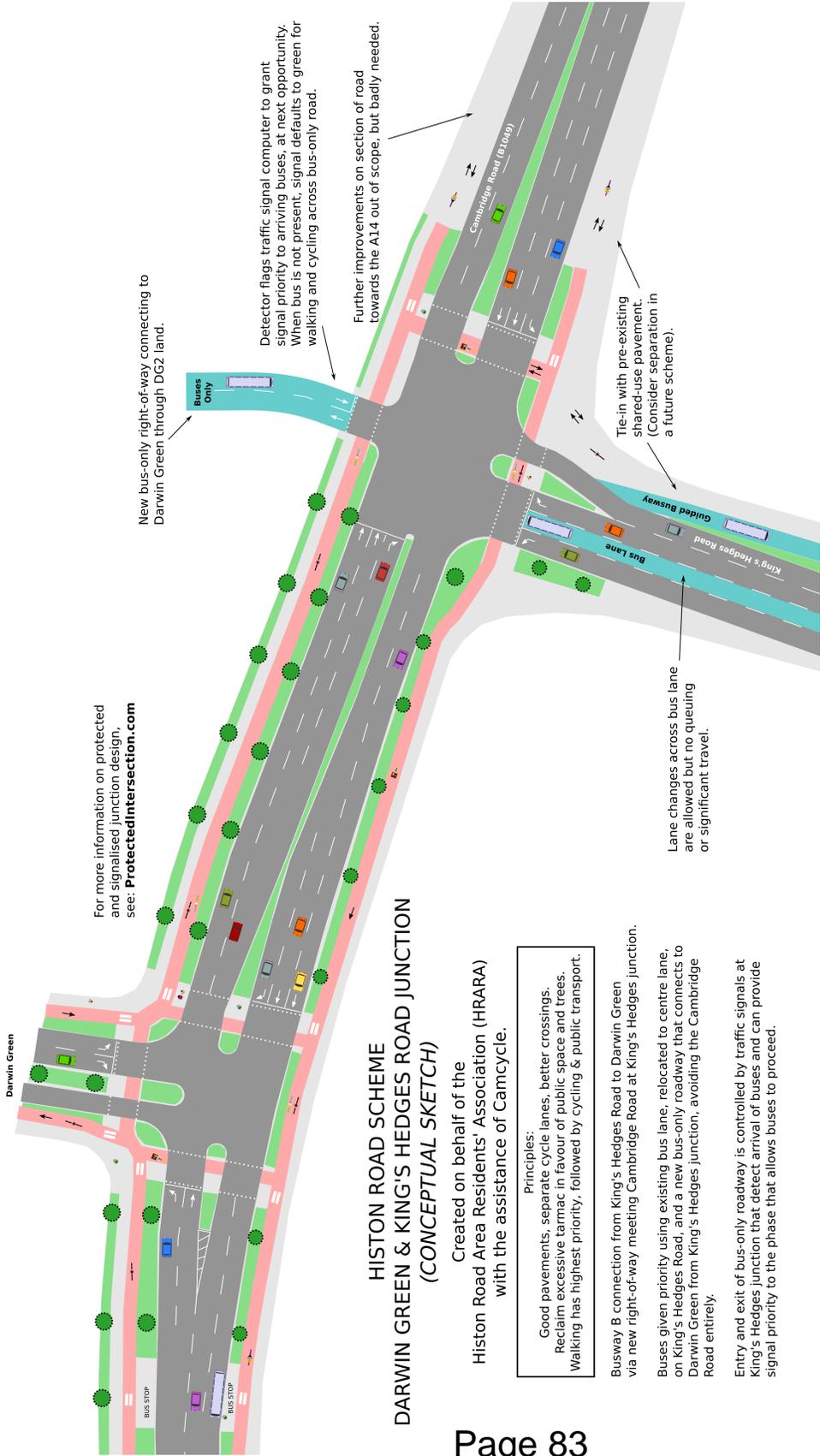
Whatever happens to the City Deal in the wider context this junction will remain vital to control traffic flow into and out of Cambridge along Histon Road, which is an important B road connecting Cambridge with outlying villages. It is also the centre of a local community with shops and a school serving that community.

- The design must be robust and flexible for the future.
- The design must be safe and fair for pedestrians, cyclists, buses and other vehicular traffic. Design should stay within the current highway boundaries.

Advantages of proposal:

- Pedestrians & Cyclists:
 - Pedestrians and cyclists are separate and protected from motor traffic
 - Safe, convenient pedestrian and cycle routes and road traffic crossings
 - Crossings of roadways at vehicular traffic lights and coordinated with the lights
 - Light sequencing happens automatically
 - Waiting times are short and predictable so that pedestrians & cyclists have sufficient time to cross the roadway safely and will be encouraged to obey the red lights.
 - Pedestrian and cycle lanes are comfortable at approximately 2 metres wide or better.
- Buses
 - Sequencing of lights prevents blockages of Histon Road into the city ensuring that buses make progress on every signal cycle.
 - Can optionally add peak-time bus-only restrictions as needed: Victoria Road to Histon Road, Histon Road to Victoria Road, or Huntingdon Road to Victoria Road
 - Bus drivers can safely make turns unimpeded by pedestrians or cyclists who are on separate paths and conflicting movements are protected by traffic signals coordinated with the motor traffic.
- Cars, Vans, HGVs
 - Allows all turns at most times giving access by vehicles to their goals without forcing rat running.
 - Better timing of lights and sequencing of flows reduces pressure to rat run.

D Junction: Darwin Green Spine Road / King's Hedges Road / Histon Road



For more information on protected and signalised junction design, see: ProtectedIntersection.com

New bus-only right-of-way connecting to Darwin Green through DG2 land.

Detector flags traffic signal computer to grant signal priority to arriving buses, at next opportunity. When bus is not present, signal defaults to green for walking and cycling across bus-only road.

Further improvements on section of road towards the A14 out of scope, but badly needed.

Tie-in with pre-existing shared-use pavement. (Consider separation in a future scheme).

Lane changes across bus lane are allowed but no queuing or significant travel.

HISTON ROAD SCHEME DARWIN GREEN & KING'S HEDGES ROAD JUNCTION (CONCEPTUAL SKETCH)

Created on behalf of the
Histon Road Area Residents' Association (HRARA)
with the assistance of Camcycle.

- Principles:
- Good pavements, separate cycle lanes, better crossings.
 - Reclaim excessive tarmac in favour of public space and trees.
 - Walking has highest priority, followed by cycling & public transport.

Busway B connection from King's Hedges Road to Darwin Green via new right-of-way meeting Cambridge Road at King's Hedges Junction.

Buses given priority using existing bus lane, relocated to centre lane, on King's Hedges Road, and a new bus-only roadway that connects to Darwin Green from King's Hedges junction, avoiding the Cambridge Road entirely.

Entry and exit of bus-only roadway is controlled by traffic signals at King's Hedges junction that detect arrival of buses and can provide signal priority to the phase that allows buses to proceed.

E Discussion of Proposed Bus Lanes: Advantages, Disadvantages, and Alternatives

- (a) Since much of Histon Road is narrow, a bus lane would involve compulsory purchase of land from private gardens and removal of trees; both of these possibilities were, at Histon Road LLF workshops, regarded as unacceptable.
- (b) Traffic modelling as stated in the interim options report shows that savings in bus times would be a maximum of only 1-4 mins during the morning peak; outbound journey times would be increased during the evening peak. Equivalent or even greater savings at both peak times could be expected if the much less costly option of on-board smart ticketing through multiple doors were to replace the majority of cash payments; passengers would soon learn the benefits of savings in time and money. Some reduction in number of bus stops would also speed up journeys. Such alternative measures were strongly favoured in the Histon Road LLF workshops, rather than expensive bus lanes involving major engineering works of doubtful benefit.
- (c) Implementation of all-door boarding through multiple doors with integrated smart ticketing has been widely implemented in bus services throughout the world; for example in Seattle they have reported an improvement of 20% in bus journey times from these measures alone. If the Greater Cambridge City Deal adopted this mission to make the necessary political and organisational changes that would lead to the provision of this type of integrated ticketing system across the network and better-designed bus vehicles, then the benefits would accrue to all public transport riders throughout the region.
- (d) The major source of peak time congestion on Histon Road is the 5-way HHVCM junction; we believe that the effect on traffic of the redesign of this junction should be studied and analysed before any decisions about bus lanes anywhere on Histon Road are taken. In any case, no bus lanes are being proposed at this junction, nor is there space for them to be considered, so bus lanes elsewhere will not help relieve the congestion at its source.
- (e) Furthermore, any decisions regarding bus lanes on any part of Histon Road should be postponed until a holistic and strategic view is developed linking the Histon Road scheme with other proposals for Cambridge such as the Western Orbital, some of which are in Tranche 2. Important proposals affecting Histon Road traffic include the busway link from the King's Hedges Road junction to Darwin Green envisaged at the City Deal Board meeting on 9 June 2016, which would reduce the need for additional bus capacity on Histon Road itself. The effect of the link between Madingley Park & Ride, North West Cambridge, Darwin Green and the Science Park which has secured S106 agreements, should be evaluated before further decisions are made.
- (f) For example, it is possible that the Western Orbital, combined with upcoming changes in Darwin Green, will obviate the existing routing of the Busway B service down Histon Road and instead allow it to be placed on a more direct route via Darwin Green. One way that could happen would be possible after the Western Orbital begins to serve Orchard Park with much better frequencies and connections than are provided today by the Busway B. Currently, the Busway B goes out of its way to serve Orchard Park, taking a dogleg about 1.2 km to the east of Histon Road before returning. Once the Western Orbital begins operation, the existing Busway B route will be overlapping with the Orchard Park section of the Western Orbital. At that point then it may be much more sensible for the Busway B route to be re-routed along a straighter route through Girton or Histon in place of the existing dogleg around Orchard Park. This proposed re-route would make the Busway B route much more direct and attractive, it would avoid duplicating Western Orbital service, and it could potentially provide service to underserved village areas. This way the Busway B and the Western Orbital would still have a connection point, in the vicinity of Darwin Green, and would form part of a network of routes providing better service to a wider area.

While this type of re-routing is outside the remit of the Histon Road LLF, it could have a major impact on the number of buses that use Histon Road in the future. The City Deal Board should consider looking at options like this during a wholesale review of the public transport network. The Histon Road LLF would like to ensure that

expensive and irreversible decisions about infrastructure are made in conjunction with a holistic, well-thought-out and consulted plan for the public transport network.

F Parking Survey

Our preliminary survey of Histon Road in the region between Windsor/Akeman Street junctions and the junction with Huntingdon Road/ Victoria Road shows that current parking provision on Histon Road is mostly on the west side where there is existing space for about 30 average-sized cars for Benson Street Residents' Parking, 10 cars in Pay and Display space and 9 cars in unrestricted parking. On the east side there is an unrestricted parking bay for 3 cars.

G Speed Limits and Heavy Vehicle Night Time Restrictions

Speed Limits

Between the Victoria Road and Gilbert Road junctions, Histon Road is narrow. In places, the highway is only 12 meters wide. Given the density of traffic on such a narrow road, a 20 mph speed limit would increase safety. Therefore, any future design of this section of Histon Road should fulfill all requirements necessary for the enforcement of any such 20 mph speed limit.

Heavy Vehicles

We favour the imposition of night time heavy vehicle restrictions along Histon Road in order to reduce the impact of noise and vibration on local residents.

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Report To: Greater Cambridge Partnership
Executive Board

22 November 2017

Lead Officer: Niamh Matthews – Strategic Programme and Commissioning
Manager

Quarterly progress report

Purpose

1. An update for Executive Board members on progress across the Greater Cambridge Partnership (GCP) programme.

Recommendations

2. It is recommended that the Executive Board (supporting detail in appendices 2 -5):
 - A. **Cambridge South**
Agree to make up to £1.75M contribution to the development phase of Cambridge South Station, with up to £8.25M from other national and local partners.
 - B. **Park and Ride subsidy**
Agree to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites in the GCP area, from 1st April 2018
 - C. **Girton Interchange**
Agree to commission a feasibility study into upgrading the Girton Interchange and to allocate up to £100k towards the cost of the study.
 - D. **Cambridgeshire Rail Study**
Agree to make a £50,000 contribution to a feasibility study into rail capacity in Cambridgeshire, in partnership with Network Rail, Cambridgeshire County Council, and the Combined Authority.
 - E. To agree that new financial pressures (A – D) will be built in to the budget

Officer comment on Joint Assembly recommendations and issues raised at the Joint Assembly meeting on 2nd November:

3. The Joint Assembly were supportive overall of the recommendations to the Executive Board in the progress report. There was a discussion, with no specific recommendation resulting, about agreeing to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites.

Programme finance overview (to end September 2017)

Funding type	2017/18 budget (£000)	Expenditure to date (£000)	Forecast outturn (£000)	Forecast variance (£000)	Status*		
					Previous ¹	Current	Change
Programme Budget	12,521	2,312	10,412	-2,109			↕
Operations Budget	3,662	947	3,569	-93			↕

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

4. The table above gives an overview of finance to the end of September 2017. For further information about finance see Appendix 1.

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

Housing & strategic planning

“Accelerating housing delivery and homes for all”

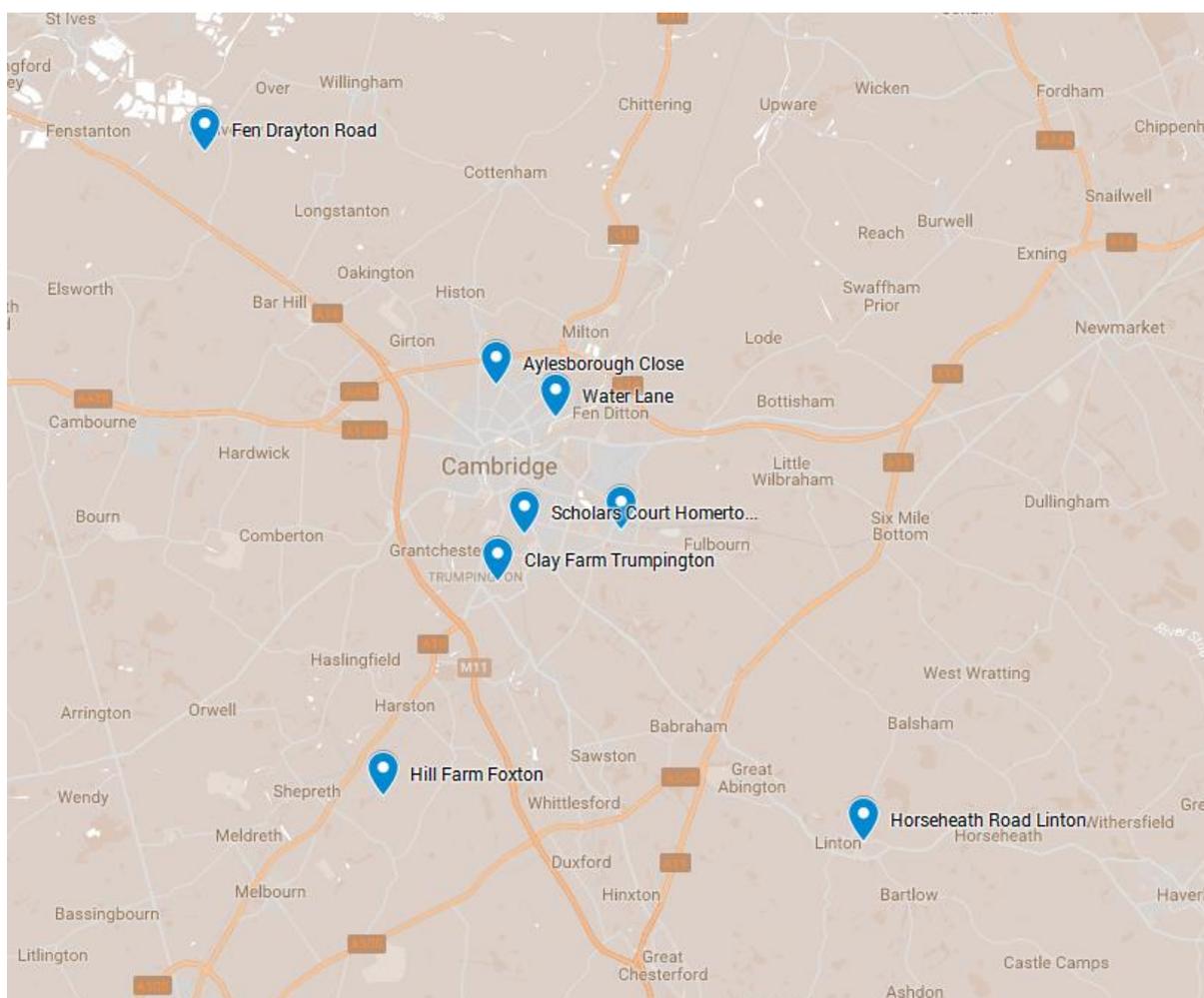
Indicator	Target	Timing	Progress/ forecast	Status		
				Previous	Current	Change
Housing Development Agency – new homes completed (2016/17)	250	2016/17	274			↔
Delivering 1,000 additional affordable homes** ²	1,000	2011-2031	923			↔

**Based on housing commitments as at 23 September 2017

5. Housing Development Agency completion locations:

Scheme	Ward / Area	Completions
Colville Road – CCC	Cherry Hinton	35
Water Lane – CCC	Chesterton	24
Aylesborough Close – CCC	Arbury	35
Clay Farm – CCC	Trumpington	46
Homerton – CCC	Queen Edith's	95
Fen Drayton Road – SCDC	Swavesey	20
Horseheath Road – SCDC	Linton	4
Hill Farm – SCDC	Foxton	15
Total New Homes		274

² On rural exception sites and 5 year land supply sites in the rural area



Delivering 1,000 additional affordable homes

6. The methodology agreed by the Executive Board for monitoring the 1,000 additional homes means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements can any affordable homes on eligible sites be counted towards this target. Based on the latest published Greater Cambridge housing trajectory (published in December 2016 in both Councils Annual Monitoring Reports), it is anticipated that in 2019-20 there will be a surplus of completions compared to the cumulative annualised requirement, and therefore any affordable homes on eligible sites anticipated to be delivered from then on can be counted. Until 2019-20, affordable homes being completed are counting towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.
7. The table above shows that it is already anticipated on the basis of known planning permissions and planning applications with a resolution to grant planning permission that 923 affordable homes on eligible sites will be delivered towards the target of 1,000 by 2031, consistent with the approach to monitoring agreed by the Executive Board. In practice this means that we already expect to be able to deliver 92% of the target on the basis of current decisions alone. However, this is shown as Amber because the projection for practical reasons is drawn only from known sites.
8. Additional sites will continue to come forward, providing additional affordable homes that will count towards this target. However, due to the nature of rural exception sites and windfall sites, these cannot be robustly forecast up to 2031. Historically there is

good evidence of rural exception sites being delivered at a rate of around 50 dwellings per year, therefore we can be confident that the target will be achieved.

Skills

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

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

September 2015- October 2017

9. We are awaiting a final evaluation from Form the Future on their work over the last 12 months. This will be reported in the February Board cycle. Form the Future have engaged and worked with over 288 employers and providers to deliver this programme. The types of events vary and where possible apprenticeships will be part of the employability events in some way but they have also delivered 70 Apprenticeship specific events to parents and young people. Apprenticeship support material have been developed and disseminated to schools and some of the CPD events and activities have had an apprenticeship focus.
10. The February Board cycle will report back to the Board the progress that Form the Future have made from August – October 2017.

Careers Champions

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

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

Training Needs Analysis

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

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

Apprenticeships

13. The total number of apprenticeships in Greater Cambridge in the 2015/16 academic year was 1,550 – an 18% increase against the 2014/15 total of 1,310. Whilst the increase cannot be solely related to GCP activity, the increase does correlate with the start of GCP's activity on skills. This growth is reflected across all levels of apprenticeship: higher, advanced and intermediate.
14. The GCP is further developing its skills strategy through the Skills Working Group work. It will report back early 2018 on its progress.

Smart Places

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

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

15. **Digital wayfinding at Cambridge Station**

Following a successful meeting of key stakeholders on 12 Oct 17, the project working group has been re-established and partners need very keen to progress this initiative rapidly. Next steps include:

- Organising a supplier day to understand the ‘art of the possible
- Reviewing similar schemes in other cities
- Reconfirming the locations for the devices in the light of Brookgate’s development plans and the possibility of a manned ticket/train information hut outside the station

16. **MotionMap travel app**

Beta testing with a small group of testers has revealed some complex data issues which are proving difficult to resolve. The planned rollout to a larger group of test users, including some of the general public, has been suspended whilst further investigations continue and options for next steps are considered in more detail.

17. **Data Audit**

An ITT has been published for the provision of an audit of transport data. The audit will set out where the data is stored and any barriers to it being used including quality of the data, ownership, accessibility and reliability. The audit is a first step in making robust data and evidence more readily available.

Transport

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

Transport delivery overview

Project	Delivery stage	Target completion date	Forecast completion date	Status			
				Previous	Current	Change	
Tranche 1 schemes							
Histon Road		Design	2022	2022			↔
Milton Road		Design	2021	2021			↔
Chisholm Trail cycle links	Phase 1	Design	2018	2019			↓
	Phase 2	Design	2020	2021			↔
Cambourne to Cambridge / A428 Corridor		Design	2024	2024			↔
City Centre Capacity Improvements ["City Centre Access Project"]		Design	TBC	TBC	N/A	N/A	N/A
A1307 Three Campuses to Cambridge		Design	2020	2020			↔
Cross-city cycle improvements	Fulbourn / Cherry Hinton Eastern Access	Construction	**2019	**2019			↔
	Hills Road / Addenbrooke's corridor	Construction	2017	2017			↔
	Links to East Cambridge & NCN11/ Fen Ditton	Construction	2018	2018			↔
	Arbury Road corridor	Construction	2018	2018			↔
	Links to Cambridge North Station & Science Park	Construction	2018	2018			↔
A10 cycle route (Shepreth to Melbourn)		Completed (summary at annex 7)					↔
2020+ scheme development							
Western Orbital		Preferred option design					
Ely to Cambridge Transport Study (formerly A10 North Study & initial works)		Options development					
Greenways		Options development					
Rural Travel Hubs		Options development					

** Previous report showed 2018 due to input error

Chisholm Trail

18. Since the last progress report was published, a contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018. This was originally due to commence in November 2017. There is a subsequent knock on effect on the completion date, which is now forecast to be February 2019 rather than mid-2018.

Transport finance overview (to end September 2017)

Project	Total Budget (£'000)	2017-18 Budget £'000	Spend to date £'000	Forecast Spend – Outturn £'000	Forecast Variance – Outturn £'000	2017-18 budget status		
						Previous	Current	Change
Histon Road bus priority	4,280	200	2	163	-37			↔
Milton Road bus priority	23,040	800	127	242	-558			↔
Chisholm Trail	8,400	2,025	231	1,525	-500			↔
Cambourne to Cambridge / A428 corridor	59,040	1,200	445	1,200	0			↔
Programme management & Early scheme development	4,950	950	168	950	0			↔
A1307 Bus Priority	39,000	1,000	51	500	-500			↔
Cross-City Cycle Improvements	8,000	3,537	1,077	3,300	-237			↔
Western Orbital	5,900	600	171	600	0			↔
Ely to Cambridge Transport Study	2,600	783	129	783	0			↔
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39			↔
City Centre Access Project	8,045	1,426	261	1,200	-226			↔
Total	163,805	12,521	2,675	10,502	-2,019			↔

19. The A10 cycle route (Shepreth to Melbourn) scheme opened in March and is slightly under overall scheme budget. The finance table shows £39k expenditure in 2017-18 against a £0 budget for this year, which is the result of delay in payment of a final bill that was expected to be finalised in 2016-17, but does not constitute an over-spend on the overall project.

Note to reader – RAG Explanations

Finance tables

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

Indicator tables

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

Project delivery tables

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

List of appendices

- (a) Appendix 1 - Financial monitoring to the end September 2017 including NHB and S106 position
- (b) Appendix 2 - Update on Cambridge South station
- (c) Appendix 3 – Park and Ride subsidy
- (d) Appendix 4 – Girton Interchange
- (e) Appendix 5 – Cambridgeshire Rail Study
- (f) Appendix 6 - Update on Greenways Projects
- (g) Appendix 7 - Update on Cambridge – Royston A10 Corridor Cycle Scheme
- (h) Appendix 8 - Executive Board forward plan of decisions

Financial monitoring to the end of September 2017**S106 position**

The GCGP Budget Model assumes S106 receipts of £44.5m. To-date, £27.2m has been agreed, although some of it depends on being matched against applicable GCP schemes, and this won't be known until the detail of the GCP schemes are finalised. The estimated residual amount of S106 (£17.3m) will come from both major Growth Site S106 contributions and the smaller site contributions to be agreed over the next few years.

New Homes Bonus position

The current GCP position on New Homes Bonus assumes the below contributions. The figures will be reflected in the updated Financial Strategy coming to the March Executive Board.

NHB	15/16	16/17	17/18	18/19	19/20
	£K	£K	£K	£K	£K
Cambridge City	1,986	3,166	2,385	2,164	2,039
South Cambs	1,683	2,633	1,570	1,215	1,272
CCC	917	1,457	1,023	756	726
TOTAL	4,586	7,256	4,978	4,135	4,037

1. Programme Budget

- 1.1 A summary of the expenditure to September 2017 against the budget for the year is set out in the table below:

Project Description	Total Budget £'000	2017-18 Budget £'000	2017-18 Expenditure to date £'000	2017-18 Forecast Spend - Outturn £'000	2017-18 Forecast Variance - Outturn £'000
Histon Road Bus Priority	4,280	200	2	163	-37
Milton Road Bus Priority	23,040	800	91	242	-558
Chisholm Trail	8,400	2,025	184	1,525	-500
Cambourne to Cambridge / A428 Corridor	59,040	1,200	412	1,200	0
Programme management & Early scheme development	4,950	950	144	950	0
A1307 Bus Priority	39,000	1,000	49	450	-550
Cross-City Cycle	8,000	3,537	928	3,300	-237

Improvements					
Western Orbital	5,900	600	155	600	0
A10 North Study & initial work	2,600	783	124	783	0
A10 cycle route (Shepreth to Melbourn)	550	0	13	39	+39
City Centre Access Project	8,045	1,426	261	1,160	-266
Total	163,805	12,521	2,312	10,412	-2,109

1.2 The explanation for variances is set out below.

1.3 Histon Road – Bus Priority

The current forecast shows that there is likely to be an underspend of £37k as the decision to complete the Milton Road project before Histon Road, has had an impact on the programme.

More detailed forecasts are expected to be available at the end of this month and it is likely that the forecast variance outturn will increase as further time will be spent on responding to Local Liaison Forum (LLF) resolutions, Board Meeting November 2017, and the next round of design work, March 2018, before moving into the more detailed design stages of the project.

1.4 Milton Road – Bus Priority

The current forecast shows that there is likely to be a shortfall of £558k in spend. This is due to further time being spent on responding to LLF resolutions, resulting in a further round of modelling and design which has affected programme timescales and impacted on the forecast variance outturn.

1.5 Chisholm Trail

The planning application for Phase One between Cambridge North station and Coldhams Lane has been approved by the JDCC (Joint Development Control Committee), and there are extensive pre commencement planning conditions to be discharged. This process took longer than expected, and based on the current 2017/18 budget, there is likely to be an underspend of £500k which would carry into 2018/19.

A contractor, Carillion Tarmac, has been appointed to work alongside the project team to consider matters of buildability, programme and efficiency. Following the completion of the detailed design, the contractor will be asked to reprice the project, and subject to a satisfactory outcome, will be awarded the contract, and construction work will begin on Phase 1 – currently planned for Spring 2018.

1.6 Cambourne to Cambridge / A428 Corridor

The current forecast shows that expenditure for this project is expected to fall within budget for 2017/18.

There has been further instruction to undertake additional analysis on route options and Park & Ride locations arising from concerns expressed at the Local Liaison Forum.

As predicted, there has been an upward trend in spend as the project continues to evolve.

1.7 Programme management & early scheme development

The development of the Cambridge Sub-Regional Model (CSRM 2) the CCC Transport Model remains a significant piece of work as major projects continue to develop. Initial resources for work on the prioritisation of CSRM2 Modelling work to develop the future Investment Strategy have now been allocated, and are now accounted for in this figure.

1.8 A1307 Bus Priority

The current forecast shows that there is likely to be an underspend of £550k.

Further additional technical work has taken place and new options have been generated through Local Liaison Forums which will need to be taken back to the GCP Board in November 2017. This has delayed public consultation and surveys planned for 2017 to 2018, and also surveys and land referencing work.

The budget for 2017/18 has been reviewed and was previously over-estimated. A more achievable budget is now proposed that takes into account slippage, but also additional work.

1.9 Cross-City Cycle Improvements

The current forecast shows that there is likely to be a shortfall of £237k in spend as construction work has commenced on three out of the five projects.

For the other two schemes, detailed design, utility diversions and localised consultations are underway with work due to commence on all schemes by February 2018.

Some additional design work to address road safety audit issues and the transition to a new highway services contract have resulted in a slight delay in the delivery of some of the schemes and hence a slightly reduced spend profile in 2017/18. This delayed spend is instead expected in 2018/19.

1.10 Western Orbital

Current forecast figures are not predicting a Forecast Variance Outturn and spend is currently on track as projected.

The scheme has been reviewed and design time reduced, resulting in a reduction in costs in 2017/2018 as options at the Trumpington Park and Ride site and junction slip roads 11, 12 and 13 are currently being examined and being presented to the GCP Executive Board in September and November respectively.

1.11 A10 North Study & initial work (Tranche 2)

Expenditure for the study, which will conclude at the end of the calendar year is expected to fall within the budget for 2017/18. However, recommendations that

emerge from the study are likely to generate further detailed work which may need to draw on this budget. More detailed forecasts are expected to be available at the end of the calendar year which will be able to inform this.

1.12 A10 cycle route (Shepreth to Melbourn)

This project is complete and final costs remain on target. Revised expenditure of £39,000 provided for 2017/18 to allow for late payments to the contractor.

1.13 City Centre Access project

Last month it was reported that there would be an underspend of £500k. This has now been reduced to £266k as work on ANPR (Automatic Number Plate Recognition) and feasibility studies have kept actual spend in line with expectations.

Other possible initiatives currently under discussion may reduce the variance further but not beyond the £1.4 million budget.

2. Operations Budget

2.1 The actual expenditure incurred in 2017-18 is as follows:

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Outturn £000	Forecast Variance £000
Programme Central Co-Ordination Function	644	335	296	644	0
Strategic Communications	303	283	124	303	0
Skills	211	116	125	211	0
Economic Assessment	20	0	0	20	0
Smart Cambridge	1,009	365	109	1,009	0
Housing	200	50	50	200	0
Affordable Housing	40	0	0	0	0
Local Authority Administration Costs	71	71	71	71	0
Developing 12 cycling greenways	200	100	70	200	0
Electric Vehicle charging	25	25	25	25	0
Travel Audit	150	50	0	150	0
Travel Hubs	100	25	0	100	0
Cambridge Promotions	40	40	40	40	0
Towards 2050- Strategic Planning & Transport framework	230	58	20	230	0
City Centre Movement & Spaces	150	38	0	150	0
Residents Parking Implementation	269	135	17	176	-93
Total	3,662	1,691	947	3,569	-93

Cambridge South Station and associated infrastructure

- 1.1. A station to serve Addenbrooke’s Hospital and the Cambridge Biomedical Campus (CBC) has long been a local aspiration. The Campus is now growing rapidly between the Hospital and the Railway Line. The Medical Research Council building will shortly be joined by AstraZeneca’s new headquarters, by Papworth Hospital, and alongside further Cambridge University developments. All will bring significant additional employment and increased traffic.
- 1.2. From a regional and a national perspective, the CBC is a key strategic asset. The CBC will play a leading role in the UK Government’s Industrial Strategy, as a key contributor to the Cambridge biotech cluster, and the sector’s ‘golden triangle’ of Oxford, Cambridge and London. Over the next decade, the campus will become the largest concentration of healthcare and biomedical research and teaching in Europe.
- 1.3. Transport interventions have been implemented in the form of the Addenbrooke’s Access Road and the Cambridgeshire Guided Busway, and further interventions are planned by the Greater Cambridge Partnership to improve local public transport access. However, the proposed station and additional associated infrastructure will allow public transport to the station from a much larger catchment area, which will be further expanded when East–West Rail is delivered.
- 1.4. Key Statistics:
 - Number of people working at CBC: 12,000 (2017) increasing to 30,000 (2031)
 - Number of trips to the Campus per day 23,000 (2015)
 - Mode Share (2015)

	Staff	Visitors
Car	35%	86%
Bus	28%	9%
Cycle	33%	4%
Walk	3%	1%

Discussions are currently underway with Central Government and other local partners to agree a funding package which could potentially see the creation of a £10M fund to invest into the development phase which, will take approx. 18 months, of this project. This funding agreement has the potential to greatly accelerate the delivery of the station and the necessary associated infrastructure to support on the ongoing development of the Cambridge Biomedical Campus.

As part of this development phase, the Executive Board is asked to agree to make up to £1.75M contribution, with up to £8.25M from other national and local partners.

Parking and Park and Ride**1. Background**

- 1.1. Officers have been working to develop a more 'joined-up' approach to managing parking within and around Cambridge with the aims of tackling congestion and promoting modal shift whilst still supporting local business by allowing some short-stay parking within the City Centre and encouraging greater use of Park and Ride. This includes a package of joining up policies and charging for on and off street parking, Residents Parking Zones and Park and Ride.
- 1.2. Park and Ride is the major transport alternative to the private car in the city centre and it offers the potential to minimise congestion and air pollution within the central area and maximise the potential for sustainable access. Better bus services and expanding the use of Park and Ride is a key pillar of the City Access strategy.
- 1.3. A parking charge of £1 a day was introduced to all Park and Ride sites in the county in 2014 for budgetary reasons and following this, there was a reduction a reduction in Park and Ride bus patronage. Following the initial drop in patronage, a further fall has been seen which mirrors general national trends in bus usage which are downwards.
- 1.4. The current costs of running and income from the park and ride sites in the GCP area is as follows. To offset the loss to the County Council from removing the charge, it is proposed that 50% of the lost income rather than the costs of operating the sites is funded by the GCP.

Annual income	£1,062,000
Annual costs	£1,604,722
Staffing	£350,417
Business rates	£416,514
Operation of ticket machines and ongoing replacement	£143,150
General and grounds maintenance	£139,000
Cash collection	£60,000
Electricity	£42,000
Card payment processing	£14,600
Security	£11,000
Other costs	£56,326
Proportion of concessionary fares allocated to park and ride operation	£371,715

- 1.5. Removal of the parking charge will be attractive to those passengers currently using the park and ride sites as it will reduce their costs by £1 per vehicle. It is also likely to attract more users to the sites which will in turn reduce congestion in Cambridge City. The impact of the removal of the Park and Ride parking charge will be increased as more Residents Parking Zones, funded by GCP, are implemented across the City.

The Executive Board is asked to agree to allocate 50% (£531k) of the lost annual income resulting from the removal of the £1 parking charge at Park and Ride sites in the GCP area, with an equivalent County Council contribution, from 1st April 2018. This will both enable the removal of the £1 parking charge and improve and further incentivise the use of Park and Ride.

Girton Interchange Study

For some time, local stakeholders have considered that provision for an 'all-movements' Girton interchange at junction 14 of the M11 is an important part of a strategy which delivers growth in the corridor and relieves congestion on Madingley Road in Cambridge. Work has been carried out recently by Highways England to consider whether short term additional movements (i.e. from west to south) could be added, but this was not feasible due to the constraints of the current highway boundary and the A14 upgrade work. Please see letter below from Highways England clarifying their recent work.

Therefore, in discussion with Highways England, it is proposed that we commission a study to demonstrate the long term benefits of scheme which upgrades the Girton Interchange to be 'all-movements' and makes the compelling case for inclusion in the RIS. Such a scheme needs to be seen alongside the development of the East-West Expressway as it will help to maximise the value and benefits of that scheme as well as addressing local issues.

This study will be completed within six months in order to feed into the consultation process on RIS 2 and is expected to cost in the order of £100,000. **The Executive Board is asked to agree to allocate up to £100k towards the cost of the study.**

Our ref: HEEast/SA/025

Your ref:

Rachel Stopard

Rachel.Stopard@cambridgeshire.gov.uk

Highways England
Second Floor
Woodlands
Manton Lane
Bedford MK41 7LW

Direct Line: 0300 470 4749

18 September 2017

Dear Rachel,

A14 Girton Interchange

As you now we have been looking at options for providing for providing additional links at the A14 Girton Interchange. We have carried out basic traffic modelling and an assessment on the potential buildability of additional highway links at the junction and I write to inform you of our findings:

- Traffic modelling shows that the additional links would only attract around 3,000 vehicles per day which would make their provision difficult to justify on traffic grounds alone.
- The additional links could not be built within the “red line” boundary for the A14 Cambridge to Huntingdon (A14 C2H) scheme. This is the land within which the Development Consent Order allows the A14 scheme to be built. Therefore, additional land would need to be acquired and statutory processes followed, including a potential Development Consent Order. We estimate that this would take a minimum of 3-4 years.
- The additional links could not be built as part of A14 C2H due to the need to follow statutory processes as above. Notwithstanding that, construction is already well advanced and works would need significant alteration if the additional links were to be included which would incur significant additional costs and logistical problems.
- Rough indicative cost estimates for providing the additional links are in the range of £40m-£50m. Highways England has no additional funding for such a scheme in the current Road Investment Strategy (RIS1).
- The timescales associated with developing this scheme and taking it through the necessary statutory processes would push it into the Road Investment Strategy 2 period (RIS2), 2020 to 2025.

- The A428 Black Cat to Caxton Gibbet scheme is due to start by March 2020 and, in order to avoid excessive disruption; it would be difficult to carry out work at Girton at the same time.
- Even if it was feasible to build the additional links in the short term, there is a risk that they could be superseded by any potential links emerging from the Oxford to Cambridge Expressway, which is currently under development with a view to informing RIS2.

Due to the timescales, costs, statutory processes and logistical issues involved, Highways England's firm view is that additional movements at the Girton Interchange should be considered as part of the Oxford to Cambridge Expressway scheme, rather than as an addition to A14 C2H or standalone scheme.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Simon Amor', is placed over a light grey rectangular background.

Simon Amor
Asset Development Manager
Operations (East)
Email: simon.amor@highwaysengland.co.uk

Cambridgeshire Rail Study

It is proposed that we commission a joint study with DfT, the Combined Authority, and the County Council, aimed at identifying and considering any fully committed rail projects/programmes and the most up to date growth and demand figures to establish a baseline. The study will then assess the aspirational train services required to accommodate the forecast and latent rail based demand up to 2043 and any wider stakeholder proposals. The study is to establish the required rail interventions to allow for the appropriate rail offering to be included in future transport investment priorities. It will cost in the region of £300k and will be carried out by Network Rail over a period of 24 weeks.

The cost is to be split 50% DfT with the remaining 50% being split equally amongst the other three partners, i.e. £50,000 each. **Therefore, the Executive Board is asked to support the allocation of £50,000 as its contribution to the study.**

Greenways Update October 2017

Progress & current activities

The project team have now held 4 pre-consultation public engagement events which have been very well received.

The events were held in the following locations:

Fulbourn Greenway

- Cherry Hinton Primary School - Wednesday 11th July 2017
- Fulbourn Primary School – Tuesday 18th July 2017

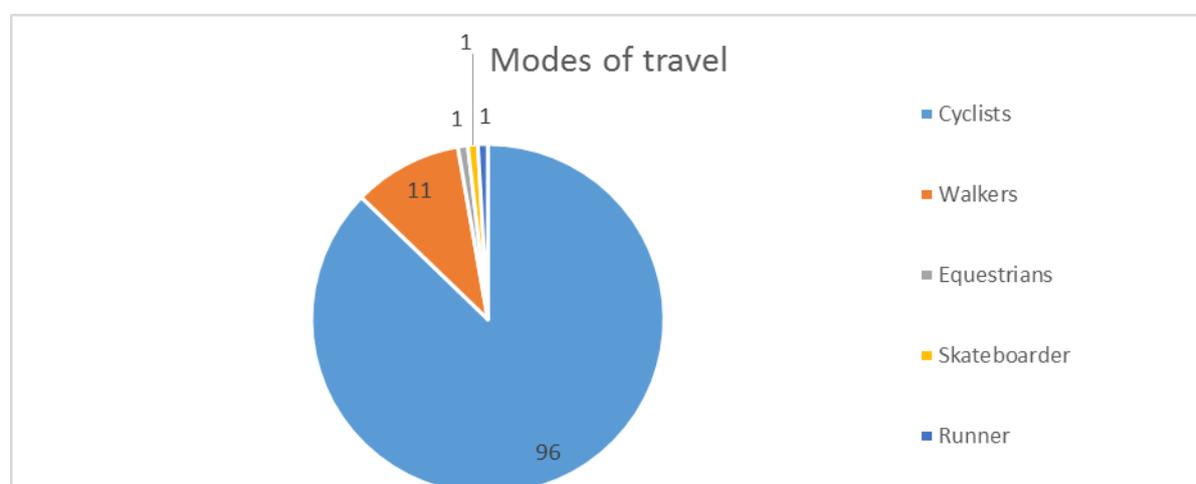
Waterbeach Greenway

- St Johns Church – Wednesday 12th July 2017
- Waterbeach Primary School – Wednesday 19th July 2017

These events were open to the public and there was a wide cross-section of the community that were in attendance. The responses that we received were overwhelmingly positive about the project in general and some useful, specific and imaginative suggestions were received.

Waterbeach

Over the two evenings 102 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 36% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). The majority of respondents (75%) felt they would use the Greenway for commuting and the most popular mode of transport was bicycle.



Themes that were identified:

Route

More people expressed a preference for a direct route that runs parallel to the railway line (33%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes with a hard, smooth surface.

Additionally a significant number of people (9%) highlighted the importance of an attractive environment to encourage both leisure users and commuters.

Safety

A high number of responses (20%) suggested that provision on the A10 (current provision) is too narrow and dangerous. There are some constraints that would make improvements to this route challenging.

Personal safety was raised by 15% of respondents whilst 20% requested that the route should be well lit. Others suggested that separation of modes and cycle priority crossing of side roads was important to achieving continuity.

Links

We asked people to comment on where they would like the Greenway routes to start and end. In Waterbeach the railway station was the preferred location for a start point and a number of people pointed out the future potential link to a newly located train station to the north of the village. In addition this location allows for potential links to the village centre as well as to the new developments to the north of the village and the business park beyond.

The end point was less well defined but the new Cambridge North station with its links to the forthcoming Chisholm Trail and the Busway was raised by a number of people.

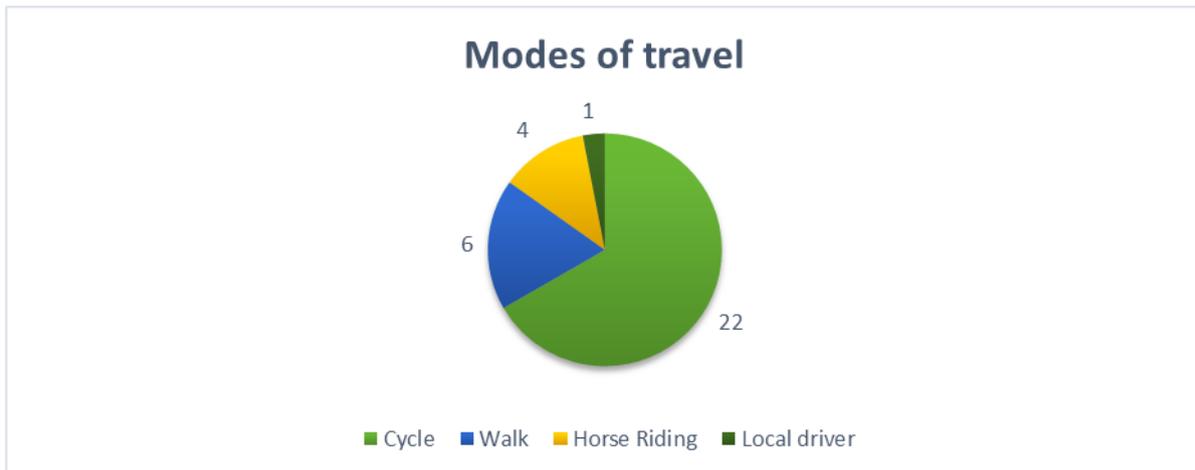
Many also took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Ely, Denny Abbey, Wicken Fen, Chittering, Cottenham, Impington, Bottisham, Landbeach, and Stretham. All of these suggestions have been compiled to support future proposals should further funding become available.

Project Board Approval

Based on these results the project board gave approval to go-ahead and consult on options proposals for a new route parallel to the railway line between Waterbeach and Fen Road. This route is subject to discussions with landowners. The public will be presented with options for the route between Fen Road and Cambridge North railway station which is also subject to further landowner and feasibility work.

Fulbourn

Over the two evenings 39 written responses were collected. When asked to identify what the main reason for using a Greenway would be, 26% of respondents said they would use it for more than one purpose (e.g. commuting, leisure and accessing services such as schools, shops and libraries). More respondents felt they would use the Greenway for leisure (44%) than commuting (28%) and the most popular mode of transport was bicycle.



Themes that were identified:

Route

More people expressed a preference for a direct route that runs parallel to the railway line (21%) than any other option. The respondents told us that the preferred route should be direct, wider than current routes and barriers should be removed.

Additionally a significant number of people (8%) highlighted the importance of a maintenance plan. This will be included in plans for all Greenway routes.

Safety

15% of respondents told us that segregation from motor traffic is important to them and 10% said that where segregation is not possible speed limits should be reduced. Lighting along the route is important to 10% of respondents and improved safety around the Railway Bridge and ramps was noted by 3% and also discussed in the meetings by many more residents.

Links

Many respondents took the opportunity to suggest routes to be extended to areas that are currently beyond the scope of this project. Suggested locations were Teversham, Bottisham, Addenbrookes, Wilberton Station, Sawston and The Wilbrahams (some of these locations will be on the Greenway network but village to village links are currently out of scope). All of these suggestions have been compiled to support future proposals should further funding become available.

Project Board approval

Based on these results the project board gave approval to consult on options proposals for an improved route between the Carter Bridge to Cherry Hinton which will focus on improved surfacing and continuity. This section of the route will include replacement of the existing railway bridge. We will consult on 2 options between Cherry Hinton High Street and Yarrow Road. Either a direct route along the railway line (subject to discussions with Network Rail) or an improved route using Teversham Drift. The public will also be asked to comment on proposals to reduce speed limits and give increased priority to Greenway users along Fulbourn Old Drift and Cow Lane as far as Fulbourn.

Spend to date

Overall budget of £480,000 for two years of development work. Spend so far is £44,636. The scheme is expected to be delivered within budget.

Key risks & mitigations

A risk register has been compiled alongside associated mitigation measures. This log will be regularly updated throughout the project to reflect progress and emerging challenges.

Update on completed A10 Cambridge-Royston Pedestrian and Cycle Route

The Cambridge to Royston cycle route is a new foot and cycleway providing safe travel between South Cambridgeshire and key city sites. The scheme was opened on Wednesday 15th March in an official ceremony attended by members of the community and project leaders.

The £550k cycleway was the first GCP project to be delivered and connects the village of Melbourn to Cambridge via a safe 2.5m-wide and 2.5km-long cycle path. The path connects the village to existing cycle ways, bridging a gap in the off-road route. It offers local cyclists and pedestrians' safe travel between Melbourn, Meldreth, Shepreth and Foxton to rail stations and key employment sites such as Melbourn Science Park and Sagentia.

Executive Board forward plan of 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:

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

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Executive Board: 8 February 2018		Reports for each item to be published: 29 January 2018	
Rapid Mass Transit Strategic Options Appraisal	To present the findings of the Strategic Options Appraisal.	Chris Tunstall	No
Foxton Rail Crossing	Outline scheme proposals for inclusion in the programme	Chris Tunstall	No
Rural Travel Hubs	To present the findings of the feasibility report and agree next steps.	Chris Tunstall	No
A10 Cambridge to Ely study	To feed back on the feasibility study.	Chris Tunstall	No
'Our Big Conversation'	To update on 'Our Big Conversation' and interim findings.	Rachel Stopard	No
Executive Board: 21 March 2018		Reports for each item to be published: 9 March 2018	
Histon Road	To consider the 'final concept' design as a basis for detailed design work and the preparation of an interim business case, to facilitate further public and statutory consultation.	Chris Tunstall	Yes
City Access Strategy	To update on the City Access Strategy, including recent evidence base work, intelligent signals and electric/hybrid buses.	Chris Tunstall	No
Milton Road	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process. To include Mitcham's Corner project set up.	Chris Tunstall	Yes

Greenways	To consider the outcomes of initial engagement and approve public consultation on proposals.	Chris Tunstall	No
GCP Future Investment Strategy & 2018/19 budget setting	To approve the principles of the Future Investment Strategy and the budget for 2018/19	Rachel Stopard	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • Smart workstream update and presentation of 'Real Time Travel Information' screens • The latest financial monitoring information • Six-monthly report on skills • Six-monthly update on GCP Strategic Risk Register 	Niamh Matthews	No
Executive Board: 5 July 2018		Reports for each item to be published: 25 June 2018	
A428/A1303 Better Bus Journeys Scheme	Full Outline Business Case for options for investment Cambourne to Cambridge.	Chris Tunstall	Yes
A1307 Three Campuses to Cambridge	To consider the results of public consultation and agree to prepare the Business Case for the package of improvements.	Chris Tunstall	No
Chisholm Trail cycle links	To approve construction of phase 2 of the scheme subject to planning permission.	Chris Tunstall	Yes
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on housing. • Six-monthly report on Smart Cambridge 	Niamh Matthews	No
Executive Board: 11 October 2018		Reports for each item to be published: 1 October 2018	
Western Orbital	Full Outline Business Case for medium term P&R Expansion at J11, Park & Cycle at J12 and associated junction improvements.	Chris Tunstall	Yes
A1307 Three Campuses to Cambridge	To approve detailed design on the package of improvements.	Chris Tunstall	Yes
Histon Road	To consider the final detailed design for Milton Road and the interim business cases as a basis for public and statutory consultation to facilitate the final engineering designs and build process.	Chris Tunstall	Yes
Milton Road	To consider the results of Public Consultation and give approval to any proposed modifications to the final detailed design, approve the final business case, as a basis for the engineering design and build process.	Chris Tunstall	Yes
GCP quarterly progress	To monitor progress across the GCP workstreams, including:	Niamh	No

report	<ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on skills • Six-monthly update on GCP Strategic Risk Register 	Matthews	
Executive Board: 6 December 2018		Reports for each item to be published: 26 November 2018	
GCP quarterly progress report	To monitor progress across the GCP workstreams, including: <ul style="list-style-type: none"> • The latest financial monitoring information • Six-monthly report on housing. • Six-monthly report on Smart Cambridge 	Niamh Matthews	No

Corresponding meeting dates

Executive Board meeting	Reports for each item published	Joint Assembly meeting	Reports for each item published
8 February 2018	29 January 2018	18 January 2018	8 January 2018
21 March 2018	9 March 2018	28 February 2018	16 February 2018
5 July 2018	25 June 2018	14 June 2018	4 June 2018
11 October 2018	1 October 2018	20 September 2018	10 September 2018
6 December 2018	26 November 2018	15 November 2018	5 November 2018

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