

APPENDIX MINUTE ACTION LOG

GUIDED BUSWAY DEVELOPMENT BUILD OUT ASSUMPTIONS

To: Members of Economy & Environment Committee

Date: 2nd October 2018

From: Andy Preston, Assistant Director, Infrastructure & Growth

1.0 PURPOSE

- 1.1 To outline the development assumptions that were made to inform the passenger number projections for the guided busway.

2.0 BACKGROUND

- 2.1 The original Transport Assessment for the busway, which was prepared for, and considered as part of the Public Inquiry for the Busway contained forecasts of scenarios after opening and the start of services. These forecasts were based on a number of assumptions covering service patterns, passenger journeys, the build out of development sites in Local Plan allocations, and future conditions. These were set out for future year assessment using standard practice transport modelling and techniques.
- 2.2 Two forecast years were prepared as part of developing, and obtaining the consent for the scheme, covering the predicted opening year of 2006 and a future year of 2016. Passenger numbers derived from the transport modelling were expected to be 11,000 per day in the opening year, rising to 20,000 per day over a ten year period.
- 2.3 Due to delays in the consents process, securing funding, and the construction of the project, buses did not in fact start running until 2011, five years after the predicted opening year. The comparable ten year milestone won't be reached until 2021. Based on rolling annual patronage data, actual numbers of busway passengers started at 6,900 and have increased year on year to a current level of 11,457. Based on current growth rates, the comparable figure in 2021 could be assumed to be nearer 13,000 passengers.
- 2.4 This growth in passenger numbers is still thought to be strong, given a number of the other assumptions in the forecasts. An expectation at the time of the modelling was that there would be significant build out and development of strategic housing and development sites, which would be facilitated by the sustainable transport connection provided by the Busway and then contribute patronage from future residents and workers. Some of these sites, such as Orchard Park and the Southern Fringe sites have seen the construction and occupation of new houses. However, two major sites, located at Northstowe and at the Cambridge Northern Fringe, were identified for major housing, employment and retail allocations. Due to a number of factors

including the recession, securing consents, and other reasons these have been significantly delayed.

- 2.5 The build out of Northstowe has now started and has new residents moved in. The Cambridge Northern Fringe site has seen some growth at existing employment sites such as the Cambridge Science Park and the delivery of the Cambridge North station, but the significant redevelopment of the Chesterton Sidings, and waterworks site has not happened. Between them these two sites were predicted to contribute almost half of future demand.
- 2.6 As an example, the assumed build out rate at Northstowe has changed as time has gone by and the start of development has been delayed, with predictions in 2007 assuming that the site would be significantly built out with around 6000 houses complete by 2016, and a further forecast in 2012 estimating 2000 houses complete.
- 2.7 Construction of Phase 1 is now well underway and there are currently just under 200 residents. As the extract of table 6.2 from the transport assessment below shows, the increased patronage from Longstanton(Northstowe) and the Northern Fringe accounted for **80% of the total** increase over the 10 year period.

Table 6.2 – Origins of CGB Service Users at 2006 & 2016 (Daily Totals)

Key Stop	2006 Daily Totals		2016 Daily Totals	
	Forecast Patronage	% of Total CGB Service Patronage	Forecast Patronage	% of Total CGB Service Patronage
Huntingdon	918	8%	1044	5%
St. Ives	2514	22%	2262	11%
Longstanton (Northstowe)	1368	12%	4440	22%
Northern Fringe	2334	20%	5760	28%
Southern Fringe	1428	13%	2034	10%
Railway	912	8%	1524	8%
City	768	7%	1224	6%
(All Key Stops)	10242	(90%)	18288	(90%)
Other Origins	1182	10%	2016	10%

- 2.8 Applying this increased patronage from these two developments to the 10 year 2021 figure of 13,000 in 2.3 above, would generate a daily estimated patronage figure of just under 20,000, in line with the original transport assessment figure 10 years after opening.