GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

# GREATER CAMBRIDGE PARTNERSHIP
# EXECUTIVE BOARD

**2 00 pm**
**Thursday 25th June 2020**
Virtual Meeting

*During the Covid-19 pandemic GCP Joint Assembly and Executive Board meetings will be held virtually. These meetings will take place via Zoom and Microsoft Teams (for confidential or exempt items).* ***Meetings will be live streamed and can be accessed from the GCP YouTube Channel - Link .***

# AGENDA

17. **Greenways: Melbourn, Comberton, and St Ives** (216-230)

18. **Date of Future Meetings** ( - )

- 2:00 pm Thursday 1st October 2020 (existing date).
- 2:00 pm Thursday 10th December 2020 (existing date)
- 2:00 pm Thursday 18th March 2021 (new date)
- 2:00 pm Thursday 1st July 2021 (new date)
- 2:00 pm Thursday 30th September 2021 (new date)
- 2:00 pm Thursday 9th December 2021 (new date)

**MEMBERSHIP**

The Executive Board comprises the following members:

| | | |
|---|---|---|
| Councillor Lewis Herbert | - | Cambridge City Council |
| Councillor Roger Hickford | - | Cambridgeshire County Council |
| Councillor Aiden Van de Weyer | - | South Cambridgeshire District Council |
| Claire Ruskin | - | Business Representative |
| Phil Allmendinger | - | University Representative |

During the Covid-19 pandemic GCP Joint Assembly and Executive Board meetings will be held virtually. These meetings will held via Zoom and Microsoft Teams (for confidential or exempt items). Meetings will be live streamed and can be accessed from the GCP YouTube Channel - Link .

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

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**GREATER CAMBRIDGE PARTNERSHIP EXECUTIVE BOARD**

Minutes of the Greater Cambridge Partnership (GCP) Executive Board
Shire Hall, Cambridge
Wednesday 19th February 2020
2:00 p.m. – 5:40 p.m.

PRESENT:

**Members of the Greater Cambridge Partnership Executive Board**

| | |
|---|---|
| Councillor Aidan Van de Weyer (Chairperson) | South Cambridgeshire District Council |
| Councillor Ian Bates (Vice-Chairperson) | Cambridgeshire County Council |
| Councillor Lewis Herbert | Cambridge City Council |
| Phil Allmendinger | University Representative |

**Members of the Greater Cambridge Partnership Joint Assembly in attendance**

| | |
|---|---|
| Councillor Tim Bick | Cambridge City Council |
| Helen Valentine | University Representative |
| Councillor Tim Wotherspoon | Cambridgeshire County Council |

**Officers**

| | |
|---|---|
| Peter Blake | Director of Transport (GCP) |
| Sarah Heywood | Strategic Finance Manager (Cambridgeshire County Council) |
| Niamh Matthews | Head of Strategy and Programme (GCP) |
| Nick Mills | Democratic Services (Cambridgeshire County Council) |
| Rachel Stopard | Chief Executive (GCP) |
| Isobel Wade | Head of Transport Strategy (GCP) |
| Wilma Wilkie | Governance and Relationship Manager (GCP) |

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Claire Ruskin.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

## 3. MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting, held on 3rd October 2019, were agreed as a correct record and signed by the Chairperson.

## 4. PUBLIC QUESTIONS

The Chairperson informed the Executive Board that seven public questions had been submitted and accepted. It was agreed that the questioners would be called to address the Board at the start of the relevant agenda item, with details of the questions and a summary of the responses provided in **Appendix A** of the minutes.

## 5. FEEDBACK FROM THE JOINT ASSEMBLY

The Executive Board received a report from the Chairperson of the GCP Joint Assembly, Councillor Tim Wotherspoon, which summarised the discussions from the Joint Assembly meeting held on 30th January 2020.

The Chairperson highlighted the extensive consideration the Joint Assembly had given to the Public Transport Improvements and City Access Strategy report, noting that every Assembly member had participated in the debate. He drew attention to references to the GCP being the right body to tackle the transport system problems in Greater Cambridge; the necessity to explore fiscal demand management measures as a means of raising revenue; support from businesses for the introduction of a congestion charge; the unfairness of punishing drivers for making a rational decision to drive to work; overwhelming support of the Citizens' Assembly for road closures; and local authorities' failure to find a conclusion to the debate that had been ongoing for decades regarding congestion and demand management in Cambridge, which required urgent action and difficult decisions to be made.

## 6. REPORT AND RECOMMENDATIONS OF THE GREATER CAMBRIDGE CITIZENS' ASSEMBLY

David Stoughton was invited to present his public question. The question and a summary of the response is set out in **Appendix A** of the minutes.

The Head of Transport Strategy presented the report, which contained recommendations from the Citizens' Assembly (CA) that had been held in September and October 2019 to consider how to reduce congestion, improve air quality and provide better public transport in Greater Cambridge. As part of undertaking the CA, the Board had agreed to respond in full to all of its recommendations and it was proposed this would be done by Summer 2020. She drew attention to the CA's request to receive regular reviews of progress in the medium to longer term.

[At this stage in the proceedings, following repeated disruption by protesters, the meeting was adjourned to allow for an informal discussion on how to proceed. Following a short break the Chairperson reconvened the meeting and announced that it would continue in a separate room, but those members of the public who wished to observe proceedings would be able to do so via a video link in a separate room. After a further adjournment to allow the rooms to be set up the meeting reconvened and business continued.]

Suzannah Lansdell, associate of Involve (the public participation charity that ran the CA), informed members that the consultation had been part of a wider, national project called the Innovation in Democracy Programme (IiDP). She praised the GCP for involving citizens in such a deliberative form of democracy and emphasised the CA's broad representation of the area's demographics. All participants had agreed that some form of intervention was needed, with road closures being the most popular choice and increased parking charges being the least popular choice. Among the key messages that they wished to convey to the Joint Assembly and Executive Board were a call for bold and brave action, improvements to public transport and better integration and coordination of transport.

A selection of video interviews with on their opinions of the CA process was presented to the Board for information.

While discussing the report, the Executive Board:

- Queried whether the participants of the CA would recommend the process be replicated elsewhere. The representative of Involve informed members that a review of the CA was being carried out, along two others that had been held elsewhere in the country, in order to identify the suitability of using CAs on different issues. She suggested that they were particularly beneficial when considering matters that required negotiations to be made, as they allowed for different views to be expressed, considered and counter-balanced. She also observed that while they were currently only complimentary to the democratic systems in the UK, they were established features of political systems in some other countries, such as Poland.

- Welcomed the over-riding support for road closures by the CA, observing that initial objections to road closures currently enforced in the centre of Cambridge had been overcome and the schemes had proved largely successful. One member argued that vehicles were still able to travel down roads that had been closed and sought clarification on whether the CA participants had identified any roads that would be suitable for closure. The representative of Involve explained that the CA had only considered the general principle, along with the arguments in favour of and against road closures, without discussing details of particular locations.

- Discussed the role of public transport, noting that the CA argued that buses were key to resolving the issues at hand, although it was noted that the Cambridgeshire and Peterborough Combined Authority (CPCA) was already undertaking a Strategic Bus Review. This included some of the issues raised by the CA, including the possibility of franchising bus services. Members were assured that participants had appreciated the challenge of finding road space to allow a fast and reliable bus service.

- Noted that the proposed interventions didn't include details on how any resultant income would be spent, although it was argued that the CA had sought to create a funding base from which additional measures could be developed.

- Identified a high level of support from the CA for a lollipop bus service, which would involve ring-and-spoke routing. This was considered ideal for the layout and transport needs of Cambridge.

On conclusion of the debate, the Chairperson put the recommendations to the vote and the Executive Board resolved to:

(a) Thank the participants of the CA for their work, note the full report and recommendations from the CA, which considered how to reduce congestion, improve air quality and provide better public transport, and note the strong support for action to address these issues; and

(b) Agree to bring forward a detailed response to the recommendations of the CA by Summer 2020 at the latest, and agree to the CA's request for regular reviews of progress in the longer-term.

**7. PUBLIC TRANSPORT IMPROVEMENTS AND CITY ACCESS STRATEGY**

Public questions were invited from Vincent Poole, Matthew Danish (on behalf of Camcycle) and Edward Leigh. The questions and a summary of the responses are set out in **Appendix A** of the minutes.

The Director of Transport presented the report, which contained an analysis of work carried out so far to establish options for the Board to consider developing further, as well as a set of proposed immediate interventions, which would address issues related to public transport, congestion and air quality. The Head of Transport Strategy commented on the extensive list of background documents in Appendix 1 of the report which formed an extensive evidence base. He emphasised that the issues would become more aggravated if no action was taken. Drawing attention to the resolution agreed by the Joint Assembly [set out in section 3 of the report], she noted that at the request of Executive Board members this had been reflected in the proposed recommendation.

The Vice-Chairperson of the Joint Assembly, Councillor Bick, addressed the Executive Board regarding the resolution that had received unanimous support by the Joint Assembly. He noted that each member had been consulted in its drafting and all had agreed on the urgent need to move forward on the issues of congestion, public transport and air quality, highlighting the significance of the diverse membership reaching unanimous agreement on such fundamental principles. While acknowledging that disagreement remained over the eventual package of measures to be implemented, all had agreed that decision-making should be based on evidence. He argued that the individual members of the Executive Board and Joint Assembly should avoid conflict and work together as a unified body.

Helen Valentine, a business representative on the Joint Assembly, had also asked to address the Executive Board. Echoing the call for urgent and bold action, she identified the need for a revenue stream to fund initiatives and for all options to be evaluated and considered appropriately before being discarded.

While discussing the report and its recommendations, the Executive Board:

- Welcomed the contributions made by the Chairperson and Vice-Chairperson of the Joint Assembly, as well as the discussion at the Joint Assembly meeting that had subsequently informed the recommendations to be considered by the Executive Board. The force of the Joint Assembly's resolution, emphasised by its unanimity, was acknowledged.

- Recognised that many of the decisions that needed to be made were challenging and controversial, although it was suggested that these difficulties highlighted the need for the separate councils to work together, through the GCP, to overcome their differences and support each other. One member argued that while there were some areas where agreement could be reached, it was inevitable that there would be other areas where disagreement prevailed.

- Expressed concern over the slow progress achieved by the GCP as a delivery body. One member suggested that priority should be given to those projects on which there was agreement, in order to establish momentum. However, another member identified the need for short term measures to form a part of a long term strategy, noting that other planned projects by external bodies, such as the Cambridgeshire Autonomous Metro (CAM) and East West Rail, would not be completed within the next decade.

- Considered whether identifying an income stream was necessary to ensure that short term measures would lead to long term change. It was argued that the different options should be considered in detail and that is was important for a wider understanding of how they would work.

- Observed that improving the quality of the bus service alone would not be enough if the separate issue of congestion was not resolved as well.

- Called for a greater range of innovative scheme proposals, such as the lollipop bus initiative.

- Acknowledged that despite its focus on city access, the strategy also affected residents, workers and visitors who travelled in the area outside the city.

On conclusion of the debate, and noting a correction to recommendation (d), which incorrectly referenced paragraph 10.4 instead of paragraph 12.4, the Chairperson put the recommendations to the vote and the Executive Board resolved to:

(a) Note the work to develop major improvements to the bus network, and agrees to use this as the basis for further work to identify how a significant uplift in public transport could be delivered including consideration of funding sources;

(b) Note the detailed technical work to assess the options for demand management and potential impacts within this report, including:

  - A technical assessment of the list of interventions tabled by Cllr Bates at the Executive Board meeting in June;
  - Traffic modelling of pricing and physical interventions, which demonstrate comparative impacts of illustrative interventions on traffic volumes, journey times and modal shift; and
  - An Integrated Impact Assessment and baseline and scoping report, identifying possible impacts for consideration as part of any future package, including potential impacts in a do nothing scenario;

(c) Develop a refined set of packages that provide options for different levels of intervention, taking together the technical work undertaken and recognising the feedback from the Citizens' Assembly and other public engagement activity, and reflecting the Joint Assembly's recommendation, for consideration at the June meeting. Options would:

- Offer packages of intervention based on different cost levels, referring to the major improvements to the bus network set out in the Systra report as well as offering walking and cycling enhancements and exploring options for lower fares;
- Include measures to accelerate the uptake of ultra-low and zero emission vehicles, particularly in the bus and commercial fleets;
- Support delivery of the vision of the Making Space for People project, identifying opportunities to re-allocate highway space for public realm that is safer, healthier and more conducive to walking and cycling, including an assessment of road changes in central Cambridge;
- Be developed in the context of the Board principles for city access agreed at the June 2019 meeting, and the recommendations from the Citizens' Assembly; and
- Consider specific impacts and mitigations in the context of each package, and potential phasing; and

(d) Agree to prioritise and implement the measures set out at paragraph 12.4 of the report, to support the uptake of sustainable travel options, following a short report for Executive Board and Joint Assembly members assessing the costs and benefits of these and proposing a prioritised programme of measures that is consistent with a longer-term strategy encouraging more journeys to be undertaken by public transport, walking and cycling.

## 8. GREENWAYS

A public question was invited from Roxanne de Beaux (on behalf of Camcycle). The question and a summary of the response is set out in **Appendix A.**

The Director of Transport presented the report, which provided an update on the development of the Greenways Programme, a proposed prioritisation process for the twelve projects and outline budgets for the Waterbeach and Fulbourn schemes. He informed members that in response to the Executive Board and Joint Assembly's concerns over the size of the project, the schemes had been divided into manageable groups in order to provide greater certainty around timescales of delivery. The proposed order in Appendix 1 of the report was indicative of the order in which they would be considered by the Executive Board.

While discussing the report, Executive Board members:

- Expressed concern that the Waterbeach Greenway would duplicate the Better Public Transport: Waterbeach to North East Cambridge Project. The Director of Transport assured members that given the significant levels of growth in the Waterbeach area, the GCP wished to create as many opportunities for sustainable transport to and from Cambridge as possible. It was confirmed that the two routes would be in different areas, although no decisions had been made on either location.

- Expressed eagerness for the schemes to progress as quickly as possible, although it was acknowledged that delivery was made more complicated by issues of land ownership. It was agreed that considering the schemes separately would accelerate overall progress.

- Observed that the routes would be used by horse riders as well as cyclists and pedestrians, and therefore their needs should be taken into consideration. The Director of Transports acknowledged the suggestion and informed the Executive Board that discussions had been held with the British Horse Society.

On conclusion of the debate, the Chairperson put the recommendations to the vote and the Executive Board resolved to:

(a) Note the progress made in developing the Greenways, working with local communities and stakeholders to date;

(b) Support the proposed prioritisation process, and the principle of bringing a small number of Greenways to each of the next three Board meetings, to ensure thorough scrutiny and debate;

(c) Approve an outline budget for the Waterbeach scheme of £8m;

(d) Approve an outline budget for the Fulbourn scheme of £6m;

(e) Approve the use of Compulsory Purchase Order powers to secure the necessary land, if required, should this not prove possible and/or timely through negotiation; and,

(f) Note the outline milestones.

**9. GCP QUARTERLY PROGRESS REPORT**

Public questions were invited from Matthew Danish (on behalf of Camcycle) and Sam Davies. The questions and a summary of the responses are provided at **Appendix A** of the minutes.

The Head of Strategy and Programme presented a report which provided the Executive Board with an update on progress across the GCP programme. Attention was drawn to the fact that the target of 420 additional apprenticeships in the initial City Deal had been reached in July 2019, as detailed in section 8 of the report.

While discussing the report, members:

- Sought clarification on the basis for the proposed budgets for the Science Park to Waterbeach and Eastern Access projects, as indicated in the budget in Appendix 2 of the report. The Director of Transport explained that further work carried out in those corridors reflected a knowledge of costs of other projects, which had been used to establish the figures. The amounts had been added to the budget as part of the commitment to the schemes and would be established as the projects moved forwards.

- Suggested that 'West of Cambridge Package' was a vague term as used in the budget in Appendix 2 of the report and suggested an alternative name be sought.

- Queried why the 2020/21 budget included £25k for Energy, while the Future Years Budget included £25m. The Head of Strategy and Programme informed members that initial work looking at what interventions on the energy network would be necessary or available, suggested that there was a gap in funding of around £25m. Therefore it had been listed as a potential allocation in the Future Years Budget, but could not be confirmed until further investigatory work had been carried out.

- Clarified that the Future Years Budget was only indicative and that the Executive Board's approval was only being sought for the 2020/21 budget, with future spending being dependent on the results of the Gateway Review. Members requested greater clarity in future budget papers and also for greater involvement in the budget setting process.

- Welcomed the funding provided for the Housing First units modular construction, highlighting the importance of increasing the amount of housing available for homeless people to move in to.

- Expressed concern over the lack of progress with the Cambridge Biomedical Campus (CBC) Transport Needs Review given the significant level of funding from the GCP. One member suggested that more pressure should be put on the companies involved to work together and make a greater commitment towards progress. Another noted that a CBC Strategy Group and a CBC Programme Board had been established to oversee delivery of move the project forward. It was also noted that a recruitment process was ongoing to replace the departed Chief Executive of the Cambridge University Health Partners. The Director of Transport drew members' attention to the status of short term CBC interventions as laid out in Appendix 1 of the report. The Chief Executive assured the Executive Board that both the GCP and the Biomedical Campus were aware of the challenges and were working together on addressing identified priorities. Members requested an update in the subsequent edition of the Quarterly Performance Report.

On conclusion of the debate, the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

(a) Note progress across the GCP programme;

(b) Approve a proposal to part-fund a pilot Modern Methods of Construction (MMC) project to provide six temporary housing units for homeless residents at a cost of £70k, as set out in sections 7 and 10 of the report;

(c) Note the CBC Transport Study and agree to continue working with campus to support delivery of the action plan, as set out in section 22 of the report;

(d) Approve a proposal to continue to allocate to Cambridgeshire County Council, 50% (£531,000) 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 2020, and to review this before the end of 2020/21, as set out in section 23 of the report;

(e) Delegate to the Chief Executive, in consultation with the Executive Board, the authority to approve the specialist legal services required to support the powers and

consenting processes associated with major transport scheme approval, as set out in section 24 of the report; and

(f) Approve the proposed 2020/21 Budget, as set out in section 28 of the report.

**10. BETTER PUBLIC TRANSPORT: CAMBOURNE TO CAMBRIDGE**

The Chairperson informed the Executive Board that in light of a letter received from the Mayor of the Cambridgeshire and Peterborough Combined Authority, the GCP was seeking to clarify the situation regarding the Cambourne to Cambridge project. It had therefore been decided to defer consideration of the project to a future meeting.

The Chairperson noted that 20 public questions had been submitted relating to agenda item 10 and those who had submitted the questions would be invited to present them when the item was considered at a future meeting.

**11. BETTER PUBLIC TRANSPORT: WATERBEACH TO NORTH CAMBRIDGE**

The Director of Transport presented the report, which contained the background and rationale for the Better Public Transport project running from Waterbeach to North East Cambridge, as well as an update on the technical work and engagement to date and the proposed programme going forward. He also advised members that the project would be considered again in greater detail at its meeting on 25th June 2020.

While discussing the report, the Executive Board:

- Clarified that there were two stages of consultations, with the first stage forming part of the Strategic Outline Business Case and focusing on basic principles. The second stage formed part of the development of the Outline Business Case and would consider route options. It was noted that members of the public who participated in the consultation stages would benefit from a clear outline of how the project would proceed and what would be involved during each consultation stage. The Director of Transport acknowledged the observation and highlighted the pre-consultation talks as part of the process aimed at improving the understanding and effectiveness of consultations.

- Sought clarification on whether a start point and end point of the route would be decided by the first consultation. The Director of Transport confirmed that there would be greater clarity on the issues but no decision would have been made and that a detailed route alignment would only follow the ruling out of various options. He highlighted the southern area of the Waterbeach to North Cambridge route as likely to be the most problematic section of the scheme, given the need to ensure a coherent public transport, walking and cycling offer.

- Suggested connecting the route to the already existing busway running from St Ives to Cambridge and queried whether that busway would benefit from an upgrade as a result. The Director of Transport acknowledged the suggestion and indicated that the location of the Milton Park and Ride site was also being taken into consideration, although it was not possible to make commitments until the Outline Business Case had been produced.

- Identified a need for the different local authorities to work together and ensure there was no confusion over the objectives of the various projects.

- Emphasised the importance of the project to help alleviate the transport issues around the A14 and A10. It was recalled that the A10 transport study had identified public transport as the highest scoring cost-benefit improvement possibility for the corridor.

On conclusion of the debate the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

(a) Note the work to date and to consider the next stage of work including the Consultation and Engagement Strategy;

(b) Endorse plans for further informal public and stakeholder engagement in early 2020 to inform the Options Appraisal Report (OAR) stage; and

(c) Note that a further report on the scheme will be considered in June setting out proposals for formal public consultation in Summer 2020 to inform the Strategic Outline Business Case (SOBC) which will allow a preferred set of measures to be presented for approval.

**12. BETTER PUBLIC TRANSPORT: EASTERN ACCESS PROJECT**

The Director of Transport presented the report, which contained the background and rationale for the Better Public Transport project on the access corridor in to East Cambridge, as well as an update on the technical work and engagement to date and the proposed programme going forward. It was noted that the strategic planning perspective on the eastern side of the city was less defined than other points of access to the city, which made it a more complex project. The consultation phase of the scheme had been slightly delayed in order for it to follow the Waterbeach to North East Cambridge project's consultation stage but also to ensure that it aligned as much as possible with the Local Plan process.

While discussing the report, the Executive Board:

- Noted the importance of ensuring open and clear communication on the project in anticipation of opposition to proposed routes.

- Argued that the eastern rail route could be improved so as to provide better access to the city on a service that was currently overladen and working to capacity.

On conclusion of the debate the Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

(a) Note the work to date and approve the proposed Consultation and Engagement Strategy based on:

(i) Further informal public and stakeholder engagement in early 2020 to inform the Options Appraisal Report (OAR) stage; and

(ii) Formal public consultation in the Autumn 2020 to inform the Strategic Outline Business Case (SOBC) which will allow a preferred set of measures to be presented for approval; and

(b) Note that a further report on the scheme will be brought to the June meeting setting out the options appraisal and detailed proposals for formal public consultation.

**13. WHITTLESFORD STATION TRANSPORT INFRASTRUCTURE STRATEGY**

The Director of Transport presented a report which updated the Joint Assembly on the outcomes of a public consultation exercise regarding the Whittlesford Travel Hub and considered the next steps in delivering the proposed transport infrastructure. Members' attention was drawn to a change from the report presented to the Joint Assembly on 30th January 2020, which followed an intervention from the County Council on the issue of decriminalised parking in South Cambridgeshire, which would be taken on by the two statutory authorities.

The Chairperson put the recommendations to the vote and the Executive Board resolved unanimously to:

(a) Note the responses from the public consultation; and

(b) Support a draft delivery plan for the Whittlesford Station Transport Investment Strategy (WSTIS), shown in Appendix 1 of the report, as a basis for further engagement with key stakeholders.

**14. DATE OF NEXT MEETING**

The Executive Board noted that the next meeting would be held at 4:00 p.m. on Thursday 25th June 2020, at the Guildhall, Cambridge.

Chairperson
25th June 2020

**Appendix A - 19th February 2020 Greater Cambridge Partnership Executive Board – Public Questions**

| No | Questioner | Question | Answer |
|---|---|---|---|
| 1 | David Stoughton | **Agenda Item 6: Report of Citizens' Assembly**<br><br>Specifically I'd like to ask whether, in the light of recent research, the criteria informing decisions are incomplete and understate the urgency of reducing pollution to protect citizens' health. I attach a summary of recent research by Kings College London showing that hospital admissions increase during periods of peak pollution that, along with similar results shown in studies in the USA, demonstrate that it is the peaks in pollution not the mean that causes most damage to health.<br><br>Link: Kings College Research | Thank you for sharing the report from Kings College, London, which has been published and circulated to Executive Board members. This study adds to the evidence for the impact of pollution on public health and the need to address air quality issues.<br><br>Last June, the Executive Board formally agreed that improving air quality should be a key consideration in developing the final city access strategy, and the Citizens' Assembly specifically considered air quality issues as part of their deliberations.<br><br>The Board will be discussing a paper setting out the potential impacts of different interventions on air quality later this afternoon. This suggests some immediate actions to support the uptake of public transport, as well as developing packages with options for the Board's consideration at their next meeting in June. |
| 2 | Vincent Poole Arbury Road East Residents Association | **Agenda Item 7: City Access Strategy**<br><br>The question is being asked on behalf of the Arbury Road East Residents Association, which is constituted of households living on Arbury Road and its tributaries, between the Cambridge North Academy and Milton Road.<br><br>We live along a neighbourhood road that has become a rat-run. Cars either sit and queue, poisoning the air, or they speed well in excess of the 20mph limit. The on-going Histon Road works are poised to make the situation much, much worse as inbound traffic ignores the signed diversion route and races down Arbury Road only to get stuck at the Milton Road traffic signals.<br><br>We welcome the findings of the City Access Strategy and the Joint Assembly recommendations regarding it. In particular, paragraph 12.4 recommends "Piloting further road closures, both in the city centre and on local roads." and "A pilot community closure scheme could be developed | The issues raised by the Arbury Road Residents Association emphasise the nature of the problems set out in the report, and the importance of exploring solutions to these in both the short and long term, considering both the road itself and the network as a whole.<br><br>The Board paper recommends proceeding with short term measures such as piloting closures. Officers have previously spoken to the Arbury Road East Residents Association about a possible future scheme for the area, and would welcome continuing to work with them to explore options further. |

| | | | |
|---|---|---|---|
| | | to offer communities the opportunity to come forward with proposals for local roads, for example 'play streets', 'pocket parks' or closures around schools"<br><br>Here we are! We know from the recent survey* conducted by the Arbury Road East Residents Association that those who live on the road are ready and willing to try pilot schemes, test ideas and participate in workshops to develop proposals that would stop the rat-running, reduce pollution and bring our community together once again. You will receive our eager support for exploring serious options. Will the Executive Board support part C of the recommendations, and then add Arbury Road (east) to the list of immediate intervention sites to address issues of congestion, air quality and carbon emissions?<br><br>Link: https://arera.org.uk/2020-01-22-survery-results/ | |
| 3 | Cambridge Cycling Campaign | **Item 7: City Access**<br><br>We thank those involved for the research conducted on the City Access project. It's clear that both scientific evidence and public opinion support the goal of switching a significant number of journeys in and around Cambridge to walking, cycling and public transport. It's also clear that this needs to be done to address issues of congestion, air quality and climate change and to deliver an economically thriving region of healthy, happy people.<br><br>We strongly support the cycling proposals included in the list of short-term interventions including plans to build more cycle infrastructure, improve junctions, trial car-free days, develop a lease scheme for e-bikes and cargo cycles, improve and increase cycle parking and work with schools and businesses to increase levels of cycling.<br><br>We also strongly support the piloting of further modal filters and community streets; these measures are essential to the growth of cycling in the area for all ages and abilities. However, we believe the implementation of these should not depend on the resources of local | The report recommends that the Board prioritise and implement some immediate actions, as well as developing packages for consideration at their meeting in June. These packages would consider the issues set out in the paper in the round, looking at how a significant shift to sustainable transport can be achieved. The work would consider phasing and implementation, including how – building on the Citizens' Assembly and Choices for Better Journeys – the GCP will continue to engage people. |

| | | | |
|---|---|---|---|
| | | communities and would like to ask the GCP to develop a coordinated plan of modal filters that makes transport work for the whole city and could be supported by additional demand management measures if needed.<br><br>Finally, we call for bold and timely action. Around us, other UK cities are taking the lead. London, York, Bristol, Birmingham, Brighton and Oxford: when will Cambridge join the list? In Europe, Paris has grown cycling by 54% in just one year and Ghent's circulation plan led to 25% of residents switching away from driving.<br><br>So, we'd like to ask the Greater Cambridge Executive Board when they will begin to improve city access and how they will communicate the plans in a way that engages people in a city-wide transformation rather than focusing on street-by-street changes? | |
| 4 | Edward Leigh | **Agenda Item 7: Public Transport Improvements and City Access Strategy**<br><br>The summary from the Joint Assembly's deliberations neatly encapsulates where we are at:<br>*"The evidence presented to members provided a compelling case to do something, although it was not yet clear what that something was." [p.24].*<br><br>GCP is trapped in a vicious circle: it requires a recurring revenue stream to support a large expansion of bus services, but lacks the political consensus and popular trust to introduce a congestion charge to raise that revenue. There is a way out though.<br>Officers have concluded that a Workplace Parking Levy is insufficiently effective to consider implementing, yet it has only been appraised as a stand-alone intervention or in combination with increased public parking charges in the city.<br><br>Why not instead consider it as a first step towards introducing a flexible road charging scheme? It can be introduced more quickly than road charging, as the scale of engagement and negotiation required is more manageable; it can be phased in gradually as the overheads are low; any businesses likely to be adversely affected can be offered a rebate, | The paper collates and summarises the weight of evidence, technical and analytical work undertaken to date to inform the emerging city access strategy. This work has been accompanied by wide ranging public and stakeholder engagement. Building on this, the recommendations propose continuing this evidence-led approach through developing and analysing packages of measures, rather than jumping a single solution. |

| | | | |
|---|---|---|---|
| | | reviewable annually; and the revenue generated can be used to start the process of augmenting bus services. This will help rebuild trust and confidence in the GCP.<br>Will the Board undertake to re-appraise a Workplace Parking Levy in this light? | |
| 5 | Cambridge Cycling Campaign | **Item 8: Greenways**<br><br>We're pleased to see the proposals for the Greenways and the request for additional funding, and we hope the Executive Board will support these plans as the Greenways cannot arrive a minute too soon.<br><br>Q1: In light of the climate emergency, we ask the Executive Board to consider what steps could be taken to speed up delivery of the Greenways sooner than the proposed date of late 2024?<br><br>Q2: In another project, the GCP has proposed removing all car parking along Adams Road. Given that this is a desirable safety feature on its own, may we ask for the removal of parking and addition of cycling-friendly traffic-calming on Adams Road to be included as another 'quick win' project that can be implemented straight away to increase cycling safety on one of the busiest and most important cycle routes in Cambridge?<br><br>Q3: With the relocation of the County Council offices and the Cycling Projects Team (and some members of the team leaving) what specific plans does the GCP have in place to ensure the Greenways and other cycling projects will be staffed by officers with experience in cycling projects and with the local knowledge required to design them? | Q1: The proposed programme for the delivery of the schemes is a realistic forecast which is based upon experience from previous similar schemes.<br><br>The timescales for delivery of the Greenways depend heavily on how land negotiations progress. It is possible that land agreements will take less time and that the schemes could therefore be expedited but at this stage in the project we would prefer to be realistic.<br><br>Q2: No further quick win schemes are currently being considered or proposed as part of the Greenways project. Proposals for the Comberton Greenway will be considered at the next Executive Board meeting in June 2020 and will include further detail about how the Greenway route and the Cambourne to Cambridge scheme will align in the vicinity of Adams Road.<br><br>Q3: The GCP is in ongoing dialogue with the County Council regarding their proposed changes. Nevertheless, the GCP has committed to employing the appropriate expertise with the local knowledge to deliver cycling projects. |
| 6 | Cambridge Cycling Campaign | **Item 9: Quarterly Progress Report**<br><br>We notice that, on the transport delivery overview, the 'Links to Cambridge North Station and Science Park project' is marked as completed when on the ground this route is unfinished because the issues of Nuffield Road have not yet been addressed. Similarly, although we welcomed the | Q1: The planned Greenways project builds upon the cross-city cycling scheme to further improve cycling provision across Greater Cambridge. |

| | | | |
|---|---|---|---|
| | | improvements to Arbury Road last year, we note that this is not yet a safe cycle route because the southeastern end of the road is still very dangerous for people cycling.<br><br>Q1: Can the Executive Board confirm that there will be investment in a second phase of cross-city cycling projects to complete unfinished routes and link up safe sections of existing or proposed cycle routes? For example, addressing the gap in safe provision between the new section of Arbury Road and the proposed Milton Road cycleways?<br><br>Q2: What were the results of the surveys that were undertaken in the areas of cross-city cycling schemes? Was there an uptake in people cycling? Do people feel that these routes are now safer to cycle on?<br><br>Q3: Are all these schemes connected to the Local Cycling and Walking Infrastructure Plan (LCWIP) process and a comprehensive plan for cycling networks across Greater Cambridge? When is the LCWIP consultation going to be launched? | The GCP's 2019 Future Investment Strategy identifies the delivery of "further cycle projects to address gaps in the network" on a long-list of future projects, subject to further funding being made available following the Gateway Review. Investment in a second phase of cross-city cycling projects would therefore be considered by the Executive Board in such circumstances.<br><br>Q2: The independent evaluation of the impact of three cross-city cycling schemes in summer 2019 included user surveys and cycle counts, to understand the impact to-date of the schemes across various metrics.<br><br>It found that there was an increase in numbers of cyclists by 12% across the three routes around 1,500 more cycle trips per week for the period of the fieldwork.<br><br>The independent evaluation also found that perceptions of safety along the routes have improved, with an average improvement of 24%.<br><br>Q3: All schemes are connected to the Local Cycling and Walking Infrastructure Plan (LCWIP) process;<br><br>I understand that Cambridgeshire County Council intend to launch the LCWIP consultation in the spring. |
| 7 | Sam Davies | **Item 9: Quarterly Progress Report (Section 22)**<br><br>As the Board will be aware, there is already significant public scepticism about the Biomedical Campus's ability to manage its growth without significant further detrimental impacts on the residential communities in the south of the city. | The GCP recognises the economic and societal benefits that the Cambridge Biomedical Campus (CBC) brings but also the challenges it creates in terms of traffic and transportation. |

| | | | |
|---|---|---|---|
| | | In March 2019, I asked this Board how the GCP proposed to convert the 47 short term interventions identified in the Biomedical Campus Transport Needs Review into "distinct funded actions, with identified accountability and appropriate monitoring processes, delivered within an acceptable timeframe."<br><br>I note the statement in item 22.3 in today's Board papers that work has only been undertaken on "around half" of the potential so-called 'quick win' measures; and the statement in 22.5 that CUHP will not even have finalised the plan for delivery of appropriate Campus-wide governance structures before March 2020.<br><br>Hence, I am here today to ask this Board whether it is content with the progress that has been made in the intervening year; and whether it sympathises with residents' frustration as they experience the intensifying negative externalities of the Campus's growth. | This is why the GCP undertook the "Cambridge Biomedical Campus Transport Needs Review" presented to the GCP Executive Board last year - the first comprehensive study of this type undertaken for the CBC.<br><br>We will continue to work constructively with campus partners to deliver on the actions identified in the study to address the challenges raised.<br><br>Item 7 on the agenda also considers the wider options for tackling congestion across the GCP area. |

**Greater Cambridge Partnership Executive Board**
**Public Questions Protocol**

**Please note that during the Covid-19 pandemic Executive Board and Joint Assembly meetings will be held virtually via Zoom. The meetings will continue to be live streamed via the GCP YouTube Channel - Link. As a result there will be some temporary changes to arrangements for handling public questions. These will be kept under review and amended if necessary. Amended wording is shown in bold text below.**

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 sent to the Greater Cambridge Partnership Public Questions inbox [**public.questions@greatercambridge.org.uk**] no later than 10 a.m. three working days before the meeting.

- Questions should be limited to a maximum of 300 words.

- 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.

- 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.

- 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.

- 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.

- **Where meetings are held virtually, the expectation is that questions will be read out by an officer on behalf of the questioner. This is the preferred approach in the interests of efficiency as it reduces the likelihood of technical difficulties. However, should they wish to do so, questioners will retain the right to temporarily join the virtual meeting to ask their question (see below).**

- **Details of the public questions accepted by the Chairperson will be circulated to members and published on the website along with other agenda papers in advance of the meeting.**

- **Individual questions will be read out at the relevant point in the meeting, usually at the start of the agenda item to which the question relates.**

- **The question will be answered at an appropriate point in the debate, usually as part of the introduction of the relevant item.**

- **Details of the questions asked at each meeting and a summary of the response given will be published online after the meeting and will included as an appendix to the minutes.**

- **In circumstances where the questioner has decided to ask their question virtually:**

    - Individual questioners will be permitted to speak for a maximum of **two** minutes.
    - 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.
    - **In the event of technical difficulties the Chairperson reserves the right to determine that in the interests of efficiency, questions will be read out on behalf of the questioner.**

**PLEASE NOTE FROM 1st MAY 2019 THE E-MAIL ADDRESS FOR SUBMISSION OF PUBLIC QUESTIONS IS 'public.questions@greatercambridge.org.uk'**

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Report From:** Councillor Tim Bick, Chairperson, Greater Cambridge Partnership Joint Assembly

**FEEDBACK FROM THE JOINT ASSEMBLY MEETING**
**4th JUNE 2020**

## 1. Overview

1.1. This report is to provide the Executive Board with a summary of the discussions at the Greater Cambridge Partnership (GCP) Joint Assembly meeting held on Thursday 4th June 2020. The Board is invited to take this information into account in its decision making.

1.2. The Joint Assembly appointed Councillor Tim Bick as Chairperson and Councillor Mike Davey as Vice-Chairperson. It welcomed new members, Councillor Lucy Nethsingha, representing the County Council, replacing Councillor John Williams and Councillor Mike Sergeant, representing the City Council, replacing Councillor Nicky Massey. The Joint Assembly expressed thanks to former members and to the outgoing Chairperson Councillor Tim Wotherspoon.

1.3. As part of his introductory statement, the Chairperson welcomed the news that the GCP had successfully passed its first five year Gateway Review with the Government, which was of particular satisfaction to him as he was the only Joint Assembly member left who had been originally involved in negotiating the City Deal for the area. On behalf of the Joint Assembly he congratulated and thanked the Chief Executive and all of her officers in their success with the Review. In response the Chief Executive thanked members for their contribution, in particular governance and stakeholder arrangements and commented that without that, success would not have been forthcoming.

1.4. Eleven public questions were received. One question related to item nine on the agenda, Quarterly Progress Report; four questions related to item ten, Public Transport Improvements and City Access Strategy; one question related to item thirteen, Cambridge South East Transport Scheme; and five related to item fourteen, Cambourne to Cambridge Better Public Transport Project.

1.5 In addition the Joint Assembly received reports from the Chairperson of the Cambridge South East Local Liaison Forum (LLF) and the Cambourne to Cambridge LLF. In line with Standing Order 13, the Chairperson exercised his discretion and allowed the following representatives from constituent councils to address the meeting:

- County Councillor Lina Nieto [agenda item 12: Local Transport Plan Sub-Strategy].
- County Councillor Amanda Taylor [agenda item 13: Cambridge South East Transport Scheme].
- City Councillor Markus Gehring [agenda item 14: Cambourne to Cambridge].
- South Cambridgeshire Councillor Grenville Chamberlain [agenda item 14: Cambourne to Cambridge].

1.6 Ten reports were considered and a summary of the Joint Assembly discussion is set out below.

## 2. Impact of and Response to COVID-19

2.1 The Joint Assembly noted the likely impact of Covid-19 on the local economy and details of work commissioned to assess this in more detail. Members noted that many of the GCP programmes had a key role to play in responding to the impact of the virus and promoting active travel. The Chisholm Trail was given as an example of this. In relation to plans to introduce experimental schemes and temporary measures, it was hoped that where these were successful, steps would be taken to make them permanent; building on the consequences of Covid-19 in a positive way.

2.2 Commenting on a potential review of the GCP's programme in light of Covid-19, members welcomed this. Questions were asked about the scope of the review, particular whether it might lead to revisiting decisions already made should this prove necessary.

## 3. Quarterly Progress Report

3.1 The Joint Assembly had a wide ranging discussion on this item and supported the proposed variations to the previously agreed budget. Commenting on the planned review of GCP's Future Investment Strategy post Gateway Review and the suggestion this would incorporate the impact of Covid-19, it was hoped this would take account of all key issues, not just Covid-19.

3.2 Noting the reported drop in anticipated apprenticeship starts since March as a direct result of Covid-19 and recent comments by the Prime Minister on the prospect of a 'lost generation' because young people couldn't start their working life, it was hoped plans to look at apprenticeship opportunities for school leavers would start before September. It was hoped that discussions with providers were already underway so opportunities would be there as soon as lockdown allowed. It was anticipated that demand for apprenticeships was likely to increase, making the need to identify potential placement even more important.

3.3 Commenting on process, it was noted that many items in the report were marked as 'complete' as planned work was finished. It was suggested that it was helpful for members to maintain an overview. Phase three of the Smart Panel extension work was cited as an example where although work was complete, members continued to have an interest in how widely they were being used. It was hoped updates would continue to be provided on older projects. With reference to transport, it was suggested there was a need to find a way for members to maintain an overview of the interrelationship between individual schemes and delivery timelines. The Cambridge South West Transport Scheme was quoted as an example, given links to work on Cambridge South Station and construction work on the Cambridge Biomedical Campus. Members also commented on the Working Groups and asked that steps be taken to reinvigorate this process. It was agreed that this be brought to the attention of the Executive Board.

3.4 It was noted that the Executive Board was being recommended to provide additional support for Cambridge& set up to provide a clear entry point for potential investors in Greater Cambridge. Joint Assembly members raised no objection to this proposal, but acknowledging public money was being used, it was suggested that in the interests of transparency the report should include evidence to support the planned expenditure, such as a business case or cost benefit analysis.

3.5 Concern was raised about poor digital wayfinding and information generally to help people find their way around the Biomedical Campus, in particular access to Addenbrooke's and Papworth hospitals. This was especially important as new services and bus stops were introduced.

3.6 Commenting on Residents' Parking Schemes, and reference to this programme of work being dependent on support from local residents, it was pointed out that the County Council's decision to suspend the introduction of any new schemes had also had a significant impact on progress.

3.7 Members welcomed news that work on the six micro homes for homeless people adjacent to Christ the Redeemer Church on Newmarket Road was complete.

## 4. Public Transport Improvements and City Access Strategy: Update and Support for COVID-19 Recovery

4.1 The Joint Assembly noted progress with the city access project and welcomed plans to support Covid-19 recovery work, building on the short term measures that were identified in February. Members had a wide ranging discussion on this proposal and were broadly supportive of steps being taken to help businesses to recover and support people to travel sustainably whilst following government guidance.

4.2 It was important to recognise that the situation at present was hardly sustainable as it had been achieved as a result of people not being at work. It should be recognised that people needed to be at work in order for the economy to function, as ultimately, economic recovery and people keeping their jobs was important to everyone in Cambridge. While there was support for planned improvements to walking and cycling, it was stressed that for many businesses the majority of their employees were commuting by car or were staying at home because they relied on public transport which was not considered safe at the moment. Consultation with the business community was critical and it was hoped that steps would be taken to assess the impact of the measures being introduced on businesses, especially those in the City Centre.

4.3 Safety was considered critical and it was suggested that it would be helpful to establish some underlying principles that would be used to gauge the safety of the measures being considered. Speeding had become a particular issue in many parts of the city where it hadn't previously been a problem. This was also an issue in rural areas where speeding on country lanes resulted in direct conflict with increased cycling. This was something to be borne in mind when developing proposals. Plans to cut back vegetation to improve visibility were welcomed, but it was important that this was an ongoing not one off exercise.

4.4 It was suggested that it would help to give some thought to the 'mass balance' of transport on the space available, a particular issue in parts of the City where roads were very narrow and taking into account social distancing requirements. A number of competing demands had to be balanced; more people walking and social distancing, more people cycling and social distancing, more car use as a result of concerns about the safety of using public transport, and buses reducing passenger capacity, which could lead to more buses on the road. Eventually road space would run out and it would be important to be clear what the priorities were.

4.5 Concern was expressed about the safety of cyclists, especially new cyclists and pedestrians. It was suggested that the aim should be for cycle lanes to be separated physically from cars and that simply drawing a white line on a road did not result in a safe space for cyclists. For pedestrians it was important that plans took into account the minimum space requirements that allowed for people walking past each other to pass and observe social distancing. Referring to plans for cycling to and from Park and Ride sites, it was asked how realistic this was. Concern was expressed about the Milton site where it was not possible for cyclists to cycle into the City, with social distancing, as much of the route was shared cycling and walking in two directions. From a safety point of view it was important to avoid situations where pedestrians had no option other than to walk into the road or cycle lane in order to maintain social distancing.

4.6 It was suggested that it would be helpful to have greater clarity on the rationale behind the choice and prioritisation of the proposed experimental road closures, recognising this was a County Council decision. Members reported that some residents were extremely nervous about temporary road closure plans and were suspicious that these were proposals that the GCP wanted to do anyway and were being brought in without normal consultation process. They were concerned that it would be difficult for residents to get them removed again afterwards. It was important to

recognise that nervousness and proactively address concerns. Noting plans to address the impact of temporary measures by monitoring traffic movements and through stakeholder and community engagement, the importance of speaking to local Councillors about emerging proposals was emphasised. They also had a role to play in providing feedback. Representatives from local disability groups should also be approached for their views on the measures to be implemented.

4.7 One member referred to representations from people wanting improvements to walking and cycling in rural areas and expressed a desire for some of these measures to be extended to local villages, especially the larger ones.

4.8 Referring to the longer term measures, it was acknowledged that no one knew what the lasting impact of Covid-19 was likely to be and how that would affect people's long-term commuting patterns. It was hard to envisage a City Access strategy that did not rely on a high quality public transport network and fewer cars on roads, but it might look different to that originally planned before the pandemic struck.

4.9 The Joint Assembly recalled that the original plan was to consider a report providing more detail on the longer term options set out in the City Access Strategy discussed at the last meeting. While it was understandable that Covid-19 work had delayed this, it was hoped this work would not be overlooked and it was asked that this be added to the Forward Plan.

## 5. Response to Citizens' Assembly Recommendations

5.1 The Joint Assembly discussed the proposed response to the Greater Cambridge Partnership's proposed response to the Citizens' Assembly's recommendations. Members were broadly supportive of the proposed response, but asked that consideration be given to including reference to the outcome of the Joint Assembly discussion at its last meeting and the Executive Board's subsequent decision. This would be useful in crystallising the fact that a direction was set at that point.

5.2 While it was acknowledged that the nature of congestion had changed as a result of current circumstances and the situation had changed since the Citizens' Assembly made its recommendations, ongoing engagement with Citizens' Assembly members remained key. It was questioned whether the suggestion of once a year was enough. There was a discussion about the timing of the first annual feedback report, and it was asked if this could include an update on progress made with the City Access strategy. It was also suggested that a paragraph should be included in all future City Access reports setting out how proposals related to the Citizens' Assembly recommendations.

## 6. Local Transport Plan – Cambridgeshire Autonomous Metro (CAM) Sub-Strategy

6.1 The Joint Assembly noted details of the Cambridgeshire and Peterborough Combined Authority's (CPCA's) Cambridgeshire Autonomous Metro (CAM) Sub-Strategy currently out for consultation. This was relevant to the GCP's first two high quality public transport corridors, Cambridge South East (CSETS) and Cambourne to Cambridge (C2C). Commenting on ongoing discussions about how the GCP schemes aligned with the Local Transport Plan, members welcomed the production of a CAM Sub Strategy which would hopefully clarify the Combined Authority's position.

6.2 Reflecting on the current situation, a number of members expressed deep frustration with the stop start approach and continued challenges on the extent to which GCP schemes aligned with the CPCA's strategy. There were calls for clarity from the Mayor on what it was he wanted in the schemes that was not being proposed now. It was regrettable that the matter was being addressed through megaphones rather than around the table. There was clear evidence that the GCP had been extremely anxious to get collaboration right and had repeatedly attempted to do so, adjusting its proposals on several occasions. While the proposed Sub Strategy was a move in the right

direction, it was also important to establish clarity on the role of the Mayor as setting the Strategy and that of the GCP as a delivery body delivering schemes, having checked plans are aligned.

6.3 It was acknowledged that business investment in the area was predicated on stable local government and clarity in decision making, and there was an irony that there were two organisations bickering about who was responsible for economic growth. Members recalled the Cambridge and Peterborough Independent Economic Review, on which the local Industrial Strategy had been based, which included a recommendation, accepted by all parties, that the GCP provided a readymade solution for meeting the needs of the Greater Cambridge economy. On behalf of the business community, it was reported that across the wider Cambridge area there was still support for that recommendation. It was unfortunate that they were now beholden to an unfunded CAM scheme to the detriment of progression with the shorter term schemes that have been identified by the business community as being critical to future economic growth. While there was a need to identify how local government was going to move forward and a clear need for clarity and consensus on governance; for now there remained confidence that the GCP remained best placed to make those decisions and should proceed with those schemes that had been identified.

## 7. Cambridge South East Transport Scheme

7.1 Tony Orgee, Chair of the Cambridge South East Transport Local Liaison Forum (LLF), informed members of the outcome of the meeting that took place on 1st June 2020. He reported that there remained concerns about engagement and in a number of cases there had been little or no discussion, or consultation with local councillors, communities or stakeholders. There was particular concern that some significant changes appeared to have been made without local involvement. The main comments expressed about the scheme were:

- Local representatives and residents argued that there had been no opportunity for any public consultation on the alternative railway alignment route, challenged a number of the statements and argued that calculations were open to interpretation. They also stated that they had never seen any environmental considerations regarding the consulted routes. It was argued that there was little or no benefit to Stapleford and Great Shelford in what was recommended but there would be negative impacts such as environmental impacts and a considerable increase in parking on Hinton Way. There was also comment in support of a light rail solution rather than using rubber-tyred vehicles.

- There was a request that the brown and purple routes should remain on the table and that the Executive Board should be presented with two options, not one option with do nothing as the fall-back position.

- There had been no adverse comments about the recommended location of the Travel Hub.

7.2 The Joint Assembly noted and made no comment upon the objections received in response to the Phase One Traffic Regulation Orders at Linton.

7.3 With reference to the Phase Two proposals, members were disappointed to hear concerns relating to the consultation and ongoing questions about the proposed route, though no member advocated for an alternative. Some members shared concerns about plans to remove the underpass at Wandlebury from the Phase One scheme and were supportive of that being put back into the plan. Noting officers had given a commitment to respond to these matters, it was suggested that the Executive Board should be provided with more detail on this so they could be reassured it was being addressed.

7.4 Members noted that at the Cambridge Biomedical Campus end of the scheme it was looking like there would be a four lane highway at the end of Francis Crick Avenue with Cambridge South Station scheduled to be completed around the same time. There would be thousands of pedestrians and

cyclists trying to cross that highway and consideration should be given to how construction would be managed to ensure safety. It was suggested that consideration would need to be given to the future of Babraham Park and Ride site rather than just expanding it. Concern was expressed that it was attracting cars too far in, did not have good onward transport links to a station or a busway, or good walking or cycling links to the Biomedical Campus.

## 8. Cambourne to Cambridge Better Public Transport Project

8.1 Helen Bradbury, Chair of the Cambourne to Cambridge LLF, informed members of the outcome of the meeting that took place on 2nd June 2020. As part of her presentation she drew members' attention to the following recommendations arising from the meeting:

- The LLF opposes a premature decision on the current Cambourne to Cambridge busway scheme. It is unfit for purpose, anachronistic and environmentally damaging, and is now out of step with emerging proposals for East West Rail and CAM.

- The LLF recommends a pause until:

  (i) The Mayor's CAM consultation has concluded, and his proposed route – suitable for autonomous vehicles, MRT and adaptable into a metro – is published.
  (ii) The location of the new East West Rail station in Cambourne is confirmed, and the business case for the busway re-worked in light of its impact. This is a multi-billion pound scheme that needs to be thoroughly understood first.

- In the meantime, the LLF supports the development of interim high-quality bus priority measures and/or improved services on existing infrastructure that can support the local plan and provide immediate transport benefits to key employment locations whilst the bigger picture falls into place.

8.2 Joint Assembly members were invited to focus their views on relevant changes since the similar report was presented last when a variety of views on different aspects of the scheme were expressed, whilst mostly supportive of the objectives of the scheme. At this meeting, there was general support for the planned change in route, replacing the Adams Road Route option with the Rifle Range route. Members hoped that the planned improvements to Adams Road, including removing parking, would be implemented despite it no longer being part of the proposed route.

8.3 A number of members expressed support for the overall scheme, recognising there was a major and unavoidable strategic need for it. Some held the view that the process had been deep and intensive. It was acknowledged that this was a contentious matter, but there remained significant problems with all of the alternative route alignments and the process had helped clarify that. It was acknowledged that there remained some outstanding matters, but these would be addressed as part of the next steps in the statutory process. Conversations would continue about East West Rail and plans for a new station at Cambourne and urgent decisions on the City Access Strategy were required. However, several members were of the view that a further delay was not necessary and the scheme could progress in tandem with this.

8.4 Other members held an opposing view and were of the opinion that the scheme should not continue until further information on a number of factors was available. This included uncertainty about detail of the East West Rail and Cambourne Station proposals. It was suggested that other route options should not be taken off the table until there was greater clarity on these major schemes. Uncertainties around the long term impact of Covid-19, in particular a possible reduction in numbers willing to use public transport was also considered significant, as this would potentially have an impact on the Business Case. Some members were concerned about the process, suggesting it had not been sufficiently robust and was at risk of a potential legal challenge. There also remained some concern about the environmental impact, despite reassurances that this

formed part of the next stage of the statutory process. Some members were unable to support the scheme without more information about how it was planned to address environmental concerns.

8.5 There was a specific suggestion that should the Executive Board agree to proceed with the scheme, it would be useful to get on record its commitment to subsequent actions and commitments. This would hopefully allay many concerns and offer reassurance that commitments would not be reneged upon.

## 9. Madingley Road Walking and Cycle Project

9.1 The Joint Assembly noted the next stage of the Madingley Road Walking and Cycling Project and expressed support for the preferred option.

9.2 Commenting on the proposal, recognising not everyone wanted to go to the north of the city, it was asked if it would be possible to look at the possibility of linking Grange Road and Madingley Road, opening up the Burrell's Walk, West Road access. Links with Adams Road and the Rifle Range were also proposed. This would result in diverting some cycle traffic away from the busy Westminster College roundabout. It was also hoped that as part of ongoing work consideration would be given to incorporating features that would naturally help slow traffic on Madingley Road, to help address residents' concerns about this. The benefit of linking this with planned e-bike schemes was also highlighted.

## 10. Foxton Travel Hub

10.1 The Joint Assembly was generally supportive of the proposals and the rationale behind favouring the southern site option. Members raised a number of related points, including the importance of continued dialogue with the local community to make the benefits of the scheme to them more explicit. It was hoped that it would be possible to find a way to make the Travel Hub more attractive to those travelling into Cambridge as opposed to those commuting into London.

10.2 Members highlighted the importance of dealing with the level crossing, recognising this was a matter for the CPCA and Network Rail to address. Delays were already excessive and steps should be taken to make sure that these proposals did not exacerbate this. The GCP should continue to put pressure on those concerned to find a solution.

## 11. Greenways: Melbourn, Comberton, and St Ives

11.1 The Joint Assembly noted proposals for the Melbourn, Comberton, and St Ives Greenways and were supportive of the proposals. Members raised a number of questions about the detail of the individual schemes and the main points are summarised below. A more general point was made about addressing safety on remote rural routes, especially in the hours of darkness. It was also suggested that social distancing measures should be taken into account when considering the width of the Greenways. Members hoped that officers would take these points into account as schemes progressed.

11.2 Commenting specifically on the Melbourn Scheme, but recognising it may also apply to other routes, one member highlighted the tendency of cyclists to take their 'desired' route, in this case over the M11, which was notoriously dangerous. It was suggested that steps should be taken to encourage use of the Greenway route, or if that proved unsuccessful, find a way of making the desired route safer. It was also asked if it was possible to look again at the possibility of removing the diversion towards the A10, as it was safer and more attractive for cyclists to continue without diversion.

11.3 Referring to the Comberton proposals, it was noted that the preferred route had presented real challenges and officers were thanked for their work to make it viable. It was suggested that there

was more work to be done to make the route through Comberton safe, particularly for younger cyclists. Encouragement was also given for surface treatment between Coton and Long Road to be other than tarmac. Hopefully these points would be picked up as part of the next stage of the scheme. This would also need to take account of other planned development linked to the Cambourne to Cambridge proposals, which it was assumed would also include some form of path and cycleway running adjacent to it.

11.4 There was support for the St Ives proposals, but it was suggested that the timescale should be reviewed to take account of other work planned in Cottenham, especially along the Oakington Road section. It was suggested that the Project Officer could attend the Community Liaison Group to work though the details and make sure the timing of work was co-ordinated. It was also hoped that plans would include steps to address flooding adjacent to the Swavesey section of this route.

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Niamh Matthews – Head of Strategy and Programme, Greater Cambridge Partnership

# IMPACT OF COVID–19 ON THE GCP PROGRAMME

## 1. Purpose

1.1 To consider a potential review of the GCP's programme in light of Covid-19; to give an overview of work commissioned to look at the likely impact of Covid-19 on the local economy; and to set out the potential impact of Covid-19 on the GCP's current programme.

## 2. Officer Comment on Joint Assembly feedback

2.1 Details of feedback from the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This report also details matters discussed at the recent Joint Assembly meeting and a summary of feedback.

2.2 Members asked questions on progress of the specific parts of the GCP programme in light of Covid-19; in particular, on the Chisholm Trail and the Autonomous Vehicle trials.

2.3 Members expressed a desire for any temporary measures introduced to respond to Covid-19 to be closely monitored and assessed, and considered for permanent implementation if successful.

2.4 On the review of the Future Investment Strategy (FIS), members were generally supportive of the recommendation. Members were interested to understand more about the scope of the review i.e. the possible extent of changes to the FIS that may be generated by the review.

## 3 Recommendations

3.1 The Executive Board is recommended to:

(a) Note the commissioned Hatch Regeneris work currently being undertaken to understand the impact of Covid-19 on businesses and the local economy.

(b) Note the potential impact of Covid-19 on the GCP's Programme.

(c) Agree to review the GCP's Future Investment Strategy considering the impact of Covid-19 as an essential element of that review and to inform the review, use available and accessible evidence produced in respect of Covid-19, including but not limited to the commissioned Hatch Regeneris work.

## 4 Potential Review of the GCP's Programme in Light of Covid-19

4.1 The Joint Assembly and Executive Board may wish to consider reviewing the GCP's programme to understand if its focus could be altered in order to support Covid-19 recovery work. The information presented in the remainder of this paper may help Members to understand what the scope of any such review may need to consider. Section 11 of this paper considers this further.

## 5 Commissioned Work to Understand the Likely Impact of Covid-19 on the Economy

5.1 In collaboration with Cambridgeshire and Peterborough Combined Authority (CPCA) officers GCP officers have appointed Hatch Regeneris to carry out a piece of work to understand the impact of Covid-19 on the local economy.

5.2 The scope of the work is broad but will give us a sense of the economic impact of Covid-19 on a range of sectors important to the Cambridgeshire and Peterborough economies. Its purpose is to act as an evidence base which can be used to help to shape any potential programme wide response.

5.3 To get an up to minute understanding of sectoral responses, as part of the work, Hatch Regeneris will be talking directly to 30 local stakeholders involved in various sectors and educational institutions across the geography. This will be supplemented by gathering, analysing and bringing together quantitative data, much of which has already been produced.

5.4 The work is expected to be complete by the third week of June. As such, officers will share the report with Executive Board members and provide a verbal overview at the Executive Board meeting on 25th June.

## 6 Impact on the GCP's Programme

6.1 At this time, on a scheme by scheme basis, it is difficult to predict the impact that Covid-19 will have on delivery. For schemes that are on site the current status is as follows:

6.2 **Histon Road** – work on this project needed to be paused to understand how it could be managed in line with Government guidelines. Working closely with County Council officers it was determined that this project could be restarted, within the guidelines. Work restarted in mid-May and continues to progress.

6.3 **Chisholm Trail** – the lead contractors have been able to maintain safety on the site through social distancing measures. Whilst work has continued on this scheme, delivery has slowed and impacted upon the programme. This position is being regularly reviewed.

6.4 For schemes that are not yet on site, desk based work continues to be undertaken by GCP officers and by consultants.

6.5 For schemes requiring essential work that is not desk based their current status is as follows:

6.6 **Waterbeach to Cambridge** – the next phase of this work requires pre-consultation engagement on a long list of options, in late June. This is ahead of public consultation, assuming an October Board decision. Pre-consultation engagement can be done online. Should restrictions remain in place

during the time (October) that public consultation is required this is likely to have an impact on project delivery. It may be possible to make up for some time lost. Officers will keep this under regular review.

6.7 **Eastern Access** – the next phase of this work requires parish and member engagement to input into the option sifting and assessment process. That was due to be complete by now had it not been for the Covid-19 situation. As it is, we aim to do this online over summer and present an Options Assessment to the Board in the October meeting cycle. It should be possible to make up time lost, depending on whether delays to other schemes cause corresponding delays in formal public consultation for this scheme.

6.8 **Cambourne to Cambridge and Cambridge South East** – the next phase of work on these schemes requires work on site to carry out environmental and ecological assessments. Some of this work is likely to be delayed as it may not be possible to operate under current guidelines. With the exception of where bat surveys are required, as the schemes progress it may be possible to make up any time lost but this will depend on when and how national guidelines for social distancing are updated. Where bat surveys are required, and we are unable to progress, the impact on the programme may be more significant given the surveys can only be carried out at one specific time of the year.

**7 Housing**

7.1 **Allia Homelessness project - Modern Methods Units** – The installation of the units was initially delayed as a result of movement restrictions under current Covid-19 related government guidelines. Further progress has now been possible and the units are now in place and are being publically launched on Friday 12 June. The first residents are expected to be able to move in before the end of June.

**8 Skills**

8.1 **Greater Cambridge Apprenticeships** - Form the Future and Cambridge Regional College continue to work on the GCP's apprenticeship service. Where possible, they are adapting their approach to the Service so it can continue to be run safely. It is not yet possible to know what impact Covid-19 will have on apprenticeship uptake. GCP officers are working closely with Form the Future and Cambridge Regional College and will continue to do so to understand what the likely impact might be. As and when the impact becomes apparent the Executive Board may wish to consider revising the scope of the Service to help respond to the impact of Covid-19 on the economy.

**9 Smart**

9.1 **Autonomous Vehicle Trials** - Good progress has been made over the last quarter to March 2020, however, as a result of the Covid-19 restrictions, the manufacturers of the shuttles (RDM Group) have been furloughed since the end of March. This means that the delivery of the vehicles for trials in Cambridge will be delayed. RDM began a phased return to work on Monday 8th June, but a revised timetable will not be available until late June when the impacts can be clarified. The delay is expected to be up to 3 months, pushing the potential start date of the vehicle trials back from July to October 2020. This is likely to lead to a 3 month extension to the project, with a revised end date of March 2021. Despite this, InnovateUK continue to fund projects and therefore the team are working on the non-vehicle aspects of the trials which can be conducted remotely as per government guidelines.

9.2 **Data Collection and Analysis** - sensors deployed around the city to monitor various projects (Mill Road, Histon/Milton Road and Fendon Road) remain in place and are still collecting data. The team is working with colleagues to ensure that this data can be appropriately used alongside other data sources to provide a view of the impact Covid19 and the associated restrictions have had on key metrics such as Traffic Volumes by Mode, Air Quality and Journey Times. This data has been presented to the Board as part of the Covid19 Transport Impacts dashboard.

9.3 **Digital Twin assignment with the Centre for Smart Infrastructure and Construction (CSIC)** -the early data analysis for this work has been completed, but the conclusion of the work has been postponed as the study is centred on the CBC. Interviews with available stakeholders continue to take place and additional opportunities to work alongside CDBB, DAFNI, CEDAR and CSIC are being investigated. Work on the final report on the potential use cases for a digital twin model for different stakeholders in the city is continuing. It is anticipated that the report will be completed by summer 2020, subject to the resolution of the current Covid-19 issues in relation to staff availability and other restrictions.

**10. Economy and Environment**

10.1 The substantive work being carried out to look at the capacity of the energy network is, at this stage, largely desk based. As such, the work continues and is scheduled to be brought to the next Economy and Environment Working Group in June. As the impact of Covid-19 becomes more apparent, particularly on the development industry, the Executive Board may wish to reconsider the scope of the work. GCP and County Council officers will keep in regular contact with UK Power Networks to understand any potential impact on the programme of works.

10.2 The work on the Economic Action Plan is now complete and is referenced in the Economy and Environment section of the Quarterly Progress Report. Once we have a sense for the impact of Covid-19 the Executive Board may wish to look again at this work and consider how best to reshape it, if required.

**11 Review of the GCP's Programme in Light on the Impacts of Covid-19**

11.1 As mentioned in section 4, the Executive Board may wish to consider reviewing the GCP's programme to understand if its focus could to be altered in order to support Covid-19 recovery work. That could include but is not limited to, for example, engaging in additional work to help accelerate the delivery of homes or revising the scope of some of its work on skills to address inevitable impacts on the workforce. As well as additional available evidence, the Hatch Regeneris work referenced at section 5 could form a helpful basis from which to start the review.

11.2 In addition to the Hatch Regeneris work, GCP officers have refocused resource in order to support partners in light of Covid-19. GCP Communications Officers are supporting the work of the County Communications Team and much of the GCP's Programme Team were leading activities to develop some urgent work on Business Support across the geography. The Programme Team has largely handed this work back over to colleagues but will continue to support where helpful and necessary.

## 12 Transport Data Work

12.1 There is some ongoing work on transport data that can helpfully feed in to the Hatch Regeneris work.

12.2 As referenced in the City Access paper later on the agenda, GCP is working with partners to collect and analyse a range of transport data throughout the current period. This includes data on traffic levels and journey times, public transport use, active travel and air quality. It will help us to understand how transport behaviours change over time and, alongside more forward-looking information, potential changes to future trends. This will support the identification of any measures GCP could take in the short, medium and longer-term to support people and businesses through the periods of lockdown, social distancing and recovery, and is likely to be a useful evidence base to contribute to any review.

## 13 Link with the Future Investment Strategy (FIS)

13.1 It would seem logical to link any such review with wider work across the Programme. At the outset of the FIS work it was envisaged that the FIS would be regularly reviewed and specifically as and when the GCP got through its first Gateway Review.

13.2 Officers therefore suggest that any Covid-19 impact review of the programme is fundamentally linked to the FIS review.

## 14 Next Steps and Milestones

14.1 Officers would welcome a decision from the Executive Board on the proposition to initiate a review of the GCP's programme in light on Covid-19.

14.2 Following any such decision officers will work with the Executive Board to agree the scope for any such review.

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

# QUARTERLY PROGRESS REPORT

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Niamh Matthews – Head of Strategy and Programme, Greater Cambridge Partnership

## 1 Purpose

1.1 To update the Executive Board on progress across the Greater Cambridge Partnership (GCP) programme, including updates on:

- Progress across the GCP programme, including spend during the 2019/20 financial year; and
- A proposal to invest a further £50k into Cambridge&, in order to enable the delivery of Cambridge&'s services over the course of 2020 (section 28).

## 2 Recommendations

2.1 The Executive Board is recommended to:

(a) Note progress across the GCP programme, including spend during the 2019/20 financial year; and
(b) Invest a further £50k into Cambridge&, to enable the delivery of Cambridge&'s services over the course of 2020, as set out in section 28.

## 3 Officer Comment on Joint Assembly Feedback

3.1 Details of feedback from the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This report also details matters discussed at the recent Joint Assembly meeting and a summary of feedback.

3.2 On Skills, members noted the severity of the potential disruption (due to Covid-19) to young people in finding apprenticeships, and urged the Executive Board to ensure action is taken without delay to generate opportunities for young people throughout the economic recovery.

3.3 On Smart, members emphasised the need to improve both digital and physical wayfinding on the Cambridge Biomedical Campus, particularly in light of the Cambridge South Station development.

3.4 On Transport, officers addressed member queries in relation to the additional funding sources being explored to mitigate overspend on Cross-City Cycling in 2019/20, and on how the GCP is explicitly considering interrelations in relation to CSETS, including with Cambridge South.

3.5 On Economy and Environment, members asked for the evidence behind any decision on more funding for Cambridge& to be made publicly accessible.

## 4 2019/20 Programme Finance Review

4.1 The table below captures spend throughout the 2019/20 financial year, against the agreed 2019/20 budget.

| Funding Type | **2019/20 Budget (£000) | 2019/20 Expenditure (£000) | 2019/20 Actual Variance (£000) | Status* | | |
|---|---|---|---|---|---|---|
| | | | | Previous[1] | Current | Change |
| Infrastructure Programme Operations Budget | 34,141 | 29,808 | -4,333 | | | ↔ |

** Please note: RAG explanations are at the end of this report.*

*** 2019/20 Budget includes unspent budget allocations from the 2018/19 financial year, in addition to the allocations agreed at the March 2019 Executive Board*

## 5 2020/21 Programme Finance Overview

5.1 The table below gives an overview of the 2020/21 budget and spend as of 31 May 2020.

| Funding Type | **2020/21 Budget (£000) | Expenditure to May 2020 (£000) | Forecast Outturn (£000) | Forecast Variance (£000) | Status* | | |
|---|---|---|---|---|---|---|---|
| | | | | | Previous | Current | Change |
| Infrastructure Programme Operations Budget | 39,147 | 1,334 | 41,642 | +2,495 | | | ↔ |

** Please note: RAG explanations are at the end of this report.*

*** 2020/21 Budget includes unspent budget allocations from the 2019/20 financial year, in addition to the allocations agreed at the February 2020 Executive Board.*

## 6 Future Investment Strategy

6.1 The GCP Future Investment Strategy, agreed by the Executive Board in March 2019, sets out the GCP's approach to prioritising interventions in order to enable continued growth throughout Greater Cambridge. It considered a range of evidence developed throughout the course of the programme to that point, plus findings from Our Big Conversation and the Cambridgeshire and Peterborough Independent Economic Review (CPIER).

6.2 Under the item on 'Impact of Covid-19 on the GCP Programme', the Executive Board is recommended to agree to review the GCP's Future Investment Strategy. This recommendation is informed in particular by the outcome of the first Gateway Review, and the impact of Covid-19 on the local economy. The progress of the GCP programme, as described in this report, should be considered in light of that recommendation.

[1] Throughout this report references to "previous status" relates to the progress report last considered by the Joint Assembly and Executive Board

# Housing and Strategic Planning

"Accelerating housing delivery and homes for all"

| Indicator | Target | Timing | Progress/ Forecast | Status | | |
|---|---|---|---|---|---|---|
| | | | | Previous | Current | Change |
| Housing Development Agency (HDA) – new homes completed | 250 | 2016 - 2018 | 301 | Scheme Complete | | |
| Delivering 1,000 additional affordable homes** | 1,000 | 2011-2031 | 820 (approx.) | | | ↑ |

*** Based on housing commitments included in the Greater Cambridge Housing Trajectory (April 2020) on rural exception sites, on sites not allocated for development in the Local Plans and outside of a defined settlement boundary.*

## 7 Housing Development Agency (HDA) Completions

7.1 The indicator for "Housing Development Agency (HDA) – new homes completed" has now been marked as complete. This reflects that the new homes directly funded by the Greater Cambridge Partnership have all been completed. 301 homes were completed across 14 schemes throughout Greater Cambridge.

7.2 Both Cambridge City Council and South Cambridgeshire District Council are continuing to deliver more new homes in Greater Cambridge over the next five years. This delivery is funded by various sources, including £70m funding via the Cambridgeshire & Peterborough Devolution Deal for the City Council programme. The GCP will continue to work with partners to explore additional opportunities to unlock further affordable housing.

## 8 Delivering 1,000 Additional Affordable Homes

8.1 The methodology, agreed by the Executive Board for monitoring the 1,000 additional homes, means that only once housing delivery exceeds the level needed to meet the Cambridge and South Cambridgeshire Local Plan requirements (33,500 homes between 2011 and 2031) can any affordable homes on eligible sites be counted towards the 1,000 additional new homes.

8.2 The Greater Cambridge housing trajectory published in April 2020 shows that it is anticipated that there will be a surplus, in terms of delivery over and above that required to meet the housing requirements in the Local Plans, in 2021-2022. Until 2021-2022, affordable homes that are being completed on eligible sites are contributing towards delivering the Greater Cambridge housing requirement of 33,500 dwellings.

8.3 Eligible homes are "*all affordable homes constructed on rural exception sites, and on sites not allocated for development in the Local Plans and outside of a defined settlement boundary*".

8.4 The table above shows that on the basis of known sites of 10 or more dwellings with planning permission or planning applications with a resolution to grant planning permission by South Cambridgeshire District Council's Planning Committee, approximately 820 eligible affordable homes are anticipated to be delivered between 2021 and 2031

towards the target of 1,000 by 2031. In practice this means that we already expect to be able to deliver 78% of the target on the basis of currently known sites.

8.5 No additional eligible sites have been permitted since the last update, however in preparing the new Greater Cambridge Housing Trajectory the anticipated delivery timetables and build out rates for some sites have changed therefore resulting in slightly more affordable dwellings anticipated to be delivered towards the target (820 compared to 778 in the previous update). Anticipated delivery from the known sites has been calculated based on the affordable dwellings being delivered proportionally throughout out the build out of each site, with the anticipated build out for each site being taken from the Greater Cambridge Housing Trajectory (April 2020). When actual delivery on these known sites is recorded more or less affordable dwellings could be delivered depending on the actual build out timetable of the affordable dwellings within the overall build out for the site, and also depending on the actual delivery of the known sites compared to when a surplus against the housing requirements in the Local Plans is achieved.

8.6 Although anticipated delivery is below the target of 1,000 affordable dwellings by 2031, the latest housing trajectory shows that 37,970 dwellings are anticipated in Greater Cambridge between 2011 and 2031, which is 4,470 dwellings more than the housing requirement of 33,500 dwellings. There are still a further 11 years until 2031 during which affordable homes on other eligible sites will continue to come forward as part of the additional supply, providing additional affordable homes that will count towards this target. Historically there is good evidence of rural exception sites being delivered (around 40 dwellings per year), and 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 (to March 2021) | Progress (31/03/20) | Status | | |
|---|---|---|---|---|---|
| | | | Previous | Current | Change |
| Number of people starting an apprenticeship as a result of an Apprenticeship Service intervention. | 420 | 286 | | | ↔ |
| Number of new employers agreeing to support an apprenticeship scheme. | 320 | 316 | | | ↔ |
| Number of schools supporting new, enhanced apprenticeship activity. | 18 | 25 | Met | | ↔ |
| Number of students connected with employers. | 7,500 | 9,355 | Met | | ↔ |

Progress data from the start of the contract in March 2019, up to 5th May 2020.

**9 Update on the GCP Apprenticeship Service**

9.1 The GCP Apprenticeship Service has now been operating for more than a year, of the two year contract. Form the Future and Cambridge Regional College, who deliver the service, have submitted an annual report, covering the first year of the contract up to March 2020, plus their most recent quarterly monitoring report in May 2020.

9.2 Monitoring data for the four service KPIs is outlined in the table above, accurate as of May 2020. It shows that:

- Two targets for the whole contract have been met within the first 14 months of delivery.
- The Service has delivered 68% of its target for people starting an apprenticeship as a result of its interventions.
- The Service has delivered 99% of its target for number of new employers agreeing to support an apprenticeship scheme.

9.3 To engage employers, the Service has utilised opportunities including business exhibitions and webinars to identify companies who may be interested in learning more about apprenticeships. Direct engagement has enabled the Service to help those employers generate new apprenticeships.

9.4 To engage candidates, the Service has taken a range of opportunities, including hosting a stand at every post-16 evening at every school in Greater Cambridge over the first year of delivery.

9.5 The Service has also engaged with other local training providers to support as many apprenticeship starts in Greater Cambridge as possible. For example, they identify that through working together with Anglia Ruskin University to promote degree apprenticeship options, the Service has supported 78 starts in Greater Cambridge during the last year.

9.6 The annual report also identifies a series of challenges for the second year of the programme. These include:

- Ensuring Apprenticeship Levy funds stay in the region to support SME apprenticeships, including by working with the Combined Authority to encourage the levy pooling in the region.
- Supporting businesses (particularly SMEs) to access the Digital Apprenticeship Service, which is a new requirement for all apprentice employers.
- Understanding the impact of the introduction of T-Level's on students' interest in apprenticeships.

9.7 In addition to the challenges identified above, it is clear that since the annual report was submitted, Covid-19 has had a real and significant impact on service delivery – particularly, the service has had to adapt to delivering more services via online platforms. The service has reported a drop in anticipated apprenticeship starts since March as a direct result of Covid-19. The full extent of its impact (in particular on the opportunities available to school leavers in September) will be monitored closely over the coming months.

9.8 Officers will continue to work with the Service to explore lessons learnt from the first year of delivery, as well as understanding the impact of Covid-19 and any steps that may need to be taken to mitigate against these impacts.

**10 Modern Methods of Construction (MMC) for Temporary Housing Units**

10.1 The installation of the units was initially delayed as a result of movement restrictions under current Covid-19 related government guidelines. Further progress has now been possible and the units are now in place and are being publically launched on Friday 12 June. The first residents are expected to be able to move in before the end of June.

# Smart Places

"Harnessing and developing smart technology, to support transport, housing and skills"

| Project | Target Completion Date | Forecast Completion Date | Status | | |
|---|---|---|---|---|---|
| | | | Previous | Current | Change |
| T-CABS (CCAV3 Autonomous Vehicle Project) | Dec 2020 | Mar 2021 | | | ↔ |
| Smart Panels – Phase 3 Extension | Complete | | | | |
| Digital WayFinding – Phase 2 (Development) | Complete | | | | |
| Digital WayFinding – Phase 3 (Development) | Jun 2020 | Jun 2020 | | | ↔ |
| ICP Development – Phase 3 | Complete | | | | |
| ICP Development – Building on the Benefits | Mar 2021 | Mar 2021 | | | - |
| Mill Road Bridge Closure: Data Collection and Early Analysis | Complete | | | | |
| Mill Road Bridge Closure: Ongoing Data Analysis | Oct 2020 | Oct 2020 | | | ↔ |
| Data Visualisation | Complete | | | | |
| Data Visualisation – Phase 2 | Mar 2021 | Mar 2021 | | | - |
| Digital Twins Phase One | Mar 2020 | August 2020 | | | ↓ |
| New Communities Phase One | Jun 2020 | Jun 2020 | | | ↔ |
| Covid-19 Data Dashboard | Jun 2020 | Jun 2020 | | | |

Progress reported up to 5th May 2020

## 11 T-CABS (C-CAV3 Autonomous Vehicle Project)

11.1 Good progress has been made over the last quarter to March 2020, however, as a result of the Covid-19 restrictions, the manufacturers of the shuttles have been furloughed until further notice. This means that the delivery of the vehicles for trials in Cambridge will be delayed. The revised timetable will not be available until they return to work, but the delay is expected to be up to 3 months, pushing the potential start date of the vehicle trials back from July to October 2020. This is likely to lead to a 3 month extension to the project, with a revised end date of March 2021.

11.2 Despite this, InnovateUK continue to fund projects and therefore the team are working on the non-vehicle aspects of the trials which can be conducted remotely, as per government guidelines. The work to create a model safety case for the trial has been procured and began (slightly later than planned) in March. This work is making use of existing footage and online maps and resources to produce an early draft which is ready for review and interim sign-off by the Risk Management Group. This will not be finalised until the team are able to carry out a physical site visit once the Covid-19 restrictions have been lifted. This process will continue to involve consultation with the Risk Management Group established earlier this year.

## 12 Smart Panels – Phase 3 Extension

12.1 Phase 3 of the Smart Panel Extension work has been completed. An issue with the panels retaining access to CambWifi has been resolved. The fix will be applied as required to panels in public buildings using CambWifi for their internet connection. The Hauser Forum provided positive feedback on their recently installed panel, commenting that it is receiving great feedback from staff and visitors. A demonstration has been held with the Royal Society of Chemistry on the Science Park who may also be interested in installing a panel. This will be followed up as we begin to return to more regular working patterns.

12.2 The Pocket Smart Panel is still in use and is regularly checked by the team to ensure live travel information is being provided. User numbers are expected to be impacted by the reduction in journeys currently being undertaken and a further review of usage figures will be carried out as restrictions on travel are eased.

## 13 Digital Wayfinding – Phase 3 (Development)

13.1 A proposal for wayfinding at Cambridge Central Station has been put forward for approval in principle by Abellio and Brookgate, in addition to other key stakeholders. In early June, a successful market testing engagement was completed. This will further inform the suggested approach and is expected to lead to a procurement, subject to meeting the requirements of the section 106 monies. Wayfinding solutions are evolving quickly, especially as a result of Covid-19, and 12 companies responded to the engagement providing information to support our further understanding of this domain. Implementation will begin when practically possible (and subject to the relevant planning consents being achieved) in line with safe working guidelines.

13.2 Engagement with Cambridge Biomedical Campus regarding wayfinding remains a topic of work, however they are understandably concentrated on the delivery of core services only during this period. We will re-establish work on this, as and when it is appropriate, via the Travel & Transport group.

## 14 ICP Development – Phase 3

14.1 Work to make data on journey times (measured using Bluetooth sensors) and car parking accessible have been completed - these datasets can now be viewed at www.smartcambridge.org. The workflow used to ingest and display real time bus information has been streamlined. This is expected to reduce the complexity of the system and the potential for errors.

## 15 ICP Development – Building on the Benefits

15.1 The team are currently undertaking a range of activities to build on the benefits of the ICP Development, including:

- Exploring the possibility of Smart Panels being available via the desktop.
- Extension of APIs to accommodate future datasets.
- Investigation of the energy panel.
- Improving quality of bus data and journey time predictions.
- Continuing the support and maintenance of Smart Panels and the Pocket Panel.

## 16 Mill Road Bridge Closure – Traffic Flow and Air Quality Monitoring

16.1 As reported last quarter, traffic sensors remain in place on Mill Road and the surrounding streets. The sensors were installed at the end of May 2019, however a direct comparison of the same period this year is likely to have been impacted by the current travel/movement restrictions. The final report from this work is not expected until October 2020 when the impact of the travel restrictions on the validity of the full year of data collection can be more clearly identified.

16.2 In the meantime, data from these sensors is still being made available on Cambridgeshire Insights for interested parties and is also being used to deliver an overall indication of the changes in travel behaviour before and during the restrictions and as restrictions begin to be eased later in the year.

16.3 Traffic data analysis has been carried out as part of our collaboration with GeoSpock. Visualisation of air quality data has been initiated and is expected for first review by the team in June 2020.

## 17 Data Visualisation

17.1 Initial work packages on ANPR have been completed, resulting in an improved understanding of new ways to process and visualise datasets. In addition, work to ingest the traffic data relating to the Mill Road Bridge closure has been completed. Results of this work will be included in the final report for the project due in October 2020 (see section 16.1).

## 18 Data Visualisation – Phase 2

18.1 Building on the collaboration established last year, work packages for data visualisation will be defined on a quarterly basis to ensure the best alignment with priority projects during the period. The first of these will be a review of the air quality data collected during the Mill Road Bridge Closure work and will be included in the final report (as described in section 16.1) thereby enabling greater insight into the impacts of the closure on air quality.

## 19 Digital Twins Phase One

19.1 Our work with the Centre for Smart Infrastructure and Construction (CSIC) has produced an early digital tool, which has been used to better understand the ANPR data collected in the vicinity of the CBC. Analysis of the data has allowed us to gain greater insight into how the site is accessed, and may in future support the tailoring of specific interventions to support a reduction in congestion and an increase in sustainable travel choices.

19.2 Additionally, this project has focused on the requirements of stakeholder groups such as residents, employees, employers, operators and local authorities. Interviews have been held with representatives of each of these groups to understand what challenges they see in relation to mobility in and around the growing site and how data could support decision making on this topic. The report summarising these findings has been delayed as a result of limited access to stakeholders during the lockdown, however interviews have now been completed and the report is expected to be delivered by Summer 2020.

## 20 New Communities Phase One

20.1 In early October 2019, Smart Cambridge and Cambridge Cleantech organised an event for planners and developers to explore the opportunity to deploy 'Smart' technologies in new communities. Following the workshop, we are working with planners and developers in more detail to understand the opportunities for 'Smart' technologies to support the planning system and to help develop better places. Initial work is focused on the North East Area Action Plan and opportunities to work with Urban and Civic on Waterbeach.

20.2 Following on from the Smart Cambridge and Cambridge Cleantech event with planners and developers at the end of last year, the team have put together three topic papers covering Environmental Monitoring, Future Mobility and Connectivity. The draft North East Cambridge Area Action Plan has now been published and includes comments based on those papers.

20.3 Discussions are on-going with Urban and Civic regarding how the work being carried out by the Smart Cambridge team can support the development of the new community at Waterbeach.

## 21 Covid-19 Data Dashboard

21.1 Sensors deployed by the programme as part of a series of trials are providing a significant proportion of the data collected to analyse changes to travel patterns as a result of Covid-19 restrictions. Experience gained by the team during the programme is being shared with GCP and County Council teams to ensure accurate representations of traveller behaviour are captured and reported. This feeds into a dashboard report which will be discussed by the GCP Head of Transport Strategy. Smart will continue to support the update of this report on a regular basis as well as providing input to the county teams as they look to update and extend the existing range of sensors in across the area.

# Transport

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

## 22 Transport Delivery Overview

| Project | | Delivery Stage | Target Completion Date | Forecast Completion Date | Status | | |
|---|---|---|---|---|---|---|---|
| | | | | | Previous | Current | Change |
| Ely to Cambridge Transport Study | | Completed | | | | | |
| A10 cycle route (Shepreth to Melbourn) | | Completed | | | | | |
| Cambridge Southeast Transport Study (formerly A1307) | | Design | 2024 | 2024 | | | ↔ |
| Cambourne to Cambridge / A428 Corridor | | Design | 2024 | 2024 | | | ↔ |
| Milton Road | | Design | 2021 | 2024 | | | ↑ |
| City Centre Access Project | | Design | 2020 | 2021 | | | ↓ |
| Chisholm Trail Cycle Links | Phase 1 | Construction | 2020 | 2021 | | | ↓ |
| | Phase 2 | Construction | 2022 | 2022 | | | ↑ |
| Cross-City Cycle Improvements | Fulbourn / Cherry Hinton Eastern Access | Construction | 2019 | 2020 | | | ↔ |
| | Links to East Cambridge & NCN11 / Fen Ditton | Construction | 2019 | 2020 | | | ↔ |
| | Hills Road / Addenbrooke's corridor | Completed | | | | | |
| | Arbury Road corridor | Completed | | | | | |
| | Links to Cambridge North Station & Science Park | Completed | | | | | |
| Histon Road Bus Priority | | Design | 2022 | 2021 | | | ↔ |
| West of Cambridge Package | | Design | 2021 | 2021 | | | ↔ |
| Greenways Quick Wins | | Completed | | | | | |
| Cambridge South Station Baseline Study | | Completed | | | | | |
| Residents Parking Implementation | | Project Initiation | 2021 | 2021 | | | ↓ |
| Greenways Development | | Completed *(timelines for individual Greenways to be included in future reports)* | | | | | |
| Rural Travel Hubs | | Project Initiation | 2021 | 2021 | | | ↔ |
| Travel Audit – South Station and biomedical campus | | Completed | | | | | |

22.1 Whilst the forecast completion dates captured above include the impacts of Covid-19 to the extent which they are currently known, it should be noted that considerable uncertainty

remains e.g. over the length and extent of social distancing measures over the rest of 2020 and the impact of those on construction works. More information on the impact of Covid-19 on the GCP programme is discussed under the relevant item.

## 23 2019/20 Transport Finance Review

23.1 The table below contains a summary of the expenditure to March 2020 (year-end) against the budget for the year.

| Project | Total Budget (£000) | 2019-20 Budget (£000) | 2019-20 Expenditure (£000) | 2019-20 Variance (£000) | 2019-20 Budget Status | | |
|---|---|---|---|---|---|---|---|
| | | | | | Previous | Final | Change |
| Cambridge Southeast Transport (formerly A1307) | 140,735 | 7,647 | 4,919 | -2,728 | | | ↔ |
| Cambourne to Cambridge / A428 corridor | 157,000 | 3,612 | 1,820 | -1,792 | | | ↔ |
| Science Park to Waterbeach (formerly A10 North Study) | 2,600 | 2,067 | 125 | -1,942 | | | ↔ |
| Eastern Access | 500 | 500 | 115 | -385 | | | ↔ |
| Milton Road bus priority | 23,040 | 600 | 576 | -24 | | | ↔ |
| City Centre Access Project | 9,888 | 3,716 | 2,563 | -1,153 | | | ↔ |
| Chisholm Trail | 14,269 | 4,276 | 4,951 | +675 | | | ↔ |
| Cross-City Cycle Improvements **(see 21.2)** | 8,934 | -132 | 1,894 | +2,026 | | | ↔ |
| Histon Road Bus Priority | 10,000 | 1,000 | 1,388 | +388 | | | ↓ |
| West of Cambridge package (formerly Western Orbital) | 42,000 | 3,000 | 6,679 | +3,679 | | | ↓ |
| Greenways Quick Wins | 3,650 | 1,571 | 1,000 | -571 | | | ↔ |
| Programme Management & Early Scheme Development | 3,200 | 703 | 510 | -193 | | | ↑ |
| Cambridge South Station | 1,750 | 1,750 | 1,001 | -749 | | | ↔ |
| Residents Parking Implementation | 1,191 | 350 | 221 | -129 | | | ↔ |
| Rural Travel Hubs | 700 | 150 | 28 | -122 | | | ↔ |
| Greenways Development | 536 | 30 | 62 | +32 | | | ↔ |
| **Total** | **419,993** | **30,840** | **27,852** | **-2,988** | | | ↑ |

23.2 It should be noted that officers are currently seeking other funding sources to alleviate overspend against Cross-City Cycle Improvements.

23.3 The explanation for any variances is set out in the following paragraphs.

23.4 **Cambridge Southeast Transport (formerly A1307)**

There was a year-end underspend of £2.73m.Tthe work at Fendon Road prevented a number of construction projects on the A1307 starting that were planned for the end of 2019. These schemes have now slipped into the 2020/21 financial year.

23.5 **Cambourne to Cambridge / A428 Corridor**

As forecast, there was a year-end underspend of just under £1.8m. This is due to the revised GCP Executive Board meeting, now scheduled for June 2020.

23.6 **Science Park to Waterbeach (formerly A10 North Study)**

As previously forecast, there was a year-end underspend of £1.94m. This is due to consultants being appointed later than originally planned.

23.7 **Eastern Access**

There is a year-end underspend of £385k for Eastern Access. This is due to consultants being appointed later than originally planned. The overall budget for this project does not extend beyond Option Assessment and may need revising in 2020.

23.8 **Milton Road Bus Priority**

The year-end actual shows a slight underspend of £24k.

The budget for 2020/21 will be reviewed as it is now almost certain that construction will be delayed until later in 2022, and perhaps further if the impacts of Covid-19 are more severe on the Histon Road construction programme. The budget will therefore reflect the cost of finalising the detailed design, and the procurement exercise.

23.9 **City Centre Access Project**

It was expected that a significant proportion of the budget of £3.72m would be underspent in 2019/20 given the slower than anticipated progress in taking forward some individual work streams.

However, the completion of the electric bus agreement and further consultant assessment work for demand management measures has reduced the underspend to £1.15m.

23.10 **Chisholm Trail**

The final outturn for 2019/20 shows an overspend of £675k. However, an apportionment exercise needs to be undertaken, with some costs attributed to this project charged back to the Abbey-Chesterton Bridge project. This will take place early in the 2020/2021 financial year.

23.11 **Cross-City Cycle Improvements**

The year-end actual shows an overspend of £2m. This is partly due to the overall budget being spent in 2018/19 due to issues around traffic management which restricted the working hours and extensive public utility plant diversions. Some refunds from utility companies were received in the last quarter of 2019/20, which reduced the overspend by about £260k.

Work to complete the last two projects has been slightly delayed and is awaiting final sign off on two land agreements.

23.12 **Histon Road Bus Priority**

Payments to statutory undertakers were brought forward to the 2019/20 financial year which largely accounted for the overspend of £388k.

Several large invoices relating to the start of construction were also paid at year end, accounting for the significant increase in spend in the final month of the accounting year.

23.13 **West of Cambridge Package (formerly Western Orbital)**

The original budget forecast for West of Cambridge Package was based on the delivery of the Cambridge South West Travel Hub (CSWTH) scheme. During the year, the scheme at Trumpington Park and Ride to increase spaces was also allocated to the project and the end-of-year variance reflects the vast majority of the construction costs of the Park & Ride improvement. There was also a significant cost to buy some of the land required for the delivery of the CSWTH scheme that was not initially forecast in this year's spend, but the GCP Project Board instructed the purchase ahead of programme to reduce risk.

23.14 **Greenways Quick Wins**

£1m has been spent in the 19/20 financial year, an underspend of £571k. This is due to the Oakington to Cottenham project which did not prove to be a Quick Win as multiple plots of private land were required to build a new path. Negotiations for this are ongoing.

23.15 **Programme Management and Early Scheme Development**

The year-end actual shows an underspend of £193k. This is due to a number of activities being extended in to the 2020/21 financial year.

23.16 **Cambridge South Station**

There is a year-end underspend of £749k for Cambridge South Station as the DfT are drawing down the funding in phases and not in one payment run as originally forecast.

23.17 **Residents Parking Implementation**

As the programme of work depends on support from local residents, there is always the potential for some schemes not to progress, which having taken into account a S106 contribution, has resulted in an underspend of £129k this year.

23.18 **Rural Travel Hubs**

The majority of the year's spend was focussed on developing the Whittlesford Station Transport Infrastructure Strategy, resulting in an underspend of £122k.

23.19 **Greenways Development**

Higher priority public consultations delayed the final Greenways consultations into the 2019/20 financial year. The overspend of £32k covers the costs for project team staff time, consultation materials, consultant support and promotions.

## 24 2020/21 Transport Finance Overview

24.1 The table below contains a summary of the expenditure to May 2020 against the budget for the year.

| Project | Total Budget (£000) | 2020-21 Budget (£000) | 2020-21 Forecast Outturn May 20 (£000) | 2020-21 Forecast Variance May 20 (£000) | 2020-21 Budget Status | | |
|---|---|---|---|---|---|---|---|
| | | | | | Previous | Final | Change |
| Cambridge Southeast Transport (A1307) | 140,735 | 12,945 | 15,640 | +2,695 | | | - |
| Cambourne to Cambridge (A428) | 157,000 | 4,500 | 4,500 | 0 | | | - |
| Better Public Transport – Waterbeach to Cambridge | 52,600 | 236 | 236 | 0 | | | - |
| Eastern Access | 50,500 | 532 | 532 | 0 | | | - |
| West of Cambridge Package | 42,000 | 1,817 | 1,817 | 0 | | | - |
| Milton Road | 23,040 | 116 | 116 | 0 | | | - |
| Histon Road | 10,000 | 7,209 | 7,209 | 0 | | | - |
| City Centre Access Project | 9,888 | 2,290 | 2,290 | 0 | | | - |
| Travel Hubs | 700 | 100 | 100 | 0 | | | - |
| Residents Parking Implementation | 1,191 | 350 | 150 | -200 | | | - |
| Chisholm Trail | 14,269 | 3,710 | 3,710 | 0 | | | - |
| Greenways Quick Wins | 3,079 | 0 | 0 | 0 | | | - |
| Developing 12 cycling Greenways* | 14,611 | 743 | 743 | 0 | | | - |
| Cross-City Cycle Improvements | 11,266 | 306 | 306 | 0 | | | - |
| Madingley Road Cycle Scheme | 170 | 475 | 475 | 0 | | | - |
| Cambridge South Station | 1,750 | 1,115 | 1,115 | 0 | | | - |
| Programme management and scheme development | 3,350 | 343 | 343 | 0 | | | - |
| **Total** | **536,149** | **36,787** | **39,282** | **+2,495** | | | - |

*Figures include budget and spend for Waterbeach and Fulbourn Greenways

24.2 One line has been added to the table for 2020/21. This is “Madingley Road Cycle Scheme”.

24.3 One line has been renamed for 2020/21. “Science Park to Waterbeach” is now referred to as “Better Public Transport – Waterbeach to Cambridge”.

24.4 The explanation for any variances is set out in the following paragraphs.

24.5 **Cambridge Southeast Transport (A1307)**

The forecast outturn for 2020/21 for Cambridge Southeast Transport is £15.64m, compared with a budget of £12.95m, representing a forecast overspend of approx. £2.7m. This includes a forecast overspend on Phase 1 and a forecast underspend on Phase 2.

The planned spend for Phase 1 in 2020/21 is £13.49m, compared with a budget of £10.52m, leaving an estimated overspend of approx. £3m. The increase in spend is due to an combination of additional and associated costs for:

- RSA and Covid-19;
- Babraham Park & Ride extension and Wandlebury foot-crossing design and build;
- Average speed camera installation.

The planned spend for Phase 2 in 2020/21 is £2.15m, against a budget of £2.43m.

24.6 **Cambourne to Cambridge (A428)**

Subject to Executive Board approval to progress in June 2020, the project is on target to spend against the budget profile for this year.

24.7 **Better Public Transport – Waterbeach to Cambridge**

Waterbeach to North East Cambridge is currently planned to deliver the Strategic Outline Business Case (SOBC) for the March 2021 GCP Executive Board. Current work involves identifying and evaluation options. Re-planning is ongoing to accommodate new engagement timelines and methods. Once this has been completed, the spend profile will be updated along with the forecast outturn.

24.8 **Eastern Access**

Eastern Access is currently planned to deliver the SOBC for the March 2021 GCP Executive Board. Current work involves identifying and evaluating options. Re-planning is ongoing to accommodate new engagement timelines and methods. Once this has been completed, the spend profile will be updated along with the forecast outturn.

24.9 **West of Cambridge Package**

There is no variance currently forecast for this project. Cambridge South West Travel Hub (CSWTH) has achieved a significant milestone, submitting a planning application, which means that the first quarter will see less activity while the proposal is being considered. There will then be an increase in tasks as the project progresses towards procurement of detailed design and construction. Significant work is expected with Early Contractor Involvement (ECI) and surveys in order to prepare the works information package.

24.10 **Milton Road**

Construction of Milton Road has been delayed so that it will commence post Histon Road completion. Therefore, the scheme remains in a detailed design stage. All spend in 2020/21 will go against finalising the detailed design, surveys, and contractor procurement. The project is currently on track against the 2020/21 budget.

24.11 **Histon Road**

Histon Road is under construction and is due to be completed in the summer of 2021. The project is still on schedule to meet this timeline and therefore on target to spend against the budget profile for this year.

The overall budget may increase due to Covid-19, but this is still to be assessed.

24.12 **City Centre Access Project**

This year's City Access budget is being revised to account for the experimental traffic management measures that are to be delivered by the GCP in response to the Covid-19 pandemic. These will be funded from within this year's budget allocation.

24.13 **Travel Hubs**

Initial work on designing better bus access to Whittlesford Station has been paused until the initial findings from the strategic review of the A505 (Royston to Granta Park) study are available in the autumn. Consequently, expenditure this year is expected to be concentrated in the second half of the financial year. No variance is currently forecast.

24.14 **Residents' Parking Implementation**

As the implementation of further new Residents' Parking Schemes has currently been suspended, the focus this year is on the implementation of schemes approved prior to this suspension, and reviewing previously installed schemes.

At this stage, an underspend of £200k is forecast this year. However, as a result of Covid-19, the forecast figures will be refined once work has been restarted.

24.15 **Chisholm Trail**

The construction contract covers Chisholm Trail Phase 1 and the Abbey-Chesterton Bridge, and to date most of the costs have been charged to the Chisholm Trail. An apportionment exercise needs to be undertaken, with some costs charged back to the bridge. This will take place during the current financial year.

Therefore, an updated forecast is currently being developed, and a proposal for splitting the costs between Phase 1 of the Trail and the Bridge will be submitted to Project Directors. This will inform the forecast for the current financial year, future financial years and the outturn cost.

24.16 **Greenways Quick Wins**

The programme of works for Greenways Quick Wins is substantially complete, with some minor works to Rampton and Riverside/Stourbridge Common to be completed as soon as possible after lockdown.

24.17 **Developing 12 Cycling Greenways**

The initial development work for the 12 Greenways is substantially complete. All consultations have been completed and no further spend is expected in the development area. The budget presented for 2020/21 includes Waterbeach and Fulbourn Greenways; an outline budget of £8m and £6m respectively has been allocated to these projects and was confirmed following the GCP Gateway Review in May 2020. Project set-up is now underway for these projects. Further Greenways projects will be brought to the Executive Board for consideration in accordance with the Forward Plan.

24.18 **Cross-City Cycle Improvements**

The 2020/21 budget for this project is £306k and the expenditure is forecast to be on target.

24.19 **Madingley Road Cycle Scheme**

Madingley Road went through public consultation January-March 2020. Option 2 has been chosen as the preferred option as it was marginally more popular and provides future-proofing for the scheme. The consultation outcomes and option will be discussed by the Executive Board for approval in June 2020. The next stage is pre-design, followed by full design.

The estimated to March 2021 for the pre-design stage up to 65% completion of the full design is £475k. The budget is still to be finalised between GCP and Major Infrastructure Delivery (Cambridgeshire County Council).

24.20 **Cambridge South Station**

The 2020/21 budget for Cambridge South Station is £749k. The Department for Transport will draw down this contribution to the development phase within their project timescales.

24.21 **Programme Management and Scheme Development**

The 2020/21 budget for this project is £343k and the expenditure is anticipated to be on target.

# Economy and Environment

**25 Local Grid Constraints**

25.1 As has been previously reported, the Economy and Environment Working Group has been considering the constraints that the energy grid within Greater Cambridge may pose on sustainable economic growth in to the future.

25.2 Given the GCP's role in facilitating further sustainable economic growth the Board agreed there may be a role for the GCP, potentially alongside other stakeholders, in alleviating these constraints on the Grid and unlocking business growth that may otherwise be stalled.

25.3 Officers commissioned a report which found that the Grid is approaching full capacity and requires significant investment to enable further connections. Initial findings suggest that this capacity constraint has the potential to slow the delivery of housing and economic development unless action is taken to speed up the delivery of new Grid capacity.

25.4 The Executive Board previously agreed to allocate £40k to undertake further work on this issue. On this basis, UK Power Networks (UKPN) have been commissioned to undertake an engineering study, which will provide the GCP with a number of options to increase capacity within the local network.

25.5 The headline reports of the study present a number of interventions that the GCP could fund which would go some way to resolve the current capacity constraints in Greater Cambridge. Officers continue to engage with UKPN and are working together to understand the impact of individual intervention(s) and which individual intervention(s) would deliver the best outcome for the area.

25.6 The results of the study, alongside a number of options and next steps were presented to the Economy and Environment working group at their February meeting. Members at that meeting requested an options appraisal be undertaken on the three key interventions identified within the engineering study. Officers will take this report to the next Economy and Environment working group.

**26 Greater Cambridge Economic Action Plan**

26.1 In response to the publication of the Local Industrial Strategy (LIS) for Cambridgeshire and Peterborough in July 2019, officers from the GCP and across the partner local authorities have developed an Economic Action Plan for Greater Cambridge. CPCA officers were engaged throughout its development to ensure alignment with the LIS.

26.2 The Economic Action Plan seeks to set out the interventions that are being taken by local authority partners to deliver against the strategic ambitions set out by the LIS. The GCP Economy & Environment Working Group engaged in this work during 2019.

26.3 The Economic Action Plan was completed in early 2020 (however, many of the actions it captures were already underway). That said, officers will now seek to review it as soon as is appropriate in light of the economic impacts of Covid-19.

## 27 Understanding the Local Economic Impacts of Covid-19

27.1 As referenced in the Covid-19 impact paper, in collaboration with CPCA officers, GCP officers have appointed Hatch Regeneris (an economic development consultancy who specialise in quantifying economic impact on and within local economies) to carry out a piece of work to understand the impact of Covid-19 on the local economy.

27.2 The scope of the work is broad, but it will give us a sense of the economic impact of Covid-19 on a range of sectors important to the Cambridgeshire and Peterborough economy. Its purpose is to act as an evidence base which can be used to help to shape any potential programme-wide response.

27.3 As part of the approach to the work, Hatch Regeneris are talking directly to 30 local stakeholders involved in various sectors and educational institutions across the geography, to get an up to the minute understanding of sectoral responses. This will be supplemented by gathering, analysing and bringing together quantitative data, much of which has already been produced.

## 28 Cambridge&

28.1 In June 2019, the Executive Board approved a £25k initial investment into Project Spring, a proposal led by the University of Cambridge to develop a visible inward investment offer to establish a clear entry point for potential investors in Greater Cambridge. This initial investment successfully delivered an evidence base for the "Cambridge Story", an interactive web portal containing key information for investors in Greater Cambridge and a robust business case seeking further investment to fully develop an inward investment service for the area.

28.2 The Executive Board have maintained a position throughout that if the business case demonstrates clear value for money and the potential to deliver significant benefits in terms of inward investment into Greater Cambridge, the Executive Board may wish to consider further financial support towards the project.

28.3 Cambridge& was incorporated as a private, not for profit company limited by guarantee in February 2020, set up to deliver the inward investment service outlined in the business case. Officers have continued to engage in the project and monitor its early activities. Particularly, Cambridge& has recently produced a comprehensive strategy outlining its potential impact and approach in light of Covid-19.

28.4 It was hoped that further funding for Cambridge& (in particular from the Combined Authority and/or the private sector) and the situation regarding Brexit would become clear in advance of any further investment by the GCP into the project. However, in light of the economic challenges posed by Covid-19 and the potential for Greater Cambridge to play a critical role in the global response to the pandemic, it is apparent that a service such as Cambridge& should be established and prepared to co-ordinate investment into the area during the economic recovery from Covid-19.

28.5 Therefore, officers recommend that the GCP invests a further £50k into Cambridge&, to support the development and launch of Cambridge& services over the course of 2020. Particularly, this investment will enable Cambridge& to deliver inward investment

activities including identifying and engaging with potential investors, developing a broad virtual offer and raising awareness of the new offer provided by Cambridge& across key stakeholders (e.g. British Embassies and Consulates). Officers will remain engaged in this work and continue to contribute to the development of its services and report back to the Executive Board on the organisation's progress.

28.6 In order to address the Joint Assembly feedback referenced in 3.5, the business case provided by Cambridge& to the GCP can be found in Appendix 1.

**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

**EXECUTIVE BOARD FORWARD PLAN OF KEY DECISIONS**

Notice is hereby given of:

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

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

a) Result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; and/or

b) Be significant in terms of its effects on communities living or working in the Greater Cambridge area.

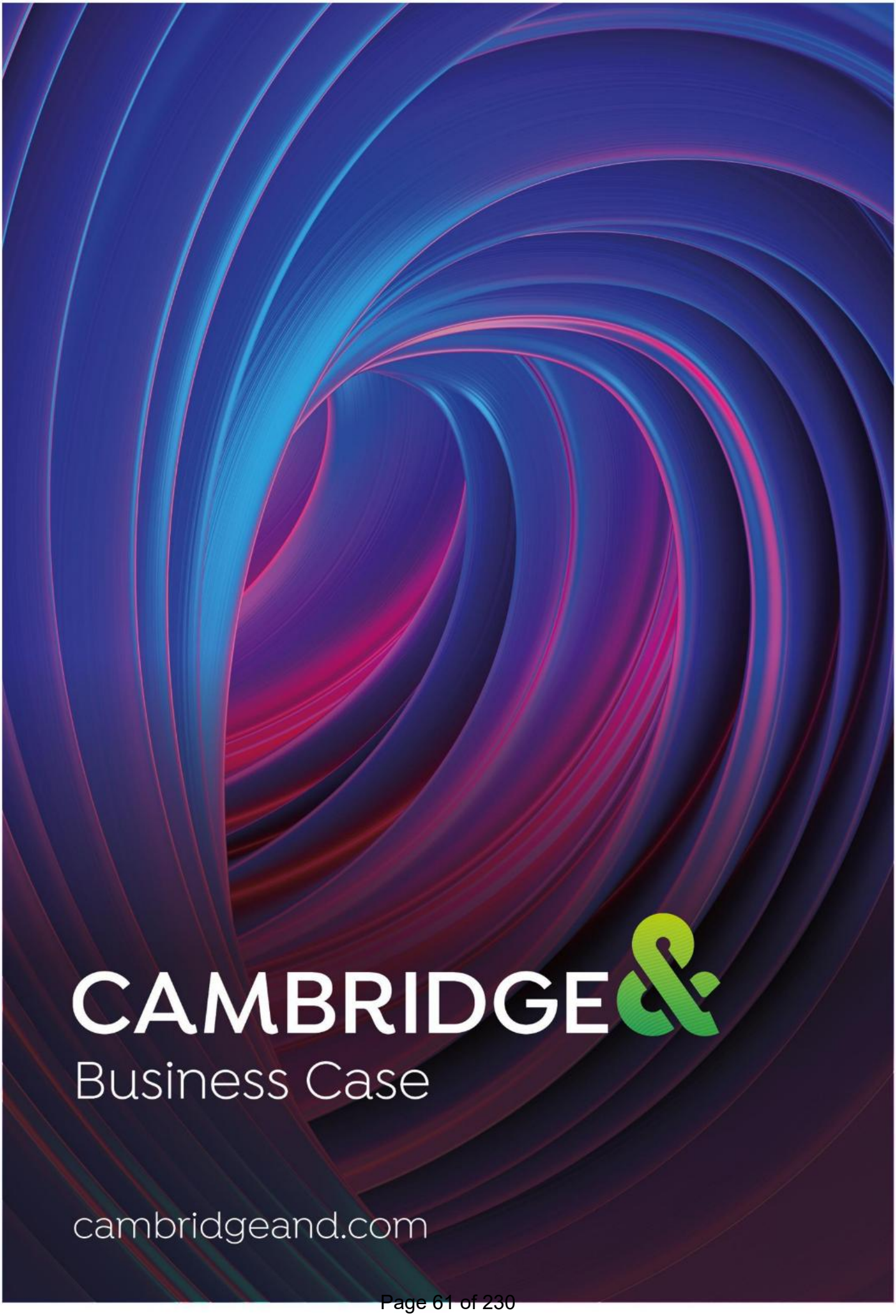
| **Executive Board: 25th June 2020** | **Reports for each item to be published 15th June 2020** | **Report Author** | **Key Decision** | **Alignment with Combined Authority** |
|---|---|---|---|---|
| Impact of Covid-19 on the GCP Programme | To consider the likely impact of Covid–19 on the local economy; to set out the potential impact of Covid–19 on the GCP's current programme and to consider a potential review of the GCP's programme in light of Covid–19. | Niamh Matthews | No | N/A |
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information. To include:<br>(a) Impact of Covid-19 on the Programme<br>(b) Gateway Review and proposed review of Future Investment Strategy<br>(c) Update on Cambridge& | Niamh Matthews | No | N/A |
| Local Transport Plan CAM Sub-Strategy | To review the CPCA's CAM sub-strategy currently out for consultation in relation to the GCP's first two high quality public transport corridors, Cambridge South East (CSETS) and Cambourne to Cambridge (C2C). | Peter Blake | No | CA LTP Passenger Transport Strategy |

| | | | | |
|---|---|---|---|---|
| Better Public Transport: Cambourne to Cambridge Project | To receive an update on the project and agree the next steps | Peter Blake | Yes | CA LTP Passenger Transport Strategy |
| Response to Citizens' Assembly Recommendations and Public Transport Improvements and City Access Strategy | To consider the proposed response to the recommendations of the Greater Cambridge Citizens' Assembly and consider a set of packages that provide options for different levels of intervention | Isobel Wade | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Cambridge South East Transport Scheme | To receive details of the response to the public consultation on the shortlisted routes and sites; the proposed Outline Business Case; and final proposals for the scheme and consider objections to Traffic Regulation Orders for waiting restrictions at the Linton High Street/A1307 junction and for a westbound bus lane on the A1307 at Linton and agree how to proceed. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Madingley Road Cycle and Walking Project | To consider feedback from the public consultation, agree the preferred option and approve the detailed design | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Foxton Rail Station Scheme | To consider feedback from the public consultation and agree the preferred option | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Greenways Schemes: Comberton, Melbourn and St Ives | To consider plans for the next phase of Greenway Schemes | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| **Executive Board: 1st October 2020** | **Reports for each item to be published 21st September 2020** | **Report Author** | **Key Decision** | **Alignment with Combined Authority** |
| Greenways Schemes: Barton, Haslingfield and Sawston | To consider plans for the next phase of Greenway Schemes | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Better Public Transport: Waterbeach to North East Cambridge Project | To receive an update on the project and agree the next steps, including an options appraisal and proposals for formal public consultation. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Better Public Transport: Eastern Access Project | To receive an update on the project and agree the next steps, including an options appraisal and proposals for formal public consultation. | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |

| | | | | |
|---|---|---|---|---|
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information | Niamh Matthews | No | N/A |
| **Executive Board: 10th December 2020** | **Reports for each item to be published 30th November 2020** | **Report Author** | **Key Decision** | **Alignment with Combined Authority** |
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information | Niamh Matthews | No | N/A |
| Cambridge South West Travel Hub | To consider the full business case and request permission to progress to the construction phase | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| A10 Waterbeach to Cambridge North Access Corridor | To receive an update on the project and agree the next steps for the scheme | Peter Blake | No | CA LTP Passenger Transport / Interchange Strategy |
| Public Transport Improvements and City Access Strategy | To provide an update on the city access project, and to consider options for long-term packages of measures in the post-Covid context. | Peter Blake | No | CA LTP Passenger Transport / Interchange Strategy |
| Citizens' Assembly | To consider a report on the GCP's response, one-year-on from receiving the Citizens' Assembly report. | Peter Blake | No | CA LTP Passenger Transport / Interchange Strategy |
| Eastern Access Corridor | To receive an update on the project and agree the next steps for the scheme | Peter Blake | No | CA LTP Passenger Transport / Interchange Strategy |
| Greenways Schemes: Swaffhams, Bottisham and Horningsea | To consider plans for the next phase of Greenway Schemes | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| Whittlesford Station Transport Infrastructure Strategy | To receive an update on further stakeholder engagement, early outcomes from the A505 multi-modal study and discussions on future bus services, and consider initial design work and costings for improved bus access infrastructure | Peter Blake | Yes | CA LTP Passenger Transport / Interchange Strategy |
| **Executive Board: 19th March 2021 [provisional date]** | **Reports for each item to be published 8th March 2021** | **Report Author** | **Key Decision** | **Alignment with Combined Authority** |
| | | | | |
| GCP Quarterly Progress Report | To monitor progress across the GCP work streams, including financial monitoring information | Niamh Matthews | No | N/A |

**Corresponding Meeting Dates**

| Executive Board meeting | Reports for each item published | Joint Assembly meeting | Reports for each item published |
|---|---|---|---|
| 25th June 2020 | 15th June 2020 | 4th June 2020 | 22nd May 2020 |
| 1st October 2020 | 21st September 2020 | 10th September 2020 | 28th August 2020 |
| 10th December 2020 | 30th November 2020 | 19th November 2020 | 9th November 2020 |
| 19th March 2021 [provisional] | 8th March 2021 | 24th February 2021 [provisional] | 12th February 2021 |


CAMBRIDGE&
Business Case
cambridgeand.com

## Index

# 1. Executive Summary

The Cambridge& vision is '**To help Cambridge be, and be seen, as the world's leading innovation ecosystem'.**

The aim is to attract the highest quality investors in the knowledge intensive industries from around the globe into our ecosystem. We have a compelling and agreed Cambridge Story. This has been crafted in collaboration with multiple stakeholders and will showcase the strengths and opportunities of our ecosystem to potential investors. We will have a focused and targeted/managed approach to identifying and working with them and will ensure they have the best possible experience when considering Cambridge as their location of choice. This sharp focus is crucial and being selective is key, to ensure that our infrastructure is not further burdened. By being selective, we will be aiming for controlled growth.

This will lead to increased foreign direct investment, a larger pool of talent and skills and ultimately tangible benefit to the wider economy.

Cambridge& will be a private, not-for-profit organisation, working collaboratively with many established networks in the ecosystem who will ultimately take forward the relationship with the investors once here. There is a financial need, which is detailed in this paper.

**It will be a model example of a co-ordinated, outward, globally facing Cambridge, celebrating the pride we have in our ecosystem and the diversity of our talent – Cambridge is all the world in one place.**

### Introduction

Cambridge is a phenomenon, with two enviable Universities, a world class science and engineering base, exceptional entrepreneurship, established and growing industries and exceptional support networks.

Cambridge is a safe place to do risky things, whose creativity is constantly put at the service of humanity and where the impossible is invited.

In Cambridge, ancient colleges, modern laboratories and commercial impact co-exist harmoniously, and science-based and deep technology startups develop world-changing products.

Grant Thornton recently awarded Cambridge the mantle of 'most vibrant economy in the UK' in its Vibrant Economy Index and the Centre for Cities 2019 City Outlook showcased us as 'the most innovative city in the UK'.

Given the global attractiveness of Cambridge to innovators and entrepreneurs, as recently examined by a world-class independent economic commission (the CPIER: www.cpier.org.uk), a strategic, collective and clear promotional offer to attract the highest quality foreign direct investment from the knowledge intensive industries has been surprisingly absent. The need for further collaborative work on inward investment was given strategic prominence in the Local Industrial Strategy for Cambridgeshire and Peterborough, agreed by local partners and the Government.

**Cambridge&** was initiated by the University of Cambridge and Cambridge Innovation Capital (CIC) in January 2018 and was developed in collaboration with key business organisations and academia. In early 2019 the University of Cambridge sponsored the initiative for Phase 1. In June 2019, the Greater Cambridge Partnership – including the three local authorities in Greater Cambridge – formally agreed to join the University of Cambridge in sponsoring it. This saw the drawing together of the civic, business and academic communities in support of Cambridge&.

It was created to address a specific problem: We are a small city with an exceptional track record of world class innovation, talent and assets. These attributes mean we should be on most high-quality knowledge intensive industries short list for investment. But we are not, because many companies often don't know what the Cambridge of today is, what we offer or how we can affect, and are making a difference to positive global change.

Cambridge& is the result of much discussion about the need for a **focused entity to showcase the Cambridge ecosystem, the Cambridge of today, in a compelling way in the UK and internationally**, to be the long-term custodian of the Cambridge Story and to be the entity that manages the inward investment opportunities that our region should be attracting. The ecosystem has made it clear that now is the time for this to happen.

Over 60 Key Opinion Leaders were consulted about its formation and focus (see Annex 2). These included business networks, HM Government, investors, science parks and incubators, research and academia, local and global R&D companies and technical and commercial professional service providers. The convening power of the University of Cambridge should not be underestimated as this is a key reason why Cambridge& has achieved such traction so far.

Cambridge& is focused on the knowledge intensive industries. In particular: Technology, Life Sciences & Healthcare and Advanced Manufacturing. Cambridge& has no political persuasion and there is no individual benefit to the role it plays. It is a very strong coalition of multiple stakeholders.

The concept of Cambridge& has become highly regarded and respected, with businesses and academia, and with local and national Government. It has the energy and determination to make a difference and to effect significant change for the regions' economy. We are preparing for success and have reached a critical moment to capitalise on the momentum built across the eco-system.

Historically inward investment in Cambridge has been poorly funded and resourced both from a national HM Government and a local Government perspective - until 2017 within the Greater Cambridgeshire & Peterborough Local Enterprise Partnership and now in the Combined Authority of Cambridgeshire & Peterborough. It has also been poorly coordinated and there has been no model that fits specifically for the needs and interests of a burgeoning economy and global powerhouse. The interventions to date have failed to provide real scale and impact. Inward investment is often seen as expensive and a nice-to-have.

Whilst Cambridge Network has undertaken some inward investment activity with limited resources, there is currently no recognised inward investment service or provision in the Cambridge ecosystem.

Through our engagement with key opinion leaders, including those at the Department for International Trade (DIT), we have found that those investors that do short-list us do not receive a joined-up, seamless experience when undertaking their exploratory visits and activity is fragmented. With these, the key issue is that Cambridge is haphazard in qualifying, supporting and landing them.

With a bespoke organization in place, investment levels could be driven far higher than currently.

Much can be done by recognising the importance of a compelling, agreed narrative, a clear inward investment focus, the taking of a long-term view and the establishment of meaningful relationships with potential and actual investors. The latter will often not translate quickly, and inward investment requires continued resources for the development of targeted pipelines of enquiry and carefully tailored activity for interested clients.

Cambridge& believes that inward investment is core to economic development. It has the ambition to be able to transform this situation from poor to exceptional, against a backdrop of harnessing the world class opportunities our ecosystem has to offer inward investors in the knowledge intensive industries. The potential to generate an even stronger economy is exceptional and the potential to generate greater wealth for the UK economy should not be underestimated, given Cambridge's national significance to the latter.

## 2. Current Inward Investment provision and situation

Under the terms of the Cambridgeshire and Peterborough Devolution Deal, it is recognised that the Cambridgeshire and Peterborough Combined Authority (CPCA) has strategic responsibility for increasing inward investment in our area (particularly with the Local Enterprise Partnership now a part of the CPCA). However:

- There is no dedicated resource at the CPCA to promote inward investment for Greater Cambridge. Any work that is done is largely reactive with no customisation. It fails to maximise the area's genuinely world-class sectors, research, technology and innovation strengths and to clearly promote and differentiate itself by using robust market and data analysis, media and marketing collateral against the strong backdrop of our place offer
- There is very limited current sourcing of leads for new inward investment opportunities. We know that other Mayoral Combined Authorities inward investment teams have reported that 60% of their enquiry leads are derived from their own pipeline of activities, not through the Department for International trade (DIT) national Inward Investment activities. DIT confirms this, accepting that 40% of all UK FDI and Capital investment is not generated by their delivery teams across their overseas network of Embassies and Consulates. We know that the CPCA is almost completely reliant on DIT for all FDI and capital investment promotion leads.

The current arrangements also fail to leverage the expertise of partner networks. Cambridge& has been grown from within the eco-system and so has excellent stakeholder relations.

There is potential for Cambridge& to partner with national DIT. However, their investment teams in the UK and overseas cannot be the only source of leads into this region because:

- DIT has a *UK First Policy*. They cannot easily promote a single area in the British Embassies, High Commissions and Consulates overseas to an investor and so one often finds that generic UK materials are used
- Their resources are balanced to their funding formulae which favour the Northern Powerhouse and Midlands Engine. This was set in the Autumn statement settlement in 2015
- They do not have the strong and personal relationships with key sector and business/academia networks on the ground in our region

We know that competitor regions including London, Birmingham, Manchester, Bristol and Oxford have developed powerful, clear and commercial inward investment approaches and brands and Cambridge is falling behind. This cannot continue.

# 3. The reason Cambridge& is needed

### What is the issue?

The Cambridge ecosystem is a global leader in innovation. It enjoys a world-class science base, world-leading industry, an exceptionally close and connected network of stakeholders and vital sources of innovation.

As a result of this, and its recent annual growth rates of 6.5% (comparable to China), there is high potential demand from organisations ranging from start-ups and scale-ups to multinational businesses, to partner with, invest in, and establish a presence in Cambridge. The Local Industrial Strategy for Cambridgeshire and Peterborough stresses the need to increase inward investment to achieve its objectives, particularly in light of the Government's ambition to develop the Oxford-Cambridge Arc into "an economic asset of international standing".

Despite multiple outward-facing organisations in the ecosystem, there is a significant lack of co-ordination. Whilst there is great intent, the individual datasets and messaging used when supporting potential investors often conflict with each other. This is a dangerous situation and leads to confusion among investors as to what is the truth. The ecosystem needs to be razor-sharp in its showcasing of the opportunities for investors, with compelling, co-ordinated presentations, data and support. We have one chance to make a first impression, and it needs to leave the investor questioning why they wouldn't invest in the ecosystem, not why they would. Companies need to have the best possible experience when considering us and must not be in any doubt about what our compelling opportunity for them is. Cambridge& will be the 'One Source of Truth' offering investors the evidence they need to make positive decisions in the ecosystem.

We are currently losing out to other UK and global clusters who are more joined up and professional in their approach to inward investor relationships. There are multiple cases where international, highly credible potential investors either visit Cambridge and have a mixed and confused experience (given multiple landing points), or they don't have us on their short list at all because of a lack of clarity of offer/support and see us as a small historic town. While it is appreciated that inward investment into the UK broadly is a good thing, even if our ecosystem doesn't receive it, it is important to note that Cambridge is one of the few ecosystems in the UK that brings significant funds back to the UK economy. With a robust mechanism in place to attract, secure and build inward investment into the region, the returns to the UK economy are likely to be even higher. Additionally, often our ecosystems competitors are not other UK cities. Given the knowledge intensive industry strengths here, we often lose out to Boston, Silicon Valley, Singapore and others rather than other UK locations.

Cambridge& aims to be the initiative that carefully manages a staged and controlled strategy for growth and appropriate high quality foreign direct investment, promoting and reflecting the real Cambridge of today.

It is important to emphasise that Cambridge& will have a focused, targeted approach to identifying and supporting the highest quality potential inward investment into the ecosystem. At the moment, many business/network organisations and academia in the ecosystem receive multiple requests weekly to host visitors from across the globe. While this is broadly welcomed, there is a real need for there to be some 'sifting' of the requests that are agreed to.

While many of these approaches are the type of high quality investment that the region needs, many are not, and it has been agreed that applying a set of criteria to those the ecosystem can and should support when they are considering us as an investment location, is very important. Most importantly because of the need to have managed and controlled growth against a backdrop of the challenges we face regarding infrastructure. The ambition of our inward investment plans will need to meet the ambition of the infrastructure improvement plans.

### National Data and Key Comparisons/evidence

From Department for International Trade (DIT) data, inward investment into the Cambridgeshire & Peterborough area declined in the FY 2017/18 and this continued into 2018/19. The Combined Authority of Cambridgeshire & Peterborough (CPCA) believes this forecast will continue in the current FY 2019/20. Unless there is a strong and professional delivery mechanism in place for Inward investment, this trend is unlikely to reverse.

The table below showcases previous inward investment successes in the Cambridgeshire & Peterborough area (Combined Authority). These are Department for International Trade statistics.

The DIT statistics do not reflect all inward investment approaches into the ecosystem. However, those companies that consider us via routes other than DIT often conclude after the visit stage, with no tangible follow up or outcome.

| Destination | Data | 2009 /10 | 2010 /11 | 2011 /12 | 2012 /13 | 2013 /14 | 2014 /15 | 2015 /16 | 2016 /17 | 2017 /18 |
|---|---|---|---|---|---|---|---|---|---|---|
| County data only until 2011 then whole GCGP area data | Total Project | 31 | 22 | 49 | 23 | 23 | 35 | 44 | 73 | 57 |
| | New Jobs | 182 | 138 | 518 | 379 | 386 | 872 | 855 | 1556 | 1084 |
| | Safe Jobs | 269 | 91 | 1028 | 882 | 1 | 211 | 546 | 146 | 1085 |
| | Total Jobs | 451 | 229 | 1546 | 1261 | 387 | 1083 | 1401 | 1702 | 2169 |

**The status in 2018/2019:** Note: The unverified final results for our area in the FY 2018/19 communicated from the DIT Investment Services Team are just **35** successful investment projects landed and 928 jobs created.

### Competitor analysis

The table below compares how some Combined Authorities are performing relative to CPCA:

| MCA | | 2014/15 | 2015/16 | 2016/17 | 2017/18 |
|---|---|---|---|---|---|
| Greater Manchester | Successes | 67 | 85 | 78 | 72 |
| | New Jobs | 2021 | 2578 | 3435 | 1476 |
| West Midlands | Successes | 73 | 81 | 61 | 76 |
| | New Jobs | 4739 | 5176 | 2580 | 3138 |
| **CPCA** | **Successes** | **35** | **44** | **78** | **57** |
| | New Jobs | 872 | 855 | 1556 | 1084 |

### Previous Local Provision

As previously stated, the CPCA is the organisation with strategic responsibility for inward investment across Cambridgeshire and Peterborough, including Greater Cambridge, and has no dedicated resource to promote inward investment in this geography. The Local Authorities have variable resource and funding for inward investment, which is often scant, and usually forms part of their local Economic Development teams' work.

The Cambridgeshire and Peterborough Independent Economic Review (CPIER) was delivered as a major collaboration between local government and the private sector, in response to new devolved powers in the region. It is now seen by UK Government as the "gold standard" of an independent evidence base to informal local growth plans.

Cambridge& is a direct response to a number of the key recommendations made by the CPIER and seeks to realise the CPIER ambitions below:

- The UK Government should adopt a "Cambridge or overseas" mentality towards Knowledge Intensive businesses

- New collaborative ways of working need to be developed, which provide for tailored solutions to the needs of each of the three distinct economies

The Local Industrial Strategy for Cambridgeshire and Peterborough has been produced and agreed in response to the CPIER. The work of Cambridge& directly addresses the headline intervention to achieve the "Business Environment" objectives of the Local Industrial Strategy.

The Combined Authority has recognised Cambridge& and has confirmed that there is 'potential to be included into the whole-economy CPCA Inward Investment Programme by April 2020 as a strategic delivery partner'. The current potential funding is not guaranteed.

Cambridge& understands that the initiative should be supported by both public and private finance, not solely public, which can change depending upon the political situation and external factors beyond the control of Cambridge& our potential partners.

## 4. What is the vision of Cambridge&?

Our vision is **'To help Cambridge be and be seen as the world's leading innovation ecosystem'**

The consequences are expected to be manifold - increasing high quality foreign direct investment and encouraging a larger pool of significant talent and skills, which crucially in turn will benefit all those living and working in the region and, importantly the UK economy as a whole.

### What are our objectives?

1. To champion an agreed and united vision and strategy for inward investment across Greater Cambridge, centered around being the world's leading innovation ecosystem;
2. To ensure that Cambridge& is the collective promotion tool for the Cambridge ecosystem on behalf of all local organisations, stakeholders and key institutions, joining up resources from across partners and funding pots into a single delivery vehicle at the ecosystem level and enabling swift and effective coordination;
3. To strategically identify and pursue globally-minded innovation, science and technology businesses, organisations, entrepreneurs, world class talent and intelligent and patient capital to relocate to, set up or grow in Greater Cambridge, attracting those firms that complement and strengthen the ecosystem, enhancing the Quality of Life of the region - and then to proactively promote and co-ordinate the Cambridge ecosystem to those strategically relevant targets;
4. To be the long-term custodian of the inward investment 'Cambridge Story', including our data, messaging and marketing collateral; supporting existing local networks with their need for compelling, agreed information and impact;
5. To positively influence local and national UK Government regarding the significance and economic advantages of investment into Greater Cambridge, the region and the wider UK

## 5. What Cambridge& will do

Cambridge& will operate autonomously to stimulate interest in the ecosystem, reporting to a Board, with a Strategic Advisory Panel underneath it, acting in an advisory capacity. It will be a not-for-profit private company limited by guarantee, funded by both private and public funds.

Importantly, Cambridge& will complement the work currently undertaken by member organisations. We will not duplicate. Cambridge& will work to attract the best high quality foreign direct investment here, and once here the relevant business, sector and member organisations will work in support of the investing company.

Cambridge& will have no political affiliation but will, of course, have strong relations with local and national Government across relevant Government Departments. These relations have already been established in some case, including:

- DIT has been represented at our Working Group meetings to date and is most supportive of Cambridge& and our future
- The Greater Cambridge Partnership (GCP), including the three local authorities in Greater Cambridge, has been highly supportive of Cambridge&, contributing financial and other support throughout Phase 1. The GCP will maintain a strong working relationship with Cambridge&, reinforcing the ongoing partnership between the civic, academic and business communities in Greater Cambridge
- If funding is forthcoming, Cambridge& will be a ‘’strategic delivery partner’ of the CPCA for inward investment activity in Greater Cambridge.

The expectation is that the CEO and staff will be entirely mobile, working in a range of locations in various stakeholder environments eg: Science Parks, within member organisations, at investment houses and in shared work-spaces. Highly visible, this will reinforce the strong foundation of the organisation – that it has been created by the ecosystem to serve an international need, whilst adding tangible value to the ecosystem itself.

## What will Cambridge& activities be?

Our activities, as they relate to our objectives, will be crafted into a clear business/action plan:

**Objective 1:**

To champion an agreed and united vision and strategy for inward investment across Greater Cambridge, centered around being the world's leading innovation ecosystem;

*Activities:*

- Engage continuously with the ecosystem to ensure all interests are considered and included where appropriate in the vision and strategy for Cambridge – this includes 1-1 meetings; workshops; events
- Work with business, member and sector organisations to create a seamless offer for investors, recognising that, once the investor is here, the former organisations will take forward the relationship
- Ensure that the Cambridge ecosystem, and our collaborative approach to inward investment, with local stakeholders, is recognised and appreciated in local and national Government, with support where needed

**Objective 2:**

To ensure that Cambridge& is the collective promotion tool for Greater Cambridge on behalf of all local organisations, stakeholders and key institutions, joining up resources from across partners and funding pots into a single delivery vehicle at the ecosystem level and enabling swift and effective coordination;

*Activities:*

- Create the Cambridge& brand and website
- Create a robust marketing campaign and materials with a strong brand identity
- Create market and sector specific Campaigns eg: Cambridge& Life Sciences, or Cambridge& China, or Cambridge& Innovation

**Objective 3:**

To strategically identify and pursue globally-minded innovation, science and technology businesses, organisations, entrepreneurs, world class talent and intelligent and patient capital to relocate to, set up or grow in Cambridge, attracting those firms that complement and strengthen the ecosystem, enhancing the Quality of Life of the region - and then to proactively promote and co-ordinate the

Cambridge ecosystem to those strategically relevant targets;

*Activities:*

- create a clear and focused methodology including:
  - a view for which types of investment are most desirable (eg: sectors; business functions)
  - a sales process to capture and nurture all leads, building links to multiple individuals in target companies and managing them through evaluation/decision phases to investment commitment
  - a strong, effective, proactive and targeted outreach strategy/programme of delivery to actively approach and attract target companies and generate leads
  - ensuring that there is a triaging process attached to inward investment enquiries
  - the creation of a follow-up facilitation service to help companies install and get connected quickly (there could be a charge for this)
  - the ability to handle DIT and direct enquiries
  - the creation of tailored and customised proposals/propositions for clients
  - overseeing, developing and managing appropriate inward investor missions and visits
  - management of inward investment projects and pipeline
  - establishment of formal relationships with key markets around the world eg: Partner agreements/tangible Memoranda of Understanding (MOU's)

**Objective 4:**

To be the long-term custodian of the inward investment 'Cambridge Story', including our data, messaging and marketing collateral; supporting existing local networks with their need for compelling, agreed information and impact;

*Activities:*

- Provide consistent messaging and promote it globally
- Host off-the-shelf presentations about Cambridge
- Continuously compile data and new information about Cambridge from both internal and external sources
- Bring efficiency of effort and collaboration between numerous groups and ensure we are all 'on the same page' with messaging
- continue to obtain significant local, national and international stakeholder engagement and support

**Objective 5:**

To positively influence local and national UK Government regarding the significance and economic advantages of investment into Cambridge, the region and the wider UK;

*Activities:*

- With its sub-group (the newly formed Public Affairs Committee) ensure that R & D projects, national policy reforms and funding opportunities can be endorsed by the collective ecosystem (see Annex C for more details)
- via the Public Affairs Committee (PAC), secure reactive and proactive financial R & D investment for the ecosystem, improve R & D and associated Government policy priorities for the ecosystem and frame local policy issues under the banner of R & D

### Activities relating to generation of sustainable funding streams

The organisation will also want to consider potential short and long-term activities relating to revenue streams, which can supplement its promotional work. These should be complementary to its core activities above. The potential revenue-generating activities are included in the Phases below.

## Setting up Cambridge&: 3 Phases

### Summary

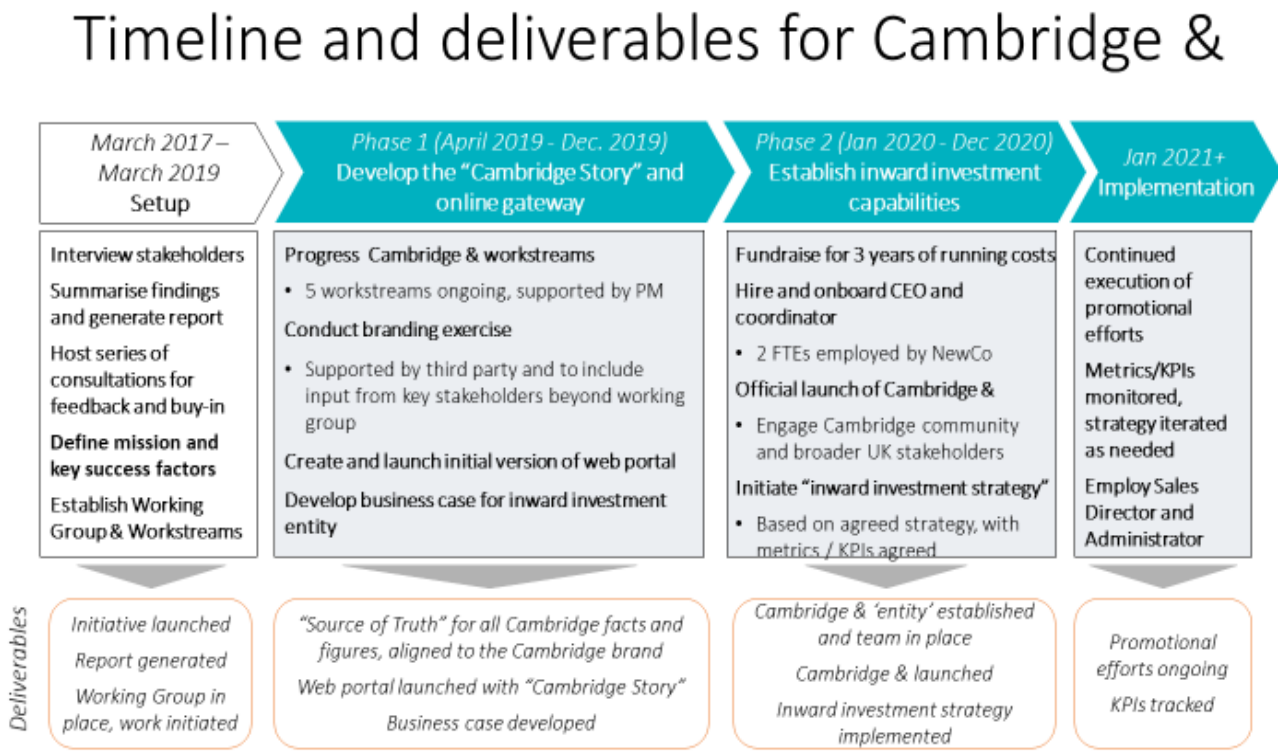
- Creation of an easy to find entry point/front door/shop window for Cambridge
- Creation of a formal and visible inward investment offer
- Provision of professional and robust support for potential investors

The current plan is for a 3 Phase approach.

**Phase 1:** to December 2019

**Phase 2:** January 2020 to December 2020

**Phase 3:** January 2021 to December 2021




Phase 1 will be completed by the end of December 2019. Funding, which covers this period is currently provided by the University of Cambridge and the Greater Cambridge Partnership (GCP). Phase 1 will deliver the business case and a private version of the Cambridge& website, with associated branding and positioning.

**Future funds are being sought for Phases 2 and 3, most notably for the appointment of a Chief Executive and 1 x Co-Ordinator.**

Whilst this may seem a small team, Cambridge& has significant support from all the key networking and member organisations in Cambridge. The plan is for Cambridge& to offer additionality and added value to their work, by creating an overarching offer of support for inward investment. Cambridge& will be able to, and relevant organisations would want them to, draw on the expertise of multiple partners and stakeholders in Cambridge.

Ultimately, we would expect to employ, subject to funding:

- CEO (Phase 2)
- Co-Ordinator (Phase 2)
- BD/Sales/Marketing/Comms Director (Phase 3)
- Administrator (Phase 3)

And post Phase 3, subject to funding:

- Account Managers
- An Events and Marketing Manager

## Phase 1

Will be completed by the end of 2019.

**What are the deliverables for Phase 1?**

1. We have created the 'Cambridge Story' – One Source of Truth'
2. We have created a compelling and agreed brand
3. We have created a modern web portal incorporating the 'Cambridge Story'
4. Completion of the business case
5. Appointment of a Strategic Advisory Panel

The Cambridge& web portal (password protected until launch) is complete: www.cambridgeand.com

## What are the outputs?:

1. **The Cambridge Story**: a written reflection on the website of the Cambridge Story to our audience while promoting the Clusters strengths. The deliverables are:
   - A short version/introductory paragraph about Cambridge
   - A longer version of the Cambridge Story
   - Presentation of the most relevant facts and figures
   - Personal stories as case studies
   - Sector versions of the overarching Cambridge Story – including Life Sciences and Healthcare, Tech and Advanced Manufacturing

2. **Cluster Navigation**: A navigable section of the website/framework which answers the questions:
   - Why Cambridge?
   - Where do I start when I get to Cambridge?
   - How to highlight the innovation activity/local and global Cluster potential
   - How to showcase the talent and skills available
   - Highlighting of the Finance/IP management expertise available
   - Investment taking place
   - Space available
   - Demonstration of the 'connectedness' of Cambridge

3. **Vibrant Cambridge:** Showcases what makes Cambridge vibrant. It recognises that our target audience are business leaders, change managers and entrepreneurs. This section:
   - Is welcoming with messaging – for people, partners and families
   - Recognises the need to demonstrate this for business life and social life
   - Includes external references to Cambridge vibrancy
   - Includes a Q and A on 10 key questions about being in Cambridge

4. **Cluster Index:** A section of the website which showcases the data of companies in the region. This is a transformational approach in terms of transparency. Focusing on:
   - Companies who have a presence in Cambridge but not an HQ in any index
   - Inclusion of a searchability function
   - Using the Cambridge Cluster Map

5. **Strategic Advisory Panel (SAP):** Cambridge& is fortunate to have had the support and experience of a range of Key Opinion Leaders involved in its development to date. The SAP will be created during this phase. It will not have formal Director responsibilities and the key role will be to advise Cambridge& on how to support the ecosystem, and more specifically, advise on which investors to target. Leading individuals from the organisations below have agreed to be on the SAP, *in principle* at the time of writing this business case. The senior representation includes:

   - The University of Cambridge
   - The Greater Cambridge Partnership
   - The investor community (Cambridge Innovation Capital)
   - Board members from Knowledge Intensive Industry member organisations:
     - Cambridge Wireless/UK5G
     - Cambridge Network
     - Cambridge Ahead
   - A serial entrepreneur
   - A Cambridge-based entrepreneur with Cambridge Phenomenon expertise
   - A global technology company
   - A global life sciences/healthcare company

- A global advanced manufacturing company
- A Science Park/Research Institute
- An early stage/start up CEO
- A Business School
- An expert in international investment and trade

## Phase 2

January to December 2020: Establishment of Inward Investment capabilities

- Hire and on-board a CEO and Co-Ordinator (2 x Full Time Employees)
- Appointment of the Board and creation of the Stakeholder Partner Group (the latter will comprise a wide range of stakeholders)
- Official launch of Cambridge& - further engagement of the ecosystem community and wider UK stakeholders
- Creation, completion and then initiation of the Inward Investment Strategy with metrics/KPI's agreed and long-term funding mechanisms identified
- Ensure all agreed activities within the strategy are delivered including crucially consideration of robust mechanisms for managing data and predicting investor trends and patterns of behaviour
- Embedding of the Public Affairs Committee (PAC)
- Consider longer term funding streams

**What are the deliverables for Phase 2:**

- Cambridge& entity established
- Creation of a Board (of Directors). Note – this is not the same as the Strategic Advisory Panel which will be appointed in Phase 1
- Creation of the wide Stakeholder Partner Group
- Team is recruited
- Cambridge& is launched
- Inward investment strategy is completed and starts to be implemented with clear KPI's and measurements in place. It is likely that these will include metrics such as number of inward investment projects, the number of jobs created and wealth generated. Longer-term funding mechanisms are clear and implemented
- Create a software tool/portal which collects and aggregates data streams and can provide insights into the Cambridge economy
- Bid for public sector contracts, e.g. to deliver workforce development, careers advice, employment solutions, export support

## Phase 3

January 2021 onwards: implementation

- Hire of 1 x BD/Sales/Marketing/Comms Director and 1 x Administrator
- Continued execution of strategy and promotional efforts
- Metrics/KPI's monitored and strategy iterated
- Consider further longer-term funding streams

**What are the deliverables for Phase 3:**

- KPI's tracked
- Further team recruitment
- Strategy and Promotional work ongoing
- Create a research/consulting arm
- Create a partnership scheme which offers profile and business development to local financial/business services companies
- Create paid-for services which complement support for investors (e.g. talent recruitment, facility searches)

# 6. The Benefits

**What benefits will Cambridge& bring?**

- It will allow us to effectively compete on the global stage
- With a highly focused approach to the identification of target investors, this approach will mean a far greater chance of success and the growth of the ecosystem
- It will target the organisations who will have the ability and interest in opening their door to other places in the region than Greater Cambridge – thus spreading innovation, wealth and an enhanced quality of life
- The economic and social benefits that come with quality foreign direct investment and the increased presence of leading businesses (with the organisation focusing sharply on appropriate potential investors as defined by the Strategic Advisory Panel). These benefits include the potential attraction of diverse talent, greater opportunities for local partnerships and high-level employment across the region
- Organisations will receive a far better, more professional and granular experience and level of support into the region than is currently the case. Which will lead to increased productivity and better and wider innovation embedded across the region
- Greater transparency and quality relating to inbound support
- Via the Public Affairs Committee, identify where political priorities lie regarding local investment, help identify cross-sector funding opportunities and author joint budget submissions to HM Government eg: Spending Reviews
- Benefits to the existing networking and member organisations include the potential for more members, international promotion of their activities and prominence as key stakeholders and supporters of Cambridge&
- It will aim to increase GVA (see below). This will be monitored and proved by a sophisticated method of data/AI embedded in the strategy. KPI's will include: target number of additional foreign direct investment projects, with a typical level of investment and number of new jobs created

## Increasing GVA

Cambridge& will want to have a robust evaluation methodology to determine its net additional value to the Cambridge economy.

Cambridge& is currently considering a range of ways of capturing this. We expect our metrics to include:

- Increased FDI > proactive promotion of Cambridge to investors through a data-based approach, and effective co-ordination of the eco-system to support investors to access that ecosystem
- Increased GVA > increasing the quantity and quality of knowledge-intensive firms contributing to the Cambridge eco-system, supporting them to more quickly connect into existing networks and collaboration
- The number of projects supported and the value of those projects to Cambridge
- plus the number of new jobs created

## 7. Cambridge&: our place in the ecosystem

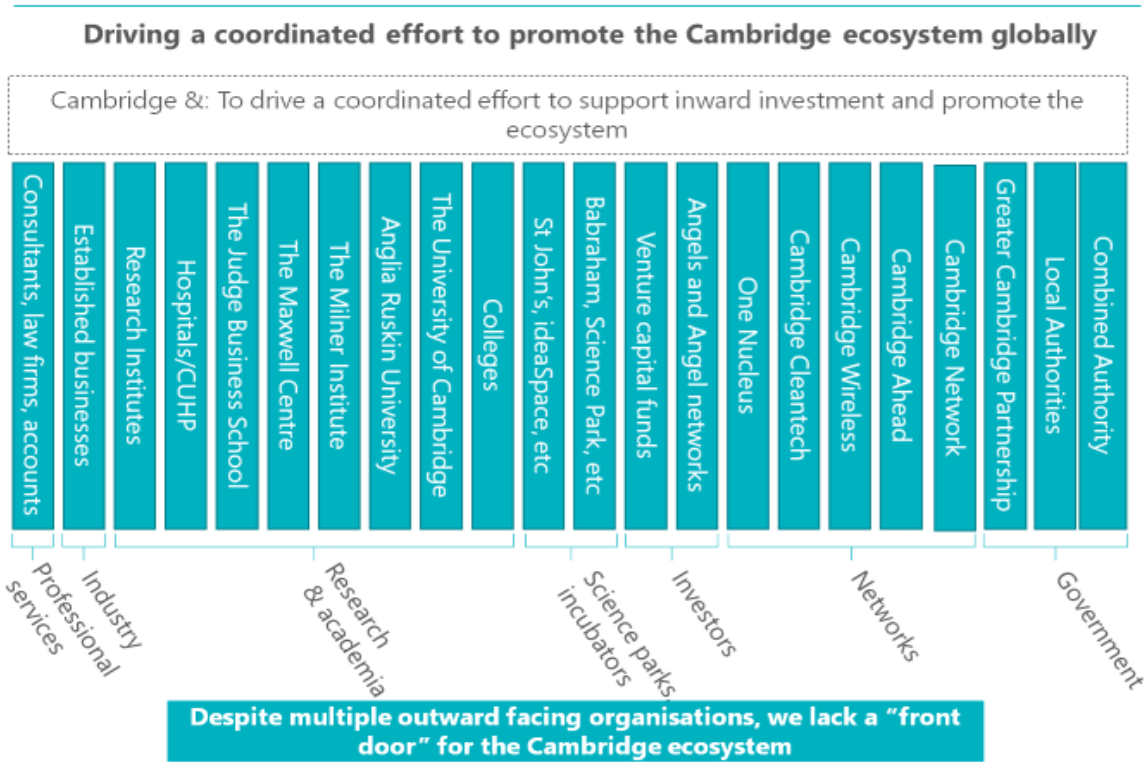
There has been talk for many years of the need for Cambridge to have a stronger, more impactful and clear profile internationally. There have also been attempts to create brands, logos and agencies. None have succeeded to date. So why will Cambridge& work?

The University of Cambridge is championing Cambridge& and is the convening power behind it. The University, along with Cambridge Innovation Capital (CIC) has catalysed tangible business and academic backing for the initiative, not previously seen to this extent. This is in addition to the formal support of the Greater Cambridge Partnership which, constituting the three local authorities in Greater Cambridge, as well as the academic and business community, truly brings together the full range of local stakeholders behind Cambridge&. Significant time and energy have been put into it by multiple stakeholders and there is a genuine and tangible desire for this to work.

The issues have regularly been – who will fund it and where will it live? These challenges have not previously been overcome in other attempts.

It will be crucial for Cambridge& to work together with the Cambridge business and academic community and wider Government to identify the factors and criteria that are key influencers for an investing company's decision to locate in the area or invest in projects here. Cambridge& will target and support inward investors to locate into the ecosystem in collaboration with the ecosystem itself, and once the investor is 'landed', the expectation is that member organisations and other appropriate 'agencies' would take the relationship forward. Cambridge& is a resource for the ecosystem and current networks.

With the University and Greater Cambridge Partnership funds and support, there is dedicated resource to get the outputs from Phase 1 delivered. There is a clear plan, and a strong Working Group, supported by stakeholders throughout the region and wider UK.



## 8. The Financial 'ask'

The project WILL require significant further funds to make it a going concern after Phase 1. Potential funders could include:

**Academic**

- the University of Cambridge
- Anglia Ruskin University

**Public**

- The Greater Cambridge Partnership (GCP)
- Local Authorities in Greater Cambridge
- The Combined Authority of Cambridgeshire & Peterborough (CPCA)
- National Government eg: DIT, BEIS, HMT, DCMS, MHCLG, NIC

**Private**

- Cambridge alumni
- Cambridge philanthropists
- Professional/Commercial Service Providers
- Venture Capitalists
- Property developers and landowners
- Companies recently new to Cambridge who have a long-term plan to remain eg: Science Park incubators
- Multi-national companies (in relation to talent attraction and acquisition)

Other models are also being considered including the possible creation of an endowment fund and possible financial returns from start-up companies who scale in Cambridge with support from the Cambridge ecosystem.

Whilst Cambridge& will be a not-for-profit, private company limited by guarantee, it may decide to have the ability to create for-profit trading subsidiaries, enter commercial partnerships/joint ventures, borrow, acquire, sell business lines/assets and share profit growth with staff.

## 9. What are the benefits to our Sponsors?

- to play a key role in helping bring new, vibrant talent and skills to our region, potentially for your company and for your supply chain and the benefit of others (business to business opportunities) as well as potential new local partnerships and high-level employment across the region
- to help increase productivity and an even more vibrant innovation eco-system across the area.
- to be at the heart of a new paradigm of inward investment support into the Cambridge ecosystem
- to enhance your international profile under Cambridge& auspices – by multiple methods including formal inclusion in the website, all marketing materials, communications and external activities and events – showcasing your key role in the Cambridge eco-system, your support for developing it and its future sustainability
- to support the targeting of organisations who have the ability and interest in opening their door to other places in the region than Cambridge – thus spreading innovation, wealth and an enhanced quality of life

# 10: Annexes

**Annex A: The Stakeholders involved/consulted**
**Annex B: The Public Affairs Committee (PAC)**

# Annex A: The Stakeholders involved/consulted (2017 to date)

### Stakeholder 1-1 interviews at concept stage:

**University of Cambridge:**

- Leadership (Pro Vice Chancellors)
- Judge Business School
- Cambridge Academy of Therapeutic Sciences
- Maxwell Institute
- Institute for Manufacturing
- Cambridge Enterprise
- IdeaSpace
- Computer Labs
- College Masters
- The Milner Institute

**Networks and Associations:**

- Cambridge Network
- Cambridge Ahead
- One Nucleus
- Eastern Academic Health Science Network
- Cambridge University Health Partners
- Greater Cambridge and Peterborough Local Enterprise Partnership (now the Business Board)
- Tech East

**Research Institutes and Parks:**

- St John's Innovation Centre
- MRC Laboratory of Molecular Biology
- BioData Innovation Centre, Wellcome Genome Campus
- Cambridge Biomedical Campus

- Cambridge Science Park
- Babraham Research Campus/Babraham BioScience Technologies
- Granta Park
- Stevenage BioScience Catalyst

**Industry:**

- AstraZeneca/MedImmune
- ARM
- Marshall of Cambridge
- Johnson & Johnson Innovation
- BT
- Multiple Cambridge based start-ups

**Cluster Experts:**

- The Cambridge Phenomenon
- Cartezia Cambridge
- The Scale Up Institute
- Rainforest Strategies

**Investors:**

- Select Cambridge Angels/Cambridge Capital Group members
- Amadeus Capital
- Cambridge Innovation Capital

## Stakeholder 1-1 interviews for the Brand Articulation 2019:

Dame Carol Black: Principal Newnham College

Andrew Blake: Leader of Samsung AI Center Cambridge

David Braben: CEO Frontier Developments

Jon Bradford: Non-Executive Director of Central Working (the Bradfield Centre), Founding Partner of Motive, previously MD of TechStars London

Adam Cleevely: CEO of Cambridge Neutraceuticals

Dr David Cleevely OBE: Serial entrepreneur, Chair of Raspberry Pi, Co-founder of Abcam

Charles Cotton:  Serial entrepreneur/the Cambridge Phenomenon

Doug Cuff: Director BioMed Realty

Dame Sandra Dawson DBE: Professor Emeritus at the Judge Business School

Sally Ann Forsyth: CEO Stevenage BioScience Catalyst

Hermann Hauser: Serial investor, Amadeus Capital

Derek Jones: CEO Babraham BioScience Technologies

Andy Richards: Serial entrepreneur

Henk Koopmans: CEO Huawei Technologies Research and Development (UK)

Professor Andy Neely: Pro Vice Chancellor, Enterprise and Business Relations, the University of Cambridge

Tony Quested: Editor, Business Weekly

Lord David Willetts: MP and former Minister of State for Universities and Science

Karolina Zapadka: Manager, Head of Babraham Accelerator

## CAMBRIDGE&: Core Working Group 2017 to date

Professor Andy Neely: Pro Vice Chancellor for Enterprise and Business Relations: University of Cambridge

Rachel Stopard: CEO of the Greater Cambridge Partnership (GCP)

Niamh Matthews: Head of Strategy and Programme: GCP

Ryan Howsham: Strategy and Programme Manager: GCP

Asha Carpenter: Researcher: University of Cambridge

Mike Anstey: Partner, Cambridge Innovation Capital

David Secher: Senior Bursar: Gonville and Caius College

Sabine Jaccaud: Director of Cambridge Communications: AstraZeneca

David Gill: Managing Director: St Johns Innovation Centre

Charles Cotton: Founder and Chairman of the Cambridge Phenomenon International Ltd

Christopher Walkinshaw: Group Corporate Director: Marshall Group

Dr David Cleevely: Serial entrepreneur, Chair of Raspberry Pi and Co-Founder of Abcam

Claire Ruskin: CEO of Cambridge Network and from September 2019: CEO: John Gourd

Jane Paterson-Todd: CEO of Cambridge Ahead

Dan Thorp, Director of Policy and Programmes: Cambridge Ahead

Bob Driver: former CEO of Cambridge Wireless and now UK5G

Tony Kouzarides:  Deputy Director of the Gurdon Institute and Director of the Milner Therapeutics Institute

Araminta Ledger: Director of Campus Development: Cambridge University Health Partners (CUHP)

Stew McTavish: Director: IdeaSpace

Peter Hill: Founder and CEO of Myriofoam

Harriet Fear: Chair Cambridge Ahead, Director HFA Ltd

**Extended group for the Brand/website development 2019:**

Dr Tony Jones: CEO of One Nucleus

Jonathan Oates: Director of Public Affairs: MAG (Stansted Airport)

Naisha Polaine: UK Infrastructure Lead for the Department of International Trade (DIT)

Rob Carter: CEO: Carter Construction

Orestis Tzortzoglou: Director: BioMed Realty

Harry Bullivant: Director: TTP

**Extended group (virtual) for the Brand/website development 2019:**

John T Hill: Director of Business and Skills: Combined Authority of Cambridgeshire and Peterborough
Steve Clarke: Manager: Combined Authority of Cambridgeshire and Peterborough

# Annex B: The Public Affairs Committee (PAC)

Cambridge&: Public Affairs Committee

**Committee structure and membership**

The Public Affairs Committee of *Cambridge&.* will report on an ad hoc basis to the C&. Board. It will have a small number of public or government affairs representatives from a cross-section of the Cambridge Cluster:

Proposed Leadership (rotating chair)
Co-Chair: Anne-Cécile Larribau, Head of Public Affairs at University of Cambridge (Education)
Co-Chair: Aaron Cohen-Gold, Public Affairs Manager at University of Cambridge (Education)
Co-Chair: Rachel Castle, Government Affairs Associate Director, AstraZeneca (Life Sciences)

Proposed Membership:
Alex Plant, Director of Anglian Water (Utilities)
Ali Bailey, Director of Communications for Cambridge University Hospital (Healthcare/NHS)
Stephen Pattison, Head of Public Affairs at ARM (Technology)
Christopher Walkinshaw, Communications Director at Marshalls (Engineering)
Sarion Bowers, Head of Policy at the Sanger Institute (Life Sciences)
Noelle Godfrey, Programme Director at Connecting Cambridgeshire (Smart Technology)
Tony Taylorson, Comms Manager at Royal Papworth and CUHP (Healthcare and Innovation)

## Objective and background

This group, constituted of public affairs and communications figures from important local employers, will use its expertise in Government affairs to help position the Cambridge cluster favourably in future spending reviews. Principally, it will identify "oven-ready" research and innovation projects that can be endorsed by the collective cluster, but which require additional government investment to be realised. Drawing on the needs of the group's membership, it will compile a cross-section of these projects with the specific intention of leveraging R&D investment into the Cluster. Projects should be selected and prioritised on the basis of three key factors:

1. **Local business support:** Value should be given those initiatives, such as the NHS Data Hub and proposed Cancer Hospital at CBC, which already have popular local support, but which require further advocacy

2. **Alignment to Government priorities such as the Industrial Strategy and Global Britain:** Priority should be given to those mission-focused projects which align to current

Government priorities, which maximise the opportunity for Government funding and which might help draw international investment to the Cluster and the UK

3. **Public good:** Priority should also be given, where possible, to those projects which could help deliver economic growth targets and improvements to (or collaborations with) public services (i.e. health, education, transport and digital)
4. The group will also identify and promote **cluster-wide messages** on critical national policy issues such as Immigration and Research Funding. Should time permit, it will also **echo the local infrastructure asks** endorsed by local delivery and business groups.

### Timeframe

This group is designed to maximise the political influence of the Cluster and ensure it is well-positioned to take advantage of Government funding opportunities. With a focus on the next multi-year comprehensive spending review, the group will position its requests as central to the government's commitment to protect and enhance British industry and innovation after Brexit.

After the budget submission, there will be a review, conducted within Cambridge&, to establish if this Group should continue to meet and submit further submissions on a rolling basis, ensuring Cambridge's voice remains heard in Government.

**ENDS**

## October 2019

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Peter Blake - Transport Director, Greater Cambridge Partnership

**PUBLIC TRANSPORT IMPROVEMENTS AND CITY ACCESS STRATEGY: UPDATE AND SUPPORT FOR COVID-19 RECOVERY**

## 1. Purpose

1.1. This paper provides an update on the city access project, including how it can support Covid-19 recovery work, building on the short term measures that were identified in February. It identifies a number of projects that will help businesses to recover and support people to travel sustainably whilst following government guidance.

1.2. Covid-19 has significantly impacted on all aspects of our lives, including our economy, the way we work and how we travel. Work is underway to monitor and understand these impacts and their medium-long term implications. The longer-term city access strategy will need to reflect the economic and transport context arising from Covid-19, including any changes to travel patterns and behaviours. There is an opportunity for this work to support more sustainable travel behaviours beyond the period of the immediate Covid-19 crisis, in Greater Cambridge and the wider travel to work area.

## 2. Recommendations

2.1. The Executive Board is recommended to:

(a) Note that work to collect data on the transport impacts of Covid-19 is underway, and consider any early impacts on the city access strategy.

(b) Agree a prioritised and refined package of short-term measures that supports Covid-19 recovery, with the following key elements:

- Supporting the County Council's programme of road-space reallocation by funding and delivering the measures set out at para 5.6 on an experimental basis, as well as any further measures requested by the County Council and agreed by the Executive Board.
- Supporting recovery through measures to enable more people and businesses to travel sustainably, including providing additional cycle parking, expanding access to ebikes and working with partners to develop a freight pilot.
- Continuing to work with partners and operators to support the recovery of public transport.

(c) Note that the work to develop a set of packages of medium-longer term action will be brought to an Executive Board meeting later in the year, in order to take account of Covid-19 impacts and emerging trends.

## 3. Officer Comment on Joint Assembly Feedback and Issues Raised

3.1. The Joint Assembly was supportive of the proposed re-focusing of the short-term measures to support Covid-19 recovery, and made a number of detailed comments on the design and implementation of these, as set out in the report from the Joint Assembly Chairperson.

3.2. In relation to measures to create more space for pedestrians and cyclists, the GCP will work closely with the County Council (as the Highway Authority) to further develop and deliver the schemes listed at para 5.6, as part of a wider programme that aims to provide a network of temporary cycling schemes, offering safe routes and linking key employment sites with Park&Rides and residential areas. This aims to encourage increased cycling for journeys including for those accessing the city from further away. With lockdown easing and more people returning to work, these schemes will need to be delivered at pace. Details of the measures and the engagement process will be provided to affected parties ahead of implementation.

3.3. The Joint Assembly also discussed the work on longer-term packages, where the intention was to bring this to a future meeting before the end of the year. An item to consider this work has been added to the forward plan of meetings for November and December 2020.

## 4. Key Issues and Considerations

*Background*

4.1. The City Access project is designed to reduce congestion, deliver a step-change in public transport, cycling and walking, significantly improve air quality and reduce carbon emissions in Greater Cambridge. The project has worked with stakeholders and the public to develop a vision for the future that would include:

- A world-class, sustainable transport system that makes it easy to get into, out of, and around Cambridge, giving people more choice about how they travel and better options for their journeys.
- A transformed public transport network that better serves employment and residential areas, and offers people from across the travel to work area a reliable, competitive and sustainable alternative to travelling by car.
- Significant enhancements to walking and cycling provision to develop a comprehensive network for the city and wider area.
- Delivery of the current infrastructure programme and continued investment to address further priorities identified through the GCP's Future Investment Strategy.
- Investment in new digital technology to support the transport system by providing seamless journeys and better managing road traffic.

4.2. The vision supports the realisation of a series of benefits identified through the City Deal and further work to develop the city access strategy, including:

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

4.3. In January and February 2020, the Joint Assembly and Executive Board considered a comprehensive evidence base comprising data, technical and analytical work, assembled to identify and analyse the options available to deliver this vision and secure the associated benefits. The Joint Assembly subsequently passed a motion recommending that the Executive Board agree to develop detailed options for a package of phased interventions. The Executive Board agreed to develop a set of packages of measures for consideration, and to prioritise and implement a series of short term interventions to support the uptake of sustainable travel.

*Covid-19 Impacts*

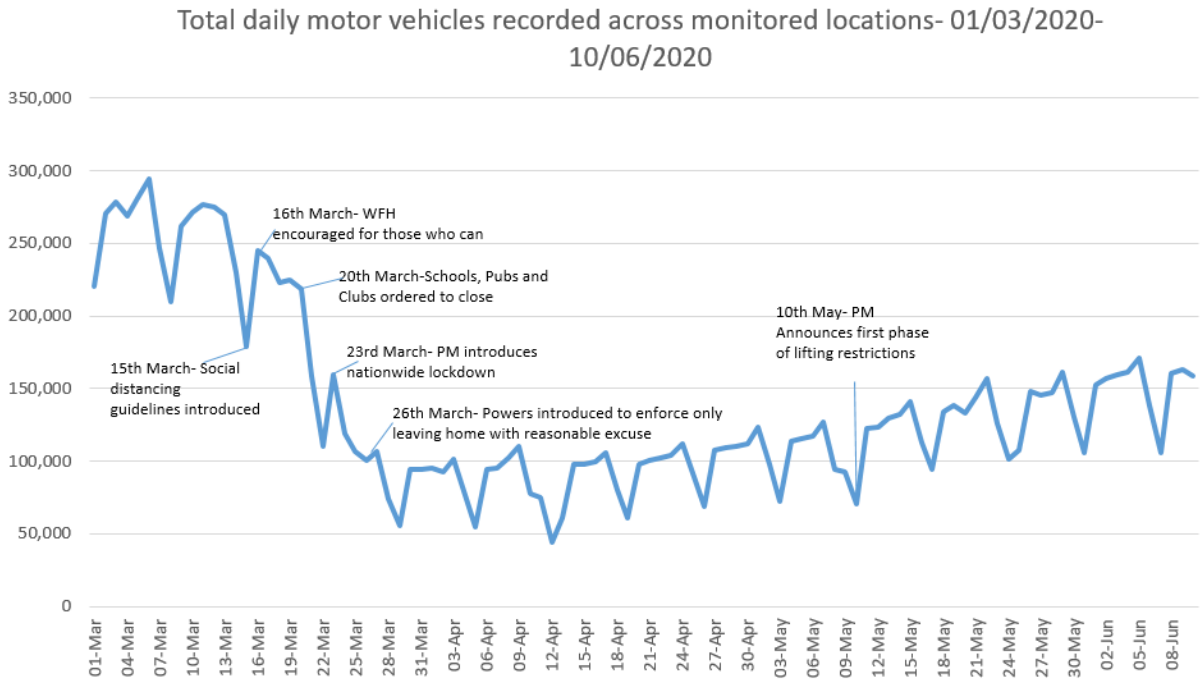
4.4. Covid-19 has had a significant impact on our economy, the way we work, and the way our communities travel. There are several work programmes underway to better understand the immediate impacts, as well as possible future trends. As set out in the paper for Item 8, *Impact of Covid-19 on the GCP programme*, these include:

- Work to understand and respond to local businesses and the economy in wake of Covid-19 – undertaken by Hatch Regeneris.
- Analysis of key transport data and indicators to understand the immediate impacts of Covid-19, as well as identification of forward-looking information that will shape future transport interventions. This data will be published regularly.[1]

4.5. The data shows that Greater Cambridge has experienced a significant change in travel patterns, and this is likely to continue throughout the period of social distancing and as the local economy recovers. Some key impacts include:

- As shown in figure 1, the number of motor vehicles has fallen significantly. Following the Prime Minister's announcement on 10th May traffic levels have started to rise and were 29% higher in May than in April, though average daily traffic still remains 56% below pre-covid levels (average across all sensor locations).

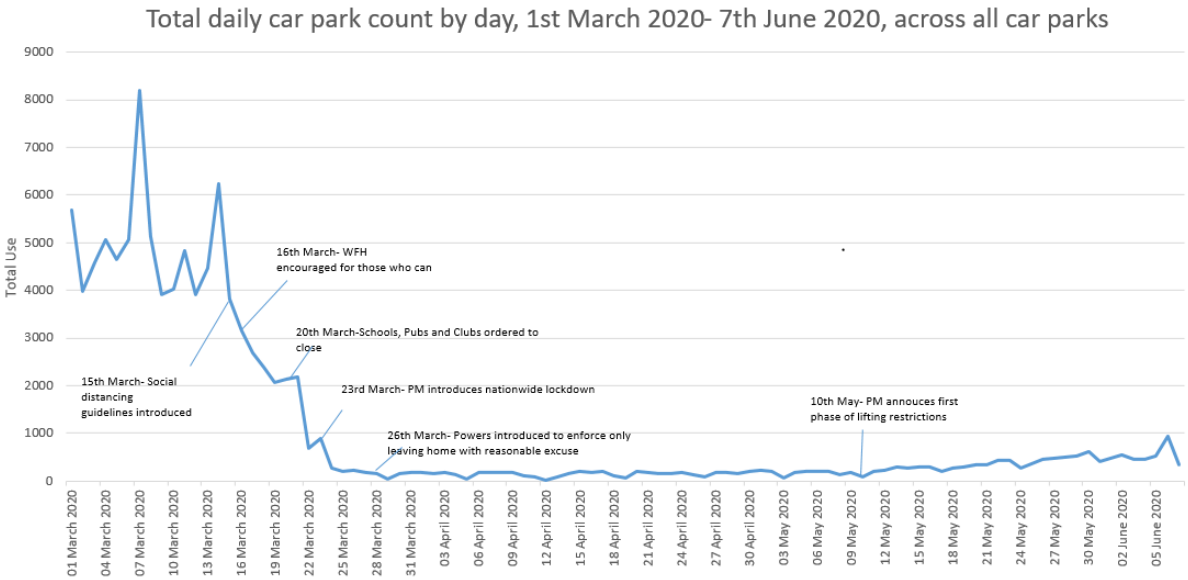
**Figure 1: Total motor vehicles recorded daily across Cambridge and South Cambridgeshire monitored locations from 1 Mar to 10 June 20**




[1] Cambridgeshire County Council Research Group, Covid-19 Initial Impacts Briefing, https://cambridgeshireinsight.org.uk/wp-content/uploads/2020/05/Covid19InitialBriefing.pdf

- Use of the city centre multi-storey car parks is also significantly lower than usual – in May, average occupancy reduced by 94% compared to pre-covid. Weekly figures show that use is starting to increase, though remains well below usual levels. These car parks were free to key workers registering with Cambridge City Council from 30 March, and discounts are also now being offered to city centre workers. These policies will be reviewed in August.

**Figure 2: Total daily total car park counts in Cambridge City, 1 Mar- 7 June**




- Cycling and walking numbers have fallen at monitored locations in Cambridge, though are starting to increase again. There has been a 20% increase in average daily cyclists and a 7% increase in average daily pedestrians in the 3 weeks after Phase 1 of restrictions lifting (11/05-31/05) compared to the 3 weeks prior (20/04-10/05). There are some differences in different areas, for example the fall is particularly pronounced during the morning peak and on high volume commuter routes, as fewer people travel into work. More residential areas have seen much smaller decreases in the numbers of cyclists, and some have seen increases in pedestrians as people walk locally as part of their daily exercise. Officers are considering how a fuller picture of movements including leisure cycling can be obtained.

**Figure 3: Cyclists recorded on all sensors from 1 Mar to 10 June 20**

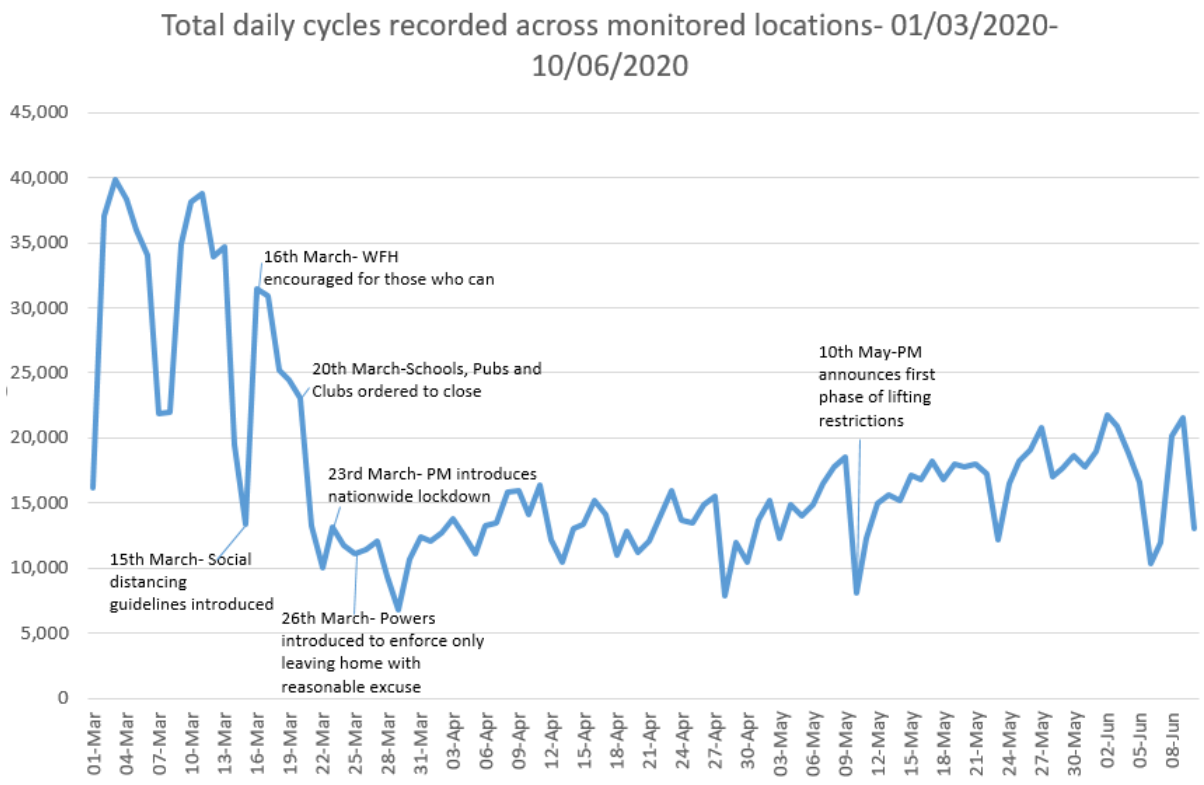
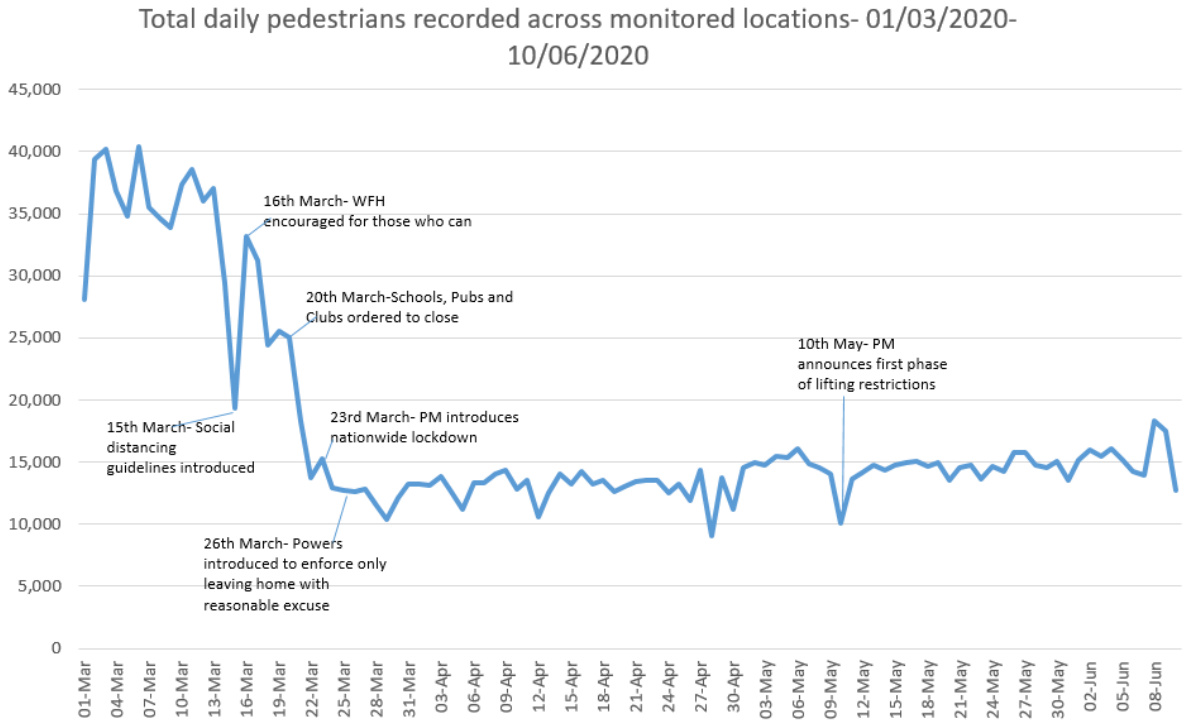


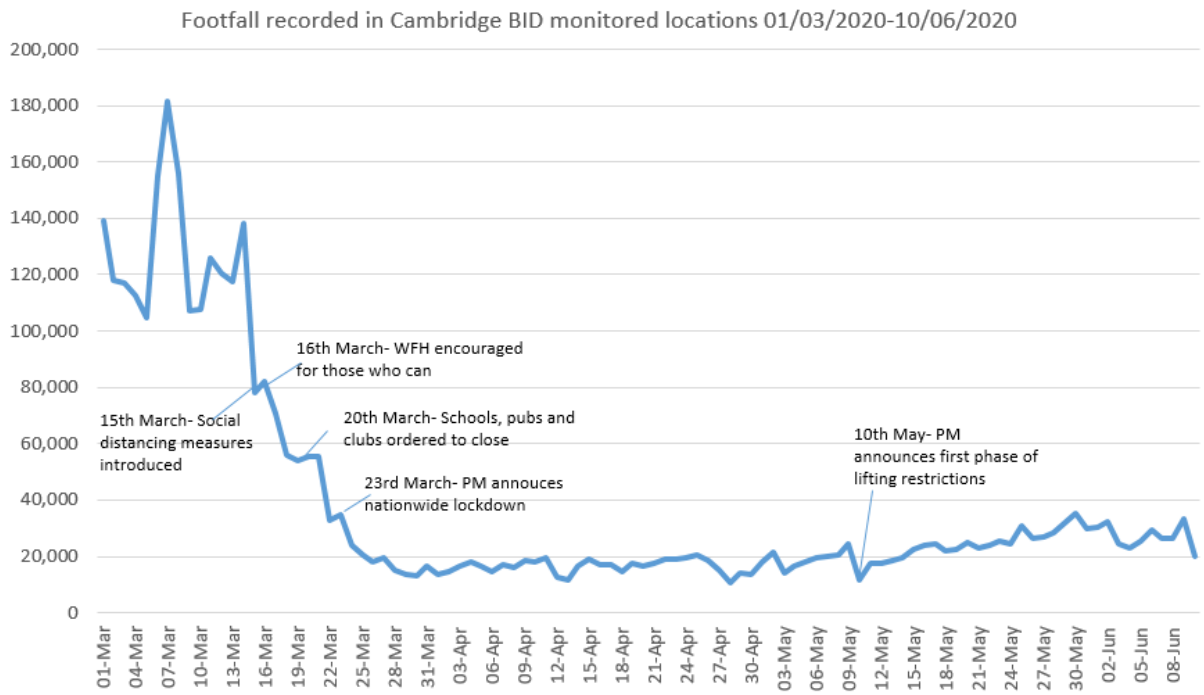

**Figure 4: Pedestrians recorded by 22 city sensors (away from retail areas) from 1 Mar to 10 June 20**




- In addition to the data from the sensors above, the BID monitor footfall in the city centre. This data shows a reduction in average daily footfall in retail areas of around 80% in April and 82% in May. As with the other indicators, footfall has increased since the Prime Minister's announcement on 10 May: there was a 41% increase in footfall when comparing

the daily average in the three weeks after restrictions lifted on 11 May compared to the three weeks before.

**Figure 5: Daily footfall recorded across 8 locations in retail areas (1 Mar – 10 June 20 ) – Cambridge BID data**




4.6. Lower traffic levels have also led to improved air quality and faster public transport journey times:

- In April, Cambridge saw an average 37% reduction in Nitrogen Dioxide ($NO_2$) recorded across all monitoring locations. This trend has continued in May with a 39% reduction recorded across all monitored locations. All monitored locations have seen improvements to air quality, though the drop in $NO_2$ pollution has been more pronounced in some places particularly areas where much of the traffic is buses, reflecting lower service levels.
- Bus journey time improvements observed during the initial lockdown period continued through May. On selected routes within the city, bus journey times improved by an average of 28% - see table 1.

**Table 1: % estimated change in bus drive time on selected routes between *6 Jan-15 Mar 2020* and *May 2020***

| Corridor | Change in Drive Time- Inbound (%) | Change in Drive Time- Outbound (%) | Average change in drive time of both directions (%) |
|---|---|---|---|
| **Hills Road** | -34 | -38 | -36 |
| **Histon Road** | -39 | -33 | -36 |
| **Milton Road** | -28 | -29 | -28 |
| **Huntingdon Road** | -20 | -10 | -15 |
| **Madingley Road** | -38 | -26 | -32 |
| **Newmarket Road** | -21 | -16 | -19 |
| **Average of all monitored corridors** | -30 | -25 | **-28** |

4.7. The longer-term impacts of Covid-19 on the economy and transport are currently uncertain – for example, whether increased levels of working from home will continue over the longer-term, how attitudes to active travel and public transport have changed and any resulting impacts on travel behaviours in the short and long term, the extent of the impact on the economy and implications for employment levels and growth.

## 5. Options

5.1. In this current context, the city access project can support the response to and recovery from Covid-19. It is proposed that the project brings forward measures and supports measures delivered by partner organisations that will:

- Help people travelling in line with government guidance to do so safely and, where possible, sustainably.
- Support businesses to recover by enabling them to restart or adapt operations.
- Where possible, maintain the wider benefits of reduced traffic and congestion seen in lockdown, such as improved air quality.

5.2. The short term measures identified in February for prioritisation and implementation have been considered in this context, and this paper sets out how they can be taken forward in a way that supports Covid-19 response and recovery. It is suggested that three areas in particular are prioritised for immediate investment and implementation:

- Creating space for pedestrians and cyclists.
- Providing transport support for people and businesses to recover, with a focus on freight and active travel.
- Public transport recovery.

5.3. The transport response to Covid-19 will be a collaborative effort across different national and local bodies. The GCP will continue to work in partnership to maximise both the short and longer-term benefits of any measures, and to ensure a joined up response in Greater Cambridge and the wider area.

*Space for Pedestrians and Cyclists*

5.4. The paper in February identified the potential to pilot road space reallocation to pedestrians and cyclists in the city centre and in other areas identified by the community. This work is now being taken forward at pace with the County Council and other partners, with a particular emphasis on supporting social distancing, active travel, and business recovery.

5.5. With input from GCP, other local authorities and stakeholder groups, the County Council, as the Highway Authority, has identified measures that can be taken forward to create more space for pedestrians and cyclists in response to Covid-19. The aim is to create a network of safe routes on key corridors, that will encourage cycling within the city but also from Park&Ride sites and nearby towns and villages. Appendix 1 sets out schemes that have been prioritised for initial investment and that will be considered by the County Council's Highways and Transport Committee on 16 June. Measures fall in broadly three categories:

- Measures to support social distancing which may be temporary in nature – particularly looking at pinch points for pavements less than 2m wide or where footfall may be high as businesses start to reopen, and to support queuing.
- Measures to support social distancing which may offer longer-term benefits – whether any road space reallocation should be considered for a period beyond immediate social distancing needs.

- Measures to create a better environment for pedestrians and cyclists – encouraging those travelling in line with government guidance to use active travel options, whilst maintaining appropriate access – some of which may offer longer-term benefits.

5.6. The GCP can support this work by delivering some of these measures on behalf of the County Council, particularly those that may offer longer-term benefits in supporting and safeguarding walking and cycling now and in the future. Whilst the County Council as Highway Authority will take the lead role in delivering road space reallocation, the GCP has been tasked by the County Council with developing and delivering schemes to support this work, starting with the locations listed in the table below. As set out at paragraph 5.5, the GCP schemes should be seen in the context of the overall programme of temporary works. The schemes below are designed to create low traffic streets as part of routes on key corridors, and to support the recovery of the city centre by creating more space for active travel:

| | |
|---|---|
| Silver Street | Extend prohibition of general vehicular traffic to 24 /7 for period in which traffic remains low – extend bus gate restriction to operate 24 hours a day, 7 days a week |
| Historic Centre pedestrian zone (Trinity Street-Market street-Sidney Street) | Reduce traffic levels during busiest pedestrian hours, by extending core pedestrian zone hours from 10am-4pm (Monday to Saturday) to 10am to 6pm (Monday to Sunday) |
| Burleigh/Fitzroy pedestrian zones | Reduce traffic levels during busiest pedestrian hours, by limiting / rescinding exemptions during busiest pedestrian hours |
| St Andrews Street / Hobson Street area | Reduce traffic levels during busiest pedestrian hours. Prohibit entry of motor vehicles at St. Andrew's Street entrance between 10:00 and 18:00 Monday to Sunday, except for hackney carriages and local buses |
| Maids Causeway / Victoria Avenue, Cambridge | Prohibit through traffic movements between Newmarket Road and Mitcham's Corner Avenue except for buses – prohibit motor vehicles at all times except local buses on a short section of Victoria Avenue adjacent to the Jesus College entrance except for local buses |
| Grange Road | Prohibit through traffic movements between Barton Road and Madingley Road – prohibit motor vehicles at all times except local buses on a short section of Grange Road north of West Road. (*Optional measure: make a short section of Grange Road one-way southbound except for cycling between West Road and Cranmer Road to prevent rat-running from Barton Road to Queen's Road via West Road*) |
| Luard Road | Prohibit through traffic movements between Hills Road and Long Road – prohibit motor vehicles at all times on a short section of Luard Road adjacent to Luard Close |
| Storey's Way | Prohibit through traffic movements between Huntingdon Road and Madingley Road – prohibit the passage of motor vehicles through the existing width restriction |
| Newtown Area | Prohibit through traffic movements between Hills Road and Trumpington Road/Lensfield Road – provisionally, measures to prohibit motor vehicles at all times on the following short sections of road; Bateman Street west of Panton Street, Coronation Street west of Panton Street and Pemberton Terrace west of Panton Street. Make Panton Street one-way southbound except cycles between Lensfield Road and Union Road |
| Nightingale Avenue (subject to reopening of Fendon Road roundabout) | Prohibit through traffic movements between Queen Edith's Way and Hills Road – prohibit motor vehicles at all times on a short section of Nightingale Avenue between Rotherwick Way and Topcliffe Way. |

| | |
|---|---|
| Carlyle Road, Cambridge | Prohibit through movements between Chesterton Road and Victoria Road – prohibit motor vehicles at all times on a short section of Carlyle Road between Holland Street and Grasmere Gardens. (*Optional measures: prohibit motor vehicles at all times on a short section of Alpha Road and Hertford Street immediately south of East Hertford Street to address any displacement of traffic from Carlyle Road*). |

5.7. The GCP will look to introduce these schemes on an experimental basis, in accordance with a governance and legal process agreed with the County Council, to help support the response to Covid-19. Schemes will be brought forward as quickly as possible and delivered over the summer – from mid-July, subject to external resources. As well as seeking public feedback during the trial period, the impacts of the measures will be closely monitored in order to shape any future, permanent schemes. The cost of the experimental measures can be met from this financial year's City Access budget. Final decisions on any permanent measures would be for the County Council to take, on the recommendation of the GCP.

5.8. Work is proceeding at pace to implement these schemes and a verbal update will be provided at the Executive Board meeting.

5.9. The February paper also identified the opportunity to support community schemes. The County Council have been developing a refreshed 'play streets' scheme whereby residents can apply to run a 'play street' on their local road. This involves temporarily closing the road to motor traffic to create a safe space on the road for children to play. GCP funding of £1000 would enable this scheme to commence quickly and at scale – giving space to more children and families to play at this difficult time – through purchase of the materials required to run a play street e.g. signage etc. This would create safe spaces for children to play outside, in line with government guidance, with associated health and wellbeing benefits.

*Transport Support for People And Businesses to Recover*

5.10. The short-term measures could also provide specific support to people and businesses with their transport needs – in particular, through non-highway interventions to encourage active travel, and by developing the suggested freight pilot in the context of supporting businesses as part of a sustainable recovery. With more people trying out cycling during the lockdown, a clear push from government to support active travel, and measures being taken forward to create more space for walking and cycling, there is an opportunity to create a step change in the number of journeys undertaken this way. This is also important for managing the capacity of the Greater Cambridge transport network and avoiding a return to high levels of congestion and air pollution.

5.11. GCP officers are working with business and stakeholder groups to identify barriers to the uptake of active travel options and design interventions to address these. In particular, GCP could invest in support for:

- Creating additional cycle parking at workplaces, through co-investment or partnerships with businesses.
- Supporting cycling from park and ride sites.
- Encouraging longer journeys using ebikes, for example by supporting long-term loan or hire schemes, or funding infrastructure such as secure lockers.
- Facilitating repair workshops.
- Increasing access to cargo and ecargo bikes for businesses and families.

5.12. Work will continue with partners and stakeholders to identify interventions and deliver these over the coming weeks.

*Public Transport Recovery*

5.13. Following work undertaken by Systra Ltd looking at how the bus network could offer a more competitive option for more people across the travel to work area, the Board agreed in February to look at enhancements to the existing core bus network including increasing frequencies and extending operating hours to offer a 19-hour/day service.

5.14. Nationally, bus companies experienced a decline in patronage of more than 90% during April. Locally, services on the network were reduced by more than 40%. Government guidance sets out that people should avoid using public transport where possible, and consider all other forms of transport before using public transport.[2] National market research suggests many people are unlikely to feel ready to start taking public transport again for some time.[3]

5.15. It will be important, as travel restrictions ease, that public transport offers a good service and enables social distancing for those who rely on it. The government is supporting operators to increase service levels to support social distancing. It remains the case that, in the long term, more people will need to use public transport to meet environmental, health and transport objectives. GCP will continue to work with partners and operators as part of recovery to identify and address any gaps in support.

5.16. The Executive Board also agreed to look at undertaking a targeted fare pilot. It is suggested that this is developed specifically to support economic recovery, for example by targeting it at people accessing employment or training. The Hatch work can help us to identify the best way to do this. Any fare pilot will need to be developed in line with government guidance for the use of public transport.

5.17. Earlier this year, the GCP and Stagecoach introduced Greater Cambridge's first electric buses as part of a pilot, and the Board had agreed to explore an expansion to this. Air quality has improved in Greater Cambridge during the lockdown, with areas where buses make up a higher proportion of the traffic seeing a particular improvement. Lowering pollution and carbon emissions from the bus fleet would help to secure these benefits going forward. GCP officers are exploring whether and how the expansion to the pilot could be progressed in the current context. It is envisaged this will involve similar partnership working and will consider how to deploy more green buses on other routes.

## 6. Additional Measures and Development of Packages

6.1. The final short-term measure identified in the February paper was development of an integrated parking strategy to support users whilst encouraging sustainable travel. This remains an important piece of work for Greater Cambridge, but will need to take account of the impacts of Covid-19. The strategy would include consideration of car and cycle parking, and would look at on-street, off-street and park and ride provision, as well as planning policy for new developments and enforcement. Officers will continue to progress this work with partners, including identifying any actions that should be progressed immediately, such as supporting increased park and cycle use.

*Work to Develop Packages of Measures*

6.2. Alongside developing the short term measures, the Executive Board agreed to develop a set of longer-term packages of measures to improve public transport, reduce congestion, improve air quality and reduce carbon emissions.

[2] https://www.gov.uk/guidance/coronavirus-covid-19-safer-travel-guidance-for-passengers#public-transport
[3] https://www.ipsos.com/ipsos-mori/en-uk/majority-britons-uncomfortable-sport-music-bars-coronavirus

6.3. This work will need to take account of the impacts of Covid-19, particularly on the economy and business, but also any lasting changes to travel behaviours. There are a range of views across the academic, business and public sectors about the potential long-term impacts of Covid-19 on how we work and travel. Factors that will need to be considered include the likelihood of increased levels of working from home continuing beyond the period of social distancing, the impacts on employment and training resulting from the economic consequences of Covid-19 and the lockdown, changes in attitude towards active transport and public transport, and a greater public appreciation of the benefits of improved air quality, lower traffic levels and more pleasant public realm.

6.4. There is an opportunity for this work to help to ensure that Greater Cambridge emerges from Covid-19 a healthier and more sustainable place, by supporting active travel, public transport, and measures to improve air quality and lower carbon emissions. The measures identified in this paper offer a first step towards this, which the options for longer-term packages can then build on.

6.5. The work will be brought forward to the Joint Assembly and Executive Board later in the year, once more is known about the impacts of Covid-19. It will look at how different combinations of measures could achieve different outcomes, and the potential impacts of these on traffic and transport, the environment, equalities, health, the economy and the community. In undertaking this work, officers will draw on the comprehensive technical work presented to the Joint Assembly and Executive Board in February, as well as emerging data about future trends, and considering best practice internationally of how places are taking action to support a better and more sustainable future. It will also consider how packages take account of the recommendations of the Citizens' Assembly (see the paper at item XX), and other public engagement activity.

## 7. Next Steps and Milestones

7.1. Subject to the Executive Board's approval, the measures set out in section 5 will be further developed and delivered over the coming weeks. Officers will continue to closely monitor travel and economic data and will propose further intervention or changes of approach if appropriate.

7.2. As set out above, the work to develop a set of packages of medium-longer term action will need to take account of impacts and emerging trends, as well as the opportunity to encourage healthier and more sustainable travel as Greater Cambridge emerges from Covid-19. This will be brought forward to the Joint Assembly and Executive Board later in the year.

## Appendices

| | |
|---|---|
| Appendix 1 | Draft County Council cycling and walking scheme list |

## Background Papers

| | |
|---|---|
| Cambridgeshire County Council Highways and Transport Committee paper – Covid-19 Temporary Cycling Proposals | https://cambridgeshire.cmis.uk.com/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1528/Committee/62/SelectedTab/Documents/Default.aspx |

**Appendix 1 – Temporary cycle / pedestrian scheme proposals (Greater Cambridge and countywide only)**

The temporary scheme proposals in the tables below have been developed by officers at the County Council in discussion with the District and City Councils and the Greater Cambridge Partnership. The schemes are set out by district, with countywide programmes set out separately. Most (but not all) of the proposals on these list are intended for delivery from the first tranche of government funding that is being released for this purpose.

A number of proposals will be funded by either Cambridgeshire County Council (shaded green) or the Greater Cambridge Partnership (shaded blue). These proposals generally intersect with programmes already in train for the two bodies – for example, the resurfacing of the Hills Road bridge in Cambridge is needed irrespective of this programme, and will be funded from the County Council's maintenance budgets.

**All Areas**

| Route / Area / theme | Location | Description | Funding |
|---|---|---|---|
| Access to schools | All schools in Cambridgeshire | School streets interventions to be offered to all schools in Cambridgeshire (207 Primary, 33 secondary). Involves temporary closure of roads near school entrances at times around opening and closing times. Cones / barriers / signs and training for school staff to be provided. | Gov. |
| Cycle parking | City / town / village centres | Cycle parking to support increased cycling to areas of town centre activity. | Gov. |
| | Schools | Cycle parking to support increased cycling to school | |
| | Business areas | Cycle parking to support increased cycling to work | |
| Village links to main rural cycle routes | Opportunities to be identified | Point closure or modal filters. | Gov. |
| Traffic signals | Where requests are made, if safe and appropriate | Review timings at junctions or crossings where reduced traffic may give scope for more time to be given to pedestrians and cyclists. (Note that many crossings / junctions are already working on timings that minimise time to call the pedestrian phase) | Gov. |
| Monitoring | All areas | Review the impacts of interventions before and after implementation. Accept that we may get things wrong, and when we do, quickly amend schemes in response to public / stakeholder / partner feedback.<br>Keep track of how the temporary changes affect the performance of all transport modes as travel increases as the economy / society emerges from COVID-19 lockdown. Review and amend interventions to maintain benefits or address changing travel patterns. | Gov. |
| | Greater Cambridge, and sites in other areas as appropriate | Smart city sensors to monitor cycling levels. Before and after monitoring of interventions will enable longer term decisions post lockdown. Would also include citizen questionnaire / feedback. | Gov. |
| | All areas | Upgrade of Countywide cordon monitoring sites. | CCC |

| Route / Area / theme | Location | Description | Funding |
|---|---|---|---|
| Supporting activities of other recovery / restart workstreams | All areas | Investigate suggestions for the reallocation of road space to support other recovery workstreams. (For example reallocation of road space / parking areas in town centres to support businesses reopening by providing more space for social distancing, or for business use if indoor space is restricted while social distancing requirements remain). | Gov. |
| Maintenance of existing pedestrian / cycle facilities to support increased use / need for social distancing | All areas | Enhanced vegetation clearance regime for footways and cycleways, to ensure that they are maintained to their full width. Initially this will involve simple cut backs of any overhanging vegetation but could develop to involve removal of more problematic shrubs and grassing over with replacement trees / shrubs planted elsewhere to compensate. | CPCA / CCC or tranche 2 Gov. |
| | All areas | Renewal of cycle lane white lining, and other white lining where there would be safety or usability benefits for pedestrians and cyclists | |
| Communication | All areas | Wayfinding for new routes | Gov. |
| | All areas | Information campaign to let people know about the new routes, and about what we need to do to keep the transport network running effectively while we come out of lockdown. Communicate on the benefits seen in terms of less congestion, less noise, improved air quality and lower $CO_2$ emissions from road transport in the lockdown, and the opportunity for us to take positive steps to keep those benefits as far as possible. | Gov. |
| | All areas | Business travel planning initiatives including publicity, guides, training, personalised travel planning | Gov. |

**Greater Cambridge**

| Route / Area / theme | Location | Description | Funding |
|---|---|---|---|
| South Cambs. villages | Review and implement where practicable and appropriate, suggestions for modal filters, cycle lanes and other measures | Proposals to be considered and worked up – to date, measures suggested in: Barrington, Bassingbourn, Cambourne, Comberton, Dry Drayton, Fen Drayton, Girton, Grantchester, Great Wilbraham, Haslingfield, Hauxton, Hildersham, Hinxton, Histon, Madingley, Melbourn, Oakington, Over, Papworth Everard, Stow-cum-Quy, Swavesey, Teversham, Waterbeach, Whaddon, The Wilbrahams and Whittlesford. | Gov. |
| Cambourne to Cambridge | St Neots Road, Hardwick | Modal filter buses & cycles only, or physically segregated cycle lanes if space allows. | Gov. |
| | Madingley Road, Cambridge | Segregated cycle lanes where space allows, cutting back vegetation, narrowing junction at Coton junction, widening crossing at Coton turn. | Gov. |
| | Storey's Way, Cambridge | Prohibit the passage of motor vehicles through the existing width restriction | GCP |
| | Adam's Rd / Coton footpath junction, Cambridge | Change priority and remove chicane as per West Cambridge Section 106 proposal and remove parking | Gov. |
| | Grange Rd, Cambridge | Prohibit motor vehicles at all times except local buses on a short section of Grange Road north of West Road. (*Optional measure: make a short section of Grange Road one-way southbound except for cycling between West Road and Cranmer Road to prevent rat-running from Barton Road to Queen's Road via West Road*). | GCP |
| | Sidgwick Ave, Cambridge | Make one-way & remove parking to widen footway and provide segregated contra-flow cycle lane | Gov. |
| | Queens Road, Cambridge | Remove parking and replace with segregated cycle lanes | Gov. |
| | Silver Street, Cambridge | Extend bus gate restriction to operate 24 hours a day, 7 days a week | GCP |
| | Silver Street / Kings Parade junction, Cambridge | Change priority to N/S | Gov. |
| Babraham Park and Ride to Addenbrooke's and City Centre | Addenbrooke's area | Temporary measures in advance of permanent works to improve cycle access via Red Cross Lane. | Gov. |
| | Nightingale Avenue | Prohibit motor vehicles at all times on a short section of Nightingale Avenue between Rotherwick Way and Topcliffe Way. (cutting through movements between Hills Road and Queen Edith's Way) | GCP |
| | Luard Road | Prohibit through movements between Hills Road and Long Road. Prohibit motor vehicles at all times on a short section of Luard Road adjacent to Luard Close | GCP |
| | Hills Road bridge | Resurfacing to address current pothole / poor quality surfacing problems on busy existing cycle facilities over bridge. | CCC |
| | Hills Road from Station Road to Catholic Church | Remove bus lane to widen footway by 1m to allow for social distancing and create 2m cycle lane. Keep under review as traffic levels pick up and social distancing guidance evolves, as Hills Road corridor critical for bus network in Cambridge. | Gov. |
| | Regent Street | Remove parking and widen footways or install cycle parking | Gov. |

| Route / Area / theme | Location | Description | Funding |
|---|---|---|---|
| Trumpington Park and Ride to city centre | Shelford Road / Hauxton Road junction | Remove guard railing on west side of footway | Gov. |
| | Station Road, Cambridge | Remove parking and create light segregated cycle lanes. Reduce splays at Tenison Road junction | Gov. |
| Milton / Milton Park and Ride to city centre | Milton High Street | Widen footway between White Horse and Lion and Lamb, Milton | Gov. |
| | Butt Lane between Milton and Histon | Modal filter on Butt Lane to the west of entrance to Household Waste Recycling Centre | Gov. |
| | Ely Road, Milton | Prohibition of southbound motor vehicle movements from A10 to Ely Road to deter rat-running through Milton village and provide better conditions for cyclists. (Landbeach Road would remain available for local trips into Milton from the north. | Gov. |
| | High Street, Milton | 20mph speed limit, widen footway between White Horse and Lion and Lamb | Gov. |
| | Cowley Road, Cambridge | Remove car parking on east side to segregated cycleway from shared use path allowing more space for social distancing. | Gov. |
| | Milton Rd, Cambridge | Temporary on-road cycle lanes to encourage cycling on road rather than on narrow shared use path, facilitating social distancing. | Gov. |
| | Milton Road south of Gilbert Road | Modal filter, allowing bus / cycle / emergency services access. | Gov. |
| North Cambridge to east Cambridge | Arbury Rd, north of Leys Rd | Modal filter, allowing bus / cycle / emergency services access. Needs to be considered in context of works on Histon Road. | Gov. |
| Newmarket Road Park and Ride to City centre | Newmarket Road, Cambridge | Cone or barrier off on-road cycle lanes where possible. | Gov. |
| | Newmarket Road between Swanns Rd and Coldhams Common crossing | Temporary bidirectional on-road segregated cycle lane on outbound carriageway. | Gov. |
| | Elizabeth Way and Newmarket Road, Cambridge | Temporary bi-directional on-road segregated cycle lane between St Andrews Road junction on Elizabeth Way and Abbey Street crossing on Newmarket Road Widen footway and remove guard railing on the footway adjacent to the cycle way at the roundabout. | Gov. |
| | Maids Causeway / Victoria Avenue | Prohibit motor vehicles at all times except local buses on a short section of Victoria Avenue adjacent to the Jesus College entrance except for local buses. | GCP |
| | East Road between Newmarket Road and Mill Road | Cone off on-road cycle lanes where possible; remove guardrail Mill Rd/East Road junction | Gov. |
| Cherry Hinton to City Centre | Mill Road | Measures to allow for more pedestrian space and the maintenance of bus services along the length of the road. | Gov. |
| | Coldhams Lane | Modal filter to be investigated. | Gov. |

| | | | |
|---|---|---|---|
| Newtown area, Cambridge | Bateman Street, Coronation Street, Pemberton Terrace, Panton Street | Provisionally, measures to prohibit motor vehicles at all times on the following short sections of road; Bateman Street west of Panton Street, Coronation Street west of Panton Street and Pemberton Terrace west of Panton Street. Make Panton Street one-way southbound except cycles between Lensfield Road and Union Road | GCP |
| City centre | Granta Place, opposite the Mill public house, Cambridge | Additional gate from Granta Place to Laundress Green to allow more space for social distancing at busy pinch point for pedestrians and cyclists | Gov. |
| | Benet Street | Water filled barriers to widen footway | Gov. |
| | Historic Centre pedestrian zone (Trinity Street-Market street-Sidney Street) | Reduce traffic levels during busiest pedestrian hours, by extending core pedestrian zone hours from 10am-4pm (Monday to Saturday) to 10am to 6pm (Monday to Sunday) | GCP |
| | Burleigh Street / Fitzroy pedestrian zone, Cambridge | Reduce traffic levels during busiest pedestrian hours, by limiting / rescinding exemptions during busiest pedestrian hours | GCP |
| | Drummer Street / Emmanuel Street / St Andrews Street, Cambridge | Work with bus companies to review operation of city centre bus stops to manage waiting areas and allow as far as possible for social distancing as city centre activity and bus service levels build back up. | Gov. |
| | St Andrews Street / Hobson Street, Cambridge | Reduce traffic levels during busiest pedestrian hours. Prohibit entry of motor vehicles at St. Andrew's Street entrance between 10:00 and 18:00 Monday to Sunday, except for hackney carriages and local buses | GCP |
| | Park Terrace, Cambridge | Suspend pay and display parking to allow more space for cyclists | |
| | Carlyle Road | Prohibit motor vehicles at all times on a short section of Carlyle Road between Holland Street and Grasmere Gardens. (*Optional measures: prohibit motor vehicles at all times on a short section of Alpha Road and Hertford Street immediately south of East Hertford Street to address any displacement of traffic from Carlyle Road*). | GCP |
| | City centre | Review exemptions for private hire vehicles at city centre closure points | Gov. |
| Residential areas in Cambridge | Oxford Street | Consider modal filter | Gov. |
| | Church Street, Chesterton | Consider modal filter at junction with High Street | Gov. |
| | Vinery Road | Consider modal filter | Gov. |
| Other main roads | A505 slip road to Granta Park | Make one-way for with segregated bi-directional cycle lane | Gov. |
| | Barton Rd | Barrier off part of road over M11 bridge to provide bi-directional cycle lane | Gov. |
| | Major roundabouts in Cambridge | Look to shrink entries / exits / circulatory areas to reduce speeds to improve safety, particularly for cyclists and pedestrians, while traffic flows are reduced. | Gov. |
| Cycle parking | Park and Ride sites | Additional cycle parking spaces at the 5 Cambridge Park and Ride sites and the Busway Park and Ride site at Longstanton. This will allow for overnight storage of bicycles used for Park and Cycle trips while social distancing limits Park and Ride capacity. Likely to need to source funding for CCTV cover; DfT unlikely to want to accept costs for this (£10k per site). | Gov. |
| | Addenbrooke's hospital | Support provision of additional cycle parking | Gov. |

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Isobel Wade - Head of Transport Strategy, Greater Cambridge Partnership

# RESPONSE TO THE GREATER CAMBRIDGE CITIZENS' ASSEMBLY

## 1. Purpose

1.1. In February 2020, the Joint Assembly and Executive Board received the report from the Greater Cambridge Citizens' Assembly, which met in September and October 2019 and considered the question: 'How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?'

1.2. This report sets out the Greater Cambridge Partnership's proposed response to the Citizens' Assembly's recommendations, for the Executive Board's consideration and approval.

## 2. Recommendations

2.1. The Executive Board is recommended to:

a) Agree the response to the Citizens' Assembly at Appendix 1.

b) In addition to producing a 'one-year-on' report, ask officers to consider how Citizens' Assembly participants could be more frequently engaged and updated as part of developing the longer-term city access proposals.

c) Agree that, going forward, officers should include a section in relevant reports detailing the contribution of projects to implementing the response to the Citizens' Assembly's recommendations.

## 3. Officer Comment on the Joint Assembly Feedback and Issues Raised

3.1. The Joint Assembly was supportive of the response to the Citizens' Assembly, but felt that the proposal to keep members of the Citizens' updated through a 'one-year-on' report was not enough. Officers have added recommendations to this Executive Board paper to consider how participants could be more frequently engaged and updated, and to add a section into relevant reports going forward that will detail the contribution of projects to implementing the response to the Citizens' Assembly's recommendations. The response at Appendix 1 has been updated with this point, and to include a representation of the discussions at Joint Assembly and Executive Board to better set out the direction of travel on longer-term proposals.

## 4. Key Issues and Considerations

4.1. The Greater Cambridge Citizens' Assembly was part of the Government's Innovation in Democracy programme which aims to trial the involvement of citizens in decision-making at local government level through innovative models of deliberative democracy. As part of undertaking the Citizens'

Assembly, the GCP Executive Board agreed to respond in full to all its recommendations. In February, the Board agreed to prioritise and implement some initial short-term measures, and that the full response to the Citizens' Assembly would be brought forward by summer 2020.

4.2. Since then, Covid-19 has significantly impacted on all aspects of our lives, including our economy, the way we work and how we travel. The paper at item 11 sets out how the GCP can build on measures identified for short-term action following the Citizens' Assembly to support Covid-19 recovery. It also provides an update on work to develop packages and how this will be taken forward to consider the impacts of Covid-19 and any emerging trends, as well as the opportunity to support more sustainable travel behaviours beyond the period of the immediate Covid-19 crisis, in Greater Cambridge and the wider travel to work area.

## 5. Options

5.1. The draft response to the Citizens' Assembly has been written in this context, and sets out current work that relates to the Citizens' Assembly's recommendations, and how the Greater Cambridge Partnership plans to take action over the coming months and years. It supports the vision set out by the Citizens' Assembly, and recognises their call to 'Be brave, be bold and take action'. The full response is at Appendix 1.

## 6. Next Steps and Milestones

6.1. The Executive Board are asked to approve the draft response to the Citizens' Assembly.

6.2. The Citizens' Assembly report was published in November 2019. Subject to the Board's approval, a 'one-year on' report will be brought to the Joint Assembly and Executive Board in November and December with an update on progress against the response. This report will pick up further work on options for longer-term packages of measures being developed as part of the city access project. Officers will consider how, alongside this report, the Citizens' Assembly participants could be engaged and updated more frequently.

**List of Appendices**

| | |
|---|---|
| Appendix 1 | Draft response to the Citizens' Assembly |

**Background Papers**

| | |
|---|---|
| Report and recommendations of the Citizens' Assembly | https://www.involve.org.uk/sites/default/files/field/attachemnt/GCCA%20on%20Congestion%20Air%20Quality%20and%20Public%20Transport%20-%20Full%20Report%20_0.pdf |

# DRAFT RESPONSE FROM THE GREATER CAMBRIDGE PARTNERSHIP

# GREATER CAMBRIDGE CITIZENS' ASSEMBLY:

## How do we reduce congestion, improve air quality and provide better public transport in Greater Cambridge?

## Foreword from the Chair of the Greater Cambridge Partnership Executive Board:

*As the delivery body for the Greater Cambridge City Deal, the Greater Cambridge Partnership (GCP) is tackling current and future transport problems by investing in better and more sustainable ways to make journeys by public transport, cycling and walking.*
*Investment in infrastructure is already underway to create sustainable links for better journeys using public transport, walking or cycling.*
*Drawing on the Greater Cambridge Citizens' Assembly's considered feedback, the GCP can continue to shape plans that respond to your recommendations, representing the people of Greater Cambridge.*
*This response sets out how the GCP plans to take forward the recommendations you made. We made a start on this in February 2020 when we agreed to take forward some 'quick wins' to make short-term improvements.*
*Since then, Covid-19 has impacted on every aspect of all our lives, and so the immediate focus must be on those 'quick wins' that can best support people and businesses to adapt and recover in this incredibly challenging time.*
*At the same time, we continue to develop those longer-term plans that will reflect both the Assembly's recommendations and the societal impacts and trends arising from Covid-19, as they become apparent.*
*We have heard your call to 'Be brave, be bold, and take action' and will remain committed to keeping you up to date with progress this year and annually going forward.*
*As a resident and elected representative of Greater Cambridge, I'm proud to see such a pioneering and innovative form of deliberative democracy being used to shape our plans.*
*Your dedication, collaboration and passion for a vision of Greater Cambridge transport in the future is truly inspiring and serves as an excellent example of how local people can actively contribute to tackling the issues that affect them.*

*I, and the GCP Executive Board, would like to sincerely thank every member of the Greater Cambridge Citizens' Assembly for giving time to consider and address the transport problems affecting the area.*

# Contents

## Introduction

In September and October 2019, the GCP held a Citizens' Assembly to consider the question: how do we reduce congestion, improve air quality and provide better public transport in Greater
Cambridge? This brought together a 'mini public' from across the travel to work area to hear evidence about these issues, discuss and deliberate before voting and delivering key messages.

The Citizens' Assembly was delivered as part of the Government's Innovation in Democracy programme which aims to trial the involvement of citizens in decision-making at local government level through innovative models of deliberative democracy. The Assembly was designed and facilitated by Involve, and the recruitment of Assembly participants was undertaken by the Sortition Foundation. An independent advisory group was appointed to provide advice and oversight and ensure that the process was balanced and unbiased.

The Citizens' Assembly brought together 53 randomly selected residents from the Cambridge City Council and South Cambridgeshire District Council areas as well as from the wider travel to work area. Participants were recruited through a civic lottery sent to 10,000 addresses across this area. Households which received the invitation were able to register their interest in participating. The Sortition Foundation then randomly selected individuals from this pool to be broadly representative of the Greater Cambridge population in terms of gender, age, ethnicity and socio-economic group. Given the Assembly topic, the selection also considered how people travelled, and whether they were 'regular travellers'.[1]

The Citizens' Assembly met over two weekends, hearing a range of evidence from different experts outlining the situation in Greater Cambridge, the impacts of this, visions for the future and measures to address the issues and deliver the vision. Throughout the two weekends, Assembly members had sessions to discuss what they had heard, listen to each other's opinions and form their own views. The full programme including all the evidence presented has been published, and the livestream of the Assembly is available online.

[1] Selection criteria can be viewed at https://consultcambs.uk.engagementhq.com/2305/documents/2660

The full report of the Citizens' Assembly was written by Involve and was published by them in November 2019. This sets out the Assembly's work in more detail and its recommendations.

This report sets out the Greater Cambridge Partnership's (GCP) response to the Citizens' Assembly. It looks in turn at the four key outputs from the Assembly: the vision for public transport, measures to achieve the vision, supporting measures and key messages.

Since the GCP Executive Board received the Citizens' Assembly report at its meeting in February 2020, Covid-19 has significantly impacted on all aspects of our lives, including our economy, the way we work and how we travel. The response to the Citizens' Assembly will be informed not just by the immediate impacts of Covid-19, but also by any changes to medium-long term economic and transport trends. Throughout this response we have aimed to demonstrate how the recommendations of the Citizens' Assembly have shaped recent measures, as well as how they will be used to support the development of the GCP's work going forward.

# Response to recommendations from the Citizens' Assembly

## A. Vision

### Citizens' Assembly recommendations

During the first weekend, members of the Citizens' Assembly developed and prioritised their vision for transport in Greater Cambridge, with the outcomes summarised in figure 1.

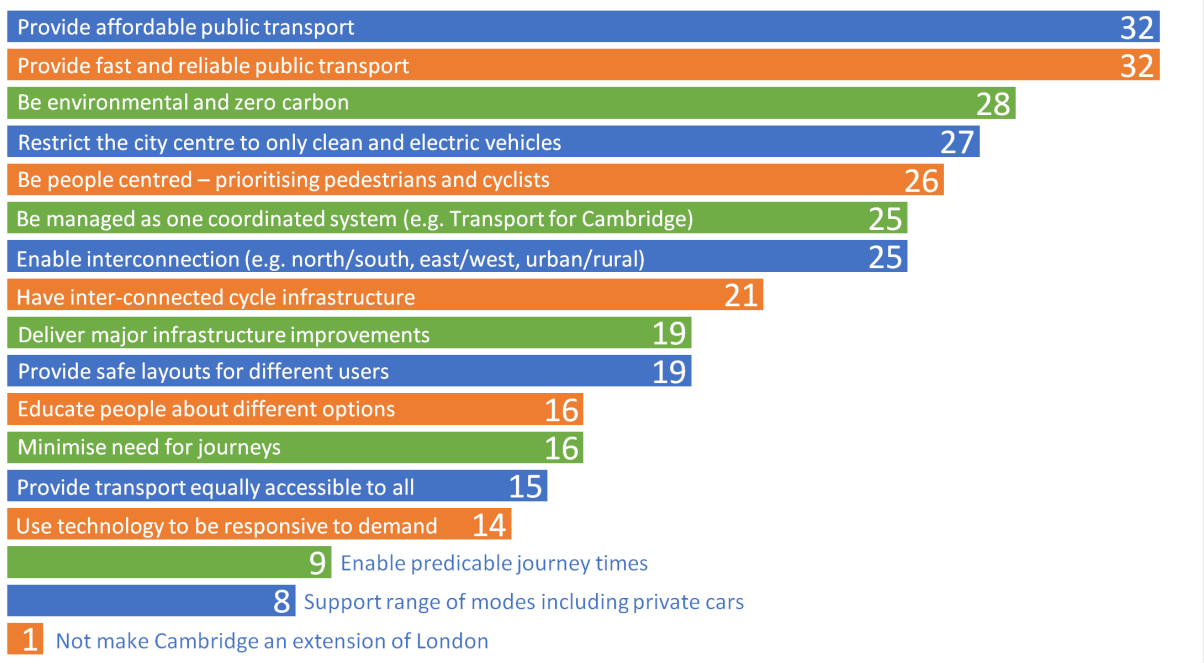


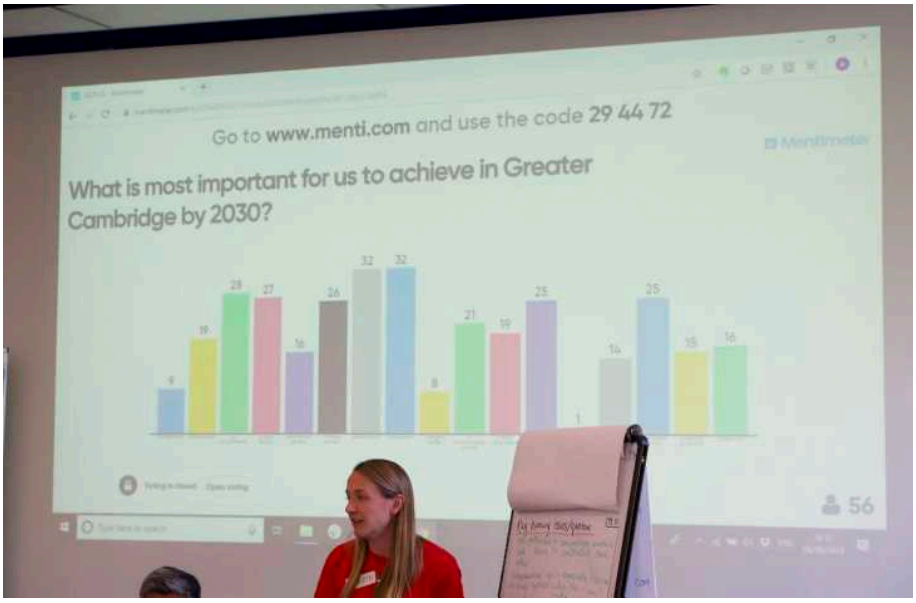

Figure 1: Vision Outcomes

### Greater Cambridge Partnership response

The GCP supports the vision set out by the Citizens' Assembly, which aligns well with the aims set out in the City Deal and subsequently developed for the GCP's transport programme. In supporting this vision, the GCP will seek to bring forward proposals that:

- Provide better public and active travel options – giving people a good alternative to travelling by car;
- Improve connectivity and enable better connections for people accessing employment in Greater Cambridge from across the travel to work area;
- Ensure that our proposals help to reduce air pollution and carbon emissions, supporting our partners to achieve their ambitions for net zero carbon. This would include exploring how, over a period of time, we can reduce and ultimately remove polluting vehicles from the city centre;
- Make better use of space, particularly through creating more space for pedestrians and cyclists, which is more important than ever before now, to support social distancing;

- Support businesses and residents to minimise the need for journeys, particularly during social distancing, and increase awareness of different options for travel.




In supporting the vision, the GCP will need to consider how different elements relate to one another and how these might be achieved over a period of time. One element is also outside of our remit: the ambition for “one coordinated system” aligns with the vision of GCP although there is no proposal at this time to create a Transport for Cambridgeshire body and this would be a decision for government in discussion with local partners.

## B. Measures to reduce congestion, improve air quality and deliver better public transport

### Citizens' Assembly recommendations

The Citizens' Assembly looked at the advantages and disadvantages of a series of measures to achieve the vision set out above. Assembly members then voted on these. Figures 2 and 3 set out the results of the two votes that looked at all aspects of the Citizens' Assembly question: reducing congestion, improving air quality, and delivering better public transport. Details of all the votes, including the Borda count methodology used for the results in Figure 3, are set out in section 2.3 of Involve's report.

The vote results showed a clear desire from the Citizens' Assembly for action – when asked to consider all the options in vote 5, no member of the Citizens' Assembly selected 'no intervention' as their first choice, and this option received the lowest number of points through the Borda count. Of the measures they considered, Assembly members voted most strongly in favour of road closures, followed by a series of road charging options (clean air zone, pollution charge and flexible charge).

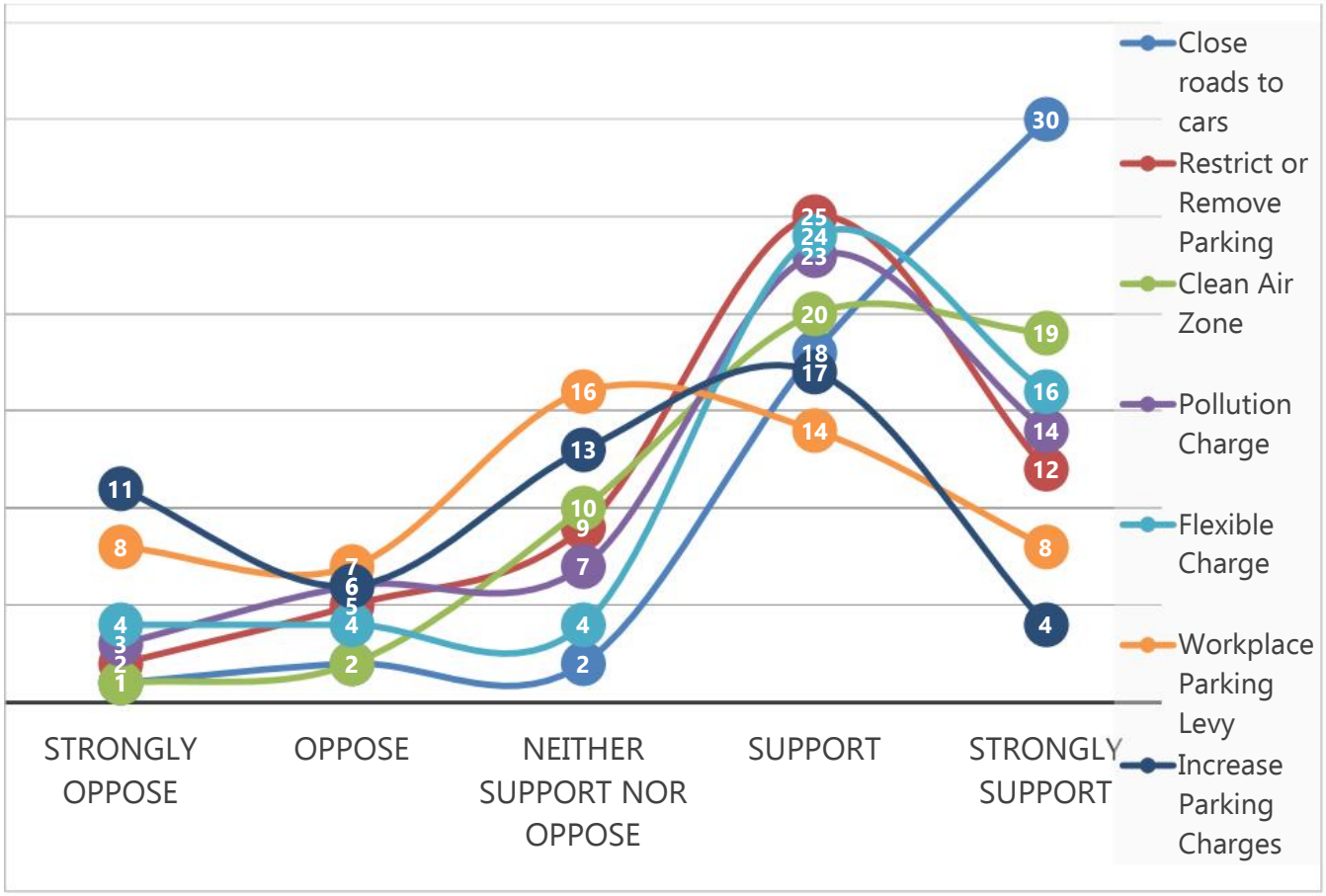



Figure 2: Vote 4 results – to what extent do you support or oppose the following measures being part of the solution to improving congestion, air quality and public transport in Greater Cambridge and across the wider area?

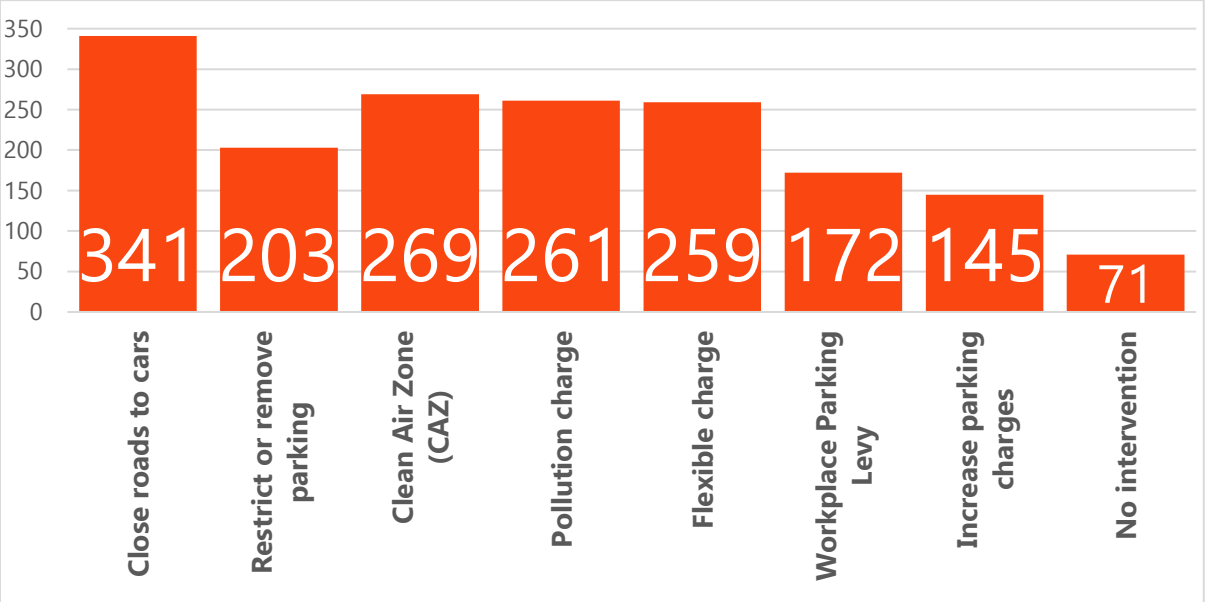



Figure 3: Vote 5 results – what would be your preferred ways, from the following demand management measures, to improve congestion, air quality and public transport in Greater Cambridge and across the wider area?

## Greater Cambridge Partnership response

The vote results showed clear support for the GCP to take action in order to reduce congestion, improve air quality and deliver better public transport. In February 2020 the Executive Board agreed to prioritise and implement a series of short-term measures, which recognised the desire for action and formed an immediate, initial response to the Citizens' Assembly. These included:

- Enhancements to public transport, including extending operating hours, developing a targeted fare-reduction pilot, and extending the electric bus trial;
- Piloting further road closures and road space reallocation, both in the city centre and on local roads, including the development of community-led schemes such as 'play streets';
- Encouraging more people to cycle through provision of additional cycle parking at key locations;
- Funding a lease scheme for electric and cargo bikes to encourage longer-distance, family and business cycle commuting;
- Developing an integrated parking strategy considering on-street, off-street and Park & Ride provision and how this can support users and encourage modal shift;
- Development of a freight pilot for the city centre, working with Cambridge Business Improvement District (BID) and others to reduce vehicle deliveries, thereby supporting improvements to air quality and public realm as well as potentially reducing vehicle movements at busy times.

These measures are now being taken forward in the context of Covid-19 and support for recovery. An update will be considered by the Joint Assembly and Executive

Board in June 2020, alongside a paper concerning this response to the Citizens' Assembly.

Building on this initial response, the measures upon which the Citizens' Assembly voted are being assessed as part of the City Access project, which is part of the GCP programme, taking into account the Citizens' Assembly's feedback. In February 2020, the Joint Assembly and Executive Board received and considered technical work on these. The Joint Assembly subsequently passed a motion recommending that the Executive Board agree to develop detailed options for a package of phased interventions. The Executive Board agreed to develop a set of packages of measures for consideration, as well as prioritising and implementing a series of short term interventions to support the uptake of sustainable travel. This work will look at how improvements to public transport and active travel could be delivered when introduced in combination with one or more of the measures considered by the Citizens' Assembly. It will take into account the different vote results, comments on the advantages and disadvantages of different measures, as well as wider points from the Citizens' Assembly such as the supporting measures and key messages.

These packages were due to come to the Executive Board in June 2020, but due to Covid-19 they will now come to a meeting later in the year. The work will need to take into account the impacts of Covid-19 on the economy, business and transport, and any future trends, as well as the opportunity to encourage healthier and more sustainable travel as Greater Cambridge emerges from the current crisis.

The packages will come forward to the Joint Assembly and Executive Board for consideration later in the year. This will include setting out the impacts of the different packages, including on traffic levels and journey times, public transport and active travel, business and the economy, the environment, equalities, health and community. It will also consider phasing of any actions, as the Citizens' Assembly feedback demonstrates a significant appetite for bold measures provided that workable alternatives are in place.

At their meetings, the Joint Assembly and Executive Board will consider how any final package aligns with the views expressed by the Citizens' Assembly. This package would then be developed for public consultation and implementation.

## C. Supporting Measures

### Citizens' Assembly recommendations

In addition to the measures considered above, Assembly members developed and prioritised a number of other supporting measures. Figure 4 sets out the top measures as prioritised by the Citizens' Assembly.

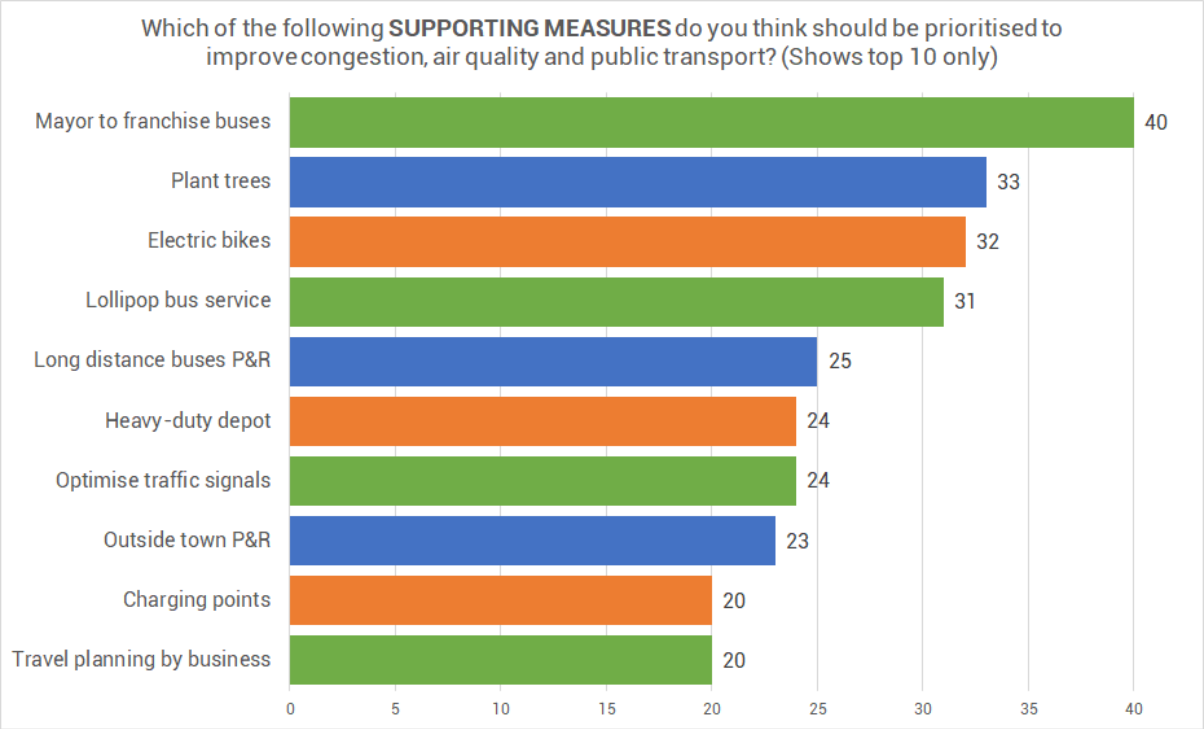



Figure 4 Supporting measures prioritisation

### Greater Cambridge Partnership response

The suggestions of further measures and their relative priority will be used in developing the packages of measures for the Executive Board to consider later in the year. Further comments on the top 10 measures are as follows:

- Franchising buses: the power to progress this rests with the Mayor of the Cambridgeshire and Peterborough Combined Authority, who is currently considering franchising as one option in his bus review. It is anticipated that a decision will be made by early 2021.

- Tree planting schemes: the three partner councils within the GCP - Cambridge City Council, South Cambridgeshire District Council and Cambridgeshire County Council - have all identified tree planting as a priority and are working on plans to plant more trees over the coming years. The GCP is also committed to biodiversity net gain and schemes will consider how to achieve this.

- Electric bikes: as set out above, one of the measures agreed by the Executive Board in February was to develop a scheme to encourage use of ebikes and ecargo bikes. The GCP has worked with Cambridgeshire County Council and Cambridge City Council to successfully bid for 30 electric cargo bikes to be used for deliveries, residential hangars, loans to businesses and try out schemes. In addition, GCP is also exploring investment in electric bikes to encourage sustainable travel for a wider group of people, especially where using a conventional bike is impractical, and will look to bring this forward to support people returning to work as part of Covid-19 recovery work.

- Lollipop bus service: in February, the GCP published work undertaken by Systra Ltd looking at how the bus network could develop in order to provide more people with a good alternative to their car. The report raised access to the city centre for buses as a key issue and suggested options. This issue will be explored further through the work on packages of measures and through the Spaces and Movement Supplementary Planning Document being developed by Cambridge City Council.

- Long distance buses using Park & Ride (P&R) and out of town P&R: the GCP is planning several more travel hub sites in the Greater Cambridge area. In addition to this, the GCP has also delivered increased capacity at Trumpington P&R and is working on plans to increase capacity at Babraham P&R.

- Heavy duty depot: The concept of a heavy duty depot relates to the need to reduce the number of delivery vehicles on the roads to address both congestion and air pollution. In February, the Executive Board agreed to develop a freight pilot for the city centre, working with businesses and the university. This work will now be undertaken in the context of Covid-19 and will include exploring the need for a depot from which consolidated last-mile deliveries could be made.

- Optimise traffic signals: Optimising traffic flows by linking traffic signals along a route to provide a co-ordinated green signal at successive junctions is simple but co-ordinating signals over a wider road network of conflicting routes is much more difficult. Optimisation achieves more significant reductions in delays where junctions operate under capacity and are more evenly spaced out along a route. However, in Cambridge many junctions operate well over capacity during peak periods and many parts of the historic road layout do not lend themselves to optimisation. Signal optimisation techniques have been used on many parts of the Cambridge road network since the mid-1980s and, whilst this has helped reduce delays, continuing traffic growth has tended to diminish its benefits. GCP is currently funding an ongoing programme of review to ensure that these signal optimisation techniques are updated and revalidated to suit current traffic patterns along with a longer term project to achieve a consistent approach to providing bus priority at signalled junctions on the bus network.

- Charging points: the GCP agrees that a network of electric vehicle charging points should be developed and is working with partners to deliver early elements of this. This includes charge points in some car parks, encouraging the taxi fleet to convert

to electric vehicles with the provision of charging facilities and changes to taxi licencing and provision of charging points for new electric buses. A smart energy grid for the St. Ives Park&Ride site is being progressed, and plans for another are being developed for the Babraham Road Park & Ride site. The Cambridgeshire and Peterborough Combined Authority is developing an Electric Vehicle Strategy, with input from the GCP and other partners, which will help to set priorities going forward.

- Travel planning by businesses: in the current Covid-19 context, travel planning by businesses has become more important than ever as employers seek to ensure their workforce can access and work in their place of employment safety and observing social distancing guidelines. The GCP and partners are supporting this, and we will work with businesses to understand how travel planning can work in the longer-term.

## D. Key Messages from the Citizens' Assembly

### Citizens' Assembly recommendations

The Citizens' Assembly also developed some key messages, which are set out in full in Involve's report. Throughout the two weekends there was a high level of support for action and ambition to address the question the Assembly was set. The key messages developed by the Citizens' Assembly were:

- Be brave, be bold and take action
- Improvements in public transport need to come first
- Funding raised through charging needs to be ring-fenced for transport in Greater Cambridge and the wider area
- Better integration and co-ordination of transport across Greater Cambridge
- Fairness is a key principle
- Exemptions: provide access for essential services/users
- Be the best and make Cambridge no.1
- Progress immediate actions and those improving the Greater Cambridge environment
- Transparency, monitoring and feedback
- Communication, education and behaviour change
- Consider trials/-pilots and phasing
- The question of growth and planning
- Don't forget to consider longer term measures

### Greater Cambridge Partnership response

The session where Citizens' Assembly members delivered their key messages was truly inspiring, and demonstrated a strong desire to take bold action, both in the short and longer-term. The GCP is committed to addressing the issues considered by the Citizens' Assembly. Many of the key messages pertain to 'what we do' and 'how we do it' and are fundamental to how GCP aspires to work at all times.

The GCP has heard the clear message from the Assembly to "Be brave, be bold and take action", "Be the best and make Cambridge no.1" and to "progress immediate actions". Participants were clear that they wanted more to be done, and to be done quickly, including considering more difficult options to achieve bigger aims. The Executive Board responded to the call for immediate action by identifying measures in February to progress at pace, and the call to be brave and bold will continue to be considered as the GCP develops packages of medium-longer term action and makes decisions about further investments.

The GCP agrees with the principles that improvements in public transport need to come before measures to restrict or discourage particular travel choices; that measures need to be fair; and that any funding raised through charging needs to be ringfenced for transport in Greater Cambridge and the wider travel to work area. On fairness and exemptions, the GCP will undertake an integrated impact assessment of different package options and of any final proposals, and will ensure that any final package of measures will consider exemptions.

Piloting and phasing will also form a key part of package development. It is likely that the response to Covid-19 will involve trials and pilots of a variety of measures to encourage more active travel, secure environmental and transport benefits, and support economic recovery. The impacts of these will be monitored in order to inform future proposals.

As changes are made to our transport network over the coming years, the GCP and our partners are committed to clear communication and education for our communities and businesses about the need to change, what planned changes are, and people's choices.

The City Deal was set up to address some of the challenges from growth, particularly connectivity challenges. This will continue over the coming years, including taking account of the wider impacts of Covid-19 as well as our partners' sustainability ambitions.

Finally, the GCP will report back regularly on progress in achieving this response to the Citizens' Assembly's recommendations, including bringing a report to the Joint Assembly and Executive Board at the end of this year to mark the 'one-year on' point. The GCP will consider how Citizens' Assembly participants can be engaged and updated more frequently, and relevant reports to the Joint Assembly and Executive Board will include a section detailing the contribution of projects to implementing the response to the Citizens' Assembly's recommendations. The GCP remains committed to long-term action to address the issues considered by the Citizens' Assembly. As our area begins the recovery from Covid-19 there is an opportunity to look to the future and ways in which we can help to ensure Greater Cambridge emerges as a healthier and more sustainable place to live and work.

## Conclusion

The GCP Executive Board supports the vision of the Citizens' Assembly, and the initial measures identified in our response will enable us to make a strong start in delivering that, particularly through creating space for walking and cycling, investing in public and active transport and looking at how we can better manage freight and parking. As well as supporting people and businesses to travel sustainably as part of Covid-19 recovery, the work on longer-term packages of measures will aim to support Greater Cambridge to become a more sustainable and healthier place in the future.

The GCP recognises the call from the Citizens' Assembly to 'be brave, be bold, and take action'. As well as continuing to update and engage Citizens' Assembly participants, we will ensure an annual report is brought to the Joint Assembly and the Executive Board to provide Citizens' Assembly participants, as well as members of the public, with the opportunity to hold the GCP to account for actions agreed as a result of the recommendations.


The GCP would like to reiterate it's thanks to every member of the Greater Cambridge Citizens' Assembly for participating and giving up their time to develop recommendations to address some of the transport and air quality problems affecting the Greater Cambridge area.

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Peter Blake – Transport Director, Greater Cambridge Partnership

# LOCAL TRANSPORT PLAN CAM SUB-STRATEGY

## 1. Purpose

1.1. The Cambridgeshire and Peterborough Combined Authority (CPCA) agreed at its Board meeting on 29th April 2020 to consult on a draft Local Transport Plan (LTP) CAM sub-strategy.

1.2. This paper reviews the CPCA's CAM sub-strategy currently out for consultation in relation to the GCP's first two high quality public transport corridors, Cambridge South East (CSETS) and Cambourne to Cambridge (C2C), and considers the implications of the planned June Board decisions. A detailed analysis is outlined in Appendix 1.

## 2. Recommendations

2.1. The Executive Board is recommended to note the report.

## 3. Officer Comment on Joint Assembly Feedback and Issues Raised

3.1. Members welcomed the production of a CAM Sub Strategy which provided clarity to all parties on the major project delivery roles and responsibilities across Greater Cambridge.

## 4. Background

4.1. Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years. This will be delivered by creating better and greener transport networks, reducing congestion and air quality, and making better use of limited road space by prioritising sustainable transport.

## 5. Background

5.1. Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years. This will be delivered by creating better and greener transport networks, reducing congestion and air quality, and making better use of limited road space by prioritising sustainable transport.

5.2. The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the adopted Local Plans for Cambridge City and South Cambridgeshire (2018) and the Local Transport Plan established by the Cambridgeshire and Peterborough Combined Authority (2020). Local Plan policies for the strategic developments of sites along the C2C and CSETS corridors require High Quality

Public Transport (HQPT) to link new homes to employment and services in and around Cambridge.

5.3. The CAM concept has developed from the initial Cambridge Rapid Mass Transit options appraisal report jointly commissioned by GCP and the CPCA in 2017. The CPCA developed and approved the Strategic Outline Business Case for the CAM scheme in 2019. Discussions with CPCA and GCP over the period concluded that the first two GCP High Quality Public transport schemes, C2C and CSETS, be adapted to be ready to form part of a network for rapid mass transit – now known as the CAM.

**Previous CPCA Review on C2C Alignment**

5.4. The CPCA reviewed alignment of the GCP major schemes and in particular undertook a detailed conformity review of the C2C scheme with the CAM network in 2018. The assessment, undertaken independently by the consultants Arup, concluded that:

- The process undertaken to date to determine the route was robust and identified the optimal solution for the corridor;
- The route should be reclassified a CAM route;
- The route is connected into a tunnelled CAM network thereby providing a high frequency, pollution free public transport option into and across Cambridge centre and the entire CAM network.

5.5. At the Combined Authority Board meeting on 31 October 2018 the Board agreed the recommendations of the Arup report as the outcome of the review into conformity of C2C with the CAM network.

5.6. The CPCA and GCP subsequently agreed to extensive joint working including establishing a senior officer monthly CAM Programme Board and numerous officer working groups. This joint working facilitated extensive sharing of information ensuring continued alignment of the projects. This work culminated in CPCA officers giving their support for the final GCP proposals for the C2C scheme.

**CPCA Local Transport Plan**

5.7. This position was reflected in the LTP, approved by the CPCA Board on 29 January 2020. The LTP makes explicit reference to “Delivery of the CAM in collaboration with the Greater Cambridge Partnership” and that “Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership’s programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach” (para 3.60).

5.8. Para 3.75 of the LTP explicitly sets the parameters for phased delivery linked to local plan requirements:

“Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne. This corridor will serve the future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly, to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Madingley Mulch.”

## 6. LTP CAM Sub-Strategy Paper

6.1 At the CPCA Board meeting on 29th April 2020, it was agreed that an LTP Sub Strategy detailing the objectives of the CAM would go out to consultation for 12 weeks from 4th May 2020.

6.2 The Sub-Strategy does not change the LTP, including delivery by GCP of the inner corridors (C2C, CSETS, Waterbeach and Eastern corridor) which are explicitly referenced in the sub-strategy. Indeed the sub-strategy reaffirms the three elements of the CAM network: city tunnelled section; GCP corridors; and regional routes.

6.3 The paper outlines that parts of the network will be delivered by 2024 with the tunnelled section delivered by 2029. Only the GCP corridors are deliverable by the 2024 date.

6.4 The Sub-Strategy outlines a series of CAM objectives, aligned with LTP goals, including: promoting economic growth and opportunity; support the acceleration of housing delivery; promote equity; promote sustainable growth and development. These objectives give rise to a series of further sub-objectives.

6.5. Appendix 1 attached provides a detailed compliance assessment for the C2C and CSETS schemes against the CAM Sub-Strategy.

6.6 The paper as drafted provides no technical reason why the C2C (or Waterbeach scheme) is non-compliant. However, there are two particular notable issues:

- CAM-E9: Directly serve and link into transport hubs including existing and planned rail stations; Proposed mitigation: *Interchange with EWR at Cambourne subject to EWR route and station location confirmation and design development which is some period of time away – until such confirmation has been secured, the C2C scheme will run through Cambourne on existing routes rather than new segregated infrastructure.*
- CAM-E15: Dedicated segregated routes as default assumption; Proposed mitigation*: In the vicinity of the West Cambridge site, this will require the adoption of the Rifle Range route instead of Adams Road to ensure segregation. The business case for the C2C proposals has been updated accordingly.*

## 7. Implications for GCP

7.1. Later on the agenda the Joint Assembly is asked to consider business cases for the C2C and CSETS schemes, in order to progress to the next stage of delivery. As outlined, this follows agreement by the CPCA Board to consult on a CAM sub-strategy for 12 weeks and is expected to finish on 17th July. The CPCA had indicated that it would report the outcome of the consultation to its July Board, alongside the OBC for CAM overall. However, we now understand this will be a meeting on 5th August and it is not clear at the time of writing if the OBC will also be reported to that meeting.

7.2. The Executive Board may consider delaying decisions on these schemes until after the consultation has closed and the sub-strategy has been finalised. However, there are a number of considerations to take into account.

7.3. The progress of in particular the C2C scheme has already been significantly delayed due to a number of interventions; firstly the Mayoral pause in 2018 which caused a nine-month delay; secondly, the need to cancel the December Board meeting due to the General Election; and

finally, the current delay caused by the Mayor's withdrawal of support for the C2C scheme two days before the GCP Board meeting in February 2020 resulting in the item being withdrawn from the agenda.

7.4. The impact of further delay is potentially significant. The success of Bourn Airfield, West Cambourne and West Cambridge developments relies in full or part on the C2C scheme. Failure to deliver in a timely manner will impact both the individual schemes, but may also have implications on Greater Cambridge's local housing trajectory and 5-year housing supply and undermines the confidence in the development community that promised infrastructure will be delivered.

7.5. It is also relevant that both the C2C and CSETS schemes have been in development for considerable periods of time, been subject to extensive public consultation and the GCP has invested significant resources in both schemes' development.

7.6. A delay would also impact significantly upon the Combined Authority's CAM programme timeline as C2C and CSETS are the only two elements of the CAM network deliverable by the CPCA's target 2024 date.

**8. Legal Comment**

8.1. The CPCA, County Council and GCP collectively asked for further clarification on the respective powers of each authority and this work has been done by officers, including our respective Legal Monitoring Officers, who have reached agreement on the applicable governance framework and each body's legal powers and responsibilities.

8.2. In terms of the respective roles of the CPCA and GCP, work by the Monitoring Officers concluded:

- That the CPCA has responsibility for producing the LTP and passenger transport services including concessionary travel.
- The County Council has delegated a range of powers to the GCP and this is sound legally and gives the GCP all the powers needed to deliver transport schemes provided those schemes are in conformity with the adopted Local Transport Plan;
- Furthermore, in letters to the Chairperson of GCP, the CPCA's Interim Monitoring Officer confirmed that decisions on the route rightly sit with the GCP Board as the delivery body.

8.3. It is also notable that there is no formal process for the Transport Authority to provide consent for a major scheme development. It is entirely for the Promoter to demonstrate how it conforms with policy as it progresses through the statutory planning and approvals process.

**9. Financial Comment**

9.1 The GCP is charged with delivering the Greater Cambridge City Deal and has significant financial resources available, from both Government and local sources, to deliver its objectives. The funding available is assigned to approved schemes, which include the CSETS and C2C schemes.

## 10. Summary

10.1 This report provides a review of the CPCA's CAM sub-strategy currently out for consultation in relation to the GCP's first two high quality public transport corridors, Cambridge South East and Cambourne to Cambridge, and considers the implications of the planned June Board decisions. The report concludes that the GCP can continue with the June decisions but continues to work with the CPCA, and other partners, to deliver the schemes.

## 11. Next Steps and Milestones

11.1 The next steps in the development of the CSETS and C2C projects are outlined in the respective reports on the agenda.

# Appendix 1 - CPCA LTP Sub Strategy – Assessment of Compliance of Cambourne to Cambridge and Cambridge South East Transport

| LTP Goal | Objective | CAM Objective | CAM sub-objective | Desirable | C2C | CSET |
|---|---|---|---|---|---|---|
| Economy | Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues | CAM 1: Promote economic growth and opportunity<br><br>CAM 2: Support the acceleration of housing delivery | • CAM-E1: Promote agglomeration<br>• CAM-E2: Support new employment by enhancing access to and attractiveness of key designated employment areas by specifically enabling, serving and supporting:<br>- New settlements and enterprise zones already included in existing adopted Local Plans<br>- New Garden Village settlements<br><br>Supporting the development of<br>- New settlements being brought forward by any future development corporations created in the Oxford-Cambridge corridor.<br>• CAM-E3: Increase labour market catchment | • 24/7 operation<br>• Possibility for a freight capacity<br>• Utilisation of smart infrastructure | • Supports delivery of the adopted Local Plan<br>• Supports delivery of the City Deal agreed with Government<br>• Supports adopted Local Plan housing and employment site allocations e.g. Bourn Airfield and West Cambridge<br>• Smart infrastructure will be utilised such as vehicle guidance, solar generation at travel hubs etc.<br>• Scheme design will not preclude 24/7 operation or freight subject to planning and provided clean, quiet electric vehicles comply with environmental restrictions provides clean, quiet electric | • Supports delivery of the adopted Local Plan<br>• Supports delivery of the City Deal agreed with Government<br>• Enhances access to CBC, Babraham Research Campus, and Granta Park<br>• Supports adopted Local Plan housing and employment site allocations e.g. Sawston<br>• Potential for extension to connect the proposed North Uttlesford Garden Community to key employment areas<br>• Smart infrastructure will be utilised such as vehicle guidance, |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | • CAM-E4: Serve and support new areas for sustainable housing development<br>• CAM-E5: Provide overall transport capacity to enable and accommodate future growth | | vehicles comply with environmental restrictions<br>• Reliable HQPT services and reduced PT journey times will increase labour market catchment<br>• Connectivity to Oxford-Cambridge corridor and provides significant increase in public transport capacity to enable and accommodate future growth<br>• Full compliance dependent on regional extensions | solar generation at travel hubs etc.<br>• Scheme design will not preclude 24/7 operation or freight subject to planning and provided clean, quiet electric vehicles<br>• Reliable HQPT services and reduced PT journey times will increase labour market catchment<br>• Provides significant increase in public transport capacity on A1307 corridor to enable and accommodate future growth<br>• Full compliance dependent on regional extensions |
| | Connect all new and existing communities sustainably so residents can easily access a | | • CAM-E6: Improve transport connectivity<br>• CAM-E7: Improve journey time reliability<br>• CAM-E8: Direct high-quality public transport access to key | | • New dedicated HQPT route connecting to employment at West Cambridge – | • New dedicated PT route connecting to existing Busway at CBC and planned Cambridge South |

| | | | | | | |
|---|---|---|---|---|---|---|
| | good job within 30 minutes, spreading the region's prosperity | | housing sites (existing designations) | | improving connectivity<br>• Dedicated PT infrastructure will improve journey time reliability to west Cambridge<br>• Direct HQPT access to Local Plan housing site allocations at Bourn, Cambourne and West Cambridge | Station – improving connectivity<br>• Dedicated PT infrastructure will improve journey time reliability to CBC and Cambridge<br>• Direct HQPT access to Local Plan housing site allocations at Sawston |
| | Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports | | • CAM-E9: Directly serve and link into transport hubs including existing and planned rail stations<br>• CAM-E10; At transport hubs, support easy and rapid mode changes and transfers<br>• CAM-E11: At transport hubs facilitate first and last mile connectivity to the local area<br>• CAM-E12: Support the development of demand responsive modes<br>• CAM-E13: Integration with other modes, including bus. | | • *Interchange with EWR at Cambourne subject to EWR route confirmation and design development – until such confirmation scheme will run through Cambourne on existing routes rather than new segregated infrastructure.*<br>• Interchange with road transport (A428/A14) at Scotland Farm Travel Hub<br>• GCP bus network study proposals include new route integrating rural | • Proposed CSET HQPT services will directly serve existing Cambridge and planned Cambridge South rail stations<br>• Scheme includes measures to deliver first and last mile connectivity between A11 travel hub, Babraham Research Campus and Granta Park<br>• GCP bus network study proposals include new route integrating rural |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | communities to Scotland Farm travel hub<br>• Travel hub design will include provision for connecting bus or DRT services<br>• travel hub will support easy and rapid mode change car/bus/cycle/walk<br>• Infrastructure will support demand responsive modes using CAV when mature technology. | communities to A11 travel hub<br>• Travel hub design will include provision for connecting bus or DRT services<br>• travel hub will support easy and rapid mode change car/bus/cycle/walk<br>• Infrastructure will support demand responsive modes using CAV when mature technology. |
| | Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability | | • CAM-E14: Integrated with main arterial corridors, including the projected East West Rail route and the upgraded A428, and key LTP infrastructure projects<br>• CAM-E15: Dedicated segregated routes as default assumption.<br>• CAM-E16: CAM will use technology, infrastructure and concepts of operations that deliver safe, reliable, regular, resilient and inclusive transport<br>• CAM-E17: CAM must be deliverable within the current decade | | • Integration with A428 at Scotland Farm Travel Hub<br>• Scheme will be refined to ensure compliance with E14 once EWR route and station details are announced<br>• Compliant with E15 *– until EWR confirm route and travel hub the scheme will run through Cambourne on existing routes rather than new* | • Will integrate with projected EWR route at planned Cambridge South station<br>• Delivers dedicated segregated PT from A11 to CBC connecting directly into existing Busway<br>• Deliverable within current decade and in advance of CAM core |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | • CAM-E18: CAM must be future proofed and flexible in terms of capacity and technology.<br>• CAM-E19: CAM will utilise sustainable, highly flexible, zero emission vehicles<br>• CAM-E20: CAM will be designed to maximise passenger trips in both directions and across the whole day. | | *segregated infrastructure.*<br>• *Requirement to adopt Rifle Range route instead of Adams Road to ensure segregation.*<br>• Safe regular and resilient inclusive transport delivered on off road sections<br>• Deliverable within current decade and in advance of CAM core<br>• Requirements capture exercise with CAM team undertaken to identify future proofing measures<br>• Sustainable electric traction vehicles will be deployed<br>• System will maximise passenger trips in both directions across the whole day | • Requirements capture exercise with CAM team undertaken to identify future proofing measures<br>• System will maximise passenger trips in both directions across the whole day<br>• CSET services will meet significant demand for travel to/from CBC across the whole day<br>• Safe regular and resilient inclusive transport delivered on off road sections<br>• Sustainable electric traction vehicles will be deployed |
| Society | Embed a safe systems approach into all | CAM 3: Promote Equity | • CAM-S1: Provision of safe and secure CAM network – safe by design, safe in construction and safe in operation – to meet all | | • Common approach to safety in design, construction and operation being developed | |

| | | | | | |
|---|---|---|---|---|---|
| | planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries | | standards and global best practice<br>• CAM-S2: CAM will meet all planning and environmental requirements | | with CPCA through Technology, Engineering and Safety Working Group<br>• All planning, safety and environmental requirements will be met<br>• Safe systems approach to design, construction and operation |
| | Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for al | | • CAM-S3: Affordable and fair fare structure.<br>• CAM-S4: Compatible with county wide future integrated ticketing<br>• CAM-S5: Promotes seamless connectivity between regional settlements, major city fringe employment sites and key satellite growth areas across Cambridgeshire and Peterborough<br>• CAM-S6: Facilitates seamless cross country and city journeys to outlying regional settlements, urban fringe employment sites and key satellite growth areas<br>• CAM-S7: Improve opportunities for all residents and communities<br>• CAM-S8: Promotes high quality public realm at stations<br>• CAM-S9: Reduces adverse impacts of public transport provision on city, urban and village centre mobility for pedestrians and cyclists | | • Affordable and fair fare structure an objective, subject to CPCA future bus strategy<br>• No barriers to county wide future integrated ticketing<br>• High quality passenger infrastructure proposed at travel hub and stops<br>• Policy S6 cross city journeys only deliverable with CAM tunnelled sections.<br>• Policy S8 deliverable in Cambridge with CAM tunnelled sections – travel hubs will meet all necessary design standards<br>• Policy S9 are deliverable in Cambridge with CAM tunnelled sections – travel hubs are designed to cater for wider mobility, pedestrians and cyclists.<br>• High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure |

| | | | | | | |
|---|---|---|---|---|---|---|
| | Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles | | • CAM-S10: Support and be complimentary to walking and cycling. | | • High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure<br>• Potential review of Adams Road section may increase cycle amenity<br>• Aligned with the Madingley Road cycling scheme<br>• Aligned with the greenways network | • High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian infrastructure<br>• Aligned with the greenways network |
| | Ensure transport Initiatives improve air quality across the region to meet good practice standards | | • CAM-S11: Improve air quality<br>• CAM-S12: Promote low carbon Economy | | • Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality<br>• Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy | |
| Environment | Deliver a transport network that protects and enhances our natural, historic and built environments | CAM 4: Promote sustainable growth and development | • CAM-EV1: Support environmental sustainability<br>- Minimises adverse impacts on conservation areas, heritage and natural community assets, including protecting the character of villages and avoiding | | • Adverse environmental impacts will be identified through EIA and mitigated, as required by the | • Adverse environmental impacts will be identified through EIA and mitigated, as required by the |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | encouraging unsustainable village fringe development.<br>- Meets net gain requirements and where possible offers additional visual and environmental enhancements. | | statutory planning & consents process<br>• Scheme will meet net gain requirements<br>• Does not undermine 'Green Belt' planning safeguard<br>• Potential for environmental enhancements | statutory planning & consents process<br>• Scheme will meet net gain requirements<br>• Does not undermine 'Green Belt' planning safeguard<br>• Potential for environmental enhancements e.g. "linear park" concept |
| | Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change | | • CAM-EV2: CAM infrastructure will utilise zero emission vehicles; other public transport zero emissions vehicles should be able to use sections of the CAM infrastructure if they are CAM compatible<br>• CAM-S11: Improve air quality<br>• CAM-S12: Promote low carbon economy | | • Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy<br>• Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality<br>• High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and equestrian | • Use of electric vehicles, electric vehicle charging points at travel hub and solar generation will promote the low carbon economy<br>• Mode shift to HQPT and use of electric PT vehicles will contribute to improving air quality<br>• High quality NMU route to be provided alongside PT route, with connectivity to existing walking cycling and |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | infrastructure, promoting low carbon modes | equestrian infrastructure, promoting low carbon modes |

**Report to:** Greater Cambridge Partnership Joint Assembly 25th June 2020

**Lead officer:** Peter Blake –Transport Director, Greater Cambridge Partnership

**CAMBRIDGE SOUTH EAST TRANSPORT SCHEME**

## 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 other settlement on the corridor.

1.2. The route has seen significant increases in traffic over the last decade and large existing and proposed development sites along this corridor mean that pressure on already congested roads and the limited public transport service is set to rise.

1.3. The A1307 corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board as a priority project for development in the first five years of the GCP's transport programme.

1.4. This programme takes on even greater importance in light of the global Covid-19 pandemic and the likely increase in commuters wanting to access active travel solutions for their daily journey to work. The impact of this on the GCP programme is considered elsewhere on the agenda, but whilst there may well be a short-term impact on the use of public transport, the now more pressing need to get the economy moving again suggests that the case for schemes such as these will be stronger as a result of Covid-19.

1.5. The paper has two parts:

- Phase 1 - a decision about two Traffic Regulation Orders required for the previously agreed short term programme of works; and
- Phase 2 - reviews the technical work and public consultation undertaken to date contributing to the production of the Outline Business Case (OBC). Work on the detailed design of the scheme will continue in the next phase of development and will continue to involve local stakeholders.

## 2. Recommendations

2.1 The Executive Board is recommended to:

**CSETS Phase 1**

(a) To make the Traffic Regulation Order to control parking at Linton High Street (objections received).

(b) To make the Traffic Regulation Order for a west bound bus lane at Linton (objections received).

(c) To note the results of Public Consultation.

(d) Endorse the key conclusions of the OBC presenting a preferred high quality public transport, walking and cycling route as outlined in section 9.0 of the report.

(e) Endorse the key conclusions of the OBC in relation to a travel hub location.

(f) Request that officers undertake an Environmental Impact Assessment for the route and prepare a Transport and Works Act Order application.

(g) Approve the procurement of Legal services to support the preparation of a Transport and Works Act Order.

(h) To approve a revised budget for the CSET Phase 2 project.

(i) Require officers to keep the scheme details and business case under review to ensure that the Full Business Case and final design reflects any changes arising from the LTP sub-strategy consultation, as well as emerging proposals from EWR and the CAM tunnelled and regional route sections.

(j) Require officers to develop a strategy for sustainable and carbon neutral solutions, and environmental improvements including protection and enhancement of the Nine Wells nature reserve.

## 3. Officer Comment on Joint Assembly Feedback and Issues Raised

3.1 Details of feedback the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.

3.2 The Joint Assembly made no comment on the objections received in response to the Phase One Traffic Regulation Orders.

3.3 Members were disappointed to hear concerns about the consultation and ongoing questions about Phase One delivery. Some members shared concerns about plans to remove the underpass at Wandlebury from the scheme and were supportive of that being put back into the plan. Officers have committed to further consultation over the developing proposals with local members and stakeholders and to discuss the underpass and alternatives.

3.4 Members were supportive of progressing the Phase Two scheme, including further work on environmental impacts. Members did however note that at the Cambridge Biomedical Campus end of the scheme it was looking like there would be a four lane highway at the end of Francis Crick Avenue with Cambridge South Station scheduled to be completed around the same time. There would be thousands of pedestrians and cyclists trying to cross that highway and consideration should be given to how construction would be managed to ensure safety. Officers confirmed that discussions are already taking place with Network Rail and key stakeholders and that this will be addressed in the final design.

## 4. Background

4.1. The Cambridge South East Transport project consists of 2 Phases: Phase 1 which consists of 17 discrete small to medium works packages under construction and development, and Phase 2, which is the main focus of this paper.

4.2 The project is made up of three key elements: a dedicated public transport link between the A11 and the Cambridge Biomedical Campus, a new Travel Hub facility near the A11/A1307 junction, and new cycling, walking and equestrian facilities.

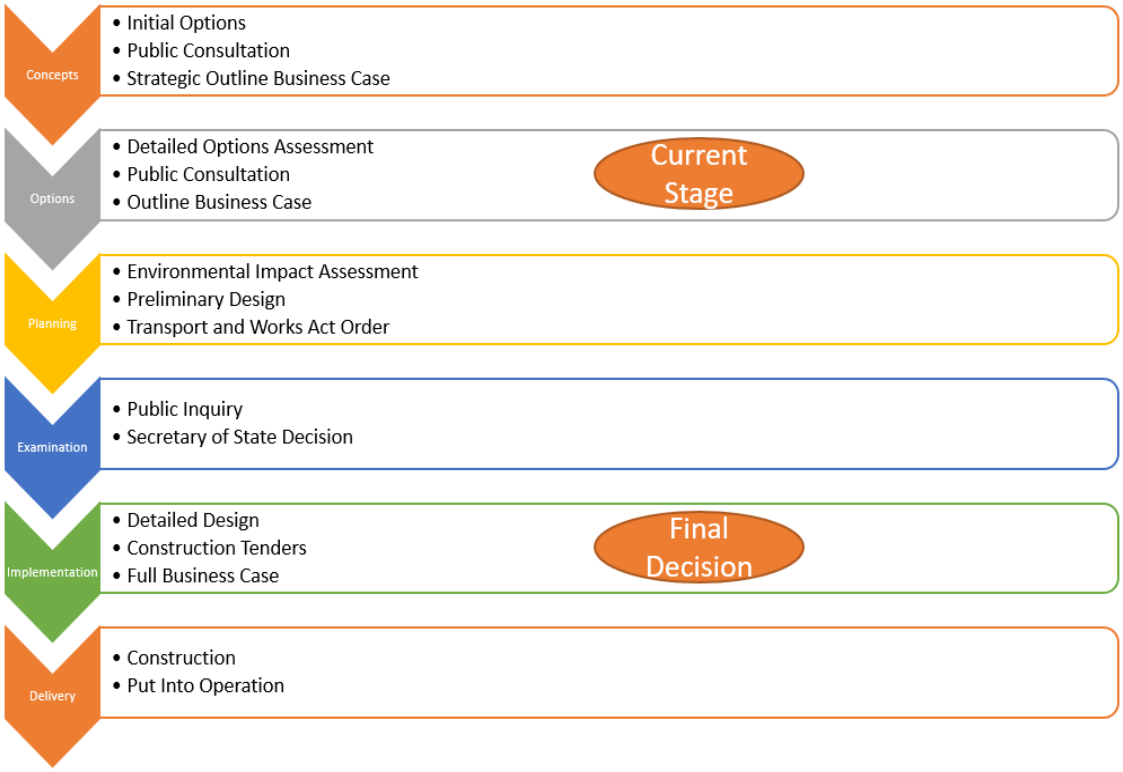
4.3 The project was presented to the Executive Board in June 2019 where it was agreed to undertake public consultation, and present a report in early 2020 outlining the response to the consultation, OBC and final proposals for the scheme.

4.4 This report to the Joint Assembly provides a summary of work carried out on development of the OBC since June 2019.

4.5 The OBC considers the Cambridge South East Transport Phase 2 scheme, and the proposed new travel hub, in order to seek approval to progress towards applying for planning consent and powers for construction of the works.

4.6 Figure 1 below outlines the current stage in the development process;

**Figure 1** Scheme Development




## 5. Phase 1 – Traffic Regulation Orders

**Scheme 12:** Linton High-Street TRO Objection (Yellow lines) outside public dwellings.

5.1 An objection has been raised by local residents to extension of waiting restrictions on Linton High Street. The objectors live in close proximity to the top of Linton High Street by the junction. The objection is in relation to the current design that show the existing yellow lines extended by an additional 8m – which will pass across their property frontage, thus preventing them to park directly outside of their properties. The purpose of the extension is to allow vehicles to pass traffic queuing on the High Street. *Background information can be found in Appendix A.*

5.2 Linton PC support the proposed TRO.

**Scheme 14:** West bound bus lane on approach to B1052

5.3 An Objection has been raised to the Traffic Regulation Order (TRO) for a westbound bus lane at Linton between Bartlow Road and the B1052. Linton Parish Council has raised an objection the TRO and the loss of trees and habitat and the number of buses benefiting.

5.4 The scheme benefits the X13 and 13 C services which only run in the peak hour. However, bus lanes generally only provide benefits where congestion exists, which is the case only in peak hours, and delivers a 2 min saving in journey time – with a Benefit Cost Ratio of 1.68. Trees lost would be replaced with new trees on a 1:1 basis. It is intended to deliver 10% to 20% of biodiversity net gain by means of planting elsewhere. *Background information can be found in Appendix B.*

5.5 Linton PC are concerned that bus services in Linton will be lost as a result of improvements on the A1307. Officers consider that this is not likely and the measure is aimed at the limited stop commuter services from Haverhill that do not go through Linton. Officers will continue to work with Linton PC on improvements in Linton to assist the passage of buses through Linton, and the recently completed Linton High Street signals were installed to help buses re-join the A1307.

## 6. Phase 2 - Strategic Case

6.1 The Cambridge South East Transport Scheme supports the GCP's transport vision of delivering a world class transport network that makes it easy to get into, out of, and around Cambridge in ways that enhance the environment and retain the beauty of the city. Transport infrastructure is essential in supporting the delivery of sustained growth, prosperity and quality of life for the people of Greater Cambridge. Earlier work identified a strong policy and strategic basis for delivering a High Quality Public Transport scheme along the corridor.

6.2 Between 2011 and 2031 there are significant planned additional new homes and jobs in development locations to the east and south of Cambridge, including Cambridge Biomedical Campus, Cambridge Southern Fringe and at Haverhill.

6.3 The Cambridge South East Transport project therefore forms an important part of the overall GCP aim to develop a sustainable transport network for Greater Cambridge that keeps people, business and ideas connected, as the area continues to grow; to make it easy to get into, out of, and around Cambridge by high quality public transport, by bike and on foot.

6.4 Through City Deal investment in transport and infrastructure, the GCP seeks to bring forward schemes to connect people to places of employment and allow communities to grow sustainably in the coming years, by creating better and greener transport networks, reducing congestion and making better use of limited road space by prioritising sustainable transport.

6.5 The GCP delivery programme is based on the policy framework established by the local planning and transport authorities. These include the adopted Local Plans for Cambridge City and South Cambridgeshire (2018) and emergent transport policy being established by the Cambridgeshire and Peterborough Combined Authority (CPCA), in particular the compatibility of the project with the proposed Cambridgeshire Area Metro (CAM) - a mass rapid transit scheme. Local Plan policies for the strategic developments of sites require High Quality Public Transport to link new homes to employment and services in and around Cambridge.

6.6 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) prepared in parallel with the development of the Local Plans was agreed in March 2014. The strategy provides a plan to manage the rising population and increasing demand on the travel network by shifting people from cars to other means of travel including public transport, walking and cycling. Policy within the

TSCSC requires a range of infrastructure interventions in Cambridge corridor as a key part of the integrated land use and transport strategy responding to levels of planned growth.

6.7 The Transport Modelling Report 2015 supporting the Cambridge and South Cambridgeshire Local Plans and TCSC concluded;

- sustainable transport measures, in particular High Quality Public Transport facilities are necessary to support delivery of the plan;
- such public transport routes need to be able to bypass queues and congestion to offer reliable and swift journeys;
- The Transport Strategy will help to make the City and key destinations more accessible and should reduce the amount of car growth.

6.8 The Cambridgeshire and Peterborough Combined Authority (CPCA) published a first draft Cambridgeshire and Peterborough Local Transport Plan (CPLTP) in June 2019. Following consultation, a final version was adopted in February 2020. The CPLTP replaces the Interim Local Transport Plan which was produced in June 2017 and is based upon the pre-existing Cambridgeshire Local Transport Plan (LTP3) and the Peterborough Local Transport Plan (LTP4).

6.9 The goals of the CPLTP are to deliver a transport system that delivers economic growth and opportunities, provides an accessible transport system and protects and enhances the environment to tackle climate change together. There are ten objectives which have been formed to underpin the delivery of the goals relating back to the economy, environment and society.

6.10 The route along the A1307 Cambridge to Haverhill has been highlighted as a strategic project to help make travel by foot, bicycle and public transport more attractive than private car journeys, alleviating congestion and supporting the region's growth.

6.11 The Local Plan for Cambridge and South Cambridgeshire estimates that more than 44,000 additional jobs will have been created in the area by 2031, whilst 8,000 new homes are expected to be delivered across south east Cambridge over the next 15 years. The rate at which residential and commercial development is anticipated to be delivered across south east Cambridge will place significant pressure on a transport system on which demand is already exceeding capacity during busy periods. Journey times are expected to increase by around 50%, primarily as a result of increased demand and a transport network which lacks the flexibility and capacity to respond appropriately.

6.12 As such, to meet this growing demand, the main objective of the Cambridge South East Transport Phase 2 project as defined in the business case is:

- *Support the continued growth of the Greater Cambridge economy.*
- *Relieve congestion and improve air quality in South East Cambridge.*
- *Improve active travel infrastructure and public transport provision for South East Cambridge.*
- *Improve Road Safety for all users of the A1307 Corridor*
- *Improve connectivity to employment sites in South East Cambridge and Central Cambridge*

**Part of a Wider Network**

6.13 The project is part of the GCP's transport programme, investing devolved City Deal funding in a comprehensive package of measures to tackle congestion through the creation of a world class transport system.

**Cambridgeshire and Peterborough Combined Authority's (CPCA) - Cambridgeshire Autonomous Metro (CAM)**

6.14 The CPCA was established in March 2017 and is led by an elected Mayor and Board comprising representatives of the constituent local authorities. The key ambitions for the CPCA include:

- Doubling the size of the local economy;
- Accelerating house building rates to meet local and UK need; and
- Delivering outstanding and much needed connectivity in terms of transport and digital links.

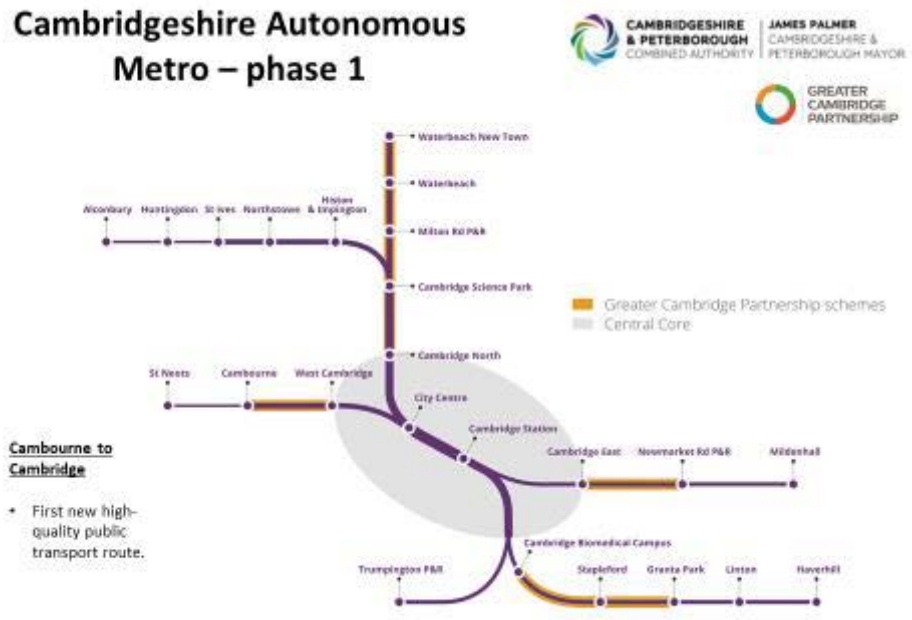
6.15 At a CPCA meeting on 31 October 2018 the CPCA Board agreed that the Cambridge South East Transport scheme should be progressed by the GCP as an essential first phase of developing proposals for the CAM. GCP has continued to work closely with CPCA to ensure alignment of the developing proposals.

6.16 The CAM project proposes an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and the future Cambridge South), major City fringe employment sites and key 'satellite' growth areas, both within Greater Cambridge and the wider region.

6.17 CAM will operate entirely segregated from traffic beneath Central Cambridge through underground tunnels, ensuring fast and reliable services are unaffected by traffic congestion. Services will be provided by electric, low-floor 'trackless metro' vehicles.

6.18 The vision for the CAM network includes regional connections to St Neots, Haverhill, Alconbury and Mildenhall, serving locations with significant planned or potential growth. These regional connections will only be viable if they directly connect into new segregated infrastructure serving the City Centre. The potential CAM network is set out in Figure 2 and includes an alignment along the Cambridge South East corridor.

**Figure 2 – Potential CAM network**



6.19 5As set out in Figure 1, as part of the Cambridge future network, GCP's arterial routes, including Cambridge South East Transport, will provide a step change offering a viable public transport alternative for quicker and more reliable journeys to key destinations in and around Cambridge, as well as safe and segregated cycling and pedestrian routes.

6.20 Engagement with the CPCA continues on the integration of the Cambridge South East Transport scheme and CAM projects.

**City Access**

6.21 In the city centre, GCP's City Access project is proposing measures to reduce reliance on car travel and free up the city centre's congested road space, to run better public transport services.

6.22 The objectives of the City Access scheme complement the Cambridge South East Transport project by seeking to improve conditions for sustainable transport within the City Centre, thereby benefitting users of the scheme either through improved journey times for public transport or better connectivity to pedestrians and cyclists. City Access will also complement Cambridge South East Transport by providing an alternative to car journeys for trips from new developments served by the scheme.

**Cambridge South Station**

6.23 The proposed new rail station at Cambridge South aims to improve connectivity between the growing Biomedical Campus and international gateways, to reduce reliance on Cambridge station for travel to the Southern Fringe, and to improve sustainable transport access into the Southern Fringe. The Station will further improve the public transport offer for south Cambridge. The proposed scheme integrates with Cambridge South station, connecting with it at the Biomedical Campus. Funding for the station project was confirmed in the budget with a target delivery date of 2025.

6.24 The proposed CSETS scheme will provide connectivity between Cambridge South station and Babraham Research Campus, Granta Park and destinations east of the A11, including Haverhill.

**Sawston Greenway**

6.25 The proposed Sawston Greenway would be built around the successful DNA path that runs between Cambridge Biomedical Campus and Great Shelford, which is now so popular that it needs to be widened. This improvement will be part of this project.

6.26 The initial development of the Sawston Greenway proposals acknowledge that should Cambridge South East Transport Phase 2 include an off-road cycle/pedestrian route, work undertaken to date could help the development of this element of the Cambridge South East Transport scheme.

**East West Rail**

6.27 Since adoption of the South Cambridgeshire Local Plan, and as part of the Cambridge-Milton Keynes-Oxford Arc project, further development work has been undertaken on the concept of East West Rail (EWR) to re-establish a rail link between Cambridge and Oxford, and to improve rail services between East Anglia and central and southern England, including enhanced rail connections with national mainline services. Work has progressed on the western section between Oxford, Aylesbury and Bedford.

6.28 The EWR Company are currently working with Network Rail to develop route options for a Central Section between Bedford and Cambridge. Five options for the East West Rail route between Bedford and Cambridge were consulted on in early 2019, with a final preferred corridor announced in early 2020. The preferred corridor envisages joining the London to Cambridge Main Line railway in the vicinity of Great Shelford. The actual point of joining being either south or north of Great Shelford, but yet to be determined.

6.29 On the basis of consultation, the East West Railway Company are now beginning to develop alignment options within the preferred route corridor. Consideration will be given to station sites, land and connections with local transport networks and the Cambridge South East Transport development team is liaising with the East West Railway Company to ensure synergies between the schemes. In this way, the benefits of both schemes can be maximised in a holistic manner that addresses the wider strategic objectives of economic growth and improved transport connectivity in the area.

6.30 East West Rail focuses substantially on longer term growth beyond the Local Plan period and not the immediate and worsening issues of congestion and lack of connectivity for expanding communities west of Cambridge. The GCP proposals integrate with East West Rail at Cambridge South station, and do not preclude potential routes for East West Rail. There is sufficient flexibility in the proposals to allow for additional tracks and flyovers that may be required.

**A505 Royston to Granta Park Strategic Transport Study**

6.31 A strategic transport study for the A505 corridor between Royston and the A11 at Granta Park has recently been commissioned by Cambridgeshire County Council on behalf of CPCA. This study will look at current traffic problems and potential future demand on the A505 between Royston and the A11; a corridor which skirts the southern edge of the scope of the Cambridge South East Transport Phase 2 scheme, and will investigate options for better provision for cyclists, pedestrians and public transport users. Any proposals put forward will need to consider the Cambridge South East Transport Phase 2 proposals, just as the development of Cambridge South East Transport will need to take into account any emerging findings from this study to ensure a joined-up approach to infrastructure delivery.

**Wellcome Genome Campus**

6.32 Expansion of the Wellcome Genome Campus includes significant employment as well as 1,500 homes for key workers. The developers will bring forward local network improvements and a package of measures for sustainable travel and public transport connections.

**Whittlesford Station Masterplan**

6.33 The Whittlesford Station transport masterplan study has undertaken an in-depth look at the range of issues affecting access to the station, with a primary focus on improving sustainable transport options. The process has considered how best to meet an agreed vision to “create an accessible multi-modal travel hub which forms a strategically important interchange and gateway to facilitate sustainable local economic growth”. From this process a Transport Investment Strategy for the station area has emerged, comprising 33 proposed schemes which, collectively, are intended to achieve this vision.

6.34 A draft delivery plan was presented to the Executive board in February 2020 for support as a basis for further engagement with Stakeholders. As an early delivery priority further work is to be undertaken to prepare outline designs and cost estimates for a bus interchange and access improvements. Further engagement with bus operators, business parks and the Imperial War Museum is also planned to achieve greater clarity and certainty on how the station will be served by scheduled bus services in the future. This will enable any future synergies with the Cambridge South East Transport scheme to be identified.

**Huawei, Sawston**

**6.35** Huawei have purchased and intend to develop the former Spicers paper mill site that lies to the west of Sawston. The first planning application for a research and development and office facility is currently being considered by South Cambridgeshire District Council as the local planning authority. In the future there is an intention to develop the wider site to be a campus with many more employees. These plans will need to include sustainable travel and public transport connections, building on those to be delivered by the Cambridge South East Transport scheme.

## 7. Technical Work – Key Findings

### Transport Issues and Challenges

7.1 The transport issues and challenges identified within the Cambridge South East Transport study area can be summarised as:

- Existing congestion and delays;
- Unreliable public transport journey times, as a result of congestion and delay;
- Development pressure; and
- Highway safety.

7.2 Existing car mode share and car ownership within the A1307 corridor is high, with 63% of Cambridge and South Cambridgeshire's workforce commuting by car or van. This suggests that, by providing an attractive and viable alternative to the car such as high quality, reliable public transport, there is scope for a substantial modal shift to more sustainable options.

7.3 Automatic Traffic Count data for five out of six sites located along the A1307 between Haverhill and Cambridge shows continuous growth over four years, illustrating that, outside of the city centre, demand is increasing along the entire length of the A1307. The highest volumes of traffic were recorded at the two sites on the section of the A1307 between the A11 and the Cambridge Biomedical Campus.

7.4 Planned residential and commercial development across south east Cambridge will place significant pressure on a transport system on which demand is already exceeding capacity during busy periods. If action is not taken to futureproof the transport network here, journey times on the A1307 between the A11 and central Cambridge are expected to increase by around 50%, primarily as a result of increased demand and a transport network which lacks the flexibility and capacity to respond appropriately.

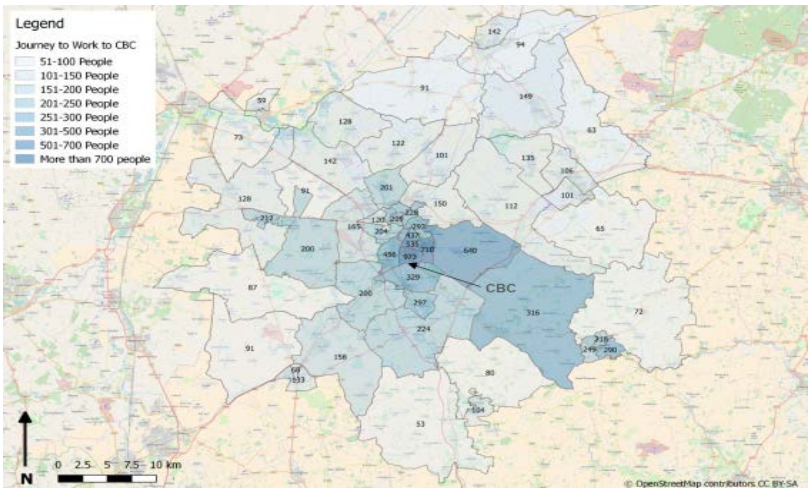
7.5 Ongoing growth at key employment sites across south east Cambridge and central Cambridge will result in increased commuter demand on the A1301 and A1307 corridors where there is a lack of alternate travel modes to car.

7.6 The Cambridge Biomedical Campus employs a large number of people, is a significant generator of travel demand and the key attractor of vehicle trips along the A1307. 40% of staff at the campus access the site from the south east, using the A1307, resulting in congestion and delays at peak times.

7.7 Trafficmaster data for 2018 shows that weekday peak hour traffic speeds on the A1307 between the A11 and central Cambridge are significantly slower than during the same periods at weekends. The greatest variations were recorded on the westbound approach to the junction of the A1307 with Cherry Hinton Road (70% slower in the AM peak) and the eastbound approach to the A1307/A11 junction (68% slower in the PM peak).

7.8 Travel to work data has been used to identify travel patterns along the corridor, including key origins/destinations and mode choice (see Figure 3). Cambridge South East Transport presents a key opportunity for growth areas to be better connected to key employment centres and encourage future sustainable travel rather than continued reliance on the car.

**Figure 3 – Origin areas for Travel to Work at Cambridge Biomedical Campus (ONS 2011)**




Source: Cambridge Biomedical Campus Transport Needs Review (Atkins, 2018)

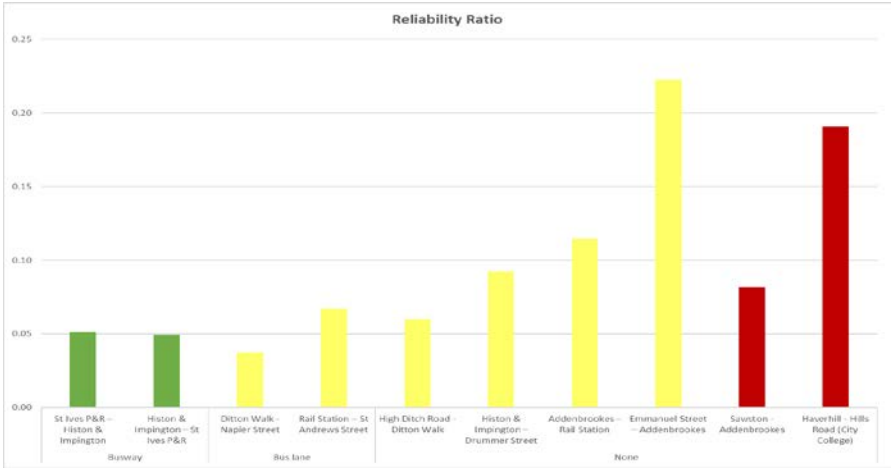
7.9 While up to five bus services per hour operate along the A1307 corridor, travel times by bus can be uncompetitive compared to car travel.

7.10 In the absence of bus priority on the corridor, congestion and delays mean bus journeys of around 18 miles between Haverhill and Cambridge take around 1 hour 10 minutes during interpeak hours, this is approximately 30 minutes longer than undertaking the same journey by car. During peak travel hours bus journey times can increase by a further 10 to 20 minutes.

7.11 Figure 4 illustrates the bus reliability challenges on the A1301 and A1307 corridors and how these compare to other corridors where bus priority is provided, and the existing Cambridgeshire Guided Busway. Using a Reliability Ratio, this shows that the existing Busway services perform significantly better than those operating on the A1301 and A1307 corridors without the benefit of bus priority measures, meaning that the dedicated public transport infrastructure is delivering journey times that are more consistent.

7.12 It is notable that the reliability performance of the 13/13A/X13 group of services using A1307 between Haverhill and Cambridge is significantly worse than services using the A1301 between Sawston and Addenbrooke's, and comparable with services operating in congested conditions in central Cambridge.

**Figure 4: Reliability comparison of non-segregated routes vs segregated routes**



7.13 Despite Cambridgeshire's existing Park & Ride network, facilities are not well positioned to serve demand associated with growing economic hubs across south east Cambridge. The Babraham Road Park and Ride site is close to capacity. GCP are planning an expansion of the site to cope with increased demand. The existing site is not well located to relieve congestion on the A1307.

7.14 There is a lack of continuous active travel routes along the A1307 and within the wider Cambridge South East Transport study area. The area particularly lacks connections to/from more rural settlements to the south east of Cambridge which would cater for the potential increased modal share of cyclists along the corridor.

7.15 Therefore, High Quality Public Transport from a Travel Hub in a strategic location, plus the provision of additional cycling and walking facilities, has a key role in providing an attractive and competitive alternative to car use, which would alleviate congestion, poor journey time reliability and delay. Crucially, such interventions will help to accommodate future growth planned at employment sites to the south east of Cambridge, including the Cambridge Biomedical Campus, Granta Park and Babraham Research Campus, improve access to housing and employment sites alike, and improve quality of life in the local communities

**Planning Constraints**

7.16 The Local Plan for Cambridge and South Cambridgeshire estimates that more than 44,000 additional jobs will have been created in the area by 2031, whilst 8,000 new homes are expected to be delivered across south east Cambridge over the next 15 years.

7.17 The proportion of jobs in Human Health and Social Work activities is shown to be significant, representing 12.8% of all jobs in Cambridgeshire. This proportion can also largely be attributed to the significance of the Biomedical sector within Cambridgeshire and the ongoing investment from large pharmaceutical companies such as AstraZeneca in the south of Cambridge. It should be noted that both Cambridge Biomedical Campus and the headquarters of AstraZeneca are located in close proximity to the A1307 corridor, indicating the significance of the study area as an employment hub.

7.18 In recent years business growth across the south east of Cambridgeshire has placed increased pressure on the corridor, leading to long delays during peak times and unreliable journey times for commuters.

7.19 The Cambridge South East Transport project has been recognised in the Local Plans and local transport strategy as a key project to help address these infrastructure constraints on growth by linking Cambridge to growth areas to the South. The provision of a High Quality Public Transport service supporting journeys to key employment sites presents a viable alternative to car use/purchase for residents in new developments.

## 8.0 Developing the Business Case

8.1 Development of the Cambridge South East Transport project commenced in 2015 with initial public consultation on high-level options undertaken in 2016. The established method of progressing major transport projects such as Cambridge South East Transport is via a 'business case' which assesses the overall case for public investment by measuring the public benefits and costs of different options.

8.2 A Cambridge South East Transport Local Liaison Forum (LLF) was formed in 2017 and convened to regularly review and contribute to progress as part of the scheme development process. To develop the options five LLF workshops were held and the better-performing options were assembled into three route strategies as reported to the GCP Executive Board in November 2017. The Executive

Board approved public consultation on the three strategies. This consultation started on 9 February 2018 and finished on 9 April 2018.

8.3 In October 2018 the GCP Executive Board received a report on the outcome of consultation on the three strategies and agreed the adoption of Strategy 1, the off-road strategy, as the preferred strategy for the A1307 Cambridge South East Transport corridor. The Executive Board requested that officers develop detailed proposals for delivery of the scheme, including the route alignment, travel hub site, and landscaping and ecological design proposals which could add enhancements to the area, maximising the potential of the off-road option including considering the possibility of a linear park alongside the off-road public transport route.

8.4 Following the October 2018 GCP Executive Board meeting, detailed work to identify potential route alignments and travel hub locations and assess these in accordance with the Department for Transport's major scheme development process was undertaken, as summarised in a report to the Executive Board in June 2019, recommending a shortlist of five routes serving three alternative travel hub sites to be the subject of further public consultation.

8.5 Throughout the course of the scheme's development there have been significant efforts to review and assess alternative options as proposed by stakeholders, including the Local Liaison Forum. Updates were provided to the GCP Executive Board in June 2019 on the consideration of an alternative brownfield site for the travel hub, east of the A11 and south of Fourwentways service station, in response to an LLF request, and an alternative route following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station.

8.6 In June 2019, the GCP Executive Board agreed that public consultation be undertaken on the five shortlisted options as part of the further development of the business case. This consultation took place between 9 September and 4 November 2019.

8.7 The full option development and assessment process, starting with 231 possible combinations and sifting these first to a longlist of 90 options, then a shortlist of five and finally the recommended preferred option presented in this report, is detailed in the Options Appraisal Report (OAR).

8.8 The consultation findings, the Options Appraisal Report and supporting reports are available on the Cambridge South East Transport webpages

8.9 To provide assurance of robust evaluation of route options, a technical report was published in May 2020 in response to stakeholder requests to provide further evidence to support the rejection of an alternative route following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station. This route was previously considered at high level before the public consultation in 2018, and rejected on the basis of lack of space beside the main line railway, the cost of alterations to overhead line electrification, the cost of and space required for a high containment barrier as exists at Cambridge Station between the busway and railway, and constraints on a route onward from Great Shelford Station.

8.10 The assessment, modelling, stakeholder input and consultation results, as presented in the OAR, have all contributed to the completion of the OBC presenting the recommended end-to-end route and travel hub site option.

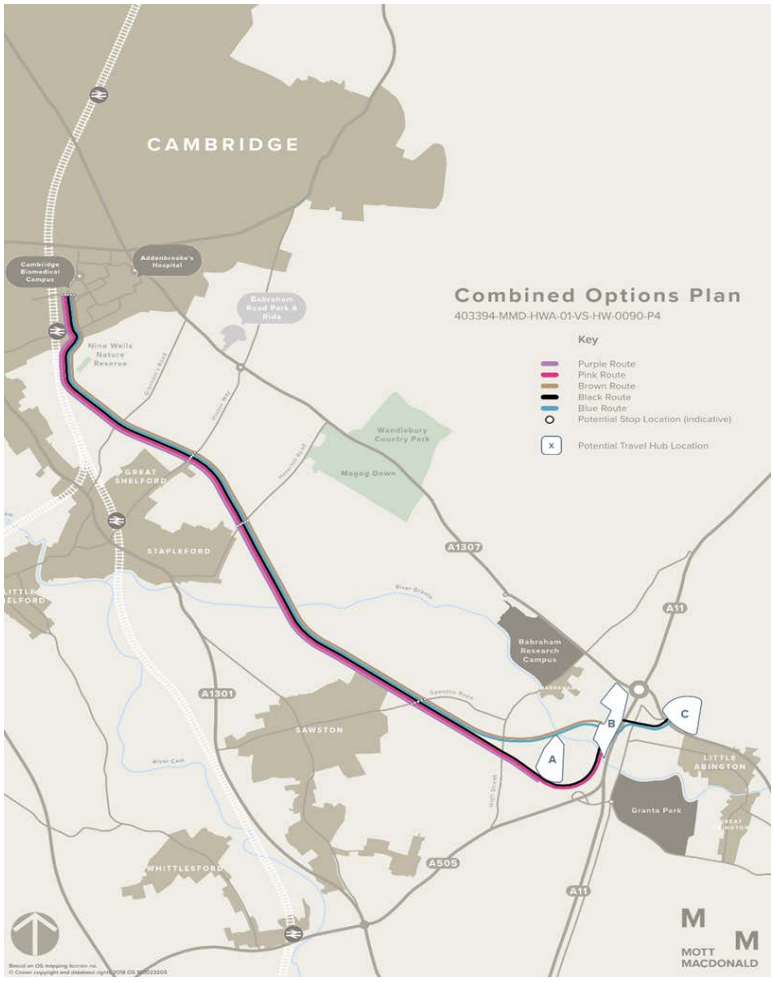
**9.0 Basis of Selecting and Refining an Option**

9.1 A multi-stage appraisal process as shown in Figure 8 was adopted for the Cambridge South East Transport Phase 2 project. The final step in this process was further assessment of the shortlist of five options approved for public consultation by the GCP Executive Board in June 2019 to arrive at the recommended preferred option.

**Option Shortlist**

9.2 The five shortlisted options are shown in Figure 5. There are three Travel Hub sites denoted by letter: A, B and C; and five route alignments, which are denoted by colour: Black, Blue, Brown, Pink and Purple.

**Figure 5: Option Shortlist**




9.3 All five options follow the same route between the Cambridge Biomedical Campus and Sawston, from which point they diverge into five alternative alignments, leading to one of the three Travel Hub sites. All options would have the same High-Quality Public Transport service levels and have similar levels of provision for pedestrians and cyclists. The shortlisted Travel Hub sites and route alignments are summarised below, with the main differences between the options outlined and constraints and risks to delivery for each option identified.

**Shortlisted Travel Hub Sites**

*Travel Hub Site A*

9.4 Site A is located to the west of the A11/A505 junction. The site is set back from the A505 so additional infrastructure would need to be implemented for access. The site has potential to provide between 2,000 and 3,000 spaces. Figure 6 shows the proposed access to this site from the A505/Granta Park junction, with a roundabout at the access/exit and a second roundabout, where the northbound access road meets the access road from the A505 southbound to Granta Park.

**Figure 6: Travel Hub Site A and Proposed Access**


*Travel Hub Site B*

9.5 Site B is located west of the A11 and in a location which would be passed by all traffic travelling west into Cambridge on the A1307, avoiding the need for many users to deviate from their existing route and being visible to drivers which would encourage future use. Access to this site would be from the A1307 via a new roundabout junction (Figure 7).

**Figure 7: Travel Hub Site B and Proposed Access**


*Travel Hub Site C*

9.6 Site C is located on the A1307 east of the A11. It has a parking capacity of 2,100 and could accommodate an expansion of up to 3,000 vehicles. The site is currently used as arable farmland but is outside of the designated green belt.

9.7 A new bridge over the A11 would be required to connect this site with the route alignment options west of the A11. Figure 7 shows the proposed access to this site. A new signalised junction would be required on the A1307 to provide a crossing point for public transport vehicles to enter the site. General traffic could enter the site by replacing the existing priority junction between Newmarket Road and the A1307 with a four-arm roundabout.

9.8 The site is relatively well located for vehicles travelling towards Cambridge from Haverhill, Linton and other points east of the A11; however, those travelling on the A11 would need to deviate from their desire line into Cambridge and the site location would not be as visible to them.

**Figure 8: Travel Hub Site C and Proposed Access**


Source: Mott MacDonald

**Shortlisted Route Alignments**

*Cambridge Biomedical Campus to Sawston*

9.9 The section of the route common to all options runs along Francis Crick Avenue before exiting on the southern side of the Cambridge Biomedical Campus and running parallel with the railway. It then diverts to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston. All four stops proposed at this stage are within this section and in the same locations for each option.

9.10 These would be at the Cambridge Biomedical Campus, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route would cross each of these roads and Granham's Road, via new at-grade junctions to be signalised with priority given to public transport vehicles. Before reaching High Street, the route options then diverge as outlined within the following sections.

*Brown Option*

9.11 The Brown (and Blue) route takes a direct alignment across fields towards the A11, which includes a second crossing of the River Granta. The Brown route ends at Travel Hub Site B, located to the south west of the junction between the A1307 and A11. General traffic would access it from the A1307 via a new junction whilst the site itself would have a linear arrangement in order to accommodate it between a high-pressure gas main, over which development is restricted, and the A11. The site could provide parking for up to 2,800 cars.

*Blue Option*

9.12 The Blue route extends beyond the Brown route to cross the A11 via a new bridge. The route would then cross Newmarket Road at a new junction, before running through the south of the former Comfort Café site and crossing the A1307 via a new junction to connect with Travel Hub Site C, located on the north side of the A1307. As with the junctions on the common section of route, all

new junctions would be at-grade and signalised with priority for public transport vehicles. Site C would have a separate roundabout junction to provide general traffic with access into the site at the current junction between the A1307 and Newmarket Road. It could provide parking for up to 2,100 cars.

*Black Option*

9.13 The Black, Purple and Pink routes follow the route of a former railway; however, as this is now designated as a County Wildlife Site, the proposed alignment would be slightly to the north of this, also avoiding the need for a bridge or significant regrading works at the former High Street crossing. All three options follow the same route initially with the Black and Pink options continuing to the A505 junction before running parallel with the A11 and crossing the River Granta. The Black route would then cross the A11 before following the same alignment as the Blue option from Newmarket Road to Travel Hub Site C.

*Pink Option*

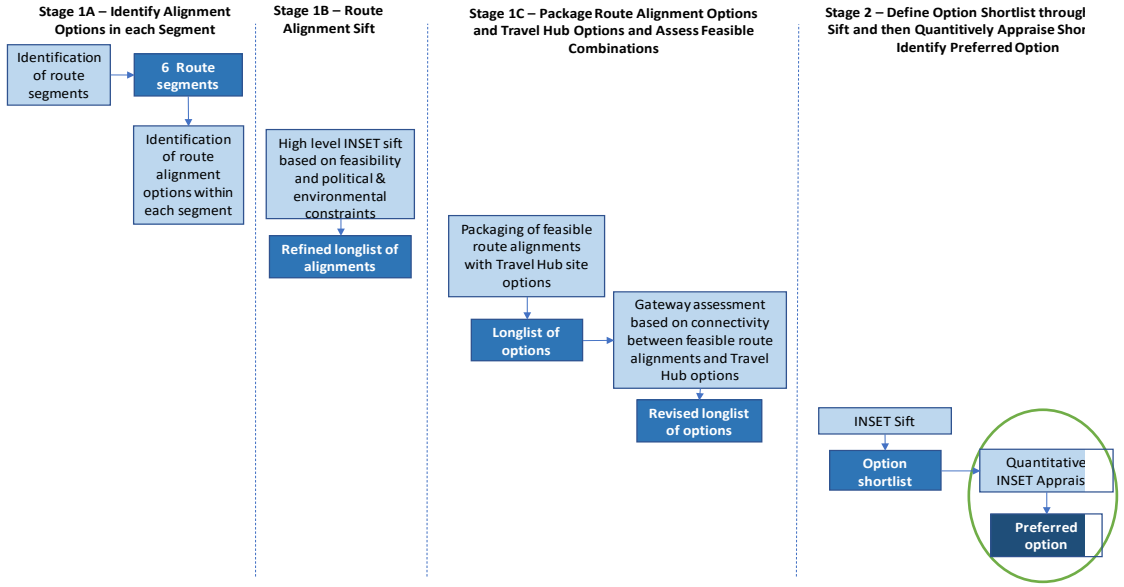
9.14 The Pink option is the same as the Black option but, instead of crossing the A11, it terminates at Travel Hub Site B to the north of the River Granta. This would be the same as the Travel Hub site for the Brown route but would have a slightly different layout in order to accommodate public transport vehicles entering the site from the south rather than west. This would result in a slightly lower capacity of up to 2,500 cars.

*Purple Option*

9.15 The Purple route is the shortest of all options and, unlike other options, crosses the River Granta once only. It follows the same route as the Pink and Black route but stops to the west of the A11/A505 junction and would serve Travel Hub Site A. This would be accessed via a new roundabout junction to the north of the A505 slip road and require an extended access road to the site itself. This would be necessary in order to avoid the high-pressure gas pipeline. The site would provide capacity for approximately 2,000 cars but has potential for expansion.

9.16 It was from these five shortlisted options that the recommended preferred option was selected as outlined below.

**Figure 9: Options Assessment Framework**




9.17 The shortlisted options were appraised from multiple perspectives utilising three mechanisms:

- A multi-criteria assessment framework,
- Benefit Cost Ratio calculation and Value for Money assessment,
- Analysis of the results of the public consultation on the shortlisted options held during the autumn of 2019.

**Multi-Criteria Assessment**

9.18 The options were evaluated, using multi-criteria analysis, against a series of assessment criteria grouped by the following seven themes:

- Transport user benefits,
- Environment,
- Scheme deliverability,
- Social impacts (contribution to quality of life),
- Wider economic benefits (contribution to economic growth),
- Alignment with scheme objectives,
- Policy fit.

9.19 The results of the multi-criteria assessment are shown in Table 1. They show that the Brown Route option from Travel Hub Site B was the best performing option overall against the assessment criteria.

**Table 1: Multi-criteria assessment results**

| Option | Scoring Summary Ranks |
|---|---|
| Brown Route from Travel Hub Site B | Ranked 1st |
| Pink Route from Travel Hub Site B | Ranked 2nd |
| Blue Route from Travel Hub Site C | Ranked 3rd |
| Purple Route from Travel Hub Site A | Ranked 4th |
| Black Route from Travel Hub Site C | Ranked 5th |

9.20 Both the first and second ranked options in the scoring include Travel Hub Site B. The main point of difference for preferring the Brown option to the Pink option is that the Brown route is more direct, offering shorter journey times, generating higher patronage and delivering additional passenger benefits relative to the Pink option. This is reflected in a higher score for the Transport User Benefits theme.

**Benefit to Cost Ratios**

9.21 In addition to the multi-criteria assessment of the options, an initial assessment of the Value for Money (VfM) of the different options was carried out using traffic modelling outputs and appraisal of the economic performance of the schemes. This resulted in a series of initial Benefit to Cost Ratios (BCRs) for each option to provide a comparison of the VfM. The BCRs are shown in the table below.

**Table 2: Benefit Cost Ratios**

| | Site A Purple | Site B Brown | Site B Pink | Site C Blue | Site C Black |
|---|---|---|---|---|---|
| Benefit Cost Ratio | 0.81 | 0.71 | 0.64 | 0.58 | 0.54 |

Source: Mott MacDonald

9.22 Appraisal of the options based on the BCR calculation resulted in the Purple Route from Travel Hub Site A being identified as the best performing option in terms of VfM, with the Brown option ranked second. The main factor influencing the better performance of the Purple option relative to the Brown option is the lower cost of the Purple option. This reflects the shorter route length required to connect to Travel Hub Site A and avoidance of the need for a second crossing of the River Granta.

9.23 All options at present represent a Poor VfM case, based on the DfT appraisal criteria. However, future work to develop and refine the preferred option will explore the potential to enhance the VfM of the scheme, including further consideration of measures to generate additional patronage and user benefits, and of the wider economic benefits of the scheme.

9.24 The third element for the basis of selecting a preferred route was the results of the Public Consultation, refer to Section 8.31

9.25 Under all three mechanisms the preferred option was either Brown (multi criteria assessment and consultation feedback) or Purple (BCR). This narrowed the potential options down to either Travel Hub Site A (Purple route) or B (Brown route).

9.26 Travel Hub Site B ultimately has greater potential to fulfil the role of a multi-modal Travel Hub and to facilitate enhancements to sustainable transport connectivity to both employment campuses than Site A. Site B is better located to intercept traffic on both the A1307 and A11, and to act as a

public transport hub than Site A, to which access is compromised by the lack of a northbound exit from the A11 at the A505 junction. Site A is also more remote from Babraham Research Campus.

9.27 Considering the results of public consultation, the evaluation of a series of criteria linked to the scheme's objectives and initial value for money assessment, it was concluded that the Brown option was the best performing combination of route alignment and Travel Hub site, performing best both under the multi criteria assessment appraisal process and at public consultation, while ranking second for value for money.

9.28 The Brown Route from Travel Hub Site B is recommended as the option to be taken forward for GCP Executive Board approval as the preferred option to be progressed for planning and further development to Full Business Case stage.

**Role of Consultation in Developing and Assessing Options**

9.29 Throughout the scheme's development, there has been significant and continuing effort to engage with stakeholders and members of the public in order to inform, consult, address concerns and, wherever possible, reflect feedback in developing plans.

**Stakeholder Input**

9.30 In addition to three public consultations, activities have included:

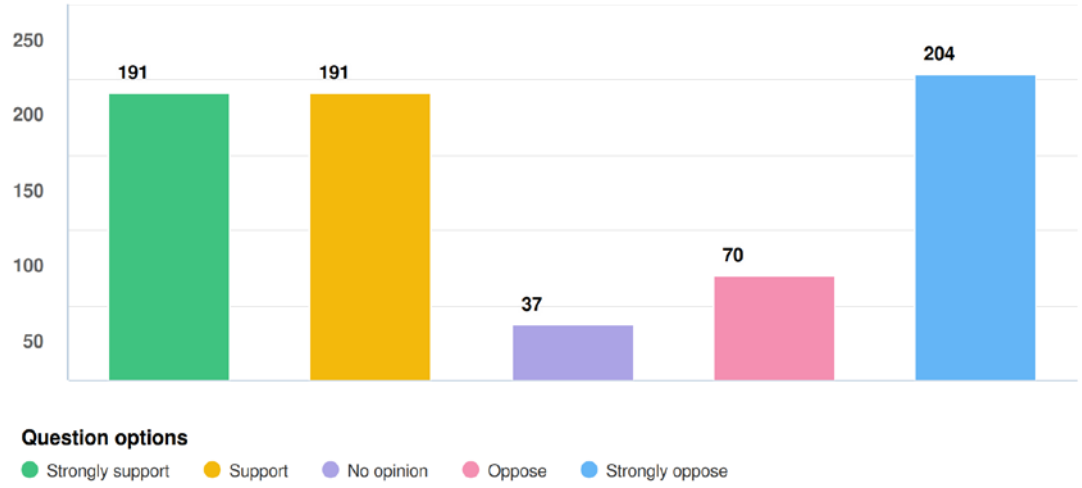
- regular Local Liaison Forum meetings, including representation from Stagecoach and workshops with representatives from the Local Liaison Forum, forming a 'Technical Group' covering subjects including modelling, Wider Economic Impacts and Environmental Scoring & Mitigation.
- multiple and continuing representations at community meetings including local Parish Council meetings, drop-ins and area committees
- meetings with local businesses and landowners

**Phase 2 Consultation Findings**

9.31 Public consultation on the five shortlisted options was held between September and November 2019. Quantitative data was recorded through the consultation questionnaire (online and hard copy) with 702 responses in total recorded, though not all respondents answered all questions.

9.32 In terms of general support for the scheme proposals it was found that 382 (55%) out of 693 responses received to this question supported them to some extent as opposed to 274 (40%) who opposed the proposals to some degree; 37 (5%) of the respondents expressed no opinion.

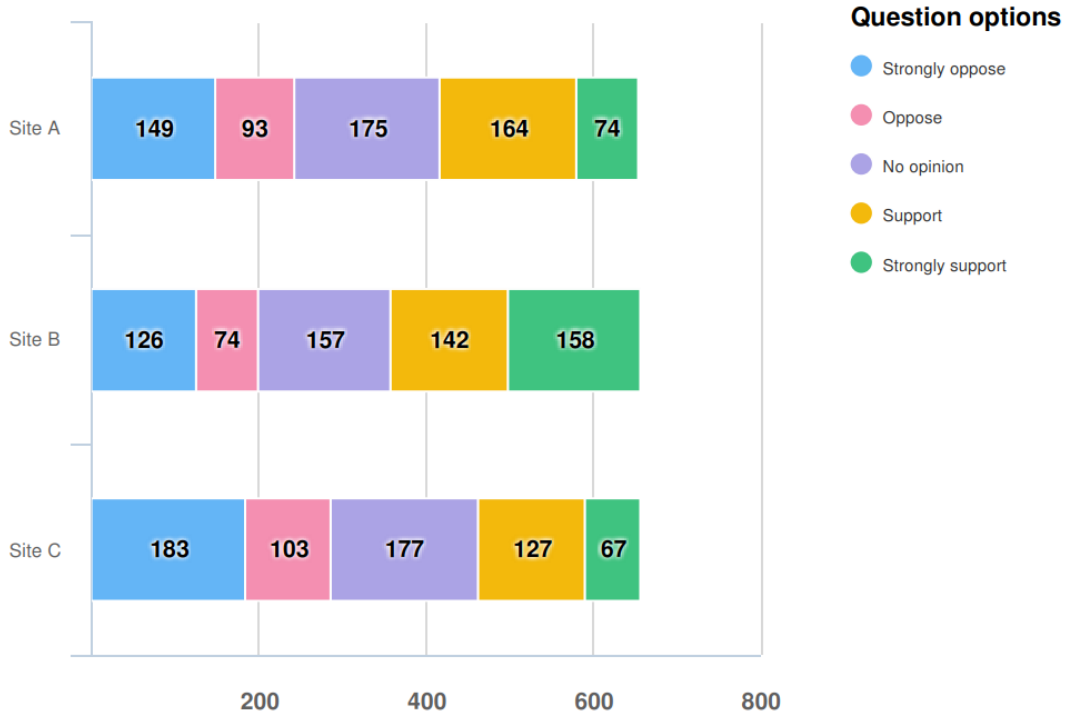
**Figure 10: Level of Support for the Scheme Proposals in General**




Source: Consult Cambridgeshire

9.33 Regarding the preferred location for the Travel Hub most support was expressed for Site B, with 300 (45%) of the 668 responses either supporting or strongly supporting the option and 200 (30%) opposing the site to some degree. Site C proved to be the least attractive site with only 194 (30%) supporting it to some extent and 286 (43%) opposing it.

**Figure 11: Level of Support for the Travel Hub Sites**




Source: Consult Cambridgeshire

9.34 Stakeholders were concerned about:

- The ability to access the site from surrounding roads and the potential impact this could have on those roads.
- The impact on the environment and nearby villages;
- Access to Granta Park and Babraham Research Campus; and
- The possibility of future proofing through expanding the site and extending the public transport route towards Haverhill.

9.35 When asked about the route alignments the Brown option, which connects to the most strongly supported Travel Hub site (Site B) received the greatest level of approval with 228 out of the 651 responses received supporting this option to some extent, compared with 198 opposing it to some degree. The Black and Blue options which connect to Site C, the least popular Travel Hub site, received the least support with only 158 and 173 respondents respectively showing some level of support.

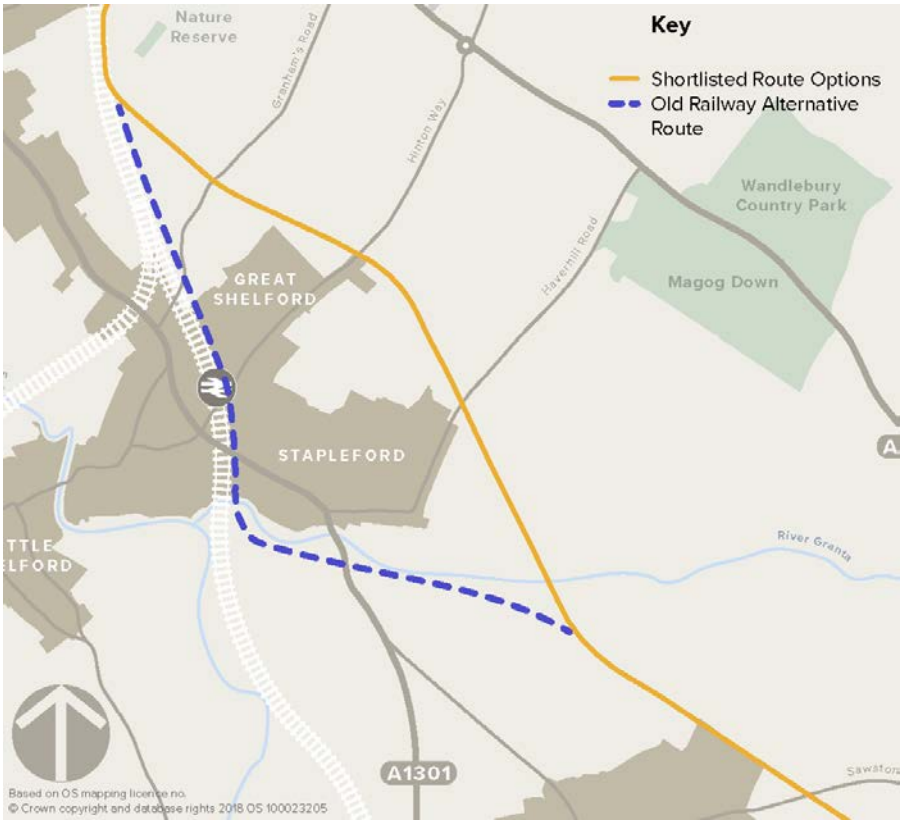
9.36 36 stakeholder responses were also received on behalf of groups and organisations. Although individual stakeholders had preferences for the location of the Travel Hub, no individual site had clear support or opposition. All of the responses from these groups were made available to board members in full and published alongside the results of the public consultation survey on the GCP website - https://consultcambs.uk.engagementhq.com/CSET-consultation-2019

9.37 On this basis consultation concluded the Brown Route from Travel Hub Site B was, from a public acceptability standpoint, the preferred option - aligning with the findings of the multi-criteria appraisal process. See Appendix 3 - Cambridge South East Transport Phase 2 Consultation Summary Report.

**Railway Alternative Route**

9.38 Consideration has been given to an alternative route (Figure 12) following the disused Haverhill railway and then running alongside the existing railway to Great Shelford Station.

**Figure 12: Old Railway Alternative Route**




9.39 This was first considered prior to the public consultation in 2018, and rejected on the basis of lack of space beside the main line railway, the cost of alterations to overhead line electrification, the cost of and space required for a high containment barrier as exists at Cambridge Station between the busway and railway, and constraints on a route onward from Great Shelford Station.

9.40 A number of respondents to the 2019 public consultation stated that the proposed public transport service should be routed via the centre of the villages with the most common reasons being cited that this would provide better accessibility for residents to the new service and avoid the need for development in the Green Belt to the east of the villages.

9.41 In response to stakeholder requests to provide further evidence to demonstrate the consideration and support the rejection of this alternative route, a design development and feasibility assessment technical report here was commissioned and published in May 2020.

9.42 Outline designs based on a similar cross section to the shortlisted options were produced and assessed by rail and environmental specialists. The feedback from this assessment was then reflected in the development of feasibility design drawings. This produced an alignment which followed the applicable standards as closely as possible but at the same time providing a fair basis for comparison with the shortlisted options.

9.43 A section of route to the north of Shelford station shared between public transport vehicles and general traffic has been incorporated in order to minimise the impact on the railway and residential properties. However, given that this runs on what is currently a residential cul-de-sac, the design speed would need to reduce to 20 mph on this section. This would increase public transport journey times relative to the shortlisted options.

9.44 A demand assessment was undertaken to estimate the impact of adopting the alternative alignment on demand, both from the Travel Hub and within the villages. This concluded that there would be some additional demand from Shelford; however, this would be outweighed by reduced patronage overall as a result of increases in journey time and decreases in journey time reliability that a route following the railway alignment would introduce.

9.45 Alternative routes following the railway alignment would be expected to cost an additional £29.2 million compared to the shortlisted options due to increased construction cost and increased land cost.

9.46 A multi-criteria assessment was undertaken using the same criteria used to assess the shortlisted options. This indicates how the shortlisted options would have performed were they to follow the former railway alignment. The results show that the amended alignments following the railway alignment score less well in the assessment than the equivalent shortlisted option.

9.47 Whilst the potential for the route to provide better accessibility for Shelford residents is acknowledged, the report concludes that alternative routes following the railway alignment would have lower benefits and higher costs relative to the shortlisted route alignments. In addition, a number of significant barriers would need to be overcome to enable construction of the route. This evidence supports the conclusions of previous work leading to the rejection of this alternative route.

**Stakeholder Working Groups**

9.48 Two working groups were established in May 2019 for organisations representing Landscape, Heritage and Ecology (LHE) and Non-Motorised Users (NMU) and continue to meet regularly to contribute to scheme design. Working group members include CamCycle, the National Trust, Cambridge Past, Present and Future and the British Horse Society.

9.49 More recently, LHE and NMU working groups have devised GCP Working Group Design principles (Appendix 4 & 5) to adopt on Cambridge South East Transport and all GCP transport schemes. The objective of the principles is to ensure GCP projects go above and beyond minimum requirements in scheme development and delivery.

9.50 OBC Appendix 1 – Statement of Community Involvement provides further stakeholder engagement information and full consultation summary reports.

**Other Stakeholders**

9.51 The proposals are strongly supported by Cambridge University Hospitals Trust, Cambridge Medipark Ltd. Babraham Research, and Granta Park.

## 10. The Preferred Option

10.1 The Brown Route from Travel Hub Site B (Appendix 6- Preferred Route Overview) is recommended as the preferred option to be progressed for planning and further development to Full Business Case stage.

10.2 The Brown option follows the same alignment as all other shortlisted options up to a point just north of High Street, in that it runs along Francis Crick Avenue before exiting on the southern side of the Cambridge Biomedical Campus and running parallel with the railway. It then diverts to the east of Great Shelford and Stapleford before crossing the River Granta and running to the east of Sawston.

10.3 Four passenger stops are proposed at the Cambridge Biomedical Campus, Hinton Way (Great Shelford), Haverhill Road (Stapleford) and Sawston Road (Sawston). The route then crosses each of these roads and Granham's Road, via a new at-grade junctions to be signalised with priority given to public transport vehicles. Before reaching High Street the route then cuts across fields towards the A11 which includes a second crossing of the River Granta.

10.4 The route ends at Travel Hub Site B, located to the south west of the junction between the A1307 and A11. General traffic would access the Travel Hub from the A1307 via a new roundabout junction whilst the site itself would have a linear arrangement in order to accommodate it between a high-pressure gas main, over which development is restricted, and the A11. The site could provide parking for up to 2,800 cars with the current known constraints.

**Journey Reliability Analysis**

10.5 A key aspect of the Cambridge South East Transport scheme is its ability to deliver reliable journey times for those using High Quality Public Transport services operating on dedicated infrastructure.

10.6 A quantitative assessment of the journey reliability benefits of delivering a fully segregated public transport route between the A11 and the Cambridge Biomedical Campus, connecting with the existing Cambridge Guided Busway, was undertaken by analysing observed journey time data from Cambridgeshire County Council's real time bus tracking and passenger information system for the key bus services operating on the A1301 and A1307 corridors and calculating reliability ratios for these services for comparison with services operating on the existing Busway.

10.7 The Preferred Option has an adjusted BCR of 0.81. The adjustments made to the initial BCR comprise journey reliability benefits of £3.4 million, bringing total Level 1 conventional transport benefits to £60.6 million, and Level 2 wider economic impacts related to the scheme valued at £9.2 million. The adjusted total Present Value of Benefits is £69.8 million compared with a Present Value of Costs of £85.7 million. As there are currently no development sites that are dependent on Cambridge South East Transport, the adjusted BCR does not include Level 3 wider economic impacts associated with land use changes. There are three residential sites and one employment

site identified in the South Cambridgeshire Local Plan that are not dependent on the scheme but can be supported by it.

**Table 3: Adjusted Benefit Cost Ratio for Preferred Option**

| £ million at 2010 prices discounted to 2010, over a 60-year appraisal period | |
|---|---|
| **Present Value of Benefits (PVB)** | |
| Level 1 – Conventional transport benefits | 60.6 |
| Level 2 – Wider economic impacts related to transport scheme | 9.2 |
| Total PVB | 69.8 |
| **Present Value of Costs (PVC)** | 85.7 |
| Benefit Cost Ratio (BCR) | 0.81 |

Source: Mott MacDonald

**Wider Economic Benefits Analysis**

10.8 The development of the three residential sites and single employment site identified in the South Cambridgeshire Local Plan (2018) could produce:

- Approximately 404 gross jobs and £18m of gross GVA per annum; and
- A single uplift in land values of approximately £113m.

10.9 The development of sites across this area are likely to further increase demand on the road network along the A1307 and nearby roads, thereby leading to increase in congestion, journey times, resulting in greater transport costs for users and greater levels pollution in the local area.

10.10 Although these sites are not dependent on the Cambridge South East Transport scheme coming forward, the future growth of these sites can be directly supported by this scheme in the future through the sustainable public transport access provided to a number of key sites by this scheme.

**Environmental impact**

10.11 Overall there is likely to be a minor to moderate adverse effect on the environment along the route corridor which will be mitigated by: route refinement to minimise impacts; sensitive landscape design; high value habitat creation to ensure positive biodiversity net gain is achieved; and providing mitigation for noise from existing sources along the A11. In addition, the NMU path will increase wellbeing by increasing access to the countryside and facilitating more people moving away from vehicles to cycling, walking and horse riding. These measures will reduce the impact of the scheme on the environment and will lead to some benefit in places.

10.12 The precise mitigation requirements will be identified through engagement with stakeholders and the project team during the Environmental Impact Assessment that would be completed on the approved scheme to support the planning approval process, including consideration of a linear park.

10.13 The preferred route as detailed in the Green Belt Assessment report would result in a moderate-minor degree of encroachment into undeveloped countryside. Overall, there would be partial changes to relevant aspects of the landscape, resulting in a Moderate degree of harm to Green Belt arising from the impact on openness and a conflict with National Green Belt purpose 3, Cambridge Green Belt purpose 2 and National Green Belt purpose 4.

10.14 The impact on the Green Belt will be mitigated by landscape planting that screens the route from local communities where practical to achieve this. This will improve over time as the planting schemes mature, reducing the impact on the Green Belt.

10.15 The Executive Board has previously committed to working with local stakeholders to improve environmental facilities along the route, such as exploring the concept of a linear park. This work will continue as part of the design stages. These proposals will include protection and enhancement of the Nine Wells Nature Reserve and protection of Hobsons Conduit.

## 11. Public Transport Network Strategy

11.1 A public transport network strategy has been developed for the project, including new High Quality Public Transport services using the Cambridge South East Transport public transport route between the Travel Hub site and Cambridge Biomedical Campus, but extending beyond this at both ends to serve Haverhill, Granta Park and Cambridge City Centre and link key employment destinations along the A1307 corridor (see Appendix 1 to OBC). This has been drawn up with reference to other GCP schemes such as the Cambourne to Cambridge Better Public Transport project, and also ongoing work on the City Centre Access Strategy, but also noting the need to be compatible with future opportunities such as CAM and any potential changes to bus operating models such as franchising.

11.2 The proposals are based on realistic service levels and forecast demand. This approach builds upon the successful approach adopted as part of the Cambridge Guided Busway scheme which has delivered a significant increase in service and patronage.

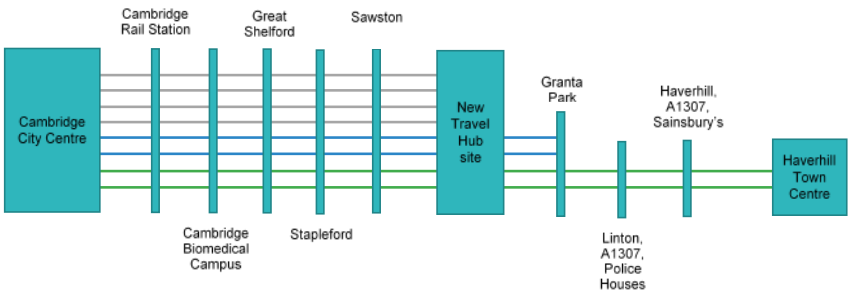
11.3 Existing bus services would have the option of using the new public transport route, providing they comply with clean vehicle standards. However, the existing Citi 7 and 13/13A bus services on the A1301 and A1307 corridors have been assumed to continue to serve existing stops.

11.4 The proposed High Quality Public Transport network strategy has three new direct express services:

1. New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 15-minute intervals (4 services per hour)
2. Granta Park – New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 30-minute intervals (2 services per hour)
3. Haverhill – Linton – Granta Park – New Travel Hub – Cambridge Biomedical Campus – Cambridge Rail Station – Cambridge City Centre at 30-minute intervals (2 services per hour).

11.5 The proposed High Quality Public Transport network is shown in schematic form in Figure 13 below, with each line representing one service per hour. The three routes combined provide a 7/8-minute interval service on the common section of route between the new Travel Hub site and Cambridge City Centre and a 15-minute interval service between Granta Park and Cambridge.

**Figure 13 – Schematic Proposed High Quality Public Transport Network**



**Proposed Stops**

11.6 The proposed stops are located approximately:

- 1.2km from Shelford station (15 minute walk)
- 200m from Gog Magog Way, Stapleford (3 minute walk)
- 400m from Lynton Way, Sawston (5 minute walk)

11.7 The Shelford and Stapleford stops will increase the number of households within accessible distance of High Quality Public Transport (i.e. those not already within this distance of the station) by 20% (329). For Sawston, a further 444 households would be within this distance of the stop, giving an overall total of 1,058.

11.8 Local evidence from research carried out following opening of the existing Cambridgeshire Guided Busway suggests people are prepared to walk to access High Quality Public Transport.

11.9 In addition, national guidance (CIHT, 2000) suggests up to 2km is an acceptable distance for commuting trips. Were this higher distance to be used, 1,669 households would be within reach of the Shelford stop, 1,411 of the Stapleford stop and 2,220 of the Sawston stop.

11.10 Concerns were raised during the public consultation regarding the potential impact on residents living close to the proposed stops of people driving to reach these stops and parking in nearby residential roads.

11.11 However, data from the Cambridgeshire Guided Busway Post-Opening User Research (Atkins, September 2012) shows that only 2% of respondents starting their journey at home to reach Busway halts drove a car and parked it before continuing their journey on the Busway.

11.12 By limiting parking provision at the proposed stops to disabled parking, and providing car drop-off facilities, cycle parking and cycle lockers, the aim is to encourage walking and cycle access to stops and to deter car use.

11.13 However, in the event of commuter parking around stops becoming a problem, it would be possible to implement local parking control measures to mitigate this.

## 12. Scheme Proposal

12.1 The design approach and quality of new segregated High Quality Public Transport infrastructure has and will continue to be informed by principles agreed by the GCP Executive Board in October 2016 (supplemented by LHE and NMU working group principles, as above) – namely:

- Location of public transport infrastructure – respecting the urban and rural context for example through assessing proximity to and the relationship with the existing built up areas.
- Testing accessibility from the start to the end of journeys through the centres of employment (e.g. Cambridge Biomedical Campus) and housing and the environmental effects with a view to integrating with existing infrastructure and minimising impacts.
- Siting – positioning of infrastructure to minimise visual intrusion on the existing landscape through considering issues such as ground levels, slopes and other natural features and also minimising impact on important features such as ecological and heritage assets.
- Design – the materials, features and introduced landscaping that will form the new infrastructure and achieve high quality design, minimising environmental impacts consistent with delivering the scheme's objectives, and integration with existing infrastructure and the ends of the route and along it.

12.2 The preferred route will be subjected to a detailed Environmental Impact Assessment, which would definitively assess the impact and potential benefit of mitigation options.

## 13. Environment Considerations/Commitments

13.1 GCP intends that electric vehicles would be used at the earliest opportunity, aligned with the preferred mode for the CAM scheme. Any interim mode required will meet minimum Euro VI emissions standards or better to ensure a minimal impact on air quality.

13.2 A biodiversity net gain assessment will be completed and there will be a requirement for GCP to deliver a minimum of 10% gain, with the objective of achieving 20% gain. This will include exploring the feasibility of a linear park along the route, as previously committed to during public consultation.

13.3 A significant number of environmental surveys and assessments are being undertaken and will be available on the GCP website, covering wildlife habitats along the route for animals including reptiles, bats, breeding and wintering birds, badgers, barn owls, reptiles, water voles and invertebrates.

13.4 Further ecological surveys and baseline noise surveys will continue into autumn 2020 to inform the emerging final scheme design, and to be used in the Environmental Impact Assessment.

13.5 Engagement with Natural England will be undertaken on the results of the surveys.

13.6 Initial air quality reports for communities and villages in closer proximity to the route produced a negligible impact on air quality.

13.7 A final scheme design will be subject to a full Environmental Impact Assessment.

13.8 GCP will continue to work with LHE and NMU stakeholder groups to develop scheme design.

13.9 A Green Belt assessment report has been produced and the preferred route shows minimum impact on the Green Belt.

## 14.0 Delivering a Scheme

### Financial Case

14.1 The total base capital costs for the infrastructure needed to deliver the preferred option, exclusive of any risk allowance, amount to £103.9 million. An additional amount of £26.0 million (25% of base costs) has been estimated to cover risks at the P80 level and excludes optimism bias. The estimated total capital infrastructure cost of the scheme, inclusive of risk, and exclusive of Legal and other costs is £129.9 million as shown in Table 4.

**Table 4: Capital Costs – Infrastructure Adjusted for Risk**

| Cost Item | Cost (£ million) |
|---|---|
| Construction | 68.7 |
| Design | 9.5 |
| Project Management | 12.6 |
| Environmental Mitigation | 2.9 |
| Statutory undertakings | 12.5 |
| Land Costs | 11.5 |
| Inflation | 12.2 |
| **TOTAL** | **129.9** |

Source: Mott MacDonald

14.2 The funding ask for the project is £132.3 million, constituted by the total capital infrastructure cost of the preferred scheme option of £129.9 million plus prior year scheme development costs of £2.4 million. Table 5 below shows the expected annual spend profile for the project.

**Table 5: Funding Profile – Preferred Option (£ million)**

| Funding source | 2015 to 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|---|---|---|---|---|---|---|---|---|
| City Deal | 2.4 | 1.9 | 1.9 | 14.9 | 54.6 | 46.7 | 9.9 | 132.3 |
| **TOTAL** | 2.4 | 1.9 | 1.9 | 14.9 | 54.6 | 46.7 | 9.9 | 132.3 |

Source: GCP

14.3 The estimated high level scheme costs at this stage of the project's development are based on a number of assumptions and exclusions, which are detailed within the Financial Case of the OBC Appendix 1.

**Funding**

14.4 Funding for the project is intended to be sourced primarily through the Greater Cambridge City Deal. The total scheme costs for the scheme of £132.3M are deemed affordable based on successfully securing funding from the identified funding source.

14.5 GCP will seek future opportunities to recover an appropriate proportion of the scheme cost from local developer contributions, secured through the planning process. Although no immediate opportunities to secure developer contributions to the scheme have been identified, significant development in the area in the pipeline is expected to result in a level of developer contributions to this scheme over time.

**Commercial Case**

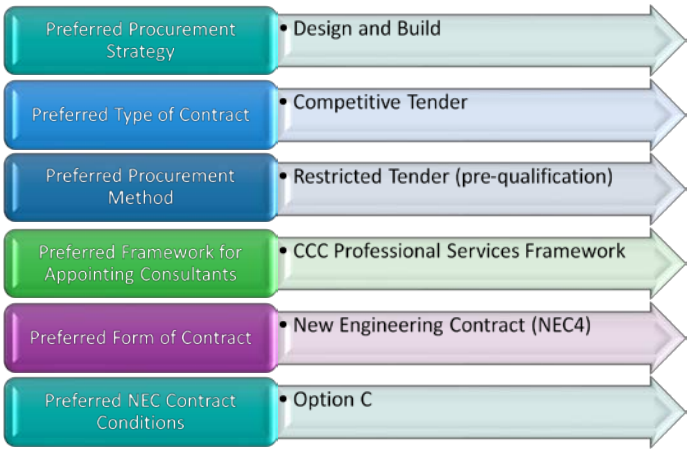
14.6 The Commercial element of the business case covers a range of commercial factors related to delivery of options. Examples are the issues associated with procurement, contractual risk etc. These commercial factors did not significantly differentiate between the options.

14.7 An initial procurement work stream has commenced for each option as currently defined there is a clear commercial strategy for the range of options currently under consideration. The procurement strategy will be influenced by further developments in options for example around optical guidance technology which is being further developed in order to establish the applicable process for the application of powers and consents.

14.8 Operational and maintenance considerations will also form part of the final Commercial Case but at this stage do not offer a basis of differentiation between options.

14.9 Figure 14 sets out the emerging procurement route for the Cambridge South East Transport scheme.

**Figure 14: Cambridge South East Transport procurement route summary**




**Management Case**

14.10 The Management section of the business case focuses on project delivery and management/ governance arrangements in place. The management case also considers the planning process and legal powers necessary to undertake to build a scheme. This is based on a review of previous projects delivered by GCP authorities such as Cambridgeshire County Council and lessons learnt.

14.11 Broadly, the management case does not differentiate in terms of the options under consideration.

14.12 The GCP includes a governance structure via the Executive Board and a standard approach to project management including a standard project control framework. A project management team exists with defined roles and responsibilities. A series of commercial contracts are in place with third party suppliers (designers, consultants, legal advisors etc.) which are managed by the project team. The GCP Joint Assembly reviews projects at the strategic level prior to recommendations being presented to the Executive Board. An Assurance Framework exists between central Government and GCP in terms of project prioritisation and delivery.

14.13 The management case also identifies the key risks and mitigations for the project. It also reviews the process of public consultation and engagement. Public and stakeholder consultation is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project and to manage the communication and flow of information relating to the project. A communication plan sets out how this process is managed, identifying key stakeholders and how engagement is managed including the facilitation of a project specific Local Liaison Forum.

## 15. Summary

15.1 This report provides an update on the development of the Business Case and the development of a recommended Option for the Cambridge South East Transport Phase 2 project. The report summarises outcomes of stakeholder engagement and public consultations on developing options and the technical assessment work carried out in the context of the Government's '5 Cases' business case methodology.

15.2 The business case assessment reaffirms the findings of the previous stages, that there remains a strong strategic case to undertake a major transport infrastructure project from A1307 Haverhill to Cambridge based on both current and projected transport demand along the corridor, and given the GCP objectives to promote sustainable economic growth and reduce congestion.

15.3 The Strategic Case demonstrates a proposed off-road segregated alignment for High Quality Public Transport which will provide significant transport benefits over bus priority on the existing highway and is consistent with the CPCA's CAM proposal.

15.4 The Cambridge South East Transport scheme is necessary to futureproof the transport network in Cambridge and South Cambridgeshire and engagement on this scheme, both with Stakeholders and members of the public has been significant and far beyond the level expected for a scheme such as this.

15.5 The scheme is underpinned by strong environmental design principles to ensure net gain or betterment of the natural environment as part of the design process.

15.6 The report also sets out a recommended alignment for a rapid transit route between key destinations in and around the city, and presents a public transport network strategy for regular services.

15.7 The report recommends a Travel Hub site location at Travel Hub Site B.

15.8 The Green Belt study finds moderate adverse effects before mitigation in Sector IV (area west of A11) due to the impacts of Travel Hub B on the openness of the Green Belt. These decline to moderate-minor when maturing mitigation planting is taken into account.

15.9 Further assessment work and refinement will continue to be aligned with the development of CAM.

## 16. Next Steps and Milestones

16.1 The next steps in the development of the project include the key elements set out in Table 6 below.

**Table 6: Indicative Programme**

| Task | Commentary | Timescale |
|---|---|---|
| **OBC to Executive Board** | The Board will be presented with the Full OBC for selection of a single preferred option and a PARK & RIDE site. | June 2020 |
| **Prepare application for statutory consent** | The power to construct the scheme is likely to come from a Transport and Works Act Order which would be determined by the Secretary of State for Transport. This process is likely to include a Public Inquiry directed by an independent Inspector. Work to be undertaken will include Environmental Impact Assessment as well as Transport Assessment, Road Safety Audit etc. This will draw on further work to be done on scheme design including mitigation measures and further stakeholder engagement. | Submit application early 2021 with a determination period estimated of around 18 months – completed in 2022 |
| **Seek authority to construct project** | Following the completion of the statutory permissions stage, the Board will be presented with the Final Business Case for approval. This will trigger the construction of the project. | 2022 depending on statutory powers process |

| | | |
|---|---|---|
| **Opening of the scheme to operational services** | Planned opening | Planned for 2024 |

## 17. List of Appendices

| | |
|---|---|
| Appendix A | A1307 Linton High Street – Traffic Signals - TRO |
| Appendix B | A1307 Westbound Bus Lane – Linton - TRO |
| Appendix 1 | OBC - Strategic Case, Economic Case, Commercial Case, Financial Case and Management Case and Appendices including Appendix A Options Appraisal Report, Statement of Community Involvement SoCI and Appendix D Public Transport Network Strategy Report https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| Appendix 2 | OBC Executive Summary Report |
| Appendix 3 | Cambridge South East Transport Phase 2 Consultation Summary Report |
| Appendix 4 | NMU Working Group Design Principles |
| Appendix 5 | LHE Working Group Design Principles |
| Appendix 6 | Recommended Option Route Overview |

**Appendix 1**

OBC Strategic Case.pdf

**Appendix 3**

CSET 2019 consultation report.pc

**Appendix 2**

OBC Executive Summary.pdf

**Appendix 4**

NMU Working Group Design Princi

**Appendix 5**

LHE Working Group_Principles FI

**Appendix 6**

403394-MMD-TRA-00-VS-TA-0398-P1 Pre

## 18. Background Papers

| | |
|---|---|
| Option Appraisal Report | https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| Shelford Railway Alignment Design Development and Feasibility Assessment Technical report | https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| National Infrastructure Commission's (NIC) report | https://www.nic.org.uk/publications/national-infrastructure-assessment-2018/ |
| Local Plan for Cambridge City | https://www.cambridge.gov.uk/local-plan-2018 |
| Local Plan for South Cambridgeshire | https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/ |
| Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) | https://www.scambs.gov.uk/media/11028/transport-strategy-for-cambridge-and-south-cambridgeshire.pdf |

| | |
|---|---|
| Transport Modelling Report 2015 | https://www.scambs.gov.uk/media/3368/csrm_summary_report_-_technical_note_may_2015_rd-mc-072.pdf |
| Draft Cambridgeshire and Peterborough Local Transport Plan (CPLTP) | https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/Draft-LTP.pdf |
| East of England Forecasting Model 2017 | https://cambridgeshireinsight.org.uk/eefm/ |
| CSET OBC and Appendices including Appendix A Options Appraisal Report and Appendix D Public Transport Network Strategy Report | OBC - Strategic Case, Economic Case, Commercial Case, Financial Case and Management Case and Appendices including Appendix A Options Appraisal Report and Appendix D Public Transport Network Strategy Report<br><br>https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| Cambridge South East Transport Segregated Bus Route: Consideration of Green Belt Issues Report | https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| Interim Planning Assessment | https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |
| Environmental surveys and assessments including initial air quality assessments | https://www.greatercambridge.org.uk/transport/transport-projects/cambridgesoutheast/cambridge-south-east-transport-background |

**Appendix A**

**A1307 LINTON HIGH STREET – TRAFFIC SIGNALS**

**Background**

The objective for scheme 12 is to modify the existing priority junction to improve the ability for buses and traffic to turn left and right out of Linton High Street onto the A1307. The proposals (see attached General Arrangement drawing) incorporate the following features:

- Incorporate existing pedestrian crossing into the new traffic signalised layout
- Improvement of existing carriageway surfacing

**Design & Road Safety Audit Status**

As part of the Design, a combined Stage 1 & 2 Road Safety Audit was carried out. One of the comments raised was in relation to potential for traffic to queue back onto the A1307 due to queueing traffic on the High Street. See comment below, along with the designer response which agreed with the recommendation to extend the existing double yellow lines.

| **Road Safety Audit (RSA)** | **RSA Recommendation** | **Designers response** |
|---|---|---|
| **Problem 2.2**<br><br>Location:<br>A1307 j/w the High Street.<br>Summary:<br>Vehicles stopping suddenly due to queuing back onto the A1307 contributing to the increased risk of nose to tail collisions.<br>The proposed design does not show any additional waiting restrictions on the High Street. Vehicles parked on the western side of the High Street currently obstruct northbound vehicles. This issue is likely to be exacerbated with the introduction of traffic signals, with southbound vehicles queuing at the stop line to join the A1307. Road users entering the High Street will not be able to proceed until the traffic waiting at the signals receives a green light and clears the junction. This may lead to queuing back onto the A1307, with road users having to brake suddenly to avoid this queuing traffic, leading to the increased risk of nose to tail collisions. | It is recommended that the length of the existing waiting restrictions on the western side of the High Street are extended further north to ensure road users can clear the A1307 when entering the High Street. | It is proposed to increase the waiting restrictions further north up to the entrance to the Crown Inn which currently has a T-bar marking across the driveway. This equates to an extension of approximately 18m. |

**Objections to Proposed Traffic Regulation Order (extended waiting restrictions)**

3 Residents in Linton have objected to the 18m extension of waiting restrictions on grounds of loss of residents parking. However, it should be noted that Linton Parish council wish to see a greater length of double yellow lines installed as part of this scheme (they have requested them on both sides of the road as part of their response to the TRO submission).

**Resolving the TRO objections**

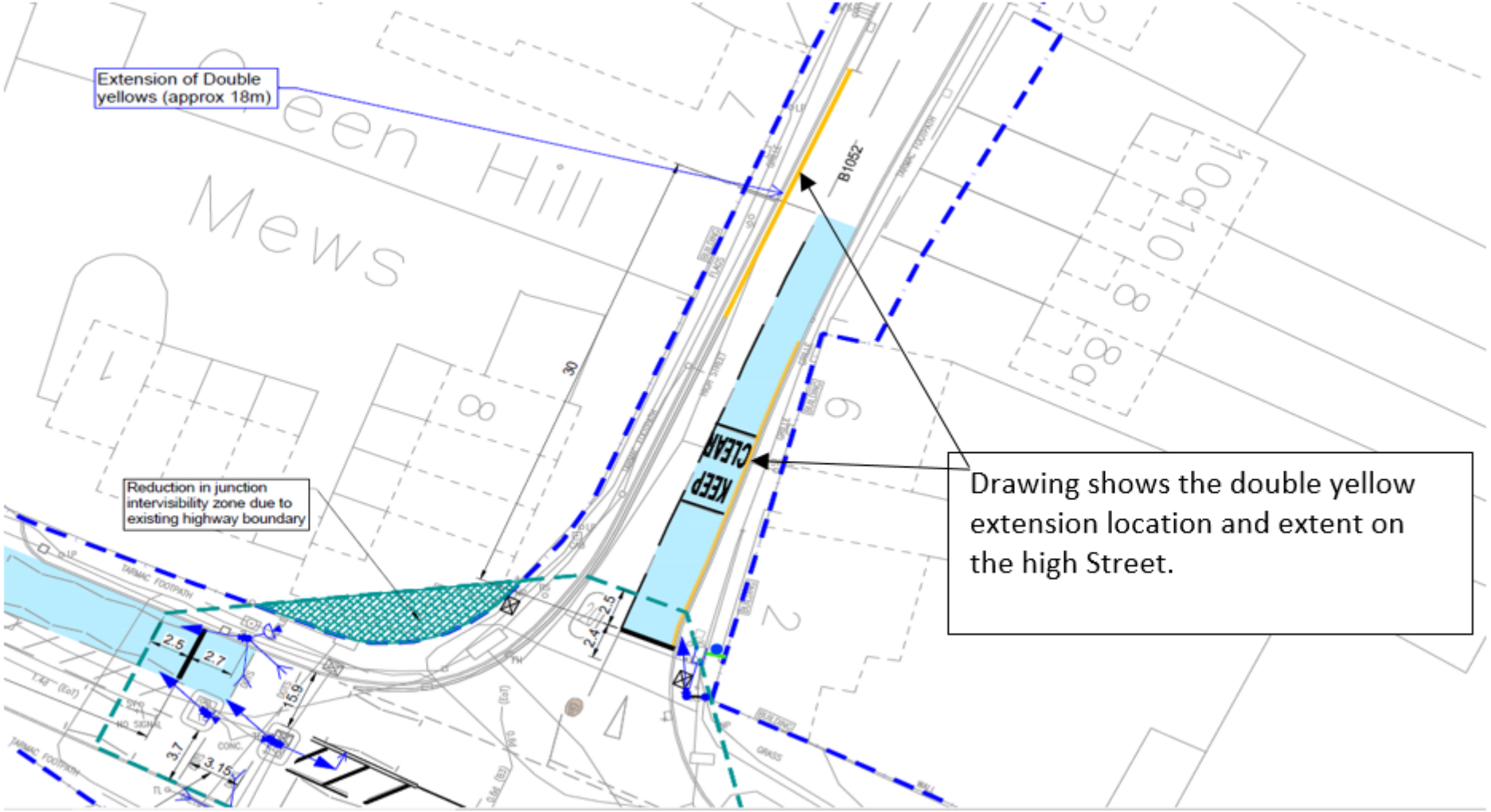
The implication of not installing the increased double yellow lines is that the risk identified by the RSA materialises. Without the yellow line extension, there is approximately 30m of length available for left-turning traffic to queue. This equates to a queue space of 5 cars, or 3 cars and 1 bus available without blocking of the A1307. Traffic data surveys carried out in November 2018 showed that the peak number of vehicles turning left was 27 in the morning, which equates to an average of 3 vehicles per 90 second signal cycle. This would just fit in the existing gap available, assuming that the 3 vehicles comprise 2 cars and 1 bus. This assumes that there is no illegal parking on the existing double yellows, whereas anecdotal evidence form site visits suggests that illegal parking on double yellows does occur from time to time and this would create pinch points for left turning traffic.

With the yellow line extension, this queue space increases by approximately 22m to 52m (18m extended double yellows plus an existing 4m white bar marking across an existing access). This equates to a queue space of 9 cars, or 7 cars and 1 bus available without blocking of the A1307, assuming that no illegal parking on double yellow lines is occurring.

Construction of the scheme was completed in February 2020. Post opening traffic surveys have been undertaken to assess if the extended waiting restrictions are still needed. A traffic survey was undertaken to see what the current state of traffic flow is now that the scheme has been completed. The survey showed that traffic does queue back on the high Street up to the A1307, but did not queue back onto the A1307. However, it would not take much more traffic in order for queuing to occur during peak hours. It is noted that there was a slight reduction in traffic volumes when the survey was carried out (the week preceding the governments COVID 19 lockdown). Therefore the recommendation remains to install the double yellow extension as per the original design.

To avoid blockage of the exit from the A1307 at Linton High Street (which is currently being achieved by temporary cones/signs) the Executive Board are recommended to make the Traffic Regulation Order.


Whitehill
Pains Pastur
Cow Gallery Wood
The Wood
Ivy Grove
A1307
Fairfields
Black Rd
Hillview
Symonds La
Meadow La
Cambridge Rd
Linton Community Sports Centre
Linton High Street
High St
Linton
Horseheath Rd
Lonsdale
Crossways
Granta Vale
Elmers Ct
Green La
Mill La
Horn La
Kat La
Joiner's Rd
Station Rd
Greenhill Farm
Long La
Hallstock Rd
Barlow Rd
A1307
The Windmill
0
0.25
0.5
1
km
Contains OS data © Crown Copyright and database right 2019


Extension of Double yellows (approx 18m)
Reduction in junction intervisibility zone due to existing highway boundary
B1052
KEEP CLEAR
Drawing shows the double yellow extension location and extent on the high Street.

**Appendix B**

**A1307 WESTBOUND BUS LANE – LINTON**

A westbound bus lane is proposed on the A1307 between Bartlow Road and the B1052 junction (see drawings below). Linton is a notorious bottleneck on the A1307, and while most bus services go through Linton, some limited stop express services do not.

Linton Parish Council (LPC) have raised an objection TRO in relation to scheme 14, the new westbound bus lane, the objection centres on the loss of trees & habitat and the number of buses benefiting. The objection submitted was "Linton Parish Council reiterate its previous concerns and opposition to the provision of bus lanes, for the benefit of four X13 buses, to the detriment of all other road users and the environment."

Further discussions have been had with Linton Parish Council and the current status is Linton Parish Council is proposing to meet with them to discuss the revised Scheme 14 layout. Officers will continue to work with Linton PC on the scheme details.

The objection centres on two principle points: (a) environmental loss and (b) frequency of bus services. Officers have mitigated to some extent item (a) but LPC still have concerns over item (b).

The scheme benefits the X13 and 13C services which only run in the peak hour. However, bus lanes generally only provide benefits where congestion exists, which is generally the case only in peak hours. The value for money of the proposals has been reviewed. Value engineering has been carried out to reduce the length of the bus lane to the minimum to deliver benefits. The current estimated cost of the scheme is £1,031,308m and it delivers a 2 minute saving in journey time. Over a 30 years assessment period the scheme will generate a Benefit Cost Ratio of 1.68, representing medium value for money to DfT guidelines. There is potential for Stagecoach and other operators to provide more services if the route becomes more attractive. However, Stagecoach have not indicated any current desire to provide additional services. However, it is proposed that two services in the peak hour from the Phase 2 scheme will extend to Haverhill.

The bus lane has been reduced in length to the minimum possible to reduce environmental impact while still generating transport benefits.

The section covers land within the existing highway boundary, including semi-improved grassland verges, hedgerows, scattered broadleaf trees and an area of dense scrub immediately beyond the highway boundary to the south. The wider landscape is predominantly arable with areas of broadleaf woodland to the north and west. The scheme is approximately 800 metres long and will involve removal of approximately 50 trees and 340 metres of hedgerow.

The River Granta passes under the A1307 to the east of the proposed bus lane. It is designated as a County Wildlife Site. At its closest point the river is approximately 50 metres from the scheme. The risk from construction to the river would be managed through a Construction Environmental Management Plan. Therefore, the works at Scheme 14 are not expected to impact directly on the River Granta corridor.

The hedgerows are considered a habitat of principal importance under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 as they provide important movement corridors and habitat for wildlife. None are considered Important under the Hedgerow Regulations 1997. The hedgerows do have a high potential to support nesting birds and a high value for commuting and foraging bats. They form a linear corridor between Linton village and the River Granta County Wildlife Site and are well connected to woodland and further hedgerows in the wider landscape. Removing these hedgerows could potentially sever connectivity between possible bat roosting sites in Linton village and foraging grounds within the woodland and along the River Granta CWS.

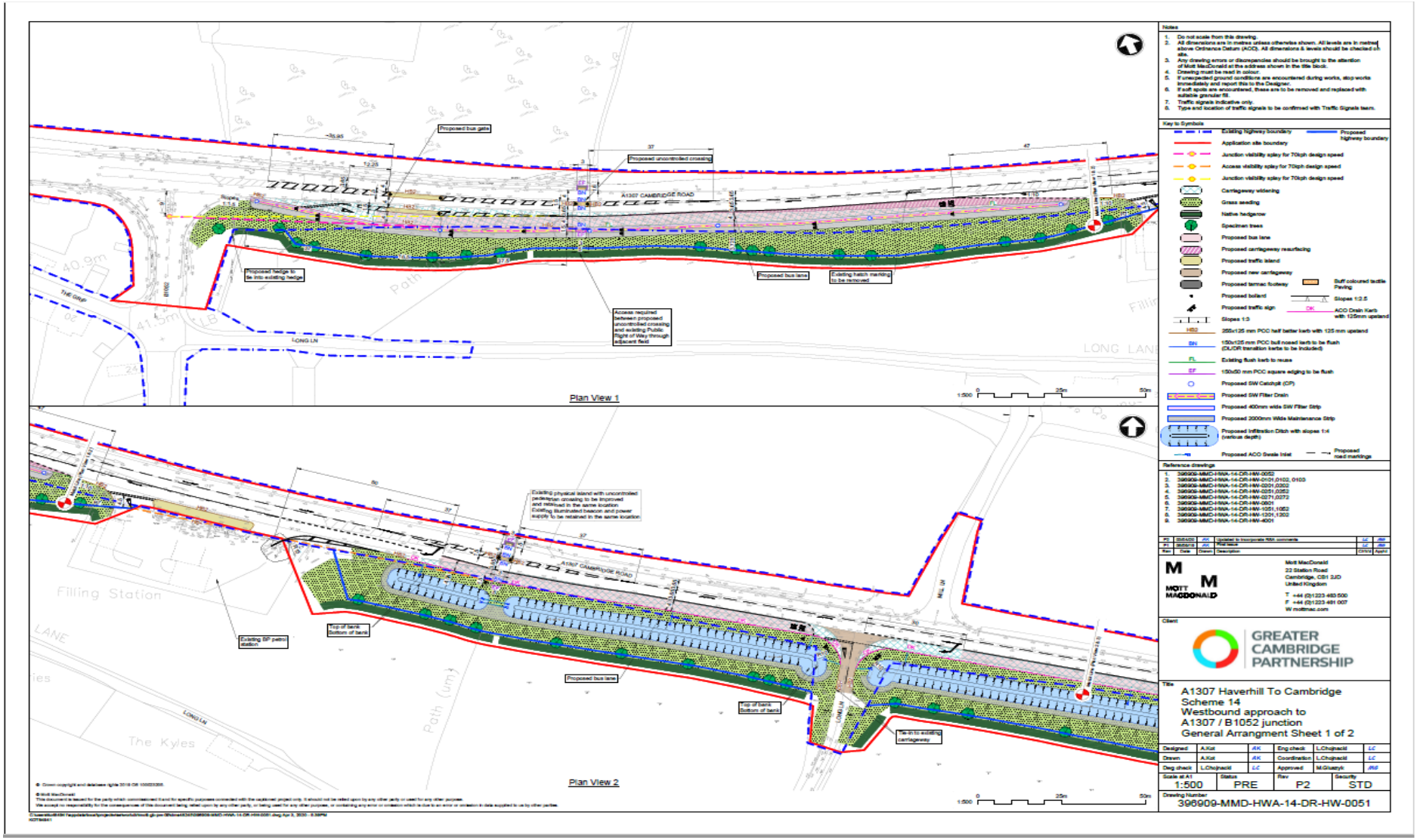
None of the trees requiring removal have tree preservation orders.

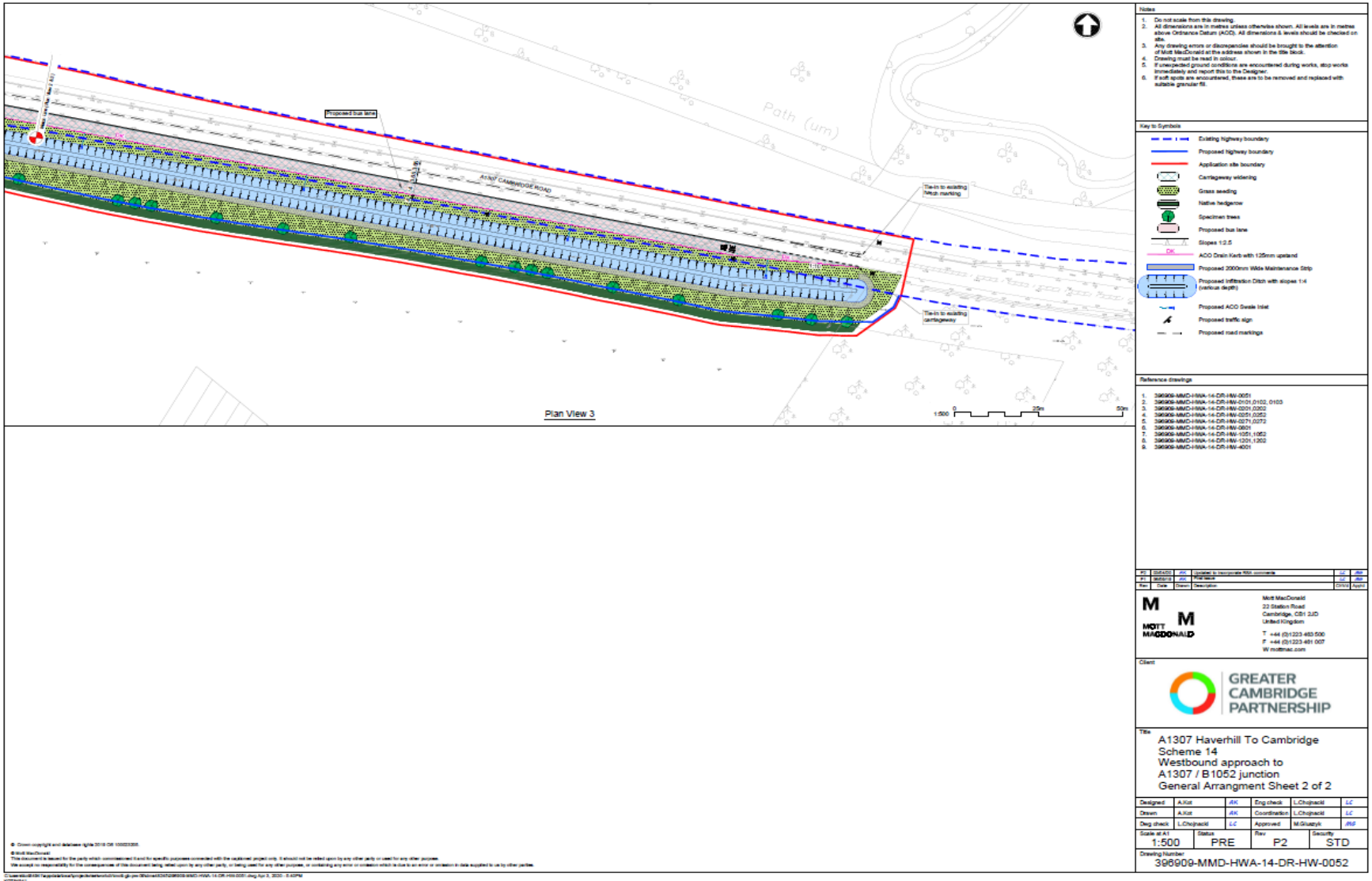
Trees lost would be replaced with new trees on a 1:1 basis. A higher replacement ratio of 3:1 was discussed with the landowner, but the tree belt created would result in existing narrow fields becoming difficult to farm. It is intended to deliver 10% to 20% of biodiversity net gain by means of planting elsewhere. Discussions are in

hand with the County Council regarding potential areas if none can be found locally.  Officers intend to work with Linton Parish Council to identify local sites that may benefit from additional planting.

The scheme represents medium value for money, and makes the use of public transport between Haverhill and Cambridge more attractive and on that basis the Executive Board is recommended to make the Traffic Regulation Order.

**Drawings:**


Plan View 1
Plan View 2
A1307 CAMBRIDGE ROAD
Proposed bus gate
Proposed uncontrolled crossing
Proposed bus lane
Existing hatch marking to be removed
Proposed hedge to be into existing hedge
Access required between proposed uncontrolled crossing and existing Public Right of Way through adjacent field
Existing physical island with uncontrolled pedestrian crossing to be improved and relocated in the same location. Existing illuminated beacon and power supply to be retained in the same location
Existing BP petrol station
Top of bank
Bottom of bank
Tie-in to existing carriageway
Filling Station
LONG LN
The Kyles
Path (um)
Notes
Key to Symbols
Reference drawings
Mott MacDonald
22 Station Road
Cambridge, CB1 2JD
United Kingdom
GREATER CAMBRIDGE PARTNERSHIP
A1307 Haverhill To Cambridge
Scheme 14
Westbound approach to
A1307 / B1052 junction
General Arrangment Sheet 1 of 2
Scale at A1
1:500
Status
PRE
Rev
P2
Security
STD
Drawing Number
396909-MMD-HWA-14-DR-HW-0051


Proposed bus lane
A1307 CAMBRIDGE ROAD
Path (um)
Tie-in to existing Mesh marking
Tie-in to existing carriageway
Plan View 3
1:500
0
25m
50m
Notes
1. Do not scale from this drawing.
2. All dimensions are in metres unless otherwise shown. All levels are in metres above Ordnance Datum (AOD). All dimensions & levels should be checked on site.
3. Any drawing errors or discrepancies should be brought to the attention of Mott MacDonald at the address shown in the title block.
4. Drawing must be read in colour.
5. If unexpected ground conditions are encountered during works, stop works immediately and report this to the Designer.
6. If soft spots are encountered, these are to be removed and replaced with suitable granular fill.
Key to Symbols
Existing highway boundary
Proposed highway boundary
Application site boundary
Carriageway widening
Grass seeding
Native hedgerow
Specimen trees
Proposed bus lane
Slopes 1:2.5
ACO Drain Kerb with 125mm upstand
Proposed 2000mm Wide Maintenance Strip
Proposed Infiltration Ditch with slopes 1:4 (various depth)
Proposed ACO Swale Inlet
Proposed traffic sign
Proposed road markings
Reference drawings
1. 396909-MMD-HWA-14-DR-HW-0051
2. 396909-MMD-HWA-14-DR-HW-0101,0102, 0103
3. 396909-MMD-HWA-14-DR-HW-0201,0202
4. 396909-MMD-HWA-14-DR-HW-0251,0252
5. 396909-MMD-HWA-14-DR-HW-0271,0272
6. 396909-MMD-HWA-14-DR-HW-0601
7. 396909-MMD-HWA-14-DR-HW-1051,1052
8. 396909-MMD-HWA-14-DR-HW-1201,1202
9. 396909-MMD-HWA-14-DR-HW-4001
Mott MacDonald
22 Station Road
Cambridge, CB1 2JD
United Kingdom
T +44 (0)1223 463 500
F +44 (0)1223 461 007
W mottmac.com
Client
GREATER CAMBRIDGE PARTNERSHIP
Title
A1307 Haverhill To Cambridge
Scheme 14
Westbound approach to
A1307 / B1052 junction
General Arrangment Sheet 2 of 2
Designed A.Kot AK Eng check L.Chojnacki LC
Drawn A.Kot AK Coordination L.Chojnacki LC
Dwg check L.Chojnacki LC Approved M.Gluszyk MG
Scale at A1 1:500
Status PRE
Rev P2
Security STD
Drawing Number
396909-MMD-HWA-14-DR-HW-0052

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report to:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Peter Blake – Transport Director, Greater Cambridge Partnership

# MADINGLEY ROAD CYCLE AND WALKING PROJECT

## 1. Purpose

1.1. The Madingley Road area is one of the main access routes in to Cambridge. It suffers from considerable congestion, particularly at the junction with the M11. There are some large development sites on this corridor, notably the West Cambridge development.

1.2. The Greater Cambridge Partnership (GCP) Executive Board has previously agreed that cycle and pedestrian infrastructure improvements in Madingley Road should be taken forward for delivery. The Madingley Road proposals support the GCP's transport vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.

1.3. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work.

1.4. The purpose of the report is to inform the Executive Board on the consultation results and provide a recommended preferred option.

## 2. Recommendations

2.1. The Executive Board is recommended to:

a) Note the outcome of the public consultation held from 12th January to 3rd March 2020.
b) Endorse the preferred option 2.
c) Approve the development of detailed scheme design in preparation for construction.
d) Approve the negotiation of the land and rights required for the delivery of the scheme.
e) Note the commitment to ongoing dialogue with local stakeholders as part of the scheme development process.

## 3. Officer Comment on Joint Assembly Feedback and Issues Raised

3.1. Details of feedback the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.

3.2. The Joint Assembly noted the next stage of the Madingley Road Walking and Cycling Project and expressed support for the preferred option. A number of detailed comments were made including a request to look at the possibility of linking Grange Road and Madingley Road, opening up the Burrell's Walk, West Road access. Links with Adams Road and the Rifle Range were also proposed. Links to Madingley Road will be discussed in detail with the CCC

cycling team during the design phase and other local projects to ensure that strategic linking is considered as part of the wider context of cycle network improvements.

3.3. It was also hoped that as part of ongoing work consideration would be given to incorporating features that would naturally help slow traffic on Madingley Road, to help address residents' concerns about this. The junctions will be treated in a way that slows vehicles both entering and leaving side roads, providing priority for both pedestrians and cyclists, this will assist in reducing road speeds and improving safety, whilst largely segregating pedestrians and cyclists from the motorised traffic area along Madingley Road.

**4. Key Issues and Considerations**

4.1. In January 2019 Skanska were appointed as consultants to develop options for a high quality cycling and pedestrian route along Madingley Road, between the Park & Ride site to the Northampton Street roundabout. The brief required that initial options were to be sympathetic to the specific needs of Madingley Road, which is recognised as one of the greenest approaches to Cambridge city.

4.2. A high level of pre-engagement with members, residents, colleges, businesses and users was undertaken as part of scheme development. This included three workshops, the output from which was used to shape the development of two emerging options that were taken to public consultation In January 2020.

4.3. The Executive Board approved the two options for consultation and this ran from 12 January to 2 March 2020. The analysed consultation results have undergone technical evaluation by Skanska to ascertain the design amendments required to reflect the consultation results these will be tested in detail during the design stage.

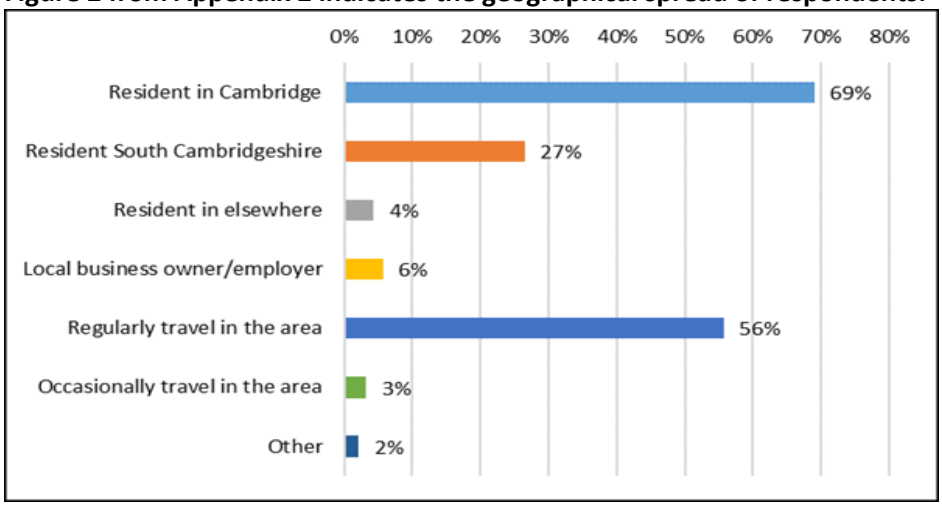
**Public Consultation**

4.4. Two options were considered during consultation, **(Appendix 1),** both using largely segregated priority cycle and walking routes. The main difference between the two options is that Option 2 would utilise areas of private land owned by University of Cambridge colleges to future proof and enhance the route at key junctions. It additionally seeks to provide a two-way cycle route from Storeys Way to Eddington Avenue to support the opportunity to travel to Eddington without the need to cross this busy road and it offers alternative junction treatments at the Eddington and JJ Thomson Avenue junctions.

4.5. The consultation process included:

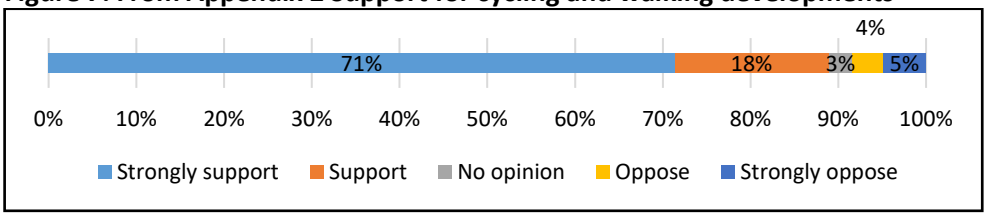
- Two evening events, attended by a total of 36 people.
- Two daytime pop-up events. Circa 120 people attended these sessions.
- 377 survey responses.
- 56 responses via social media, email or contact centre.

**Figure 2 from Appendix 2 indicates the geographical spread of respondents.**




4.6. The consultation report and its associated annexes at **Appendix 2** demonstrates that there is a high degree of overall support for cycling and walking improvements on Madingley Road with 89% of respondents supporting improvements as seen below.

**Figure 7: From Appendix 2 Support for cycling and walking developments**




4.7. Of the individual options, Option 1 was the preference of 37% of respondents. Option 2 was the preference of 47% with 15% of respondents not having a preference on either option.

4.8. There were a number of elements to each option, an overview of how these were responded to, can be seen on figures 8 and 15 in **Appendix 2** the consultation report.

4.9. Whilst Option 2 is more popular overall, there are some elements from Option 1 that received significant support. The consultants have responded to these areas, to assess if any more popular elements can be integrated into the preferred option. These will be fully tested during the design phase when detailed traffic modelling will take place. (**Appendix 3**).

4.10. There were a number of responses to the survey and around 50 written responses enquiring about the status of the Madingley Road Kebab Van. This local business has operated for about eight years from a layby about 100m south west of the Lady Margaret Road junction.

4.11. The layby from which the business currently operates is planned to be removed as part of the development of the preferred option. Skanska believe the retention of the layby would reduce the quality of the cycleway in this location and could lead to conflict during busy periods. The project team will continue to evaluate if any options exist to retain this business along Madingley Road during detailed design.

4.12. The project team will continue to engage proactively with residents, members and interested parties during the detailed design stage for Madingley Road, this is intended to build on the strong relationships that have been developed within the community and to ensure that the project is delivered collaboratively.

## 5. Options

5.1. Of the two options consulted upon, Option 2 has the most support and is the recommended option.

5.2. The preferred option has a number of key elements:

- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation' (i.e. two kerbs placed back to back to provide a physical barrier between the cycle lane and motor traffic;
- It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclist and pedestrian priority. This enables vehicles to wait at a junction without stopping on the cycleway or footway area;
- It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists; and
- Improved junction layouts at JJ Thomson Avenue and Eddington Avenue.

5.3. In addition, there is a further bi-directional cycleway opportunity along the route;

- A two way cycleway option which would be an opportunity for the north side of Madingley Road to link Eddington Avenue to the crossing to the Mathematics footpath by Storeys Way;
- Links several key university sites;
- Survey information shows this route currently has large and even numbers of cyclists using it in both directions;
- It would provide easier navigation of the Eddington junction by providing the opportunity for cyclists to approach the junction from the north side of Madingley Road to bypass this complex, difficult and busy junction;
- It could reduce the impact of cyclists on other traffic at the Eddington Junction.

5.4. Land discussions are underway with both Churchill and St John's colleges. Discussions with both colleges have been open and positive, however, these talks are at an early stage. Formal negotiations on land will commence as part of pre-design work.

5.5. Madingley Road varies considerably, both in its width and in its levels from the Park & Ride site at Eddington to Northampton Street roundabout. As with other arterial routes into the city it has a significant number of utility services running along its length. This includes, gas, communications, water and electricity. These may add complexity for both detailed design and the construction timeframe.

## 6. Next Steps and Milestones

6.1. Appendix 4 shows the timeline for the project. Key steps include:

- Continue dialogue with landowners and colleges for access to land packages;
- Ascertain detailed information on public utility plant networks.
- Carry out detailed surveys, traffic modelling and pre-design work for the preferred option.
- Develop pre-design work and detailed designs in preparation for construction.
- Construction on Madingley Road could be ready to commence in autumn 2021. Start is dependent on road availability.

## 7. Implications

*Consultation and Communication*

7.1. Engagement was carried out at an early stage and a series of pre-consultation workshops were undertaken. These workshops were targeted at residents, local members, businesses and colleges within the Madingley Road area and included bus, cycling and walking interest groups.

7.2. The workshops were popular with stakeholders, who actively engaged with officers in the shaping of the options for consultation.

**List of Appendices**

| | |
|---|---|
| Appendix 1 | Madingley Road Option 1 and 2 drawings and consultation document |
| Appendix 2 | Consultation Report, survey responses and written responses: https://greatercambs.filecamp.com/s/vIT9EiocA3ovalvt/d |
| Appendix 3 | Public Consultation Findings- Designers Response |
| Appendix 4 | Timeline Gantt Chart |

Rev P01

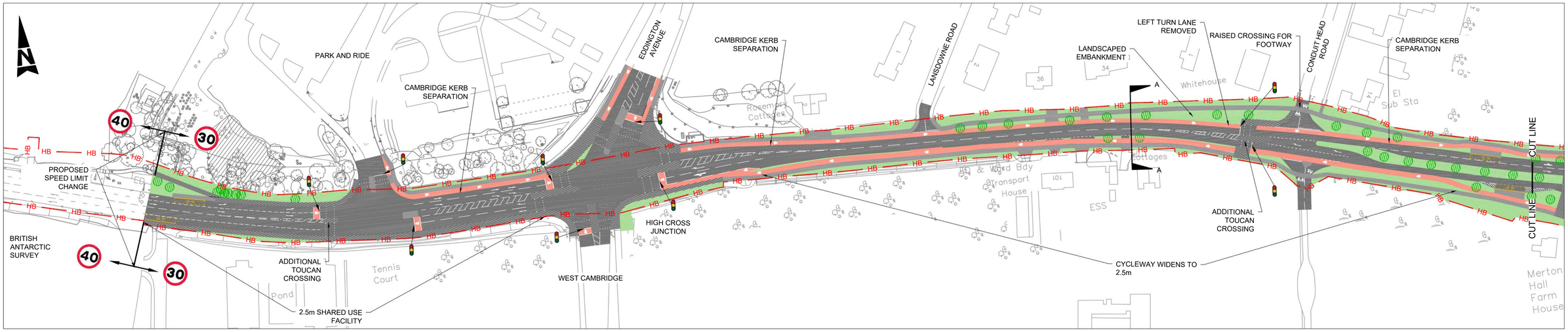
Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0011

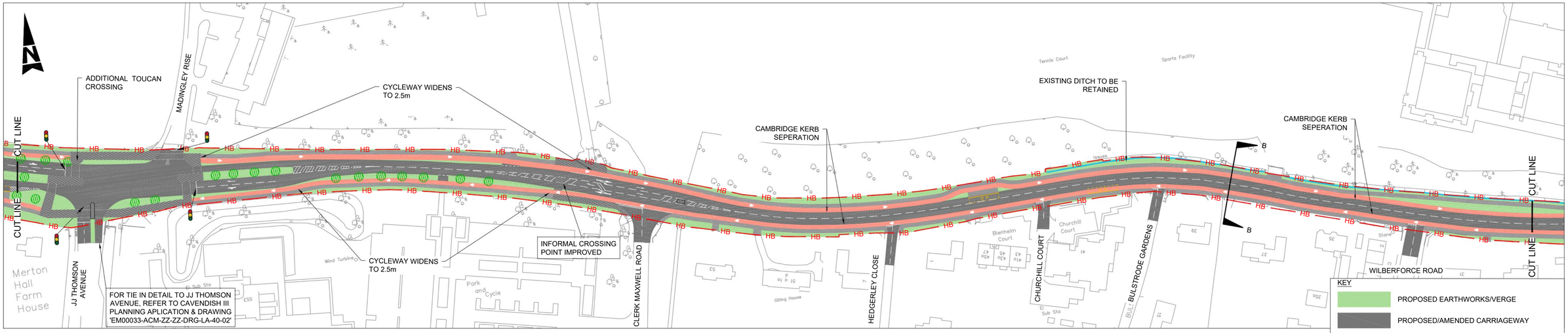
Status S2

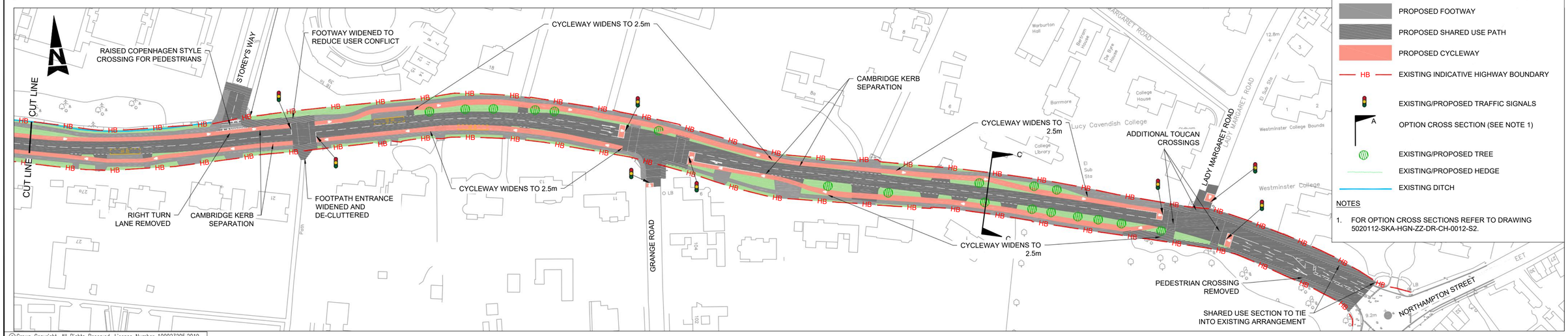
DO NOT SCALE

A1

0 10 100






| SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION |
|---|
| IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS |
| CONSTRUCTION |
| NONE |
| MAINTENANCE/CLEANING |
| NONE |
| USE |
| NONE |
| DECOMMISSIONING/DEMOLITION |
| NONE |

| Rev | Description | By | Date | Chk'd | Auth |
|---|---|---|---|---|---|

| Stat | Purpose of Issue | Date | Auth |
|---|---|---|---|
| S2 | FOR INFORMATION | 07/19 | ARPT |

Client: GREATER CAMBRIDGE PARTNERSHIP — Growing and sharing prosperity — Delivering our City Deal

Cambridgeshire Highways ©
Unit 1A, Vantage House
Washingley Road
Huntingdon
PE29 6SR
Tel: (01223) 785165
cambridgeshirehighways@skanska.co.uk

Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 1 LAYOUT SHEET 1 OF 1

DRAFT

| Original Scale | Designed | Drawn | Checked | Authorised |
|---|---|---|---|---|
| 1:1000 | JC | JC | JC | ARPT |
| | Date 23/07/19 | Date 23/07/19 | Date 23/07/19 | Date 23/07/19 |

| Status | Drawing Number | Rev |
|---|---|---|
| S2 | 5020112-SKA-HGN-ZZ-DR-CH-0011 | P01 |

File Location: P:\GBIPD\ESol\05 Cambridgeshire Highways\5100951 Madingley Road Cycle Scheme\8 CAD\8.1 Preliminary\8.1.1 DWG\
Drawing Name: 5020112 Madingley Road Option 1 A1 23.08.19.dwg
Date: Sep 16, 2019 - 10:50am
Plotted by: bc368204

Rev P01

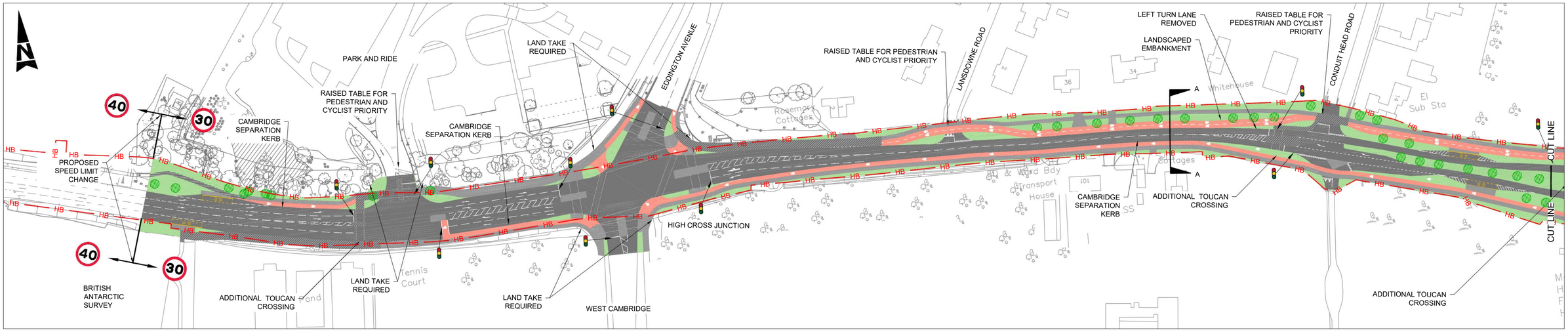
Drawing Number 5020112-SKA-HGN-ZZ-DR-CH-0013

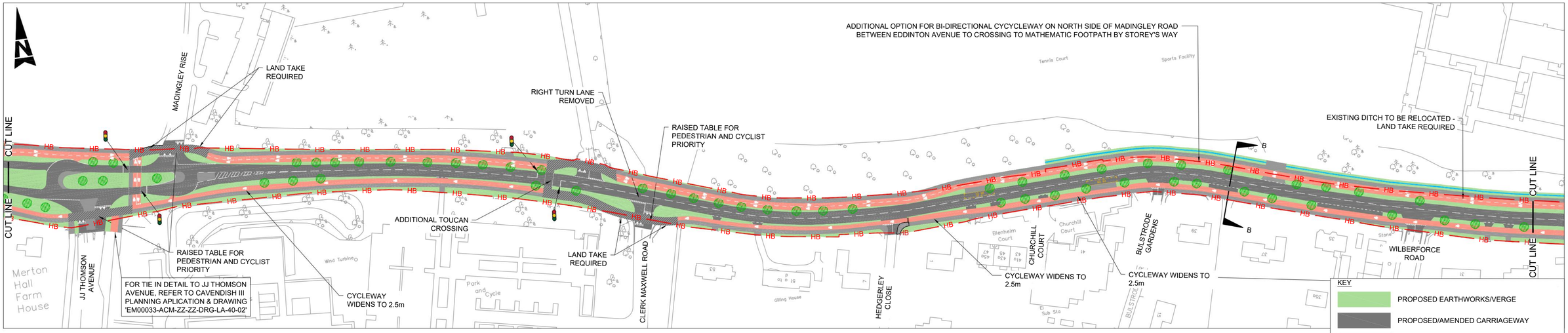
Status S2

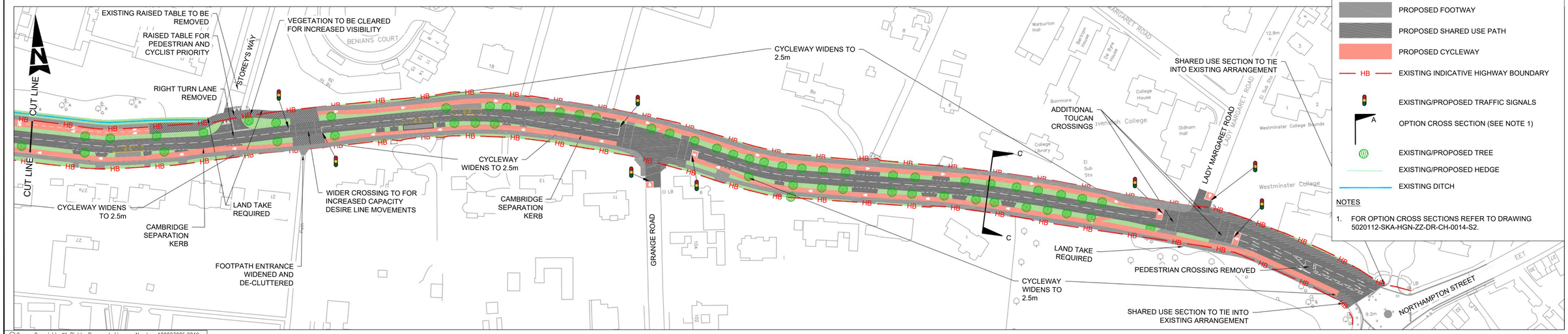
DO NOT SCALE

A1

0 10 100




KEY

- PROPOSED EARTHWORKS/VERGE
- PROPOSED/AMENDED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED SHARED USE PATH
- PROPOSED CYCLEWAY
- HB — EXISTING INDICATIVE HIGHWAY BOUNDARY
- EXISTING/PROPOSED TRAFFIC SIGNALS
- A — OPTION CROSS SECTION (SEE NOTE 1)
- EXISTING/PROPOSED TREE
- EXISTING/PROPOSED HEDGE
- EXISTING DITCH

NOTES

1. FOR OPTION CROSS SECTIONS REFER TO DRAWING 5020112-SKA-HGN-ZZ-DR-CH-0014-S2.



| SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION |
|---|
| IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS |
| CONSTRUCTION |
| NONE |
| MAINTENANCE/CLEANING |
| NONE |
| USE |
| NONE |
| DECOMMISSIONING/DEMOLITION |
| NONE |

| Rev | Description | By | Date | Chk'd | Auth |
|---|---|---|---|---|---|

| Stat | Purpose of Issue | Date | Auth |
|---|---|---|---|
| S2 | FOR INFORMATION | 07/19 | ARPT |

Client: GREATER CAMBRIDGE PARTNERSHIP — Growing and sharing prosperity — Delivering our City Deal

Cambridgeshire Highways ©
Unit 1A, Vantage House
Washingley Road
Huntingdon
PE29 6SR
Tel: (01223) 785165
cambridgeshirehighways@skanska.co.uk

Project: MADINGLEY ROAD CYCLE AND WALKING SCHEME

Title: OPTION 2 LAYOUT SHEET 1 OF 1

DRAFT

| Original Scale | Designed | Drawn | Checked | Authorised |
|---|---|---|---|---|
| 1:1000 | CL Date 23/07/19 | JC Date 23/07/19 | JC Date 23/07/19 | ARPT Date 23/07/19 |

| Status | Drawing Number | Rev |
|---|---|---|
| S2 | 5020112-SKA-HGN-ZZ-DR-CH-0013 | P01 |

File Location: P:\GBIPD\ESol\05 Cambridgeshire Highways\5100951 Madingley Road Cycle Scheme\8 CAD\8.1 Preliminary\8.1.1 DWG\
Drawing Name: 5020112 Madingley Road Option 2 A1 27.08.19.dwg
Date: Sep 16, 2019 - 10:52am
Plotted by: bc968204

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

# MADINGLEY ROAD

## CYCLING AND WALKING PROJECT

Have your say on better walking and cycling journeys

Complete the survey online at:
**www.greatercambridge.org.uk/MadingleyRdConsultation2020**

**The consultation closes at midday on Monday 2 March 2020**

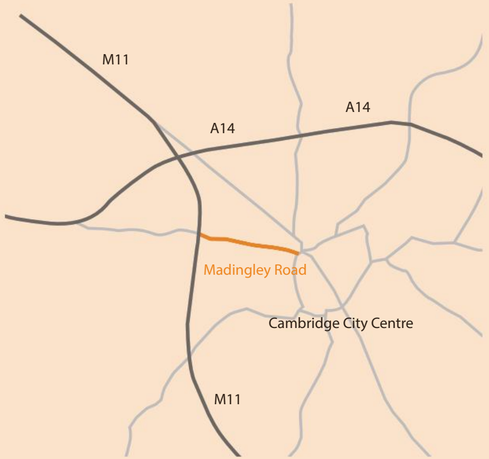
# INTRODUCTION

## The Greater Cambridge Partnership is working on an infrastructure programme to improve connectivity and quality of life for thousands of people.

The Greater Cambridge Partnership (GCP) is the local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years, to vital improvements in infrastructure, supporting the creation of 44,000 new jobs, 33,500 new homes and 420 additional apprenticeships. The partnership of councils, business and academia work together with partners and local communities to grow and share prosperity and improve quality of life for the people of Greater Cambridge, now and in the future.

Madingley Road is one of the key routes into Cambridge. It suffers from considerable congestion, particularly at the junction with the M11, and there are some large development sites on this corridor, notably the West Cambridge development.

It is an attractive area that has many trees and landscaping features, including ditches, which potentially support a range of habitat types.




# WHAT'S HAPPENED SO FAR

Engagement was carried out at an early stage and a series of pre-consultation workshops were undertaken. These workshops were targeted at residents, local councillors, businesses and colleges within the Madingley Road area and included bus, cycling and walking interest groups.

# THE SCHEME AIMS TO:

# WHAT ARE THE OPTIONS?

**OPTION 1**
This option provides one-way cycleways on both sides of Madingley Road which would be semi-segregated from general traffic. New crossings have been included for pedestrians and cyclists. This option does not require us to obtain access to any land from third parties to enable construction.

**OPTION 2**
This option provides a two-way cycleway on the north side of the road and a one-way cycleway on the south side. Cycleways are mostly segregated from general traffic by a landscaping strip between the carriageway and cycleway. New crossings have also been included in this option for pedestrians and cyclists. Parts of this option require us to obtain access to some land from third parties to enable construction and would be subject to land negotiations.

Provide better cycling and walking links

Enhance the streetscape with improved and additional landscaping

Reduce air pollution and improve public health

Improve overall connectivity and accessibility within Greater Cambridge to support economic growth

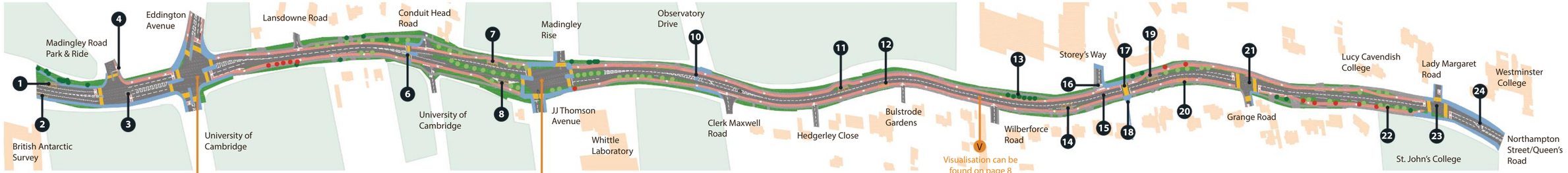
# MADINGLEY ROAD OPTION 1

Map is indicative only and is subject to change

More information on some of these elements can be found on page 8.
Larger versions of this map including visualisations in this leaflet are available online at www.greatercambridge.org.uk/MadingleyRdConsultation2020

**KEY**

Road
Footpath
Cycleway
Shared use path
Toucan crossing
Verge
Existing tree
Proposed tree
Tree to be removed
Visualisation viewpoint




## EDDINGTON AVENUE JUNCTION

## JJ THOMSON AVENUE JUNCTION

## ITEM KEY

1. Bus stop near Madingley Road Park & Ride - location retained (inbound)
2. Bus stop near Madingley Road Park & Ride - location retained (outbound)
3. New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride
4. New cycleway exit from Madingley Road Park & Ride
5. Madingley Road / Eddington Avenue junction redesign
6. New Toucan crossing for pedestrians and cyclists near Conduit Head Road
7. Floating bus stop near Madingley Rise - relocated approx. 20m east (inbound)
8. Floating bus stop near JJ Thomson Avenue - relocated approx. 55m east (outbound)
9. Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign
10. Informal crossing point near Clerk Maxwell Road improved
11. Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)
12. Bus stop near Bulstrode Gardens - relocated approx. 45m east (outbound)
13. Trees and ditch adjacent to Churchill College retained
14. Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)
15. Right turn lane and island removed at Madingley Road / Storey's Way junction
16. New raised Copenhagen style crossing
17. Toucan crossing for pedestrians and cyclists near Storey's Way retained
18. Area between crossing and footpath near Storey's Way widened and decluttered
19. Floating bus stop near Storey's Way - location retained (inbound)
20. Bus stop near Storey's Way - relocated approx. 45m east (outbound)
21. Madingley Road / Grange Road junction redesign
22. Lay-by near Lady Margaret Road removed
23. Madingley Road / Lady Margaret Road junction redesign and a new Toucan crossing added
24. Pedestrian crossing near Lady Margaret Road removed

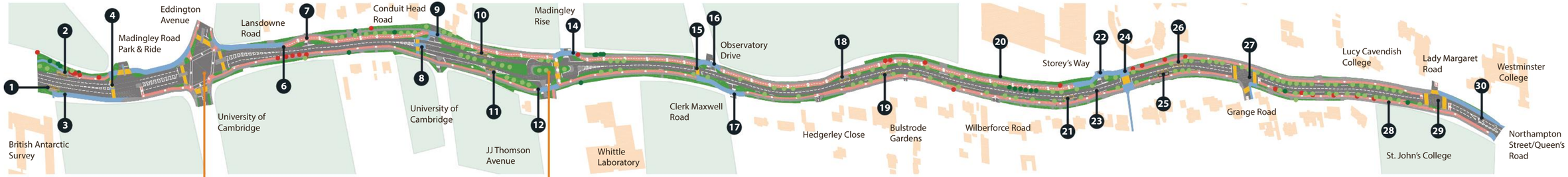
# MADINGLEY ROAD OPTION 2

Map is indicative only and is subject to change

More information on some of these elements can be found on page 9.
Larger versions of this map including visualisations in this leaflet are available online at
www.greatercambridge.org.uk/MadingleyRdConsultation2020

**KEY**

Road
Footpath
Cycleway
Shared use path
Toucan crossing
Verge
Existing tree
Proposed tree
Tree to be removed




## EDDINGTON AVENUE JUNCTION


## JJ THOMSON AVENUE JUNCTION


## ITEM KEY

1. Bus stop near Madingley Road Park & Ride - location retained (outbound)
2. Bus stop near Madingley Road Park & Ride - location retained (inbound)
3. Shared use path widened near British Antarctic Survey
4. New Toucan crossing for pedestrians and cyclists near Madingley Road Park & Ride
5. Madingley Road / Eddington Avenue junction redesign
6. New two-way cycleway between Lansdowne Road and Storey's Way (some shared use connections)
7. Raised priority crossing for pedestrians and cyclists across Lansdowne Road
8. New Toucan crossing for pedestrians and cyclists near Conduit Head Road
9. Raised priority crossing for pedestrians and cyclists across Conduit Head Road
10. Floating bus stop near Conduit Head Road – location retained (inbound)
11. Floating bus stop near Conduit Head Road - relocated approx. 35m east (outbound)
12. Raised priority crossing for pedestrians and cyclists across JJ Thomson Avenue
13. Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign
14. Raised priority crossing for pedestrians and cyclists across Madingley Rise
15. New Toucan crossing for pedestrians and cyclists near Clerk Maxwell Road
16. Raised priority crossing for pedestrians and cyclists across Observatory Drive
17. Raised priority crossing for pedestrians and cyclists across Clerk Maxwell Road
18. Floating bus stop near Hedgerley Close - relocated approx. 55m west (inbound)
19. Bus stop near Bulstrode Gardens - relocated approx. 50m east (outbound)
20. Ditch adjacent to Churchill College relocated
21. Floating bus stop near Wilberforce Road - relocated approx. 45m east (outbound)
22. Raised priority crossing for pedestrians and cyclists across Storey's Way
23. Right turn lane and island removed at Madingley Road / Storey's Way junction
24. Toucan crossing for pedestrians and cyclists and waiting areas widened and decluttered
25. Floating bus stop near Storey's Way - relocated approx. 15m east (outbound)
26. Floating bus stop near Storey's Way - relocated approx. 35m east (inbound)
27. Madingley Road / Grange Road junction redesign
28. Lay-by near Lady Margaret Road removed
29. Madingley Road / Lady Margaret Road junction redesign
30. Pedestrian crossing near Lady Margaret Road removed

# TECHNICAL DETAILS OPTION 1

**3 & 6 New Toucan signalised crossing for pedestrians and cyclists**
- Proposal for new push-button request crossings, which allow pedestrians to cross and cyclists to ride across, at various locations.

**5 Madingley Road / Eddington junction redesign**
- The general existing layout of the junction is to be retained.
- Widened shared use areas to reduce user conflict between cars, pedestrians and cyclists.

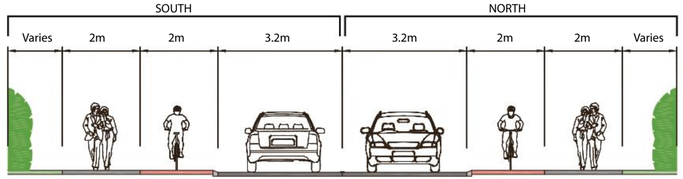
**9 Madingley Road / JJ Thomson Avenue / Madingley Rise**
- A proposal to signalise this junction to improve crossings for pedestrians and cyclists.
- Central reserve areas to be landscaped.

**18 Widened area between crossing and footpath near Storey's Way**
- A proposal to rearrange lighting and pedestrian guardrail to remove obstacles and widen the waiting area for the existing crossing. This will reduce conflict with people waiting to cross and those passing the crossing.

**21 Madingley Road / Grange Road junction redesign**
- A proposal to remove the central island at this crossing and add an additional pedestrian crossing point to the existing layout.

**23 Madingley Road / Lady Margaret Road junction redesign**
- A proposal to add signal controlled pedestrian and cyclist crossing facilities at this junction.
- Central islands to be removed to allow pedestrians and cyclists to cross in a single movement.


VISUALISATION NEAR CHURCHILL COLLEGE




Cross section of proposed Option 1 – note this is indicative only and is subject to change





# TECHNICAL DETAILS OPTION 2

**4 & 8 & 15 New Toucan crossing for pedestrians and cyclists**
- As Option 1 No. 3 & 6.

**5 Madingley Road / Eddington junction redesign**
- Islands will be realigned to allow pedestrians and cyclists to cross in a single movement.
- Widened shared use areas to reduce conflict between pedestrians and cyclists.
- Segregated cycle crossings will reduce conflict with crossing pedestrians.

**6 New two-way cycleway between Lansdowne Road and Storey's Way (some shared use path connections)**
- A proposal for a two-way cycleway for the majority of the route between Madingley Road / Eddington junction to Storey's Way.
- Offers an opportunity to avoid crossing at Eddington junction, by using other crossings along Madingley Road.

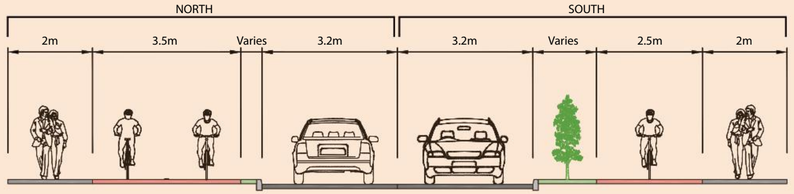
**7, 9, 12, 14, 16, 17 & 22 Raised priority crossing for pedestrians and cyclists across side roads**
- Proposals to give pedestrians and cyclists priority over traffic at side roads.

**13 Madingley Road / JJ Thomson Avenue / Madingley Rise junction redesign**
- A proposal to create an oval roundabout to simplify traffic movements and pedestrian/cyclist crossings at entries/exits of the junction.
- Segregation of cyclists and pedestrians over a new crossing of Madingley Road in this location.

**24 Improved Toucan crossing by Storey's Way for pedestrians and cyclists, and waiting areas widened**
- Rearranged lighting and pedestrian guardrail to remove obstacles and widened waiting area to reduce conflict with people waiting to cross and those passing the crossing.

**27 Madingley Road / Grange Road junction redesign**
- As Option 1 No. 21.

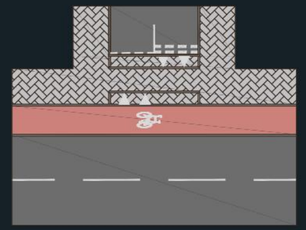
**29 Madingley Road / Lady Margaret Road junction redesign**
- As Option 1 No. 23.




Cross section of proposed Option 2 – note this is indicative only and is subject to change

## What is a Copenhagen crossing?

A Copenhagen style crossing provides a continuation of the footway and / or cycleway across a minor side road junction. Through the design it will be made obvious to vehicles approaching the junction that they must give way to pedestrians and cyclists. This is achieved by including ramps, markings, colouration of surfaces and by ensuring that the corners are relatively tight.



## What is a floating bus stop?

A floating bus stop is an arrangement that involves a cycleway running behind a passenger boarding area at a bus stop between an island and the footway. The advantage of a floating bus stop is that people cycling do not have to negotiate out and around stopped buses. This reduces conflict between bus and cycle traffic.

Floating bus stops are proposed at:

OPTION 1

7 8 11 14 19

OPTION 2

10 11 18 19 21 25 26

## LINKS TO OTHER PROJECTS:

### CAMBOURNE TO CAMBRIDGE

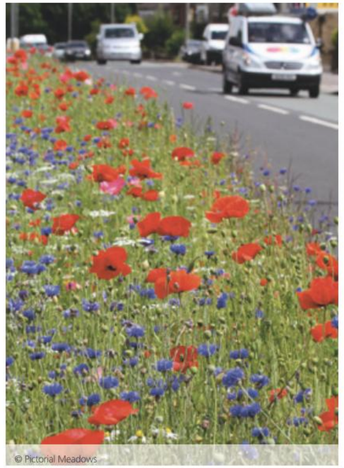
The Cambourne to Cambridge Better Public Transport project aims to improve the reliability of public transport between Cambourne and Cambridge, helping to ease congestion and encourage people to use sustainable transport rather than the private car, connect communities and support growth. Find out more at http://greatercambridge.org.uk/cambournetocambridge

### COMBERTON GREENWAY

The Greater Cambridge Greenways project aims to create a walking, cycling and equestrian travel network made up of 12 routes, including from Comberton, that will link surrounding towns and villages to Cambridge. Find out more at http://greatercambridge.org.uk/greenways

## LANDSCAPING PALETTE PARK & RIDE TO EDDINGTON AVENUE

A630, Rotherham © Pictorial Meadows



© Pictorial Meadows

Motorway near Rotherham, UK © Pictorial Meadows

Wild flowers Cardiff road, Newport © Tim Dowd

Alongside the Newport to Cardiff road© Euroflor flower meadows

The landscaping for this scheme has been carefully considered to maintain and enhance green areas along Madingley Road. The above palette shows the landscaping proposals for the area between Madingley Road Park & Ride and Eddington Avenue, which reflects the rural outer fringe character of this end of the road.

**For the full landscaping palette for Madingley Road and details please visit**
www.greatercambridge.org.uk/MadingleyRdConsultation2020

## YOUR VIEWS AND NEXT STEPS

| LOCATION | DATE | TIME | ADDRESS |
|---|---|---|---|
| Selwyn College (drop-in) | Tuesday 28 January | 6:30pm-8:30pm | Selwyn College, Grange Road Cambridge CB3 9DQ |
| Sainsbury's Eddington Avenue (pop-up) | Thursday 30 January | 11:30am-1:30pm | Sainsbury's Eddington Avenue 27 Eddington Avenue, Cambridge CB3 1SE |
| Churchill College (drop-in) | Tuesday 4 February | 6:30pm-8:30pm | Churchill College, Storey's Way Cambridge CB3 0DS |

## HAVE YOUR SAY

Fill out the online survey at:
www.greatercambridge.org.uk/MadingleyRdConsultation2020

Greater Cambridge Partnership, SH1317, Shire Hall, Cambridge CB3 0AP

consultations@greatercambridge.org.uk

Facebook.com/GreaterCam

@GreaterCambs #MadingleyRoad

**The consultation closes at midday on Monday 2 March 2020**

**If you would prefer to complete a paper version of the questionnaire or would like it in large print, Braille, audio tape or in another language, please call 01223 699906.**

**COMPLETION**
16 to 24 months from start of works, depending on option chosen

**AUTUMN 2020 TO AUTUMN 2021**
Subject to Executive Board approval, full design of scheme

**EARLY 2020**
Public consultation of two options followed by evaluation and preferred option

**JANUARY 2019**
Start of project and early engagement to develop options

Please note timescales are indicative and dependent on approvals

Visit www.greatercambridge.org.uk/MadingleyRdConsultation2020 for more information

# Madingley Road Cycling and Walking Project

## Public Consultation Findings - Designer's Response

May 2020

SKANSKA

# Madingley Road Cycling and Walking Project
# Public Consultation Finding - Designer's Response

## Cambridgeshire County Council

May 2020

This document has 11 pages.

This document and its contents have been prepared and are intended solely for Cambridgeshire County Council information and use in relation to the public consultation findings.

## Document history

| **Job number:** 5100951 | | | | | |
|---|---|---|---|---|---|
| **Revision** | **Purpose description** | **Originated** | **Reviewed** | **Authorised** | **Date** |
| P01 | First Issue | JC | ARPT | ARPT | 19/05/2020 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

## Change log

| **Rev** | **Section** | **Description** |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

## Hold List

| **Rev** | **Section** | **Description** |
|---|---|---|
| | | |
| | | |
| | | |
| | | |
| | | |

## Client sign off

| | |
|---|---|
| **Client** | Cambridgeshire County Council |
| **Project** | Madingley Road Cycling and Walking Project |
| **Document title** | Public Consultation Findings - Designer's Response |
| **Job no.** | 5100951 |
| **Copy no.** | |
| **Document reference** | 5020112-SKA-HGN-ZZ-RP-CH-001 |

## Contents

## 1.0 Introduction

Madingley Road Cycling and Walking Project public consultation was undertaken from January to March 2020 for two proposed options to improve pedestrian and cycleway facilities. The results of the public consultation were positive with 89% of respondents supporting the proposals, and large support for the design elements presented in the public consultation documents.

Option 1 had 24 proposed elements and Option 2 had 30, which the public were invited to comment on. However, there were some minor opposition points to a small number of the design elements which meant, although they were supported by the majority, the support was not as high as other elements.

This document looks to address the minor opposition points and comments from the public consultation survey results for both options of the Madingley Road Cycling and Walking Project. Reasons for the design proposals and any considerations will be noted for each point and comment.

## 2.0 Background

Initially, three stakeholder workshops took place to discuss and evaluate various junction and cycleway/footway link designs for Madingley Road. This process influenced the design of the two options that were taken forward to the public consultation.

The two options presented for public consultation were:

Option 1:
- Full segregation where space allows
- In constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'Cambridge kerb'/low angled kerb segregation
- Due to visibility constraints, the concept at most crossings is to have the cycleway adjacent to the carriageway.
- Option follows the existing alignment of the road closely
- Mostly 'floating' bus stops

Option 2:
- Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation'
- It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclists and pedestrian priority.
- It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists.
- The option proposes to realign the road to balance the cross section in most areas
- All 'floating' bus stops

In addition, both options featured the following:
- 3.2m wide carriageway
- 2m minimum width cycleways increasing to 2.5m where space allows
- 2m minimum footways
- Sections of shared/dual use to allow easier usage of junctions and crossings
- Improved crossing facilities
- Improved junction layouts

The results of the public consultation survey are shown in Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings.

## 3.0 Option 1 Consultation Findings Key Points Response

The following points have been selected for response as these are elements that had the most opposition to, from the public consultation survey (Refer to Figure 8 in Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings).

**Madingley Road / Eddington Avenue Junction (Element 5)**

The Madingley Road / Eddington Avenue Junction had 19% of respondents oppose it. This was due to concerns about cyclist safety and negative impact on traffic flow.

As part of future design stages, it is intended to model any proposed junction to fully understand the impact on current traffic flow. While cyclist safety has been considered as part of the design of the option, this will also be considered in more detail for any improvements as the design progresses, with safety audits being undertaken as part of the process.

**Pedestrian crossing near Lady Margaret's Road (Element 24)**

The pedestrian crossing removal near Lady Margaret's Road had 22% of respondents oppose it.

This crossing was removed as part of the proposal to incorporate improved crossing facilities at the nearby Madingley Road / Lady Margaret's Road Junction (Element 23), which gained 75% support and only 8% opposition.

**Right turn Lane Removed at Madingley Road / Storey's Way Junction (Element 15)**

The removal of the right turn lane at Madingley Road / Storey's Way Junction had 26% of respondents oppose it. This was due to concerns that cars waiting to turn right into Storey's Way could cause congestion on Madingley Road, and that cyclists turning right would be exposed to traffic.

The right turn lane was removed to narrow the carriageway in this area in order to widen and improve the footway and cycleway facilities in this location, which is known to be a conflict point for pedestrians and cyclists. Proposed cycle facilities allow cyclists to use the Toucan crossing to cross the road to access Storey's Way.

As part of future design stages, it is intended to model any proposed junction to fully understand the impact on current traffic flow.

**Lay-by Near Lady Margaret Road Removed (Element 22)**

The lay-by near Lady Margaret Road removal had 16% of respondents opposed to it. There was some concern due to the loss of a local business as this lay-by is used by a mobile food van, and due to the loss of a safe rest stop.

This lay-by was removed due to space constraints in this location, as there is limited width to provide the footway, cycleway and lay-by in a safe arrangement.

There was also strong support of stakeholders for the removal of the lay-by following early communication and received 52% support in the public consultation survey.

## 4.0 Option 2 Consultation Findings Key Points Response

The following points have been selected for response as these are elements that had the most opposition to, from the public consultation survey (Refer to Figure 15 in Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings).

**New Two-way Cycleway between Lansdowne Road and Storey's Way (Element 6)**

The new two-way cycleway between Lansdowne Road and Storey's Way had 20% of respondents opposed to it.

The two-way cycleway was proposed as a result of the stakeholder workshops to provide improved facilities along the most used cycle route as shown by pedestrian and cyclist count data.

The two-way cycleway is subject to land availability which will need formal negotiation with colleges to deliver the full length as shown in Option 2.

**Pedestrian crossing near Lady Margaret's Road Removed (Element 30)**

The removal of pedestrian crossing near Lady Margaret's Road had 23% opposed to it.

This crossing was removed as part of the proposal to incorporate improved crossing facilities at the nearby Madingley Road / Lady Margaret's Road Junction (Element 29), which gained 73% support and only 9% opposition.

**Right turn Lane Removed at Madingley Road / Storey's Way Junction (Element 23)**

The removal of the right turn lane at Madingley Road / Storey's Way Junction had 29% of people opposed it.

The reasoning for this element and possible design actions are as noted for Right turn Lane Removed at Madingley Road / Storey's Way Junction is to narrow the carriageway as per Option 1 response above.

**Ditch Adjacent to Churchill College Relocated (Element 20)**

The relocation of the ditch adjacent to Churchill College had 27% of respondents opposed to it.

The proposed relocation of the ditch was to allow more width available for the two-way cycle facility, which was added as a result of the stakeholder workshops. The proposed two-way cycleway in this location and associated ditch relocation is subject to formal negotiation with colleges. Any works to the ditch will follow the appropriate environmental process.

## 5.0 Consultation Findings Key Comments Response

Questions 7-9 of the public consultation survey asked for comments on the project, particular elements or options. The major themes as selected in the Madingley Road Cycling and Walking Project: Summary Report of Consultation Findings are shown below with designer responses.

**Connections to Madingley Road Route**

Some survey respondents felt that the project could have included the M11 junction to the west of the project extents, and the Northampton Street/Queen's Road Roundabout to the East. The scope for this project was set by Cambridge County Council for improvement to the pedestrian and cycle facilities on Madingley Road from the British Antarctic Survey Building to, but not including, the Northampton Street/Queen's Road Roundabout. Connectivity into these areas was designed within both options.

**Environment**

Some respondents were concerned about the proposed relocation of the ditch adjacent to Churchill College on Option 2 due to potential biodiversity issue and loss of mature trees. While generally supportive of the landscaping on the proposals, some respondents raised concerns about visibility at junctions.

As mentioned in the Option 2 Consultation Key Findings Response Element 22 paragraph regarding the relocation of the ditch, all appropriate environmental surveys and measures will be taken to protect the biodiversity of the area. Some mature trees may be lost to the proposed options, however there are landscaping proposals to replace and increase the number of trees along Madingley Road. During future design, measures will be considered to manage, relocate/revitalise, and improve existing habitats that may be affected by the proposals.

Visibility at junctions will be carefully considered during future design stages to ensure that sightlines are not obstructed due to any proposed planting and improved where possible.

**Cycle Infrastructure**

Some respondent suggested cycle infrastructure improvements by adopting Nordic or Dutch style designs.

The design proposals feature a Copenhagen crossing, the Option 2 Eddington Avenue junction cycleway crossing facilities is adapted from Dutch-style designs.

Other Dutch style designs were proposed for some of the junctions along Madingley Road at the stakeholder workshops. However, due to space constraints of the locations, and some confusion about how the layouts would be navigated, more traditional junctions with pedestrian/cyclist facility improvements were included on the public consultation options.

These will be investigated in more detail during the design phase, and if appropriate they could be modified to implement a Dutch style approach.

**Removal of lay-by and local business**

Some respondents were opposed to the proposals to remove the lay-by on Madingley Road due to the local mobile food van business which operates there. However, the public consultation response was in favour of the removal of the lay-by, and due to space constraints, retention of the lay-by would mean that there would be a reduction in the quality of the walking and cycling facilities to provide a shared use area in due to waiting customers. At busy times there could also be conflict between cyclists and pedestrians in this location.

**Copenhagen Crossings**

While there generally was support for the Copenhagen style crossings, some respondents were keen for other measures to ensure safety at the junction. This included setting the junction back to allow a car to wait off the crossing and signage to clarify priority.

There are many examples of these types of crossings being used within UK, lessons learnt, best practice, signage and crossing location will be further considered in future design stages, when each element will be looked at in more detail for any improvements.

**Shared Use Paths**

Some respondents commented that there should be more segregation of cyclists and pedestrians particularly around junctions.

Due to space constraints around junctions, segregation is not possible in all areas due to the need to allow connectivity to roads/access that are not part of the scope of the project. Further consideration for any improvements will be given to these arrangements during future design stages.

## 6.0 Designer's Recommendation

The public consultation survey findings show that 89% of respondents supported cycling and walking developments on Madingley Road. Both Option 1 and Option 2 had a majority of support for the individual elements identified in the survey and shows that both options were seen as feasible solutions to improvements pedestrian and cyclist facilities improvements on Madingley Road.

Question 5 asked for preference on an option, the results were 37% for Option 1, 47% for Option 2, and 15% with no preference.

Due to the slight preference noted above and the better quality of pedestrian and cyclist facility, the designer's recommendation is for Option 2. There is a cost and programme implication with Option 2 due to the proposed land acquisition and alignment, however this option offers more future proofing due to the extra capacity for pedestrians and cyclist, which could be required if demand increases as the route becomes more attractive for this type of transport.

**Possible Integration of Option 1 Supported Elements**

Option 1 included some design elements which the public consultation survey results would point to being more favourable than Option 2 design elements in the same location. These were:

- Toucan Crossing improvements by Storey's Way

The Option 1 design features a cycleway which continues through the crossing. There is also a shared use path which enables cyclists to use the crossing. This Option was supported by 83% of the respondents. The Option 2 design offered only a shared use route through the crossing and therefore less segregation, this gained 77% support. Therefore Option 1 with more segregation is more favourable.

- Crossing by Clerk Maxwell Road

Option 1 featured an informal crossing by Clerk Maxwell Road, this used the existing traffic island, but proposed improvements to kerbing. This option gained 68% support of the respondents. Option 2 featured a controlled crossing in this location and gained 64% support. Due to the support and potential for impact on traffic (subject to traffic modelling), Option 1 is more favourable.

The opportunity to integrate the above Option 1 elements into Option 2 will be evaluated in future design stages. There are also risks associated with traffic modelling and land acquisition which are covered in the Risks section below, this may mean that other Option 1 design features may be adopted into Option 2 to optimise the final design.

**Risks**

Due to the requirement for land acquisition and traffic modelling, there is a risk that some of the designed elements may not be able to be delivered as shown for public consultation.

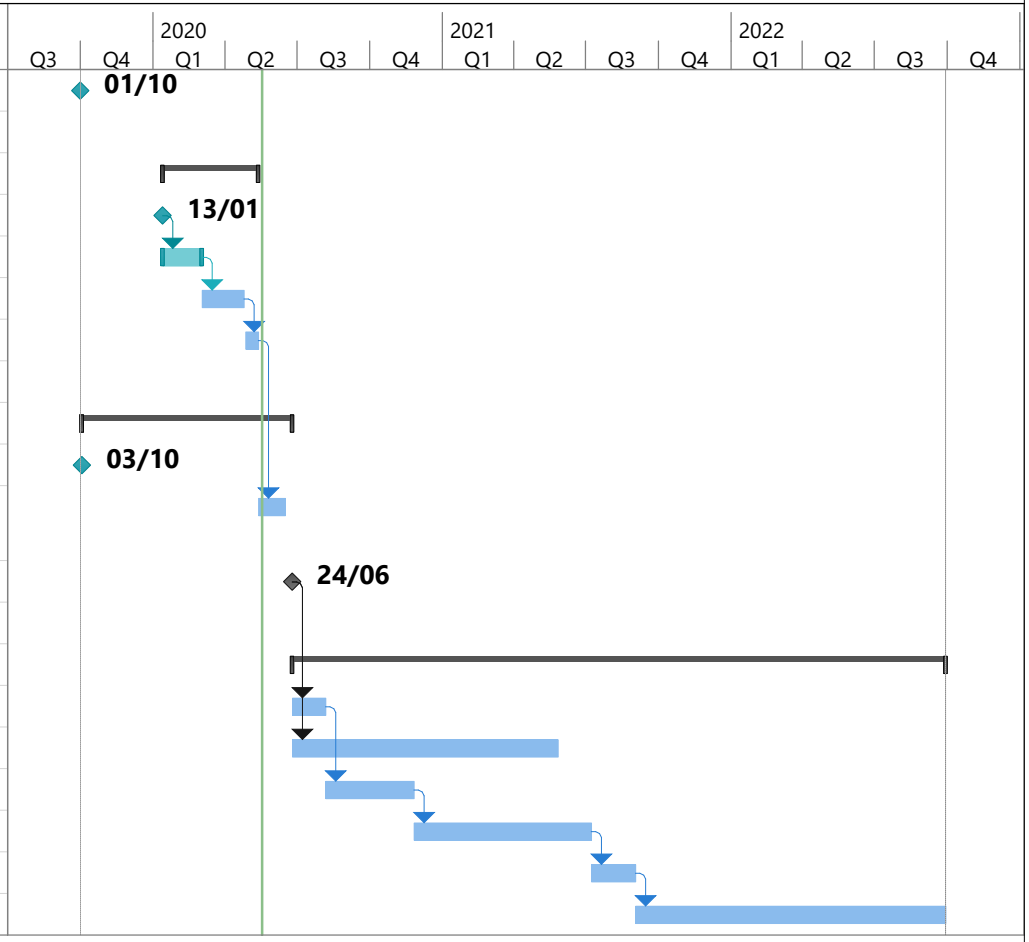
In this event, it may be necessary to adopt elements of Option 1 into the Option 2 design. This would look to keep as many of the benefits of Option 2 and add some of the benefits of Option 1 into a hybrid option.

There is a risk that traffic modelling may show that some design elements may be unsuitable due to congestion issues. In this scenario the junctions may need to be changed to Option 1 design or be redesigned to suit the Option 2 layout with reduced impact on traffic.

**Skanska UK**
www.skanska.co.uk
Maple Cross House
Denham Way
Maple Cross
Rickmansworth
Hertfordshire
WD3 9SW
Tel: 01923 776666

Madingley Road Cycling and Walking project V2

| ID | Task Name | Duration | Start | Finish |
|---|---|---|---|---|
| 1 | **Madingley Road V2** | 0 days | Tue 01/10/19 | Tue 01/10/19 |
| 2 | | | | |
| 3 | **Consultation** | **87 days** | **Mon 13/01/20** | **Tue 12/05/20** |
| 4 | Start Consultation | 0 days | Mon 13/01/20 | Mon 13/01/20 |
| 5 | Consultation period | 1.8 mons | Mon 13/01/20 | Mon 02/03/20 |
| 6 | Evaluation of data | 39 days | Tue 03/03/20 | Fri 24/04/20 |
| 7 | Consultation Report | 12 days | Mon 27/04/20 | Tue 12/05/20 |
| 8 | | | | |
| 9 | **Governance** | **190 days** | **Thu 03/10/19** | **Wed 24/06/20** |
| 10 | Exec Approval to consult | 0 days | Thu 03/10/19 | Thu 03/10/19 |
| 11 | Prep for Executive board for options | 24 days | Wed 13/05/20 | Mon 15/06/20 |
| 12 | Exec Board Option Approval | 0 days | Fri 01/05/20 | Wed 24/06/20 |
| 13 | | | | |
| 14 | **Future expected timeline** | **590 days** | **Thu 25/06/20** | **Wed 28/09/22** |
| 15 | Brief and ECI | 1.5 mons | Thu 25/06/20 | Wed 05/08/20 |
| 16 | Land Negotiations | 12 mons | Thu 25/06/20 | Wed 26/05/21 |
| 17 | Pre-design Work | 4 mons | Thu 06/08/20 | Wed 25/11/20 |
| 18 | Full design | 8 mons | Thu 26/11/20 | Wed 07/07/21 |
| 19 | Procurement | 2 mons | Thu 08/07/21 | Wed 01/09/21 |
| 20 | Construction (estimate) | 14 mons | Thu 02/09/21 | Wed 28/09/22 |



GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report to:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Peter Blake –Transport Director, Greater Cambridge Partnership

# FOXTON TRAVEL HUB

## 1. Purpose

1.1. The A10 corridor from Royston and Foxton is a key radial routes in to Cambridge. It suffers considerably from congestion particularly during peak times. The corridor has been identified by the Greater Cambridge Partnership's (GCP's) Executive Board, as a priority project for developing public transport, walking and cycling improvements.

1.2. Reducing journey time delays and promoting local rail services supports the GCP's vision of creating better, greener transport networks, connecting people to homes, jobs and study, and supporting economic growth.

1.3. The Foxton Travel Hub will support future economic growth by improving connectivity and accessibility to key growth sites and existing areas of economic activity within Greater Cambridge. This new opportunity for transport interchange will offer users a potentially quicker and more reliable public transport alternative to the high levels of highway congestion and journey time delay experienced on the A10.

1.4. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work and whilst public transport may take a while to build back up to full capacity, this project can be delivered in time to support train journeys when it is again save to use public transport.

1.5. The purpose of this report is to update the Board on the progress made on the Foxton Travel Hub project. Specifically, the report proposes that the project be progressed to the next stage of the project programme. This stage would involve preparing the Full Business Case (FBC) and producing the work needed to progress the scheme through the Statutory Approvals process.

## 2. Recommendations

2.1. The Executive Board is recommended to:

(a) Note the findings of the public consultation.

(b) Endorse recommendation of preferred site and associated infrastructure.

(c) Endorse recommendation to develop green infrastructure which may include solar PV canopies above car parking spaces.

(d) Approve the preparation and submission of a planning application for the proposed site.

(e) Approve the negotiation of the land and rights required for the delivery of the scheme and the use of CPO, Side Roads Orders, parking enforcement and changes to speed limits.

(f) Approve working with Network Rail to develop a scheme to work in partnership deliver a pedestrian crossing to support to scheme.

(g) Note the commitment to ongoing dialogue with local stakeholders as part of the scheme development process.

3. **Officer Comment on Joint Assembly Feedback and Issues Raised**

3.1. Details of feedback the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.

3.2. The Joint Assembly supported the recommendation of the southern site as the preferred option. Members also supported the recommendations to work in partnership with local stakeholders and the GCP's Engagement Group to develop a package of benefits for the local community.

**4. Key Issues and Considerations**

4.1. The A10 south is currently heavily congested during the peak hours, with slow-moving traffic through Harston and Hauxton and on the approach to M11 Junction 11, and the Foxton level crossing, causing delay to private vehicles commuting onwards to Cambridge. In the AM peak, the eastbound approach to M11 Junction 11 from the A10, and the northbound approach from the M11 southbound, experience 25-50% slower travel speeds when compared to free flow conditions.

4.2. Congestion in the Royston to Cambridge section of the A10 is also caused by the down time of the rail barrier at the level crossing which, in the peak hour, can cause between 15 – 20 mins delay. Further services on the rail line stopping and passing through Foxton station are proposed by Network Rail and this will result in further delay at the level crossing.

4.3. The provision of a Travel Hub scheme along the A10 Royston to Cambridge corridor is ideally positioned to improve access to new employment sites in Cambridge from the corridor's villages and towns. The scheme enhances levels of public transport connectivity into and across the Greater Cambridge area. The proposed scheme has a high level of synergy with other proposed schemes, including the Cambridge South West Travel Hub scheme and Cambridge South station.

4.4. Cambridge City and South Cambridgeshire Local Plan and North Hertfordshire's draft Local Plan include further growth on the A10 corridor and the Travel Hub would provide enhanced connectivity to high quality public transport services for a sustainable mode of transport for onward travel to the Cambridge Southern Fringe, Cambridge Northern Fringe or Cambridge City Centre, for people who would otherwise travel by private car.

4.5. Cambridge has seen above national average growth in rail passengers over the past decade including along the Cambridge line between Royston and Cambridge. With 62% growth at Cambridge station and 47% at Foxton, demand is continuing to grow on the rail network. Foxton Station currently has no private vehicle car parking and there is observed fly parking in the village using the rail line to commute into Cambridge and London.

## 5. Options

5.1. In compliance with the three stages of the Department for Transport's (DfT) transport appraisal process, the Foxton Travel Hub scheme has progressed through a series of optioneering steps to identify and assess options that address the scheme objectives. The Outline Business Case (OBC) stage options assessment presented in this report, represents Step 3 of the options assessment process, concluding with the identification of the preferred option.

***Public Consultation***

5.2. In March 2019, the GCP Executive Board decided to progress the Foxton Travel Hub to the OBC stage and the associated public consultation. A public consultation ran between 9 September and 21 October 2019. The consultation included questions about the need for a site, the location of the site and what should be included within the scheme. Two site options are being considered:

- Northern Site: located on Barrington Road to the north of Foxton Station.
- Southern Site: located on Royston Road to the west of Foxton Station.


**Figure 1:** Site location options of Foxton Travel Hub

5.3. Foxton Travel Hub: Summary Report of Consultation Findings (Source document 2) summarises the core 221 responses to the consultation survey and the 66 additional written responses received.

5.4. 41% of respondents indicated that the 'Southern site' would be their preferred option with only 13% indicating that the 'Northern site' was their preferred option. Respondents who were located in 'Foxton and local area' were more opposed to the development of a Travel Hub at Foxton than those from outside the area.

***Outline Business Case***

5.5. The scheme has progressed through a series of optioneering steps to identify and assess options that address the scheme objectives. The OBC has been reviewed as part of the formal process and some options from the public consultation have been included within the OBC (Appendix 1). The aim of this process was to determine the preferred location for the proposed Travel Hub scheme.

5.6. The public consultation feedback was used to inform the options assessment of the short listed locations as part of the development of the OBC, in order to identify the best performing option. The feedback also recommended the assessment of alternative site configurations, including, a split site solution, a decked parking solution, and a decked split site solution.

5.7. Foxton Park and Travel Hub OBC Options Assessment Report (Mott MacDonald) summarises the conclusions from the OBC options appraisal carried out to date. The economic appraisals help to identify and support the selection of the preferred option, by determining which option is likely to offer the greatest level of Value for Money (VfM). The economic appraisals process involved calculating the discounted costs and benefits for the shortlisted options and presenting the Benefit Cost Ratios (BCRs) for each option. These are summarised in Table 1 for the different growth scenarios.

**Table 1: Initial Benefit to Cost Ratio results**

| | Northern Option | | Southern Option | |
|---|---|---|---|---|
| Impact | Foundation Case (FC) | High Growth (HG) | Foundation Case (FC) | High Growth (HG) |
| Initial BCR | 1.72 | **1.62** | 2.58 | **2.27** |

Source: Mott MacDonald

5.8. The economic appraisal of the shortlisted options shows that the Southern Option has the highest initial BCR scores in the modelled FC and HG scenarios, with 2.58 and 2.27 respectively. The BCR scores of the Southern Option fall into the 'high' VfM category (BCR between 2 and 4) in the DfT's Value for Money Framework, whereas the BCRs for the Northern Option both fall into the 'medium' VfM category (BCR between 1.5 and 2).

5.9. The financial appraisals concluded that the indicative likely range of costs would be between £8.291m to £8.931m for the preferred option. The base costs are inclusive of construction, design, project management, land, inflation costs, and risk and contingency allowances. Scheme design for the preferred option is at an early stage of progression. Significant work is required to progress the design to a point where the scheme can be constructed.

5.10. In light of the evidence summarised above and presented in this report, it is recommended that the Southern Option should be taken forward for further development and assessment at the FBC stage as the preferred option. The current, indicative, design for the preferred Southern Option, as of March 2020, is presented below.

**Figure 2: Southern Option Design as of March 2020 (indicative only)**


Source: Skanska

## 6. Next Steps

6.1. The next stage of the scheme development is to progress the preliminary designs for the preferred Southern Option as part of the statutory approvals process, with a planning application being submitted. This stage of work will also include any necessary stakeholder engagement in order to develop the scheme designs, as well as seeking to develop a package of benefits for the local community. The design work will form the basis of the full business case.

6.2. It is proposed that discussions with NR regarding the development of design options for a pedestrian bridge over the Cambridge Line railway are progressed.

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

**List of Appendices**

| | |
|---|---|
| Appendix 1 | Foxton Travel Hub OBC:<br><br>https://www.greatercambridge.org.uk/asset-library/GCP-Foxton-Travel-Hub-Outline-Business-Case-Updated.pdf |
| Appendix 2 | Foxton Travel Hub: Summary Report of Consultation Findings:<br><br>https://greatercambs.filecamp.com/s/FeEcKMpRY9s0oFEP/d |

GREATER CAMBRIDGE PARTNERSHIP

Growing and sharing prosperity

Delivering our City Deal

**Report To:** Greater Cambridge Partnership Executive Board 25th June 2020

**Lead Officer:** Peter Blake – Transport Director, Greater Cambridge Partnership

# GREENWAYS – MELBOURN, COMBERTON AND ST IVES

## 1. Purpose

1.1. The creation of a network of Greenways is part of a strategy to encourage commuting by sustainable transport modes into Cambridge city from South Cambridgeshire villages, in a bid to reduce traffic congestion and to contribute towards improved air quality and better public health. The project also provides opportunities for countryside access and leisure.

1.2. This programme takes on even greater importance in light of Covid-19 and the likely increase in commuters wanting to access active travel solutions for their daily journey to work.

1.3. Greenways have the potential to significantly ease access to a range of sites, including planned housing and employment growth at Babraham Research Campus, Cambridge Biomedical Campus, Cambridge Northern Fringe, Cambridge Southern Fringe, Cambridge Science Park, Granta Park, Wellcome Trust Genome Campus and West Cambridge (collectively around 10,500 new homes and 19,000 new jobs between 2011 and 2031).

1.4. £500,000 was previously approved to develop the Greenway routes through early engagement and public consultation to determine the route, extent, form and associated links for each of the 12 Greenway routes. This work has now been completed.

## 2 Recommendations

2.1 The Executive Board is asked to:

a) Note the progress made in developing the Greenways, working with local communities and stakeholders to date.
b) Note the outcome of public consultations.
c) Approve the scheme proposals and an outline budget of £6.5m for the Melbourn Greenway.
d) Approve the scheme proposals and an outline budget of £9m for the Comberton scheme.
e) Approve the scheme proposals and an outline budget of £7.5m for the St Ives scheme.
f) Approve the development of detailed scheme design in preparation for construction.
g) Approve the negotiation of the land and rights required for the delivery of the scheme.
h) Note the commitment to ongoing dialogue with local stakeholders as part of the scheme development process.

## 3 Officer Comment on Joint Assembly Feedback and Issues Raised

3.1 Details of feedback the Joint Assembly are set out in the report from the Joint Assembly Chairperson. This contains details of matters discussed at the recent Joint Assembly meeting and a summary of feedback.

3.2 The Joint Assembly supported the Greenways schemes and raised a number of questions on local design issues. These points will be addressed as part of the design process of scheme development.

## 4 Key Issues and Considerations

4.1. Early community engagement was undertaken on all 12 Greenway routes, with 22 events held, between July 2017 and April 2018, the results and ideas from which informed the options then taken to public consultation.

4.2. There was a phased approach to public consultation on the routes, starting in July 2018 and completing in October 2019, with a total of 21 events taking place. There were 1,529 responses to the Melbourn consultation, the highest number of responses to any of the Greenway consultations. 94% of respondents supported the formation of the Greenways network. We received 526 responses to the Comberton consultation. 90% of respondents supported the overall formation of the Greenways network. Recommendations presented in this report are based on the preferences identified from the consultation responses as well as engagement with key stakeholders. Further stakeholder engagement and negotiation with landowners will be required to progress the detailed design of the routes.

4.3. The St Ives Greenway has been treated differently to the other Greenways due to the existence of the Busway path which already provides good continuity and an all-weather, smooth surface suitable for walking and cycling. There is scope to improve the existing route and tackle the intermittent flooding problems, but there is even greater scope for improvement to the links from surrounding villages to the Greenway. This has meant that rather than holding a full public consultation on the whole route a localised approach was taken, with engagement on each link leading to the development of proposals. This has included discussions with Parish Councils, landowners and other stakeholders.

## 5. Options and Emerging Recommendations

### Melbourn

5.1. Melbourn is located approximately 16km south of Cambridge across flat terrain and for cyclists it is currently served by shared use paths adjacent to the A10. Parts of the existing cycle route have already received investment and the percentage of residents that cycle to work is expected to have risen significantly since the 2011 census. Interventions including widening, improving surfacing and incorporating solar lighting along the path have been popular with many pedestrians and cyclists. The resulting increase in pedestrian and cycle traffic has led to calls to prioritise improvements to the 'missing links' along the route.

5.2. The Melbourn Science Park has plans to expand to the north, which will result in more jobs and associated traffic in this area. The link to Royston, a further 3.5km, would create a safe route to large employers such as Johnson Matthey as well as to schools and a major local centre.

5.3. In network terms, the Melbourn Greenway would link Royston and Cambridge. The route would encompass Melbourn Science Park and Foxton Station. The villages of Meldreth and Shepreth and their train stations would also benefit. A connection to the proposed Haslingfield Greenway route would also enable safe sustainable journeys between local

centres without the need to travel in and out of the city. The final link on the route, a new bridge over the A505 near Royston, will be the subject of further work in partnership with Hertfordshire County Council.

5.4. During the community engagement sessions, multiple route options were considered for the Greenways. Significant levels of local support were identified for improvements to the path alongside Cambridge Road, Melbourn and the A10 near Foxton and through Harston. Many elements of these improvements were subsequently delivered as a series of 'quick win' schemes installed in 2018/19. There are however still a number of improvements, missing links to nearby local centres and attractive off-road alternatives along the route. Delivery of these links was considered to be a more involved process and require significant further stakeholder engagement and consultation.

5.5. The public consultation suggested a number of options for improvements and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link:

https://www.greatercambridge.org.uk/transport/transport-projects/greenways/melbourn-greenway/

In summary, the consultation results show that 69% of the 1,529 respondents supported a new route through fields west of Harston, 71% supported a shared use path and junction changes at Foxton level crossing and 90% supported a new shared use path and bridge over the A505 to connect the route to Royston. Other elements were well supported too.

5.6. There is a notable change to the route of the Greenway as a result of the consultation process. Environmental concerns raised by landowners and other stakeholders during the consultation process mean that the proposal to connect the new path west of Harston via the former water treatment works site and over a new bridge across the river Cam have been omitted. It seems prudent to wait for future development of the water treatment works site before this option is explored further. The result of this change is that users will travel approximately 600m further via an existing bridleway near Rectory Farm and the A10.

5.7. The recommendation will be to seek approval for the final route as shown in **Appendix 1**.

5.8. The proposed £6.5m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.

5.9. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

| **MELBOURN GREENWAY** | |
|---|---|
| **SECTION** | **PROPOSED FORM OF GREENWAY** |
| The Busway and Trumpington Park & Ride to A10 Hauxton | The Cambridge South West Travel Hub (CSWTH) project will deliver a 5m shared use path including a new dedicated Non-Motorised User (NMU) bridge over the M11 which will form the Greenway route through this section. Additional connections through the Trumpington Meadows development will enable multiple route options to the Trumpington Park & Ride site. |
| A10 north of Harston | 3m wide new shared use path finished in tarmac to connect to recently constructed path through Harston. |
| Path west of Harston connecting to Church Street Harston | 3m wide new shared use path with a 3m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. |

| | |
|---|---|
| Foxton level crossing | Speed limit reduction, a new continuous 2m shared use path through the level crossing and an improved crossing of the A10 with junction realignment on Station Road.<br>Plans to connect with the proposed Foxton Travel Hub will be coordinated through the detailed design stage. |
| Foxton village | Reduce speed limit, junction improvements and localised improvements to surfacing of road and paths. |
| Through Melbourn village centre | Reduce speed limit, junction improvements and localised improvements to surfacing of road and paths.<br>Improved link to Meldreth Station. |
| Royston Road and A10 | 3m wide new shared use path finished in tarmac on south side of Royston Road and A10. Explore with Hertfordshire County Council a new NMU bridge over the A505. Landscaping including mounds on one side of path to minimise visual impact to include pollinator promoting planting. |

**Comberton**

5.10. Comberton is located approximately 9km west of Cambridge across relatively flat terrain. For cyclists it is currently served by a shared use path via Barton which is relatively narrow in places but is well-used. The 2011 census showed just under 10% of the village's 2,500 residents chose to cycle to work. Some housing growth is taking place in the village and Comberton has a large and very well regarded village college. In 2018/19 a Greenways 'quick win' scheme provided some improvements to the Comberton to Barton link which have proved popular. However, there is still scope for further improvements which did not fit into the 'quick win' categorisation but would support many more journeys to be made by bike rather than private car.

5.11. Comberton Greenway would provide a further improved link to Barton as well as important connections to the villages of Hardwick and Coton. The onward route would continue via the Cambridge West Campus and into the city via a new link to Grange Road and Sidgewick Avenue. Finally a new link across to Barton Road would bring useful and safe connections to the proposed future Barton and Haslingfield Greenway routes.

5.12. During the community engagement sessions, we took a 'blank canvas' approach and asked the public to tell us their preferences for route alignment. We also asked people to identify where they experienced problems or barriers when walking and cycling. Whilst a large number of route options were identified, strong support emerged for routes that connected to other villages and off-road routes were considered safer than mixing with motor traffic. Additionally improved surfacing, signage and lighting were identified as measures that would dramatically improve conditions for both walking and cycling.

5.13. The public consultation suggested a number of options for improvements, and still allowed for alternative routes to be suggested. The consultation leaflet can be viewed at this link:

https://www.greatercambridge.org.uk/transport/transport-projects/greenways/comberton-greenway

In summary the consultation results show that 64% of the 526 respondents supported a route parallel to Long Road in Comberton, 67% supported a route along Whitwell Way through Coton and 74% supported improvements east of the M11 bridge. Other elements were also well supported.

5.14. During the consultation process numerous concerns were raised including from landowners, residents' associations, parish councils other local stakeholders. These concerns have been taken into account in the development of the recommendations presented here and the

project team would welcome the opportunity to continue productive engagement with concerned parties through the detailed design stage of this project.

5.15. The recommendation will be to seek approval for the final route as shown in **Appendix 2**.

5.16. The proposed £9m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission and land procurement. At this stage it is felt that is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.

5.17. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit, planning and other statutory processes.

| **COMBERTON GREENWAY** | |
|---|---|
| **SECTION** | **PROPOSED FORM OF GREENWAY** |
| Silver Street to Grange Road | Footpath and carriageway improvements to be developed through detailed design in conjunction with colleges and other key stakeholders in North Newnham and along Sidgewick Avenue and Grange Road. Measures including removal of on-street parking and the reallocation of road space have been identified during the consultation process. |
| Cambridge University West Campus | This section would be coordinated with the construction of the Cambourne to Cambridge public transport project if approved. |
| Link to Barton Road | 3m wide new shared use path finished in tarmac, with 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping and drainage features to include pollinator promoting planting. |
| East of M11 bridge | 3m wide new shared use path finished in tarmac directly linking Ada Lovelace Road and M11 bridge. |
| M11 bridge to Whitwell Way Coton | Localised widening and resurfacing of the existing route. Junction improvements, prioritisation measures and improved signage and lighting, landscaping and drainage features to include pollinator promoting planting. |
| Whitwell Way to Long Road | 3m wide new shared use path finished in tarmac, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. |
| Long Road to Hardwick | 3m wide new shared use path finished in tarmac, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. Detailed design of link north into Hardwick to be developed with input from local stakeholders. |
| Long Road to Comberton | 3m wide new shared use path along field edges, finished in tarmac, with a 2.5m wide grassed area on the side away from road (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. |

| | |
|---|---|
| Barton Road, east of Long Road | 3m wide new shared use path along field edge, finished in tarmac, with a 2.5m wide grassed area on the side away from road (for horse riders, joggers and ramblers), landscaping including mounds on both sides of path to minimise visual impact to include pollinator promoting planting. |
| West Street and Barton Road | Reduce speed limit, junction improvements and localised improvements to road and paths where Local Highways Improvement (LHI) has not already taken action. |

**St Ives**

5.18. St Ives is located 22km west of Cambridge across flat terrain. In contrast to the other Greenway routes St Ives is already served by a very popular high quality, continuous, all-weather, 4m wide tarmac shared use path running parallel to the Busway track. The proposals for improvements to the Busway path centre on measures to tackle disruption caused during intermittent flooding events between Swavesey and St Ives and improvements at the Cambridge Regional College junction. The focus of all other proposals for this Greenway is on improved links to villages adjacent to the route.

5.19. Along the route of the St Ives Greenway, major new housing growth and employment sites are under construction including Northstowe with 10,000 new houses and an anticipated population of around 24,000. Additionally the route connects to the popular and well regarded Cambridge Regional College (CRC) and to Cambridge North Station and onward to the Chisholm Trail which is currently under construction.

5.20. Rather than holding a full public consultation on the whole route a localised approach was taken, with engagement on each link leading to the development of proposals. This has included discussions with parish councils, landowners and other stakeholders.

5.21. A number of 'quick win' schemes were identified and funded along the St Ives Greenway. The following links have already been delivered using GCP funding allocated to quick wins:

- Girton to Oakington link.
- Willingham improvements to Busway link.
- Rampton, Bannolds Drove link.
  Additionally a new off-road pedestrian and cycle route from Cottenham to Oakington is progressing with negotiations due to take place with landowners/occupiers.

5.22. The recommendation will be to seek approval for the links to the St Ives Greenway route and measures to tackle intermittent flooding as shown in **Appendix 3**.

5.23. The proposed £7.5m budget will be used to complete the detailed design of the scheme, statutory processes including planning permission, and land procurement. At this stage it is felt that the £7.5m is sufficient to cover the construction costs to deliver all elements of the scheme to a high standard of provision.

5.24. The table below sets out the proposed details for each section of the Greenway, though these are subject to landowner agreement, road safety audit where applicable, planning and other statutory processes.

| ST IVES GREENWAY | |
|---|---|
| **SECTION** | **PROPOSED FORM OF GREENWAY** |
| Oakington to Cottenham (continuation of scheme) | 2.5m wide new shared use path finished in tarmac. |
| Gravel Bridge Road, Over Bridge link | A 3m wide new ramp finished in tarmac between the Busway path and Gravel Road. |
| Over bridleway link | 3m wide new shared use path, with a 2.5m wide grassed area on one side (for horse riders, joggers and ramblers), landscaping to include pollinator promoting planting. |
| Fen Drayton link | Surfacing of Holywell Ferry Road with segregated 3m wide shared use path, landscaping to include pollinator promoting planting. |
| Swavesey to St Ives areas susceptible to flood events | Reprofiled embankment to provide 2m wide path for safe passage of pedestrians and cyclists during flood events. |

## 6. Next Steps and Milestones

**Melbourn Greenway**

6.1. Engage statutory bodies, including Environment Agency, Historic England and Network Rail, along with stakeholders such as parish councils, Wildlife Trust and Conservators of the Cam in readiness for statutory processes.

6.2. Appoint land agents to progress and complete land negotiations.

6.3. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.

6.4 An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

**Comberton Greenway**

6.5. Engage statutory bodies, including Environment Agency, Historic England and Highways England, along with stakeholders such as parish councils, Cambridge Past Present and Future (CPPF) and the Ministry of Defence (MOD) in readiness for statutory processes.

6.6. Appoint land agents to progress and complete land negotiations.

6.7. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.

6.8. An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

**St Ives Greenway**

6.9. Engage statutory bodies, including Environment Agency, Historic England and the Environment Agency, along with stakeholders such as parish councils and the RSPB in readiness for statutory processes.

6.10. Appoint consultants to undertake detailed design and prepare packages for planning applications where required.

6.11. An indicative delivery timetable is outlined in Appendix 4. Officers continue to review the programme to reduce the delivery timelines.

**Greenways Generally**

6.12. Further Greenways are to be brought to the Joint Assembly for discussion ahead of going to the Executive Board for approval. The agreed timetable for seeking Executive Board approval for each Greenway is thus:

October 2020 meeting – Barton, Haslingfield and Sawston
December 2020 meeting – Swaffhams, Bottisham and Horningsea

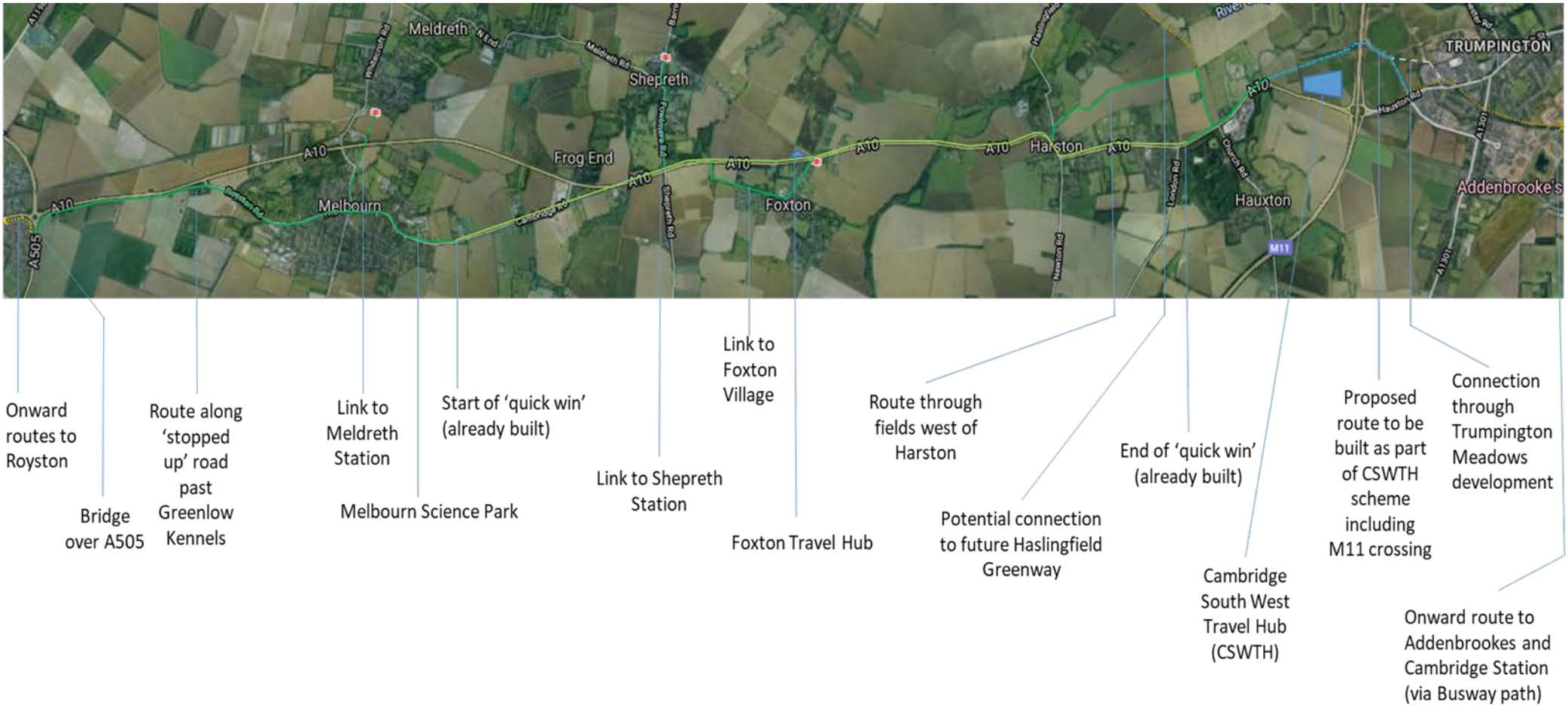
**List of Appendices**

| | |
|---|---|
| Appendix 1 | Plan showing Melbourn Greenway, including key features and quick wins already delivered. |
| Appendix 2 | Plan showing Comberton Greenway, including key features and quick wins already delivered. |
| Appendix 3 | Plan showing St Ives Greenway, including key features and quick wins already delivered. |
| Appendix 4 | Forecasted milestones and key risks |

**Background Papers**

| Paper | Link |
|---|---|
| Melbourn, Comberton and St Ives Greenway feasibility reports by Nigel Brigham and Associates, 2016 | https://www.greatercambridge.org.uk/transport/transport-projects/greenways |
| Melbourn Greenways report by 5th Studio, March 2019 | https://www.greatercambridge.org.uk/transport/transport-projects/greenways/melbourn-greenway |
| Comberton Greenways report by 5th Studio, November 2018 | https://www.greatercambridge.org.uk/transport/transport-projects/greenways/comberton-greenway |

**APPENDIX 1 – Melbourn Greenway Plan**



**APPENDIX 2 – Comberton Greenway Plan**


Route along West Street and Barton Road

Link to Hardwick

Comberton to Barton 'quick win' improvements (already built)

Route along Long Road

Whitwell Way route across fields and into Coton

'The Footpath' Coton

New link from M11 bridge to Ada Lovelace Road

Link to Barton Road

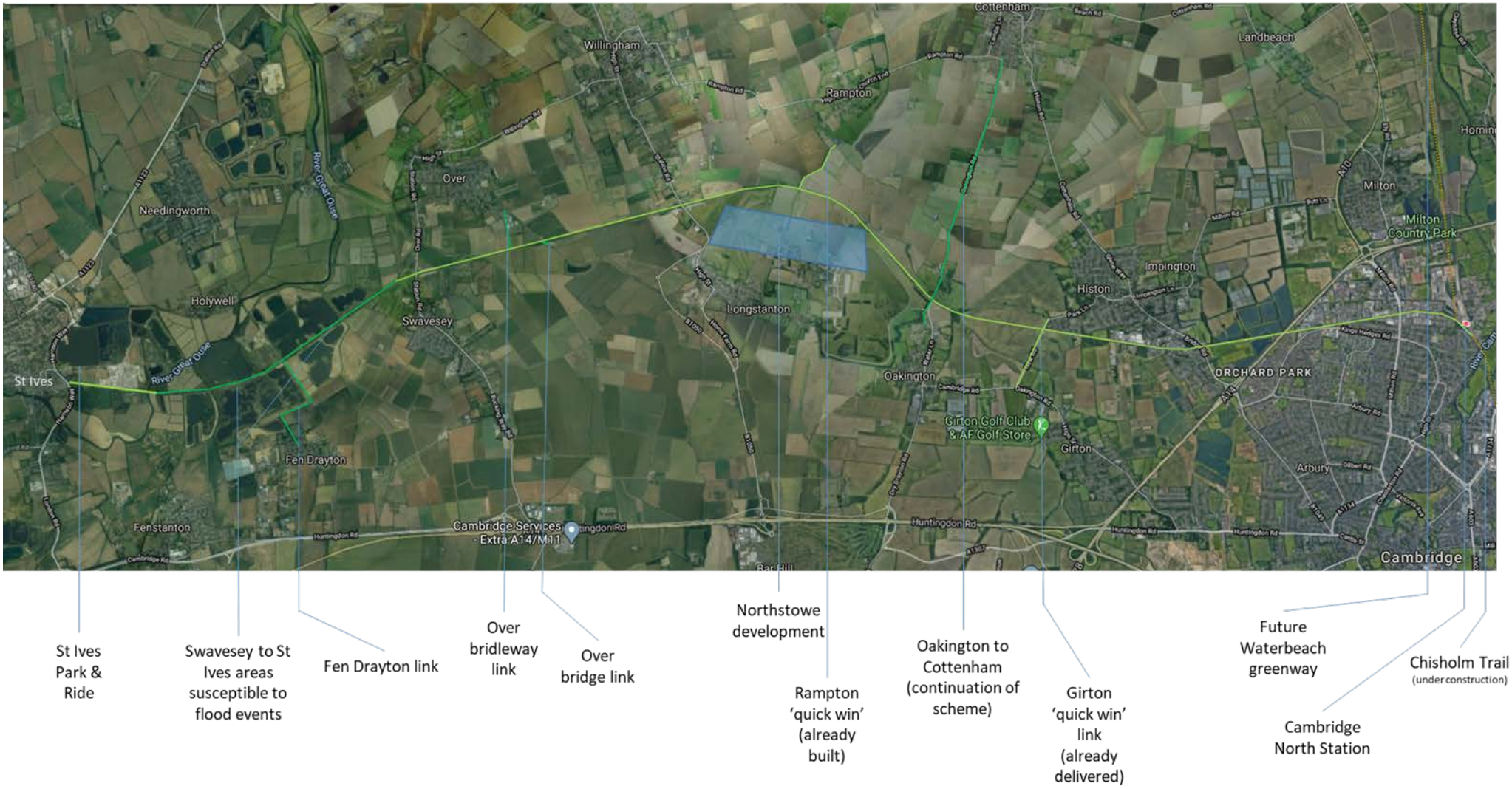
Rifle Range

Grange Road

Sidgewick Avenue

Silver Street

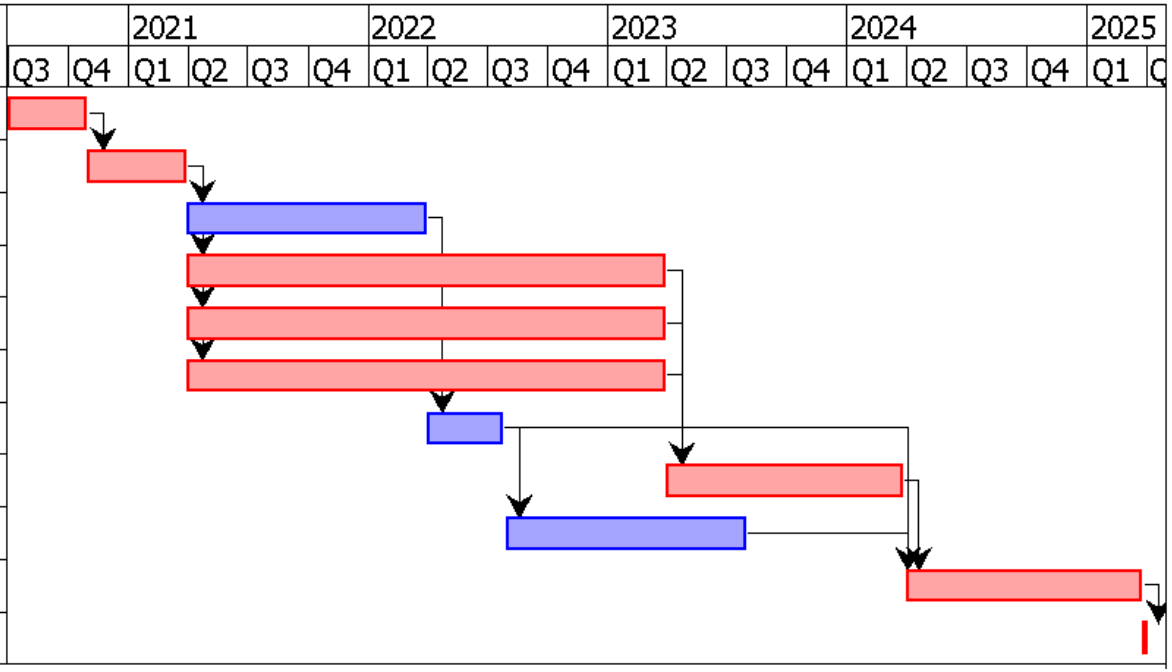
**APPENDIX 3 – St Ives Greenway Plan**



**APPENDIX 4 – Forecasted Milestones and Key Risks**

**Melbourn**

| | Name | Start | Finish |
|---|---|---|---|
| 1 | Project Set-up | 01/07/20... | 30/10/20 ... |
| 2 | Procurement of consultants | 02/11/20... | 31/03/21 ... |
| 3 | Develop detailed design | 01/04/21... | 31/03/22 ... |
| 4 | Land negotiations | 01/04/21... | 31/03/23 ... |
| 5 | Network Rail planning and . | 01/04/21... | 31/03/23 ... |
| 6 | Env. surveys/ Impact Ass... | 01/04/21... | 31/03/23 ... |
| 7 | ECI Procurement | 01/04/22... | 29/07/22 ... |
| 8 | Planning permission process | 03/04/23... | 29/03/24 ... |
| 9 | Procurement of contractor | 01/08/22... | 01/08/23 ... |
| 10 | Construction | 01/04/24... | 28/03/25 ... |
| 11 | Completion | 31/03/25... | 31/03/25 ... |

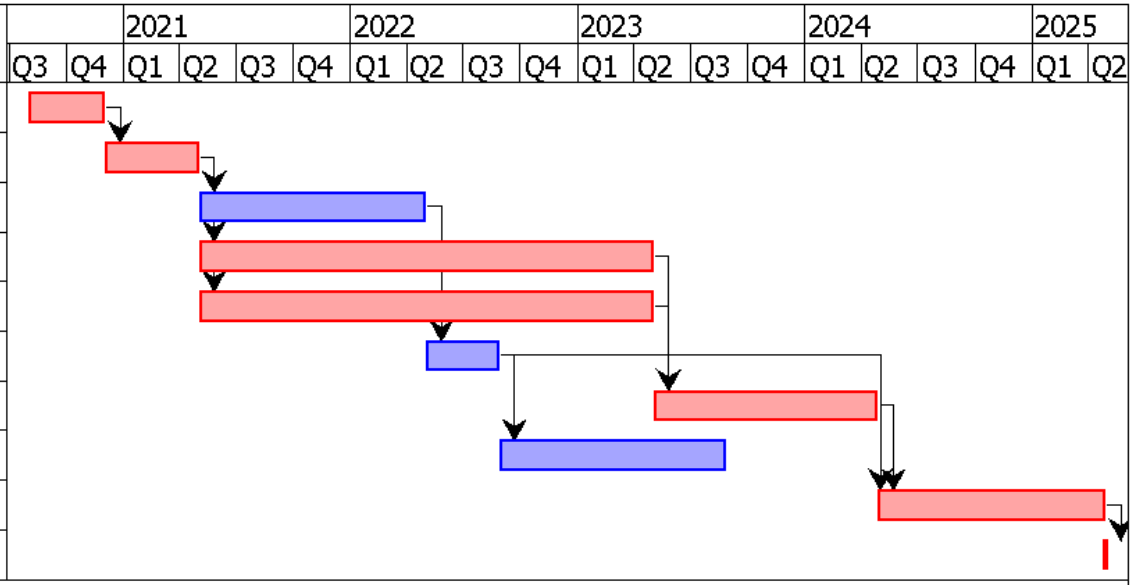



Key Risks

Resource – Project Team and Comms
Procurement process – Time/Cost
Consents – Planning / Network rail
Cost escalation – Project controls
Other infrastructure schemes/developments taking precedent

**Comberton**

| | Name | Start | Finish |
|---|---|---|---|
| 1 | Project Set-up | 01/08/20... | 02/12/20 ... |
| 2 | Procurement of consultants | 03/12/20... | 03/05/21 ... |
| 3 | Develop detailed design | 04/05/21... | 03/05/22 ... |
| 4 | Land negotiations | 04/05/21... | 03/05/23 ... |
| 5 | Env. surveys/ Impact Assessment | 04/05/21... | 03/05/23 ... |
| 6 | ECI Procurement | 04/05/22... | 31/08/22 ... |
| 7 | Planning permission process | 04/05/23... | 01/05/24 ... |
| 8 | Procurement of contractor | 01/09/22... | 01/09/23 ... |
| 9 | Construction | 02/05/24... | 30/04/25 ... |
| 10 | Completion | 01/05/25... | 01/05/25 ... |

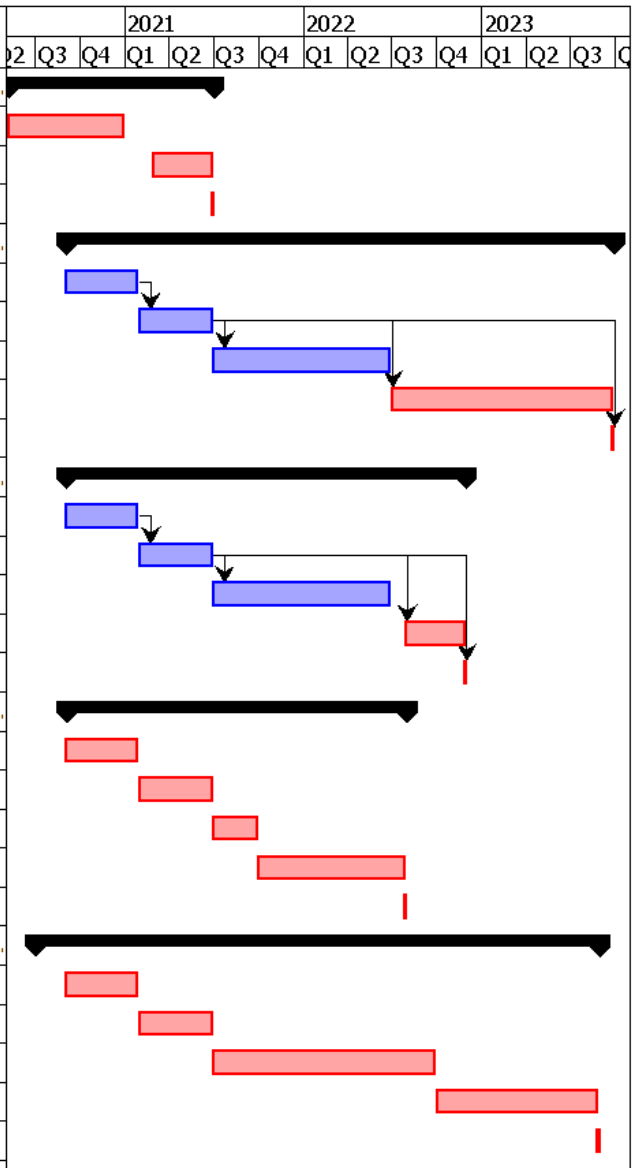



Key Risks

Resource – Project Team and Comms
Procurement process – Time/Cost
Consents – Planning / Highways England
Cost escalation – Project controls
Other infrastructure schemes/developments taking precedent

**St Ives**

| | Name | Start | Finish |
|---|---|---|---|
| 1 | **Oakington to Cottenham** | **06/05/20...** | **30/06/21...** |
| 2 | Continued land negotiation | 06/05/20 0... | 31/12/20 ... |
| 3 | Constuction | 01/03/21 0... | 30/06/21 ... |
| 4 | Completion | 30/06/21 0... | 30/06/21 ... |
| 5 | **Gravel Bridge Road Bridge** | **01/09/20...** | **29/09/23...** |
| 6 | Project Set-up | 01/09/20 0... | 29/01/21 ... |
| 7 | Procurement of consultants | 01/02/21 0... | 30/06/21 ... |
| 8 | Develop detailed design | 01/07/21 0... | 30/06/22 ... |
| 9 | Construction | 01/07/22 0... | 29/09/23 ... |
| 10 | Completion | 29/09/23 0... | 29/09/23 ... |
| 11 | **Over Bridleway Link** | **01/09/20...** | **30/11/22...** |
| 12 | Project Set-up | 01/09/20 0... | 29/01/21 ... |
| 13 | Procurement of consultants | 01/02/21 0... | 30/06/21 ... |
| 14 | Develop detailed design | 01/07/21 0... | 30/06/22 ... |
| 15 | Construction | 01/08/22 0... | 30/11/22 ... |
| 16 | Completion | 30/11/22 0... | 30/11/22 ... |
| 17 | **Fen Drayton Link** | **01/09/20...** | **29/07/22...** |
| 18 | Project Set-up | 01/09/20 0... | 29/01/21 ... |
| 19 | Procurement of consultants | 01/02/21 0... | 30/06/21 ... |
| 20 | Develop detailed design | 01/07/21 0... | 30/09/21 ... |
| 21 | Construction | 01/10/21 0... | 29/07/22 ... |
| 22 | Completion | 29/07/22 0... | 29/07/22 ... |
| 23 | **Swavesey to St Ives** | **01/07/20...** | **31/08/23...** |
| 24 | Project Set-up | 01/09/20 0... | 29/01/21 ... |
| 25 | Procurement of consultants | 01/02/21 0... | 30/06/21 ... |
| 26 | Develop detailed design | 01/07/21 0... | 30/09/22 ... |
| 27 | Construction | 01/10/22 0... | 31/08/23 ... |
| 28 | Completion | 31/08/23 0... | 31/08/23 ... |




Key Risks

Resource – Project Team and Comms
Procurement process – Time/Cost
Consents – Planning / Network rail
Cost escalation – Project controls
Other infrastructure schemes/developments taking precedent