



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

23 November 2016

To: Members of the Greater Cambridge City Deal Executive Board:

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

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**, which will be held in **THE COUNCIL CHAMBER, SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE** on **THURSDAY, 8 DECEMBER 2016** at **4.00 p.m.**

AGENDA

	PAGES
1. Apologies for absence To receive any apologies for absence.	
2. Minutes of the previous meeting To confirm the minutes of the previous meeting held on 13 November 2016 as a correct record.	1 - 18
3. Declarations of interest To receive any declarations of interest from Members of the Executive Board.	
4. Questions by Members of the public To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	19 - 20
5. Petitions To note that no petitions for consideration by the Executive Board have been received.	
6. Reports and recommendations from the Joint Assembly To receive any reports or recommendations following the meeting of the Joint Assembly on 1 December 2016.	
7. City Deal progress report To consider the attached progress report.	21 - 26

8.	Western Orbital - Public Consultation Outcomes and Next Steps To consider the attached report.	27 - 84
9.	M11 Junction 11: Bus Only Slip Roads To consider the attached report.	85 - 104
10.	Tranche 2 prioritisation To consider the attached report.	105 - 114
11.	Department for Transport consultation on WebTAG To consider the attached report.	115 - 118
12.	City Deal financial monitoring To consider the attached report.	119 - 124
13.	City Deal Forward Plan To consider the attached City Deal Forward Plan.	125 - 128

(Changes to the Forward Plan document made since the previous meeting are purposely highlighted using tracked changes).

Agenda Item 2



**GREATER
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Securing future prosperity

GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

Minutes of the Greater Cambridge City Deal Executive Board held on
Thursday, 10 November 2016 at 4.00 p.m.

PRESENT:

Members of the Greater Cambridge City Deal Executive Board:

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

Members of the Greater Cambridge City Deal Joint Assembly in attendance:

Councillor Tim Bick	Cambridge City Council
Councillor Kevin Price	Cambridge City Council
Councillor Roger Hickford	Cambridgeshire County Council and Chairman of the Joint Assembly
Councillor Bridget Smith	South Cambridgeshire District Council

Officers/advisors:

Mike Davies	Cambridgeshire County Council
Bob Menzies	Cambridgeshire County Council
Chris Malyon	Cambridgeshire County Council
Aaron Blowers	City Deal Partnership
Beth Durham	City Deal Partnership
Joanna Harrall	City Deal Partnership
Tanya Sheridan	City Deal Partnership
Neil Darwin	Greater Cambridge Greater Peterborough Enterprise Partnership
Stella Cockerill	Greater Cambridge Greater Peterborough Enterprise Partnership
Graham Watts	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

No apologies for absence were received.

The Executive Board **APPROVED** the co-option of Mark Reeve as a Member of the Board. Mr Reeve have been acting as a substitute at previous meetings and had now been formally nominated as the Local Enterprise Partnership's representative on the Board. The Local Enterprise Partnership would consider the nomination of its substitute or alternate representative in due course.

2. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 13 October 2016 were confirmed and signed by the Chairman as a correct record, subject to the following amendments:

- the replacement of the second paragraph at minute number 4 in relation to a question by Carolyn Postgate where Councillor Francis Burkitt referred to University and College landholdings with the following:

‘Councillor Burkitt responded to the suspicion that the University might be seeking large scale greenbelt development by the back door by remarking that the landowners of the non-West Cambridge part of the West Fields were certain colleges rather than the University. Mr Coates correcting him, stating that the University was a minority landowner alongside the majority college owners. Councillor Burkitt accepted the correction.’

- the removal and addition of words to the paragraph at minute number 9 which commences ‘with regard to the suggested hybrid of options recommended by the Local Liaison Forum ...’, so that it reads as follows:

‘With regard to Scotland Farm, Councillor Burkitt made the point that this represented a site on the very limit of the greenbelt which he thought was worthy of consideration. He highlighted, however, that some thought would need to be given to whether that meant the busway should instead sit north of the A428.’

With regard to minute number 3 and Councillor Burkitt’s declaration of interest, he noted it had been suggested that he should have also declared the work that he and his employer undertook as a debt adviser to the University and certain colleges. In 2012 his employer advised the University on a £350 million bond issue and in 2013 it advised 17 colleges on a £150 million debt private placement, for which the firm received fees. These transactions were in the public domain and Councillor Burkitt was part of the team providing this advice. The firm had no retainer or on-going relationship or work with the University or colleges, or any expectation of future work. Councillor Burkitt had judged that, because the work was some years ago, in the past, closed and not on-going, it did not need disclosing at the meeting. He felt it prudent to place this on public record.

3. DECLARATIONS OF INTEREST

No declarations of interest were made.

4. PUBLIC QUESTIONS

Question by members of the public were asked and answered as follows:

Question by Hans Hagen

Hans Hagen said that Cambridge Biomedical Campus partners were concerned about the lack of progress in resolving the M11 Junction 11 bus lane issue, noting that the City Deal’s Forward Plan included an item on this issue. They were disappointed to see that this had slipped to consideration by the Joint Assembly on 1 December 2016 and subsequently the Executive Board on 8 December 2016.

He outlined that their understanding was that a separate bus-only slip road from the motorway to the Trumpington Park and Ride was no longer a favoured option, but that the junction could be improved to ensure the smooth flow of buses and cars from the

motorway to the Park and Ride. If this option were to be pursued, he understood that it would be considerably cheaper and faster to implement than the original slip road option.

Mr Hagen emphasised that the need for an improved junction was time critical, making the point that Papworth Hospital would start commuting to the Biomedical Campus from April 2018 and that partners planned to run a bus service to cater for them and other users of the site from the end of 2017. The take-up of that bus service would depend on it being reliable and fast. He said that without improvements to Junction 11 there was a significant risk that the increased traffic from April 2018 would result in long tailbacks from the Junction onto the M11.

He therefore asked the Executive Board whether it could take steps to ensure that there was no further slippage of consideration and resolution of this issue and that it was taken forward as a standalone tranche 1 project, rather than as a subset of the Western Orbital project.

Bob Menzies, Director of Strategy and Development at Cambridgeshire County Council, confirmed that the report scheduled for consideration by the Joint Assembly and Executive Board on the M11 and the Western Orbital would include timescales for taking the respective schemes forward, together with the outcome of discussions that had occurred with Highways England.

Councillor Francis Burkitt was very keen to address this particular junction in view of the reasons set out in the question. He himself had met with landowners and spoken to officers and highlighted that South Cambridgeshire District Council had also passed a motion in support of this project.

Councillor Burkitt expressed his frustration, however, that he had been continuously saying that the Board needed evidence to justify the proposals and said that, so far, there had been a significant lack of evidence provided. Regarding the Biomedical Campus partners' proposal to run a bus service for employees, he called for factual information outlining how many buses they envisaged running, how many people would potentially use them and the locations where employees were travelling from as this would assist the content of the report and create a stronger argument for supporting the business case associated with the project.

Mr Hagen responded by saying that some evidence had been presented to the Joint Assembly last year, setting out maps and the locations of where employees were travelling from.

Councillor Burkitt requested that as much information be forwarded to the officers as possible so that it could be reflected in the report scheduled for consideration at the December cycle of meetings of the Joint Assembly and Executive Board.

Question by Penny Heath

Penny Heath asked the Board to reconfirm the planning status of City Deal transport schemes and which City or County Council committees would do the scrutinising at planning level.

It was noted that transport infrastructure schemes involving development of the highway would fall under the jurisdiction of the Joint Development Control Committee, the membership of which comprised Cambridgeshire County Council, Cambridge City Council and South Cambridgeshire District Council. Those schemes outside of the highway, such as the Chisholm Trail for example, would be determined by the Planning Committee of the

relevant planning authority. Larger and more significant schemes may need to have Transport Works Orders or Development Control Orders granted in order for them to proceed.

Councillor Lewis Herbert, Chairman of the Executive Board, agreed that a written response on this issue would be sent to Penny Heath for further clarity.

Regarding the Environmental Design Guide, Penny Heath asked what the working status of the document was, where the latest draft could be viewed, and who was coordinating the revised brief. She also referred to a letter by the Cambridge Architects' Association dated 16 September 2016 and asked whether the Board believed any of their recommendations could help improve the Design Guide.

Tanya Sheridan, City Deal Programme Director, highlighted that the Design Guide's status was that of a guidance document and not policy in the same context as statutory planning policy. The City Deal was obliged to follow the local planning framework and policies of the relevant Councils depending where the scheme was taking place. The aim of the Design Guide, as guidance, was to ensure that good practice could be captured and followed as part of City Deal schemes, in line with local policy.

It was noted that the revised version of the document was in the process of being developed and would be submitted to the Joint Assembly and Executive Board for consideration early in 2017.

Councillor Herbert highlighted that the Design Guide was currently being used in the development of the Histon Road and Milton Road transport infrastructure schemes.

Penny Heath queried whether any resources were available, reflecting on the significant input that could be added to the document from professionals such as architects and engineers, to bring people together in an attempt to significantly improve the document. Councillor Herbert agreed to consider holding a workshop early in 2017.

Question by Edward Leigh

Edward Leigh was unable to attend the meeting, but had submitted questions in respect of the scheme concept options lists for the Cambourne to Cambridge, Milton Road and Histon Road projects, as well as a range of questions in respect of the A428 Cambourne to Cambridge better bus journeys scheme.

Councillor Herbert noted the content of the questions and confirmed that a written response would be provided to Mr Leigh.

Question by Nicki Marrian

Nicki Marrian referred to the eight point plan as published on the City Deal website which sought to address congestion in the city, with one of those eight promises being on-street parking controls. She understood that responsibility for this issue had been delegated to the Cambridge Joint Area Committee and highlighted that the Committee had not consulted with Residents' Associations in the four months between July and October, as indicated at the Committee's July meeting. She therefore thought it was unlikely that the Committee would manage this between now and January.

Nicki Marrian therefore asked what the Executive Board was doing to ensure that work such as this, and a thorough assessment of the Hills Road cycleway, were given the urgent priority they deserved.

Councillor Herbert said that parking controls would be a key aspect of the congestion plan for Cambridge and that he and partners were committed to seeking the valuable input of Residents' Associations as part of decision-making, adding that it would be essential to get the details of these controls right. He made the point, however, that the City Deal Executive Board had no direct involvement in this aspect of the proposal. He was keen to see this progress and was committed to ensure that this was brought forward for consideration by the Committee early in the New Year.

It was noted that any final scheme would need to be approved by the relevant County Council committee and would involve public consultation.

Councillor Herbert made the point that although the City Deal Executive Board could not take any decision on an on-street parking control scheme, it saw this as an essential element of the wider access and congestion scheme. In view of this he said that the Board would be prepared to put resources in place for set up costs, meaning that residents themselves would not have to pay the initial upfront costs of a permit, for example. Councillor Herbert informed Nicki Marrian that he would personally make contact with the Joint Area Committee to establish its timescales.

Councillor Ian Bates was of the opinion that progress was being made through engagement with County and District Councillors, who were keen to ensure that they got this very important aspect of the wider congestion and access project right.

In terms of the Hills Road cycleway, Councillor Bates confirmed that an elected Member working group had been set up to review all cycling projects and schemes across the county.

Councillor Francis Burkitt reiterated that this was not something that the Executive Board had any control over and was personally equally as frustrated that it had taken so long to go through the Joint Area Committee. He urged Nicki Marrian to continue challenging the project's progress via the County and City Councils.

Councillor Herbert agreed to write an open letter in order that the Executive Board's views on this issue were in the public domain, to set out what financial support the Board would be willing to provide and establish the Joint Committee's timescale for consideration of the project.

Question by Dr Gabriel Fox

Dr Gabriel Fox asked whether the Executive Board would agree to instruct transport officers to conduct a full, fair and transparent appraisal of two modified versions of the option 1 bus route for the A428 Cambourne to Cambridge better bus journeys scheme, denoted as option 1a and option 1b as follows:

- options 1a and 1b were both express, high-quality bus services, with a similar number of stops to options 3 and 3a;
- these ran primarily along existing roads west of Madingley Mulch with signalisation of the roundabout to provide bus priority including an on-road and inbound bus lane from the A1303/A428 junction along Madingley Rise, and over the M11 overbridge, to the junction of Ada Lovelace Road, continuing through the West Cambridge site as envisaged with options 3 to 5;
- they would be supplemented by a Park and Ride at Scotland Farm and a high-quality, segregated cycleway and pedestrian walkway from Bourn to Cambridge via Coton;

- option 1a would run on the existing A428 dual carriageway as far as Madingley Mulch, with the future option of a high-occupancy vehicle lane in the event of future significant congestion developing on that road, continuing as above;
- option 1b would run on a new offline segregated dedicated bus route connection between Cambourne and Bourn Airfield, continuing along St Neots Road with bus priority measures in place to the A1303 and A428 junction, as above.

Dr Fox explained that these two options represented important differences from the option 1 route appraised and modelled to date, namely in their full online segregation inbound from Madingley Mulch to the West Cambridge site, together with service to that site. He felt that these features markedly improved performance compared to the original option 1 and provided a much fairer and more useful comparison to the fully segregated offline option 3 route. Dr Fox also suggested that there was initial evidence that the overall scoring for these options would be significantly higher than that for options 3 and 3a, with equivalent economic benefits.

Dr Fox also highlighted that these schemes did not require the completion of the planned feasibility work relating to two bus lanes on Madingley Rise, since this was already acknowledged in assessments commissioned by City Deal partners via Atkins that a single inbound bus lane, including over the M11 bridge, was technically feasible.

Councillor Herbert highlighted that significant consideration of the options relating to this scheme had taken place at the previous meeting of the Executive Board, where the Board took into account recommendations put forward by the Joint Assembly and Local Liaison Forum and had agreed to undertake further assessment of the feasibility of on-road options relating to Madingley Rise. A topographical survey had been commissioned in this respect and he explained that the next stage of the process would be to compare outline business cases against the practicalities of off-road options and the further analysis of the on-road options.

Mr Menzies explained that in taking the business cases further they had to be tested against a 'do minimum' option. Officers would therefore still be bringing forward work on option 1, as well as concentrating on segregation and the outcomes of the topographical survey.

Dr Fox did not feel that all options had gone through the same assessment process before being withdrawn for further consideration. He felt that the preferred options could not be considered as having been properly tested if they had not been tested against other reasonable options.

Councillor Burkitt asked for further clarity regarding the topographical survey. Mr Menzies confirmed that Skanska had been commissioned to carry out the survey and work had commenced onsite. The initial results of which would be shared with the Local Liaison Forum early in the New Year with preliminary engineering designs likely to be available in February 2017. He committed to provide this information on the City Deal website but, in view of the complexity and technical nature of the survey, advised that specific software may need to be used to enable people to view it.

Councillor Burkitt also asked for the Atkins report to be placed in the public domain. He was conscious that this was often referred to, so felt that for completeness it should be accessible via the City Deal website. Mr Menzies confirmed that the Atkins report had been used in assessing the different options at the outset of the scheme's development. It had been produced in June 2015 and Mr Menzies said it had been shared at that time with the Local Liaison Forum. He agreed to place this document for viewing on the City Deal website. Dr Fox disagreed that the document had been shared with the Local Liaison

Forum in June 2015.

In order to reach a conclusion regarding the assessment of options and the definition of 'do minimum' in respect of the analysis of preferred options, Councillor Herbert agreed to facilitate a meeting between Dr Fox and officers.

Question by Councillor Susan Van de Ven

Cambridgeshire County Councillor Susan Van de Ven said that funding would be required in order to complete the overall A10 cycle scheme in respect of the Melbourn to Royston segment. She said that this was a key micro-economic zone with a cluster of very significant employment centres with strong localised travel to work flows. She was encouraged that the Greater Cambridgeshire Greater Peterborough Enterprise Partnership was working on funding opportunities, but emphasised that this needed the Executive Board's continuing support, including being open to part funding on the Cambridgeshire side.

Councillor Herbert, on behalf of the Board, said that it was keen to make this scheme happen. He reminded those present that more clarity on the Growth Deal round 3 bid submitted by the Local Enterprise Partnership should be made available before the end of the year, together with the devolution proposals for Cambridgeshire and Peterborough. He said that the Executive Board was trying to fill any funding gaps that may occur.

Councillor Van de Ven said that Foxton level crossing was becoming an ever increasing obstruction to mass transit along the A10 corridor, including the new cycleway, adding that Network Rail had shelved its feasibility study to close the crossing and build a bypass with a bridge or underpass. Addressing Foxton level crossing was on the City Deal's list of key components for unlocking sustainable transport potential along the A10 corridor, so Councillor Van de Ven asked the Board whether it could explore new funding arrangements including taking on the road aspects of what was a road and rail project.

Councillor Bates highlighted that Network Rail had identified this as a major scheme, likely to include a large underpass and significant bridge. The project had initially been included in Network Rail's programme and at the time of considering the City Deal's prioritised schemes for the tranche 1 programme it had been included as part of that programme, but with no City Deal funding allocated to it on the understanding that this scheme would be fully funded by Network Rail. Councillor Bates said that pressure needed to be put on Network Rail to ensure that this project was put back into its programme of schemes, noting that Heidi Allen, Member of Parliament for South Cambridgeshire, was keen to see this happen as well.

Councillor Herbert agreed to write to Heidi Allen MP on behalf of the Executive Board to seek her support in raising this issue with the Minister and provide an update back to the Board on the status of any such discussions.

Mark Reeve made the point that private sector leverage would be an important aspect of funding for projects such as this, so a strong business case needed to be brought forward. He highlighted that the Local Enterprise Partnership was working with Members of Parliament and partners regarding a similar situation as part of the Ely North scheme.

Councillor Herbert acknowledged that there was no pressing business case for this scheme so it was likely to be considered as part of the City Deal's tranche two programme.

Councillor Van de Ven reported that Meldreth, Shepreth and Foxton stations were experiencing a 10% increase in footfall every year and in 2018 train capacity was expected to quadruple with the advent of a half-hourly off-peak service and eight-car trains. However, she noted that there were no plans to upgrade these stations as transport interchanges to meet modern demand. She informed the Board that last spring the Meldreth, Shepreth and Foxton Community Rail Partnership had commissioned Railfuture to carry out an audit of all three stations. This had now been published and provided a comprehensive overview of necessary work to modernise the stations. She felt that a next step that could unlock funding from other sources for station infrastructure improvement would be station travel planning. Councillor Van de Ven therefore asked the Executive Board if it would consider supporting this.

Councillor Herbert agreed to consider inclusion of these railway sites as part of consideration of schemes for inclusion in the City Deal's tranche 2 programme.

Councillor Burkitt asked for clarity over how much of an investment was necessary. It was noted that this had been estimated at £10,000. Councillor Burkitt felt that the City Deal should be able to provide all or part of the investment required and the Chairman agreed to follow this up.

Councillor Burkitt reminded the Board that he had contacted all Parish Councils in South Cambridgeshire, in his capacity as a Cabinet Member at the District Council, to seek their ideas for transport hubs.

Question by Jim Chisholm

Jim Chisholm was very pleased to see that the Chisholm Trail project had reached this critical stage and took the opportunity to thank all officers, elected Members and other interested parties for their support and hard work in ensuring the scheme reached this point. He added that it was good to see a City Deal project that had almost universal support and that he felt could bring wide and sustainable benefits to people in Cambridge and its environs.

He highlighted that two of the largest non-political membership organisations in the area, the Cambridge Cycling Campaign and Cambridge Past Present and Future, had supported the principle of this route over many years. Mr Chisholm asked that officers, elected Members and other parties continued to work together to ensure that the Chisholm Trail reached completion. He also asked that the City, County and South Cambridge Councils worked effectively with business and education partners to ensure that both the River Bridge and phase 1 could be completed as soon as possible, and that the Greater Cambridge City Deal partnership worked equally hard towards the next phase.

Councillor Herbert thanked Mr Chisolm for his support and said that the Board was determined to see this project through and that discussions with all interested parties would continue as part of its development.

5. PETITIONS

The Executive Board **NOTED** two petitions received in relation to city centre access and congestion and **DEFERRED** consideration of these petitions to the meeting of the Board scheduled to be held on 25 January 2017, to coincide with a report on city centre access and congestion scheduled for submission to that meeting.

6. REPORTS AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

The Joint Assembly had met on 3 November 2016 and it was agreed that the Chairman of the Assembly would present any recommendations or comments from that meeting at the relevant item.

7. CITY DEAL FORWARD PLAN

The Executive Board considered the latest version of the City Deal Forward Plan, noting those changes made since the last meeting.

Councillor Francis Burkitt queried the item on the City Deal's tranche 2 programme scheduled for consideration at the next cycle of meetings and asked what this would entail. Tanya Sheridan, City Deal Programme Director, explained that the item would set out a proposed timescale and methodology for considering the prioritisation of schemes for inclusion in that programme. She also made reference to the devolution proposals and made the point that if the seven local authorities in Cambridgeshire and Peterborough agreed to a deal it may be necessary to consider how that investment aligned with the City Deal.

Tanya Sheridan also highlighted that, as part of the tranche 1 programme, the Board had made a decision to develop tranche 2 schemes early in order that they were ready for development and could be delivered as soon as that further funding became available.

In terms of initial timescales, it was anticipated that analysis of scheme prioritisation subsequent to tranche 2 being considered at the next cycle of meetings would be brought back to the Joint Assembly and Executive Board for approval in the autumn 2017. Councillor Burkitt requested a more comprehensive Forward Plan for future Board meetings in order that items such as this scheduled for consideration in the autumn of 2017 were clearly set out. He cited examples such as the Smart Cambridge project, the Greenways project and the transport schemes at Histon Road and Milton Road where he felt it should be clearer in the Forward Plan when updates or reports on these issues were due to be reported back to the Joint Assembly and Executive Board.

Councillor Burkitt suggested including an item on on-street parking, further to a question by Nicki Marrian earlier at this meeting, by way of an update of progress. It was suggested that this could be included as part of the City Deal progress report in March 2017, but Councillor Burkitt was of the view that this should be an item in its own right.

With regards to Histon Road and Milton Road, it was noted that the Local Liaison Forums associated with these transport schemes had met on 8 November 2016 and would be meeting again two or three times before early December. Officers confirmed that they were aiming to bring a report on these schemes to the Joint Assembly and Executive Board at the January 2017 cycle of meetings.

The Executive Board **NOTED** the City Deal Forward Plan.

8. CITY DEAL PROGRESS REPORT

The Executive Board considered the City Deal progress report, together with a separate report in relation to the Smart Cambridge programme.

Tanya Sheridan, City Deal Programme Director, presented the update and reported that construction of the extended A10 cycle scheme had recently commenced.

Councillor Francis Burkitt referred to the update on payment by results and asked when information would be shared regarding the awarding of the contract. It was noted that it should be possible to communicate this to Board Members next week.

The Executive Board **NOTED** the City Deal progress report and separate report in respect of the Smart Cambridge programme.

9. THE CHISHOLM TRAIL

The Executive Board considered a report which provided an update on the Chisholm Trail cycling scheme.

Mike Davies, Team Leader (Cycling Projects) at Cambridgeshire County Council, presented the report and reminded the Board of the following principles of the route:

- it was a direct and pleasant route with improved journey ambience;
- it linked to key destinations and trip generators;
- it was inclusive, supporting people with disabilities;
- it was safe and avoided traffic;
- it provided seamless links to green spaces;
- it supported multi-modality.

Mr Davies added that the key principle behind this scheme, and the City Deal programme as a whole, was to make active modes safe, convenient and the logical choice over private car, highlighting the wider benefits as being improved public health, assisting to address congestion, better air quality and more reliable journeys.

Councillor Roger Hickford, Chairman of the Joint Assembly, reported that unanimous support was given to the recommendations contained within the report upon consideration by the Assembly at its meeting on 3 November 2016. He outlined, however, concerns expressed by Assembly Members in relation to phase 2 of the scheme regarding negotiations with Network Rail over the proposed purchase of land. These negotiations had taken some time to date and it was unclear when a final decision would be made by Network Rail as to whether or not the land would be available for the phase 2 scheme. An alternative approach had been suggested by officers, as outlined in the report, which featured a bridge. The Assembly was informed that the proposed bridge would begin and end in new housing developments, but Councillor Hickford questioned how this new bridge could be delivered alongside and be linked into these new housing developments given the respective timescales. He emphasised the importance of knowing as soon as possible whether Network Rail would be willing to sell the land in order that officers, the Joint Assembly and the Executive Board could understand whether or not investigating other alternatives was necessary.

Councillor Francis Burkitt highlighted that, as with the A10 cycleway scheme and Foxton rail crossing discussed earlier at this meeting, Network Rail were again a factor in the scheme's development. He questioned whether the Member of Parliament for Cambridge may be able to offer some assistance.

Mr Davies confirmed that discussions were still ongoing but highlighted that he, together with other officers from the County Council, would be meeting on-site in Cambridge with senior representatives of Network Rail in three weeks time. He agreed to seek to progress these discussions as part of that meeting, but said that the added support of Members of Parliament and the Executive Board would be welcomed should this prove unsuccessful.

Mr Davies confirmed that the bridge was essentially an alternative option to the original proposal, something that he felt was right to start planning for given the uncertainty around the availability of Network Rail's land for phase 2 of the scheme. The specific location of the bridge on the plan set out in the report was deliberately vague in order that this did not cause any alarm to people living in the area and due to its conceptual nature at this stage.

Councillor Herbert requested that an update on negotiations with Network Rail be reported to the Joint Assembly and Executive Board as part of the next cycle of meetings. He acknowledged that there were challenges to overcome with regard to phase 2 of the scheme and understood that Network Rail itself was looking ahead at its own programme. Councillor Herbert was pleased with the progress made to date with the scheme as a whole, stating that the Chisholm Trail would provide strong links to employment sites, large residential areas and travel hubs and that the Executive Board would demonstrate its determination in continuing to complete it.

The Executive Board:

- (a) **NOTED** the scheme progress being made in terms of planning approval, land procurement and stakeholder engagement.
- (b) **APPROVED** construction of phase one of the scheme, subject to gaining planning permission.
- (c) **DELEGATED** powers to approve the construction contract and selection of contractor for phase one.
- (d) **SUPPORTED** the continuation of land negotiations.

10. BUILDING A LOCALLY RESPONSIVE SKILLS SYSTEM - PROGRESS UPDATE

The Executive Board considered a report which reviewed the progress made from September 2015 to August 2016 against the skills related commitments articulated in the City Deal agreement.

Stella Cockerill, Skills Lead from the City Deal Partnership, presented the report which focussed on the following three key areas:

- a review of the performance of the Local Skills Service, facilitated by Form the Future;
- a review of progress against the skills related commitments in the City Deal;
- a review about the way progress was measured in the future.

It was noted that the skills related commitments undertaken, which were general as opposed to being focussed on STEM based growth sectors alone, included the following:

- creation of a locally funded skills team to work with small and medium enterprises in the area to develop training plans and act as co-ordinators to ensure training aligned with employer need;
- establishment of a skills action plan for each of the priority sectors, including identifying the apprenticeship framework offer;
- creation of locally funded adult careers teams to enhance information advice and guidance in growth sectors based on strong labour market information;
- developing labour market intelligence to inform the provision of information, advice and guidance for young people, providers, parents and employers;

- working closely with the National Careers Service local offer.

Over five years, from 2014/15, it had been agreed that the City Deal would deliver:

- 420 additional apprenticeships to support growth sectors;
- 50 more employers engaging with schools and colleges;
- 25 more employers engaging with traineeships;
- 150 more employers raised awareness of apprenticeships.

The Skills Service had undertaken one full year of delivery and an evaluation of the first year of the skills programme was appended to the report. Stella Cockerill reported that the Service had demonstrated a good level of engagement with employers and schools, with indications to date showing that this was working and making a difference. She highlighted that the position nationally in relation to skills and apprenticeships had changed significantly since the City Deal agreement was first made. She made the point, in respect of growth areas, that recognition had to be given to the fact that businesses themselves would set out where they needed to grow, therefore meaning that some of the 420 additional apprenticeships would not necessarily fit into the STEM based growth sectors originally selected as priorities for the City Deal. She added, however, that on a more wider perspective all apprenticeships still supported local economic growth.

Councillor Tim Bick, Member of the Joint Assembly, provided an update on behalf of the Assembly's Skills Sub-Group which had operated as a sounding board in the preparation of this report and the recommendations contained within, which it supported. He said that the report brought forward a strategic view of what was trying to be achieved and provided a model for discussing the skills thread of the City Deal as it moved forward.

Councillor Bick reported that the City Deal had established a wider view of the Skills Service as a result of this workstream. This service helped young people to understand their career options and develop their employability through contact with employers. He emphasised, however, that this was only one aspect of the service, with the others being:

- demand from employers who understood the business case for investment in skills and how to go about accessing the rest of the system;
- provision of relevant training and vocational education programmes by providers who understood employer need and were responsive to it.

Councillor Bick said that these two issues presented the Skills Service with some particular challenges to overcome but that the recommendations contained within the report sought to address them.

Councillor Bick highlighted the long discussion that took place at the meeting of the Joint Assembly on 3 November 2016 in respect of how progress against its target of 420 additional apprenticeships should be measured. He understood the many comments expressed at that meeting but was of the opinion that the Board should give itself a realistic chance of success in this area as well as having a realistic view of growth. He said that those top priorities for the Board in terms of STEM based growth sectors would continue to be the drivers for the Service, but the Skills Sub-Group had recognised that including additional apprenticeships solely in these sectors would not enable the Board to achieve what was originally intended when the City Deal agreement was signed with regards to achieving 420 additional apprenticeships.

Councillor Roger Hickford, Chairman of the Joint Assembly, reiterated that significant debate had ensued on this item at the last meeting of the Assembly. He reflected on the

Assembly's membership, comprising a mix of elected Members together with representatives of the business sector and further education institutions, which he felt had greatly contributed to that debate and had provided effective challenge and consideration of the issue. He reported that the main point of discussion was around the table set out in the report at paragraph 31 which outlined the high, medium and low apprenticeship categories and that the Joint Assembly agreed with the recommendation to include all categories when measuring apprenticeships against the City Deal target.

Councillor Francis Burkitt was very supportive of this workstream, highlighting that the City Deal was not solely about transport schemes. He was pleased with the Service's performance over the last 12 months and said that it was delivering well against its key performance indicators. Performance to date had focussed more on education than with employers and in asking whether it was the intention to place more emphasis on employers it was noted that the proposed review of performance indicators sought to achieve this. This would include a much greater focus on the monitoring of outputs.

Councillor Burkitt sought clarity regarding the breakdown of additional apprenticeships achieved to date, together with an understanding of the baseline information that had been provided and which the 420 additional apprenticeships were being measured against.

It was noted that the academic year for 2013/14 had been used as a baseline. This consisted of 1078 apprenticeships in all frameworks and sectors, including traineeships and apprenticeships at Levels 2, 3 and 4 for those commencing solely in the Greater Cambridge area as identified by the delivery postcode of the provider or employer location. 214 of those apprenticeships for the 2013/14 academic year were in apprenticeship frameworks or standards aligned to the City Deal's identified growth sectors categorised as the following types of apprenticeships:

- science and mathematics;
- engineering and manufacturing technologies, not including transportation, operations and maintenance;
- construction, planning and the built environment;
- information and communication technologies, not including for users.

In terms of progress made there were 1097 apprenticeship starts across all sectors in the 2014/15 academic year, which was an increase of 19 from 2013/14. 275 of the 1097 starts were in apprenticeship frameworks or standards related to the City Deal's growth sectors.

For the 2015/16 academic year, non-validated information indicated that this had increased to 1100 apprenticeships in total across all sectors, an increase of 3 from the previous year, and 328 of the 1100 starts were in apprenticeship frameworks or standards in the City Deal's growth sectors.

In taking the baseline of 1078 apprenticeships across all sectors, the target for 2018/19 for all additional apprenticeships was 1498. The Skills Service was aiming for an additional 365 apprenticeships over the next two years across all sectors and it was anticipated that, if the current trends continued, most of this would come from the growth sectors.

Based on the current trajectory, it was noted that the target of 420 additional apprenticeships based on all sectors across the length of the tranche 1 programme was in itself a challenging target to meet. Councillor Burkitt questioned the intention and interpretation of the original City Deal agreement to achieve 420 additional apprenticeships solely in growth areas. Based on the information presented, he accepted

that this was a target which could never be realistically met and therefore agreed that additional apprenticeships in all sectors should be counted.

Councillor Burkitt asked where the information derived from and how often this could be presented to the Executive Board. Stella Cockerill explained that the Local Enterprise Partnership had access to the data which could be presented five times a year although it was noted that some of this may not be validated until the completion of a full academic year. It was agreed that updates could be provided the Board on a quarterly basis.

Councillor Lewis Herbert, Chairman of the Executive Board, put on record his thanks to the Skills Service which he said had taken this aspect of the skills workstream to a far better level and was effectively linking up the key strands. He added that this work had demonstrated leadership from the Local Enterprise Partnership and an impressive performance by Form the Future. He also took this opportunity to thank the Joint Assembly's Skills Sub-group for its contributions.

The Executive Board **AGREED** to:

- (a) Extend Form the Future's contract for a further 12 months, from September 2017 to August 2018.
- (b) Set aside £160,000 for the academic year 2017/18 and assume a continuation of funding for a brokerage service in 2018/19 at approximately the same funding level.
- (c) Review the focus and targets for the period 2017/18 and begin contract negotiations along these lines;
- (d) Set aside £35,000 for the period January to December 2017 and assume a continuation of this into 2018 to develop Career Champions in schools.
- (e) Endorse the approach to progressing with the development of Labour Market Information to inform the Information Advice and Guidance for young people, adults, providers, parents and employers and support the work of the Local Skills Service and National Careers Service.
- (f) Begin negotiations with Cambridge Regional College to develop an outcome based activity plan that would support businesses to understand the changes in relation to apprenticeships and the levy and carry out Training Needs Analysis to help businesses to identify their skills needs.
- (g) Endorse a revised approach to how progress was measured towards the 420 apprenticeship starts and gain agreement from the Skills Funding Agency and the Department for Business, Energy and Industrial Strategy to this approach.
- (h) Endorse this approach to recording and monitoring the additional skills related to outcomes in the City Deal.

11. GREATER CAMBRIDGE HOUSING DEVELOPMENT AGENCY - SIX MONTH UPDATE

The Executive Board considered a report which provided an update on the work of the Housing Development Agency.

Tanya Sheridan, City Deal Programme Director, presented the report and highlighted the following activities that had occurred during April to September 2016:

- establishment of governance arrangements;
- approval of the 2016/17 business plan;
- recruitment to the staff team;
- commencement with delivery of the committed programme of schemes;
- working to secure housing grant under the proposed devolution agreement;
- securing approval for and working to set up an investment partnership for Cambridge City Council.

Tanya Sheridan reported that 63 houses had been built as part of the programme so far, with four other sites where building work had commenced on new housing, which included affordable housing.

An updated appendix had been circulated which corrected the figures relating to Gamlingay confirming that, of the 14 dwellings, 10 dwellings were market homes and 4 dwellings were affordable homes.

Councillor Francis Burkitt was disappointed that a graph had not been included within the report to illustrate how delivery compared to the City Deal's target of 1,000 additional homes. He felt that this would be the best way to demonstrate progress against the target and reiterated his request for this to be included as part of future update reports.

Councillor Burkitt queried reference in the report to the County Council withdrawing some of its schemes from the Housing Development Agency. Councillor Ian Bates provided reassurance that the County Council was still supporting the Housing Development Agency, with three schemes in the current programme as set out in the report. It had withdrawn four of its schemes, with one also having been withdrawn early in 2016.

Chris Malyon, Cambridgeshire County Council's Chief Finance Officer, explained that the County Council had its own housing development company and it was therefore a decision for the company as to how it procured its schemes. He emphasised that the Council's housing development company was different to the City Deal's Housing Development Agency in that the company would be able to acquire land and build houses and that it would cover the whole of the county rather than specifically the Greater Cambridge area, whereas the Agency was effectively a project management company.

Mark Reeve shared Councillor Burkitt's concerns regarding the County Council withdrawing schemes from the programme as it appeared to him that the authority was no longer prepared to use the City Deal's Housing Development Agency. He felt that the two entities were doing the same thing and that there was a conflict. Mr Reeve made reference to the proposed devolution deal and the further monies it would make available to support housing in particular, stating that a joined up approach was necessary.

Councillor Herbert agreed that alignment was a key issue, but made the point that geography would also be a key consideration.

Mr Malyon reiterated that the County Council's housing development company was different to the City Deal's Housing Development Agency for the reasons cited above. It would be able to utilise the Housing Development Agency for delivery of some schemes, but ultimately this would be a decision of the company's Board.

Councillor Kevin Price, Cambridge City Councillor and Member of the Joint Assembly, made the point that all three partner Councils had housing development companies which were all doing different things, adding that each respective company may decide to use the Housing Development Agency now or at some stage in the future.

The Executive Board **NOTED** the report.

12. CITY DEAL FINANCIAL STRATEGY - 2016/2020

The Executive Board considered a report which set out a proposed Financial Strategy for the City Deal partnership.

Chris Malyon, Chief Financial Officer at Cambridgeshire County Council, presented the report and highlighted the following proposals that would form the foundation to the City Deal partnership's Financial Strategy:

- the City Deal partnership would continue with operational and programme proposals;
- the operational budget would be funded through New Homes Bonus and interest in balances;
- the programme would be funded through the City Deal Grant, Section 106 Agreement funding and any other funding sources directly attributable to projects within the programme;
- use of New Homes Bonus to fund transport infrastructure investments within the programme would need specific approval of the Executive Board;
- the cost of providing support services, such as finance, democratic services and legal costs, would be resourced from the operational budget;
- the local councils would retain all New Homes Bonus funds until they were required;
- the accountable body would allocate interest on net cash balances to the operational budget;
- any proposal for new investment would be supported with a robust business case proportionate to the size of investment required and set out how the proposal achieved the agreed aims of the City Deal.

Councillor Lewis Herbert, Chairman of the Executive Board, was keen that the City Deal managed the transport related aspects of the City Deal's finances with other contributions such as Section 106 Agreement funding and other additional grant funding or external funding streams. He was also keen to ensure that the New Homes Bonus element was managed transparently in view of it having to be accounted back to each partner Council as providers of that aspect of the City Deal's budget.

Councillor Francis Burkitt highlighted a funding gap in the first tranche of the City Deal programme, consisting of approximately £20 million, but also referred to possible Section 106 Agreement contributions in the report of approximately £40 million for the first tranche of the scheme. He made the point that if this Section 106 Agreement contribution was not received, there would actually be a £60 million funding gap in the tranche 1 programme.

Mr Malyon explained that the projections for the Section 106 Agreement contributions had been calculated based on assumptions and understandings of when developments were expected to occur. He highlighted that there was a difference in funding of a programme compared to cash received and made the point that the report referred to the overall funding position. Mr Malyon added that the Board may need to consider taking a decision to borrow against receipts in the future before Section 106 Agreement funding was physically received, which he said was normal practice for the County Council when developing transport schemes for example.

Councillor Burkitt asked when the Board would need to take a final decision regarding which underfunded aspect of its tranche 1 programme would need to be removed should additional funding streams not be identified, principally around the £20 million shortfall that was currently identified. Mr Malyon explained that this would form part of the annual budget setting process but that it would ultimately be a decision for the Board as part of considering the City Deal's budget.

Mr Malyon highlighted that the future of New Homes Bonus funding was still unclear following the Government's consultation in March 2016 to which no outcomes had been published or shared at this stage. He said that there would be changes resulting from the consultation and he anticipated these having a huge impact on that aspect of the City Deal's funding.

Mark Reeve agreed that cash flow was a significant issue, particularly in respect of the large projects in the tranche 1 programme. He asked at what point cash flow would become a factor in the Board's thinking considering the reality that there was uncertainty regarding other contributions, New Homes Bonus and the local economy. He said that a plan needed to be established at an early stage to identify how borrowing would be acquired.

Councillor Herbert acknowledged the concerns that had been raised and was content with looking into the figures in more detail, but did not think they were fundamental concerns at this stage of the programme and expected the budget as set out in the report to change significantly as schemes developed. He highlighted the benefits of Section 106 Agreement and New Homes Bonus funding as being flexible, additional funds and agreed that risk-based borrowing would also be an option.

Mr Reeve acknowledged that the principle of borrowing had not necessarily been considered by the Board yet and said it was something that should be looked at, highlighting that there were opportunities for private finance that could be explored as part of that.

The Executive Board **APPROVED** the Financial Strategy of the City Deal Partnership.

13. CITY DEAL FINANCIAL MONITORING

The Executive Board considered a report which provided an update on the City Deal's financial monitoring position for the period ending 30 September 2016.

The Executive Board **NOTED** the financial position as at 30 September 2016.

Prior to closing the meeting, Councillor Lewis Herbert, Chairman of the Executive Board, reported that this would be Graham Watts' last meeting of the Board. Mr Watts had supported the governance and administration of the Board since its inception in 2014 and Members of the Board put on record their thanks to him.

The Meeting ended at 6.55 p.m.

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Agenda Item 4

Questions by the public and public speaking

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

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

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Greater Cambridge City Deal Executive Board

8 December 2016 – City Deal progress report

Workstream	Update	Upcoming milestones
INFRASTRUCTURE PROGRAMME		
Create and deliver an infrastructure investment programme that draws together national and local funding streams to invest in infrastructure that will drive economic growth in the area.		
<p>A1307 corridor to include bus priority / A1307 additional Park & Ride Achieve faster and more reliable bus journey times between Haverhill, Cambridge and key areas in between, through bus priority at key congestion points on the A1307 and provision of an outer Park & Ride site on the corridor.</p>	<ul style="list-style-type: none"> Work is continuing to develop a preferred option, drawing upon the public consultation that ended in August, for recommendation to the Executive Board. 	<ul style="list-style-type: none"> 8 March 2017: Executive Board to consider the outcomes of public consultation and select a preferred option.
<p>A428-M11 segregated bus route / A428 corridor Park & Ride / Madingley Road bus priority Ensure that bus journeys between Cambourne and Cambridge are direct and unaffected by congestion by providing high quality bus priority measures between the A428/A1303 junction and Queen’s Road, Cambridge and one or more Park & Ride or rural interchange sites on the corridor.</p>	<ul style="list-style-type: none"> Following the Executive Board discussion on 13 October, further detailed work is being undertaken to develop a proposal to be brought to the Executive Board ahead of the next round of public consultation. 	<ul style="list-style-type: none"> 17 January 2017: Next Local Liaison Forum meeting 26 July 2017: Executive Board to consider detailed work undertaken since the October Board decision and approve public consultation. (est.) Autumn 2017: (Assuming Board approval) Public consultation on preferred option.
<p>Chisholm Trail cycle links A high quality strategic cycle route from Cambridge Station in the south of the city through to the new [Cambridge North] Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</p>	<ul style="list-style-type: none"> The planning application for the Chisholm Trail Phase 1 is currently being considered. A Development Control Forum has been held with petitioners in favour and against the scheme. The Executive Board on 10 November approved construction of phase one of the scheme, subject to gaining planning permission. 	<ul style="list-style-type: none"> 15 December 2016: Cambridgeshire County Council Planning Committee due to determine the Chesterton-Abbey Bridge application. January 2017: Cambridge Fringes Joint Development Control Committee due to determine the cycle links application.

		<ul style="list-style-type: none"> • End of January 2017: Submit application to Secretary of State for Commons consent, work towards finalisation of land agreements and appoint contractor. • January 2017: Work towards finalisation of land agreements.
<p>City Access Programme Improve the reliability of, and capacity for public transport, cycling and walking movements in the city centre through a variety of potential measures to relieve congestion and manage the city's transport network.</p>	<ul style="list-style-type: none"> • Public engagement on the proposed access and congestion package closed on 10 October, with over 10,000 responses received. • Work is currently being undertaken to analyse the responses to this engagement, ahead of consideration by the Joint Assembly and Executive Board in January. • The Executive Board issued a press release on 20 October following the end of the consultation period. 	<ul style="list-style-type: none"> • 25 January 2017: Executive Board to consider responses and feedback, and next steps.
<p>Cross-city cycle improvements and A10 Cycle scheme Facilitate continued growth and an increased proportion of cycling trips in Cambridge, lifting cycling levels to around 40% by enhancing the connectivity, accessibility and safety of the cycling network.</p>	<ul style="list-style-type: none"> • Construction is complete on phase 1 of the Arbury Road scheme. • Detailed development is progressing on the other four schemes, for construction beginning in 2017. • The Hills Road/Long Road scheme is due to commence in February/March 2017. • Construction on the Frog End to Melbourn cycleway started on 24 October 	<ul style="list-style-type: none"> • 2017: Construction of the remaining schemes. • 8 March 2017: Executive Board due to determine Traffic Regulation Orders.
<p>Histon Road bus priority / Milton Road bus priority Ensure that bus journeys along Histon and Milton Roads are direct and unaffected by congestion through the provision of high quality on-line bus priority measures between the Histon and Milton Interchanges and Cambridge city centre.</p>	<ul style="list-style-type: none"> • Detailed work is being undertaken on the preferred measures in preparation for public consultation, working with Local Liaison Forums and including engaging with stakeholders. • Workshops are taking place to inform the public consultation. 	<ul style="list-style-type: none"> • 24 November 2016: Next Milton Road workshop, Shirley Primary School (18:00) • End January 2017: Workshop process to be completed.

		<ul style="list-style-type: none"> 8 March 2017: Executive Board to consider workshop outcomes and determine a response to Local Liaison Forum resolutions on design principles.
<p>Tranche 2 programme development Develop a prioritised programme of infrastructure investments, informed by an analysis of their anticipated economic impacts, to be delivered during the tranche 2 period (2020/21-2024/25).</p>	<ul style="list-style-type: none"> Work has been undertaken to develop a proposed approach to considering potential tranche 2 infrastructure investments. This is subject to a fuller report on the main agenda. 	<ul style="list-style-type: none"> January/ February (pending Board approval): Workshops on prioritisation criteria and long listing March (if agreed): further report to the Executive Board
OTHER WORKSTREAMS		
<p>Communications Communicate the vision and aims of the City Deal to a range of audiences</p>	<ul style="list-style-type: none"> Six-weekly meeting cycle of City Deal Communications Group – strategy/commissioning. Briefing events have been conducted on key issues. Live tweeting of City Deal meetings to ensure that updates are communicated quickly and effectively to the wider public. 	<ul style="list-style-type: none"> 25 January 2017: Executive Board to consider a refreshed Communications Strategy. Quarterly briefing and process communique. Transport vision and updated maps. New social media channels. Events marketing kit to support engagement. Support for ongoing consultations. Channel content review. Resource review.
<p>Economic development and promotion Enhance the alignment of public and private sector partners in Greater Cambridge to enhance the attractiveness and promotion of the Greater Cambridge economy to high-value investors around the world, and align appropriate activities that support existing businesses to develop.</p>	<ul style="list-style-type: none"> The Cambridge Promotion Agency has responded to 125 enquiries in just over a year. Over \$10M has been invested following CPA actions. It is progressing with a 'press office' function. Currently working on three >£M investment leads, potentially >200 jobs. 	

<p>Finance Manage and monitor the delivery of the infrastructure investment programme and relevant City Deal-related expenditure, and bring together appropriate local funding streams to complement and enhance the delivery of City Deal objectives.</p>	<ul style="list-style-type: none"> • The Government consultation on the future of New Homes Bonus has closed and responses are being reviewed. It is not clear when an update will be published. This may feature in the Autumn Statement announcement, which is due to take place on this paper's day of publication. • The Executive Board on 10 November adopted a City Deal Financial Strategy. 	<ul style="list-style-type: none"> • 23 November 2016: Chancellor's Autumn Statement. • 8 March 2017: Executive Board to consider annual budget for the City Deal.
<p>Governance Create a governance arrangement for joint decision making between the local Councils that provides a coordinated approach to the overall strategic vision, including exploring the creation of a Combined Authority to allow the Councils to collaborate more closely to support economic development.</p>	<ul style="list-style-type: none"> • All Councils have now agreed the proposed Devolution Deal for Cambridgeshire and Peterborough, with a Combined Authority to be established. • The establishment of a Combined Authority for Cambridgeshire and Peterborough means that a Combined Authority for Greater Cambridge cannot be created. 	<ul style="list-style-type: none"> • Work with Combined Authority on potential for joint working, particularly in the context of developing City Deal tranche 2 projects (pending Board decision)
<p>Housing Explore the creation of a joint venture to drive quicker delivery of 2,000 of the affordable new homes envisaged in the draft Local Plans, potentially drawing in land holdings from the partners and external investment to deliver more affordable housing, and deliver 1,000 extra new homes on rural exception sites.</p>	<ul style="list-style-type: none"> • The Greater Cambridge Housing Development Agency (HDA) has completed 63 new homes in 2016/17 with a further 157 due to be completed by the end of March 2017. • Working on the programme to spend the Housing Devolution Grant should it be agreed and establishing an Investment Partnership for the City Council as a key vehicle to deliver the programme. • Working on vision statement and branding material to establish clear identity for the HDA. • The HDA Management Board has agreed the SCDC self-build vanguard will be managed through the HDA. 	<ul style="list-style-type: none"> • End December 2016: Conclude on the advantages and disadvantages of moving to a wholly owned Local Authority company.

	<ul style="list-style-type: none"> The HDA team is continuing to staff up – interviewing for a Technical & Construction Lead. 	
<p>Payment-by-results mechanism Implement a payment-by-results mechanism where Greater Cambridge is rewarded for prioritising and investing in projects that deliver the greatest economic impact over 15 years, commencing in 2015-16.</p>	<ul style="list-style-type: none"> Officers are working with counterparts from several city-regions around the UK to procure the economic assessment panel, which will serve the city-regions' payment-by-results mechanisms up to 2021. The framework contract has now been awarded to a panel led by SQW, Cambridge Econometrics, and Steer Davies Gleave, including an independent panel of academic experts drawn from multiple institutions. 	<ul style="list-style-type: none"> Work with the panel to develop the generic and local evaluation frameworks.
<p>Skills Create a locally responsive skills system that maximises the impact of public investment, forges stronger links between employers and skills providers, and drives growth across Greater Cambridge, including delivering 420 additional apprenticeships in growth sectors over five years.</p>	<ul style="list-style-type: none"> 'Form the Future' is reporting good progress against the KPIs in the contract for the City Deal Skills Service. The Executive Board on 10 November agreed (among other things) to: <ul style="list-style-type: none"> Extend Form the Future's contract for a further 12 months to August 2018 Set aside £160,000 for the 2017/18 academic year and assume a continuation of funding for a brokerage service in 2018/19 at approximately the same funding level. Review the focus and targets for the period 2017/18 and begin contract negotiations along these lines. Set aside £35,000 for January-December 2017 and assume a continuation of this into 2018 to develop Career Champions in schools. 	<p>Joint Assembly Skills sub-group meets 21st December.</p>

<p>Smart Cambridge Explore, in partnership with academic and business expertise, technological opportunities to complement the aims of the infrastructure investment programme and improve the functioning of the Greater Cambridge economy, finding smart solutions to a series of issues constraining the economic growth potential of the area and positioning the area as a Smart Cities leader.</p>	<ul style="list-style-type: none"> • Key workstreams are on track in line with the detailed progress update provided in November. 	
<p>Strategic planning Underpin and accelerate the delivery of the Cambridge City and South Cambridgeshire Local Plans, including undertaking an early review of the Local Plans beginning in 2019 to take into account the anticipated changed infrastructure landscape, and work towards developing a combined Local Plan that includes other relevant economic levers.</p>	<ul style="list-style-type: none"> • Joint hearings on the Local Plans held in June 2016 with hearings on housing numbers, housing supply, the joint housing trajectory and Green Belt. • Hearings took place on the Cambridge Local Plan held between June and September 2016. 	<ul style="list-style-type: none"> • November/December: Hearings specifically into the South Cambridgeshire Local Plan begin. • Further details of Local Plan hearings are to be confirmed by the inspectors.

Strategic Risk Register – recommended changes

Risk #4: Failure to engage effectively across relevant stakeholder groups on the City Deal vision and discrete areas of business leads to weakening support for the City Deal and its associated benefits.

The Programme Board has considered this risk and recommends reassessing both the inherent and residual likelihood scores. This risk has previously been reported with an inherent likelihood of 3 and impact of 4 (score 12), and a residual likelihood of 2 and impact of 4 (score 8). This is recommended to be reassessed as an inherent likelihood of 4 and impact of 4 (score 16), and a residual likelihood of 3 and impact of 4 (score 12).

Agenda Item 8



Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board 8 December 2016

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

Western Orbital – Public Consultation Outcomes and Next Steps

Purpose

- 1 This report summarises the outcome of the consultation on future options for bus and cycle infrastructure improvements along the Western Orbital corridor. Further more detailed analysis of the public consultation response can be found in **Background Paper 1**. Links to all Background Papers are provided on the final page of this report and on [line](#).
- 3 This initial public consultation in early 2016 formed part of the early strategic assessment of this scheme. The Western Orbital early assessment work has been undertaken because it may have impact on other Tranche 1 schemes in particular informing the emerging work on the Cambourne to Cambridge Better Bus Journeys project.
- 4 Furthermore there is a separate but related consideration of a potential intervention to support sustainable bus access to Cambridge Biomedical Campus and to enhance Park & Ride capacity in and around J11 of the M11.
5. The Western Orbital may form part of Tranche 2 or 3 of the City Deal which has yet to be confirmed with government. The City Deal Executive Board will consider funding priorities for future Tranches in 2017. Given this and given that the early strategic assessment work includes engagement with Highways England on future plans for the M11 which are still under consideration, during the current scheme development stage, the focus is on ensuring that the Western Orbital work informs decision making on other projects rather than arrives at a recommended option.
- 6 As such the next steps will be to report to the City Deal Board in July 2016 on the following issues:
 - (i) The strategic assessment of the integration of Western Orbital options with the Cambourne to Cambridge emerging options as required by the Executive Board in their decision on that scheme of 13th October 2016
 - (ii) The viability of shorter term options to improve P&R capacity at J11 in conjunction with bus priority at either/or both J11 and J13 to encourage public transport access to Cambridge Bio Medical Campus
 - (iii) The interaction of any future Western Orbital scheme with possible future improvements to the M11 which may be implemented by Highways England during the City Deal period.

7. Additionally further clarity and impact on planning issues along the corridor specifically those at J11 and the wider Submitted South Cambridgeshire and City of Cambridge Local Plans should form part of further strategic assessment work of the Western Orbital.

Recommendations

8. The Board is asked to:-
 - i. Note the responses to the consultation on the Western Orbital bus infrastructure improvement scheme, including the Park and Ride / Cycle options suggested and other comments received,
 - ii. Agree the next steps as set out in this report for the ongoing strategic assessment of the Western Orbital scheme as part of the on going City Deal programme to support related potential Tranche 1 schemes

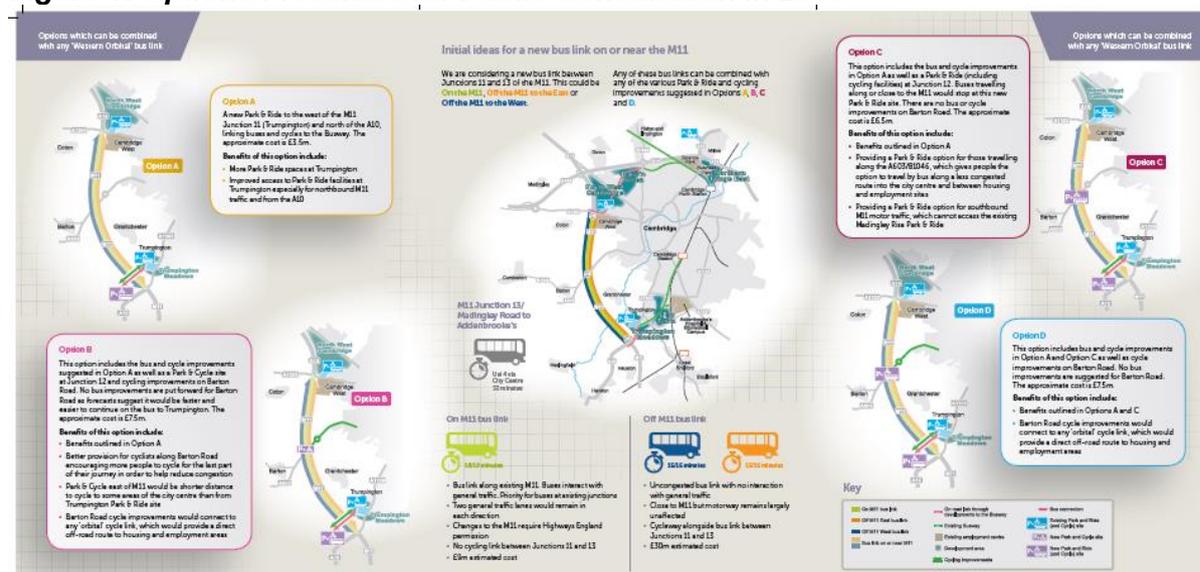
Reasons for Recommendation

9. To support the implementation of the City Deal programme.

Background

10. In December 2015, the Executive Board agreed to consult on four conceptual options for a Western Orbital bus link. These options had already undergone a feasibility assessment. The consultation used nominal routes, ('On Line', 'Off line West' and 'Off line East') in order to engage the public as widely as possible with the issues and link them to the key City Deal transport objectives. The routes were then considered with 4 separate options being made up of a combination of new park and Ride site at Junction 11, a Park and Ride Site at Junction 12 and a Park and Cycle at Junction 12.

Figure 1: Options Presented for Public Consultation in 2016



11. The public consultation took place as part of the Department for Transport major scheme development method – Transport Assessment Guidance (TAG).

- 12 As part of the consultation 17,500 leaflets including the options map and reply paid survey were sent out to areas immediately in and around the corridor and 5,000 postcards signposting people to the online survey were sent out to a wider catchment area. The distribution area is set out in Background Paper 1. Eight consultation events were held over a three week period as follows:
- Newnham: Monday 22nd February 2016;
 - Harston: Tuesday 23rd February 2016;
 - Grantchester: Wednesday 24th February 2016;
 - Comberton: Wednesday 2nd March 2016;
 - Coton: Thursday 3rd March 2016;
 - Lucy Cavendish College Cambridge: Tuesday 8th March 2016;
 - Barton: Wednesday 9th March 2016; and
 - Trumpington: Thursday 10th March 2016.
- 13 The consultation material was also made available at a number of locations around the Greater Cambridge area including:
- Libraries;
 - Local schools;
 - Local outlets such as shops and pubs;
 - Park & Ride sites
 - Greater Cambridge City Deal website;
 - Greater Cambridge City Deal Twitter and Facebook (also via Facebook advert);
 - University of Cambridge staff webpage;
 - City Deal partner Council receptions: Shire Hall, South Cambridgeshire Hall, The Guildhall;
 - Leaflets and posters in community centres;
 - Letters and emails to stakeholders and landowners
 - Posters in City Centre locations
 - Bus advertising panels at bus stops and on-screen adverts on Park and Ride buses.
- 14 In terms of Facebook and Twitter, the main objectives were toward raising awareness of the consultation through the use of links and also informally through 'likes' and the 'following' the relevant Twitter account. A summary of how people heard about the consultation is set out in Background Paper 1.
- 15 In addition two stakeholder briefings were also held; one for councillors and one for stakeholders, community groups and interested parties. A community organised event was also held on the evening of Thursday 3 March. The project manager attended a Barton Parish Council meeting on the morning of Saturday 6 March. The project manager also gave a presentation to staff at Papworth Hospital, which will be relocating from its current Papworth Everard base to the Biomedical Campus from April 2018.

Considerations

- 16 The public consultation provided the opportunity for respondents to submit additional proposals. A collaborative planning workshop was held on 25th May 2016 with a number of stakeholders including Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and an existing local Bus Operator. The detailed results of the public consultation were presented and discussed. The stakeholders agreed which of the items raised by the public consultation have been identified as out of scope of this project although they may be considered through other City Deal projects. Those within scope will be included in the ongoing option appraisal and

assessment before recommendation of a recommended option. Initial analysis is found in **Background Paper 2** and **Table 1** sets out a summary:

Table 1: Impact of Public Consultation: Items for consideration / to be taken forward

proposal	Initial Analysis and Next Steps
Link from M11 northbound carriageway / slip road directly to new Hauxton Park & Ride	Vehicular access to be considered further as preferred sites emerges.
Off-line link between Junction 11 Park & Ride sites (existing Trumpington and proposed Hauxton).	Link to be considered along with pedestrian and cycle connections and how the connection will integrate with Trumpington Meadows. Green Belt policy will be taken into consideration when highlighting a preferred option. Service operations between the two sites will also be considered.
Connections across M11 using existing agricultural bridge at Junction 11	Further assessment of the agricultural bridge will be undertaken as well as alternative options for crossing the M11 for buses, pedestrians and cyclists.
Location of Junction 12 Park & Ride and Park & Cycle	All proposed locations for a Park & Ride at Junction 12 will be assessed further
Connection of orbital route to Cambridge Science Park via Cambridge Northwest and Darwin Green	A link between Madingley Park & Ride, Cambridge North West, Darwin Green and the Science Park has been included in the S106 agreements for Cambridge North West. The connection to this approved link will be assessed further
Two-way cycle way over Junction 12 and along Barton Road into the City Centre	Depending on the preferred location for a Park & Cycle at junction 12, cycle improvements will include provision for crossing the M11
Allow Park & Ride cars to share bus infrastructure	Vehicular access to be considered further as preferred sites emerges. Discussions with Highways England would be required.
Later or longer opening times of Park & Ride sites and services to accommodate shift patterns	No further action is required at this stage
Multi-storey Park & Ride provision at Trumpington Park & Ride	Further assessment into the buildability and practicality of a multi-storey Park & Ride site will be carried out.
Unified Ticketing System	No further action is required at this stage
Connections to the A428 Scheme	Connections will be considered as preferred alignments for the Western Orbital emerge

- 17 The summary of other comments, including key stakeholder comments, are found in **Background Paper 2** and are provided in full in the Background Papers 3. The following provides a brief summary of the main points raised and is not exhaustive. The comments are organised by subject area under which they will be considered in the ongoing technical assessment process.

- **Environmental Impacts**

A higher number of representations indicated support for a bus link on the M11. Greatest opposition was shown for an M11 off-road link, irrespective of which side of the motorway it was located. The primary rationale for this was environmental impacts such as impacts on orchards, wildlife sites and the green belt, or the noise impact on local residents.

- **Park & Ride Provision**

Feedback focused on specific locations proposed for a new Park & Ride site, with some representations stating they felt that Hauxton and Barton were too proximal to the city centre to be effective locations to address traffic flow. Foxton was nominated by a few to be more appropriate, with a number of benefits cited, including that it could intercept traffic before it reaches “pinch points” such as the main roads through Harston and further along the A10 towards the M11. The presence of the Foxton rail station was also reflected upon as an additional option for future travel which could also mitigate issues at Trumpington Park & Ride site with commuters to London. A suggestion was made to develop a Park & Ride site to the southwest of Barton, towards The Eversdens, to intercept traffic before it reaches the village.

Generally, the development of a new Park & Ride site was considered to be a sensible option. Some representations stated that the benefits would outweigh the negatives if a site was planned properly taking into account environmental concerns. It was noted that any Park & Ride site should provide effective cycling facilities, and that the route between it and the city centre should include a dedicated cycle route.

- **Existing Bus Routes**

Challenges around existing bus routes and services were raised, with some requesting that existing problems be resolved prior to any new developments being made. Some noted that a complete overhaul of bus service provision around Cambridge might be necessary.

- **Commuting by Car**

A number of respondents commented on existing significant issues regarding commuting into the Cambridge by car from the west of the city. Some cited traffic reports and surveys to evidence problems with traffic flow went beyond the ‘catchment’ within the M11. Connections to difficulties in traffic flow along the A14 and A428 were cited as having a knock-on effect on traffic entering Barton, and having more effect than any new housing developments:

One representation cited a review into traffic along the A10 through Harston, which they stated demonstrated that Cass A vehicles formed the majority of road users (approximately 80% of those recorded). It also noted that traffic levels, unsurprisingly, increased significantly during weekdays.

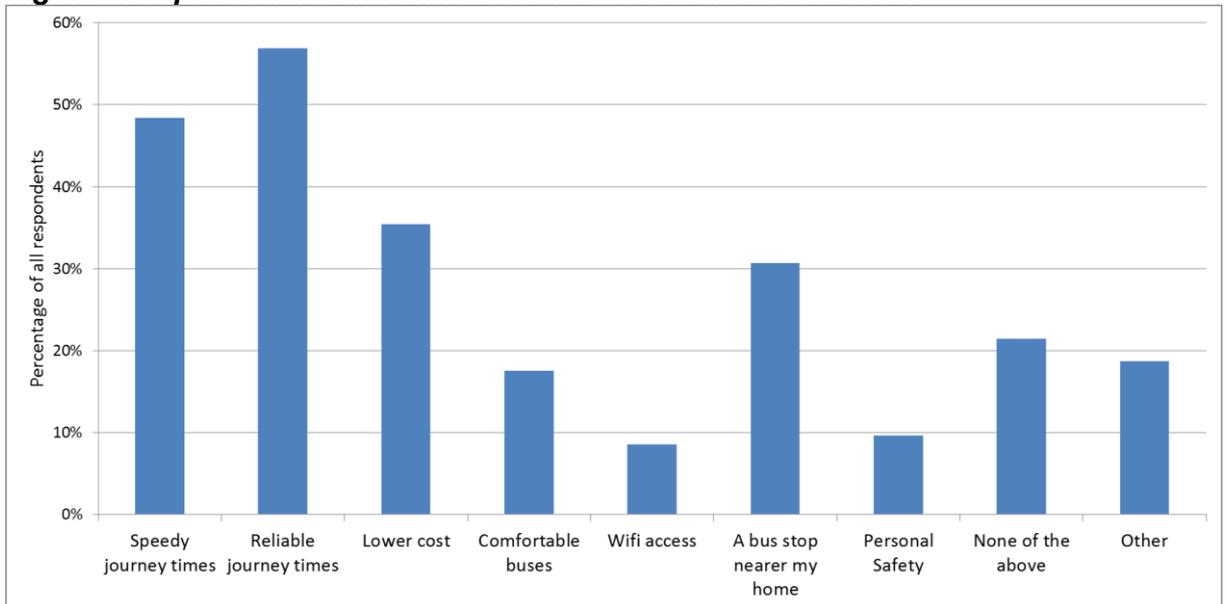
- **Cycling Provision**

Many of the written representations indicated that that the provision of good cycle routes was key, alongside good facilities. Cycleways segregated away from main roads were approved of, as were the development of safer routes for horse-riding and pedestrians.

Concerns were raised that the entrance routes into the city – specifically the challenges crossing the M11 slip-roads either from Barton or from Harston – made journeys very unsafe. Support for the orbital route and bus links focused on the inclusion of cycling facilities.

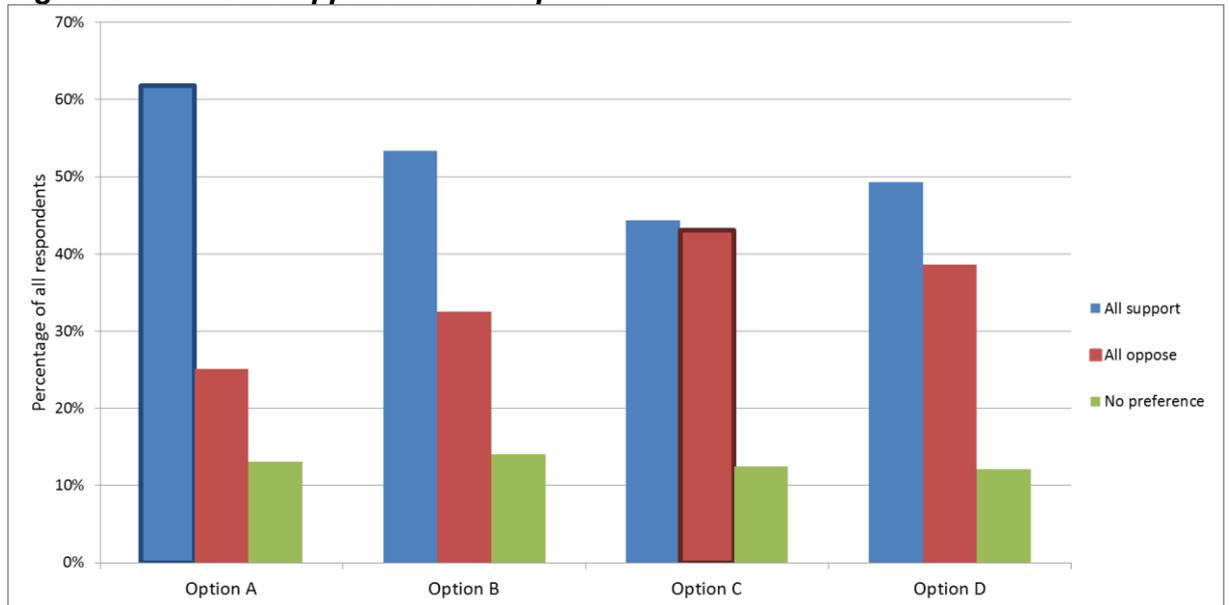
- 18 In summary, whilst important, these issues do not raise any additional new risks or constraints which would otherwise fall outside the ongoing appraisal and assessment methodology.
- 19 Over 51% of respondents indicated their usual mode of travel was by car as a driver. Over 45% indicated they would cycle and 25% travel on foot. The public were asked what would incentivise them to use the bus or use it more often. The responses are summarised in **Figure 2**.

Figure 2: Improvements which would incentivise more bus travel



- 20 Most respondents agreed that the provision of fast, reliable and frequent journeys was most likely to persuade them to make use of buses. This is consistent with surveys of passengers on the Busway and the recent A428 Better Bus Journeys Cambourne to Cambridge Public Consultation. .
- 21 Over 67% of respondents felt it was important or very important that cycling and pedestrian facilities are improved within this scheme
- 22 **Figure 3** summarises the overall levels of support for each option based only on the quantitative analysis.

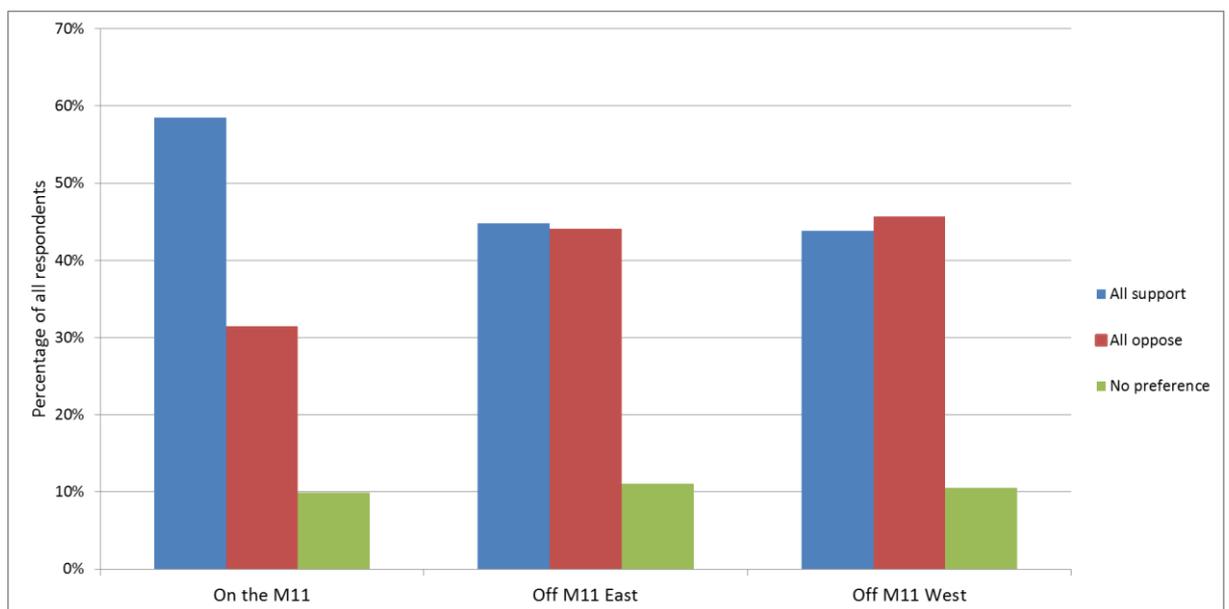
Figure 3: Levels of support for each option



23 Over 64% of respondents supported the need for public transport improvements along the corridor. Respondents were then asked to identify how far they supported or opposed three locations for the potential bus link:

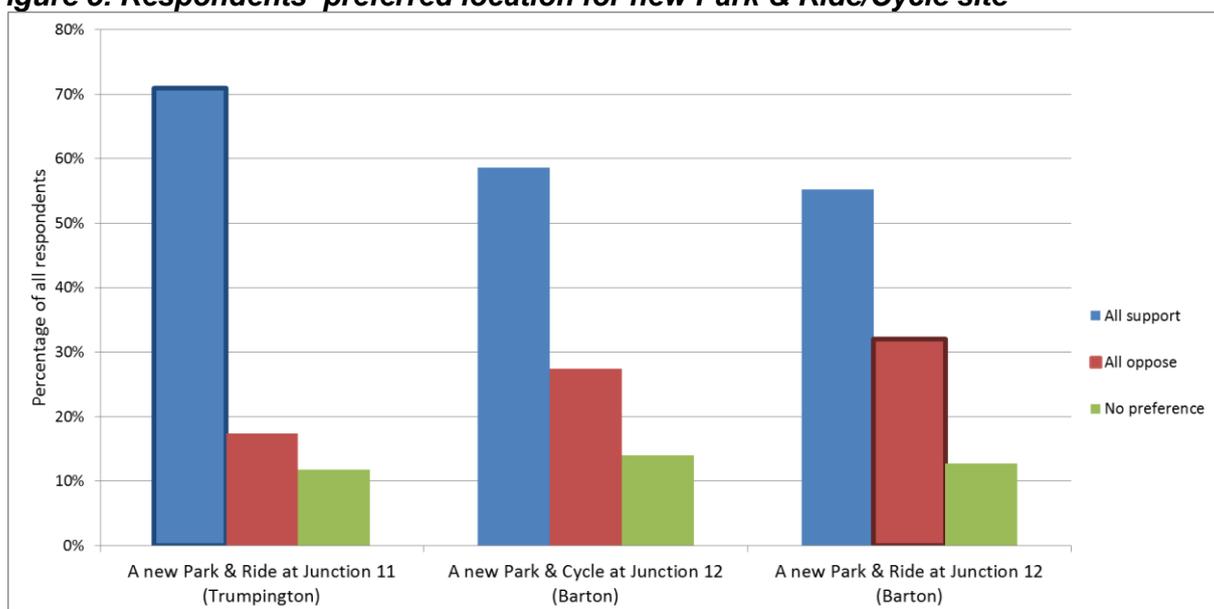
- On the M11
- Off M11 East
- Off M11 West

Figure 4: Degree of support for proposed locations



- 24 Overall, greatest support was given for Option A (On M11) (61.8% supporting or strongly supporting), followed by Option B (east of M11) (53.4% supporting or strongly supporting). Greatest opposition was shown for Option C (west of M11), with 43.1% opposing or strongly opposing.
- 25 Further analysis of the location of respondents by postcode and their support or opposition to each option has been undertaken with details provided in Background Paper 1. This analysis suggests that levels of opposition to proposals may reflect concerns about how a potential scheme could impact the immediate area in which people live.
- 26 Respondents were asked to consider the creation of two new Park & Ride or Park & Cycle sites as part of the Western Orbital development. A specific location was illustrated at Junction 11 and a catchment area was illustrated at Junction 12.
- 27 All three initial ideas were supported by the majority of respondents, with the greatest support expressed for the development of a new Park & Ride site at the Junction 11 exit of the M11 (70.9% of respondents supported or strongly supported this option). Greatest opposition was expressed for a new Park & Ride site at the Barton exit of the M11 (32.0% opposed or strongly opposed this).

Figure 5: Respondents' preferred location for new Park & Ride/Cycle site



Work undertaken since Public Consultation

- 28 Additional technical work has been undertaken to support the Strategic Outline Business Case (OBC) for the A428 Cambourne to Cambridge Better Buses Journeys (A428 Scheme), as the area of influence and connectivity between the two schemes. This work has included tasks such as:
- Policy Review
 - Existing Demographics
 - High-Level Constraints Assessment
 - Further Park and Ride Site Location refinement
 - Public Transport Feasibility
 - First Principles Assessment of Potential Options

- Frequencies and Journey Time Assessment
- Review of Scheme interaction with A428 Better journeys Cambourne to Cambridge.
- Potential impact on public transport service patterns

29 The report presents a ‘first principle’ assessment of the advantages and disadvantages of the considerations for the Western Orbital running on the M11 or an off line alignment from Junction 13 to Junction 11.

On M11 running

- Advantages – less environmental impact, does not rule out future off line investment, lower cost, quicker implementation
- Disadvantages – does not provide bus priority, segregation, journey time reliability or resilience, not strategically consistent with A428 scheme approach in terms of public transport quality and wider economic growth objectives, relies on interaction with HE network, no cycling benefits.

Off line alignment

- Advantages – offers potential for strategic high quality segregated bus corridor combined with A428 using new bus bridge, offers greatest public transport benefits and support for economic growth, separate from HE network, high quality new cycling link
- Disadvantages – environmental impact is highest with busway and P&R interventions, highest financial cost, longer implementation

Next Steps

- 30 The public consultation forms part of the ongoing strategic assessment of options. As anticipated the public consultation has generated new and alternative proposals which will help inform this process.
31. As set out in the report to the City Deal Executive Board of December 2015 and as confirmed as part of the decision of the Board on 13th October 2016, the primary reason for early development of the Western Orbital is to ensure that the current Tranche 1 scheme decisions are made with a full understanding of the interaction with a future Western Orbital. The current congestion issues on the M11, plans of the Highways England to address them and the extensive expansion of the Cambridge Bio Medical Campus, also inform the short term considerations related to the Western Orbital.
- 32 As such 3 key considerations should now form the ongoing assessment work for a future Western Orbital Scheme:
- a) The direct impact of any Western Orbital Scheme with the potential specific route alignment which may emerge from the Cambourne to Cambridge Better Bus Journey Schemes. In particular this would focus on
 - I. the potential for direct off line links between the 2 schemes and the transport/environmental benefits/costs
 - II. the potential for direct online links between the 2 schemes
 - III. the direct issues within the Cambridge West site and Madingley Road which may impact both schemes
 - IV. The overall economic impacts of different options for both schemes using both the conventional Benefit Cost Ratio and the wider Gross Value Added approach already highlighted within the Cambourne to Cambridge Corridor

- V. These assessments should be completed by July 2017 at which time the Board is programmed to make a final decision on options for detailed consultation on the Cambourne to Cambridge Better Bus Journey Schemes.
- b) Ongoing liaison with Highways England (HE) in terms of their developing proposals for the M11 motorway. The current HE business plan runs to 2020 and in this plan they do intend to upgrade the signage on the M11 Cambridge section and review junction operations. There is no current provision within the HE business plan (known as a Route Strategy) for either a more extensive technology scheme (involving variable speed limits) or for hard shoulder running although this could form part of a the next or a subsequent business plan. It is currently estimated that Highways England will provide further clarity on longer term measures to be taken on the M11 during 2017 when their next Route Strategy is set out and the City Deal will seek to engage at the highest levels with HE to influence this process.
- c) Separately consideration of the potential for phased implementation of a future scheme including specific focus on J11 of the M11 to meet for the aspirations of the City Deal Executive Board to support public transport access to the Bio-Medical Campus. This specific intervention is discussed in a separate report to this meeting of the Executive Board. Such potential phased implementation would include the following
- A full business and implementation plan (as set out in separate report on this agenda)
 - A full appraisal of the case for a Park & Ride extension at Trumpington
 - A full appraisal of a new P&R to the west of the M11
 - A full appraisal of a new connection between any P&R to the west of the M11 and any new bus priority infrastructure at J11 of the M11
 - A full appraisal of other shorter term measures which may support the successful operation of a bus slip road at J11, including those at J13
- 33 Additionally, a number of planning considerations should also be fully accounted for in further Western Orbital work. In particular these are:
- Status of planning applications around J11 of the M11
 - The examination of the South Cambridgeshire and City of Cambridge submitted Local Plans
- 34 Given that the Western Orbital does not form part of the Tranche 1 of the City Deal programme, and that further Tranche prioritisation decisions are yet to made, and given the need to obtain further clarity on the points (a,b,c) in Paragraph 32 above and planning considerations in Paragraph 33, it is not proposed to within the current scheme development stage to arrive at a Recommended Option for the Western Orbital as a scheme but rather to continue to ensure that the full costs and benefits of the Western Orbital options (online or offline) are known as the Board considers decisions related to the Paragraph 33.
- 35 In this context the next step for the project is set out in **Table 2**.

Table 2: Next Step and target date

Next Step	Target Completion Date
Report to GCCD Board on detailed assessment of the following key issues <ul style="list-style-type: none">- A full detailed assessment of the Western Orbital options in relation to the Cambridge to Cambourne Better Bus Journey Scheme- A full detailed assessment of the case for proceeding with any short term intervention at J11 (and supporting measures) including P&R capacity enhancements- Update on further engagement with Highways England on their developing plans for M11	July 2017

Options

- 36 The recommended approach is for officers, now informed by the public consultation to undertake further strategic assessment of the Western Orbital options to support the development of early related City Deal schemes informed by Highways England and planning considerations.
- 37 The Executive Board may decide to stop any further assessment work on the Western Orbital given that it is a not a Tranche 1 scheme. This would not allow for a full assessment of its impacts on other Tranche 1 scheme and therefore reduce the strategic oversight the Board may wish to have when making decisions on those other schemes.
- 38 The Executive Board may decide to complete request officers to recommend an option for the Western Orbital in 2017. This option would allow for full integration of the Western Orbital scheme into the Cambourne to Cambridge Better Bus Journeys scheme with consequent benefits in terms of reduced development costs and improved timescales. However given that the Western Orbital is not a Tranche 1 funded scheme, this would pre-empt wider considerations on future City Deal Tranches.

Implications

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

Financial

Resources are allocated as part City Deal Tranche 1 for early scheme development

Staffing

Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.

Risk

A project risk register has been developed.

Background papers

Western Orbital – Cambridgeshire Research Group

Summary of all representations

All written comments received via email, post, social media and exhibitions

These background papers can be viewed via the following link:

http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport_projects_and_consultations/8

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WESTERN ORBITAL BUS LINK

CONSULTATION REPORT

FINAL V1

JUNE 2016

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's research function. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

All the output of the team and that of our partners is published on our dedicated website

www.cambridgeshireinsight.org.uk

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EXECUTIVE SUMMARY

BACKGROUND AND METHODOLOGY

The Greater Cambridge City Deal (GCCD) aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the area. The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of topics in relation to the people and economy of Cambridgeshire. The CRG team was asked by the GCCD Communications Team to provide statistical and qualitative analysis on the results of the Western Orbital Bus Link consultation, which took place in early 2016.

The public consultation on the Western Orbital bus link was focused on residents from Cambridge and South Cambridgeshire, but available for all residents of the county to respond. The exercise was promoted across a number of outlets, including:

- Libraries;
- Local schools;
- Local outlets such as shops and pubs;
- Park & Ride sites;
- Bus advertising panels at bus stops and on-screen adverts on Park & Ride buses;
- Greater Cambridge City Deal website;
- Greater Cambridge City Deal Twitter and Facebook (also via Facebook adverts);
- University of Cambridge staff website;
- City Deal partner Council receptions: Shire Hall, South Cambridgeshire Hall, The Guildhall;
- Leaflets and posters in community centres;
- Posters in City Centre locations;
- Letters and emails to stakeholders and landowners.

Not all questions were mandatory within the survey. As a result, questions may not have been answered by all respondents. Percentages are therefore taken from the total number of responses to each question rather than of the total number of respondents to the survey.

ONLINE PUBLIC CONSULTATION: RESULTS

In total 1,088 members of the public responded to this survey.

Journey Patterns

- 92.6% of respondents indicated they did travel between Junctions 11 and 13 of the M11. 14.7% indicated they did this journey on a daily basis. A third of respondents (33.4%) indicated they only travelled occasionally.
- 61.9% of respondents indicated they usually travel during day-time off-peak hours.
- Just over a third (35.3%) indicated they travelled during morning peak hours, with a quarter (24.8%) indicating they travelled during evening peak hours.
- Respondents were asked to consider their most common method of travel. The majority (53.1%) stated they travelled by car.
- 36.6% indicated Cambridge City Centre to be their usual destination of travel.
- Reliable journey times were cited as key to making bus travel a better alternative by 56.9% of respondents. 48.5% cited a need for faster journey times, with 35.5% citing a need for lower costs to travel.

Western Orbital as a Concept

- Overall, 64.0% of respondents supported or strongly supported the concept of a Western Orbital bus link on or near the M11 between Junctions 11 and 13.

- Generally, there was greatest support for a link on the M11 – with 58.5% of respondents in support. 44.8% supported a link off the M11 East, and 43.8% supported a link off the M11 West.
- Opposition was more evident for schemes taking the bus link off the M11. 44.9% opposed a proposed bus link off the M11 East, and 45.7% opposed a link off the M11 West. This is compared to 31.5% opposition for a link on the M11.

Options A, B, C, D

- Overall, greatest support was given for Option A (61.8% support or strongly support), followed by Option B (53.4%), Option D (49.3%) and Option C (44.4%).
- Greatest opposition was shown for Option C, with 43.1% opposing or strongly opposing it.

Cycling and Park & Ride Improvements

Cycling

- Almost half (47.0%) indicated they would consider cycling all or part of the Orbital link if there were better and more direct cycle facilities.
- When asked specifically about the creation of a cycleway near the M11 to link housing and employment sites alongside the possible Western Orbital link, the majority were in favour, with 67.3% either supporting or strongly supporting the suggestion.
- Focusing on Barton Road, again support for cycling improvements was shown, with 73.8% indicating support or strong support.

Park & Ride/Cycle

- All three initial ideas were supported by the majority, with the greatest support expressed for the development of a new Park & Ride site at the Trumpington exit of the M11 (70.9% of respondents supported or strongly supported this option).
- Greatest opposition was expressed for a new Park & Ride site at the Barton exit of the M11 (32.0% opposed or strongly opposed this).
- Within ‘further comments’, respondents indicated overall support for the concept of Park & Cycle sites, dependent on the appropriate facilities being made available.

Further Comments

- Cycling infrastructure improvements were frequently raised, requesting further investment and focus on cycling routes – both those proposed and those already in existence.
- Park & Cycle sites were discussed by a few, with more respondents indicating support for the concept than opposition. It was noted that any such development would need to have appropriate facilities to maximise its use.
- The second most commonly raised topic focused on environmental issues about the project. Concern was raised about the environmental impact of any new bus routes, and of the risk of future additional developments in the area. Concerns around Coton, Granchester Meadows and Trumpington Meadows were raised.
- Respondents commented that there were a number of problems with current transport provision and infrastructure that should be addressed prior to being able to identify whether new developments were needed.
- Bus routes were raised by many respondents as requiring improvement before any new developments are considered.
- Problems with the Girton Interchange were raised, with numerous respondents highlighting the need for change to the area. The consensus of respondents was that an ‘all ways junction’ at the interchange was needed, to improve access and ease congestion. The addition of a southern turning onto the M11 from the A428 was suggested, hence streamlining traffic flow.
- A number of alternative methods of travel were suggested, including trains, trams, underground routes, mono-rail, light railways, smaller shuttle buses and cable-drawn ropeways.
- A number of comments referred to the project and consultation in general. These included a need for greater detail about the scheme, concern that the project was not effectively joined up with other transport plans, and that the scheme overall was a waste of time and/or money.

- The proposed Barton Road Park & Ride site received more positive comments than a second site near Trumpington. Hauxton as a potential site received some support, but only when associated with alternative means of travel such as a train line.
- Foxton was proposed by a few as an alternative Park & Ride site. It was requested that Foxton also be considered as an option, so as to better intercept traffic on the A10 and train lines, and address existing issues at the level crossing by moving commuters onto the bus or train. In the longer term, it was noted that this could then work well with the Cambridge North station and any potential station at Addenbrooke's.

Respondent Profile

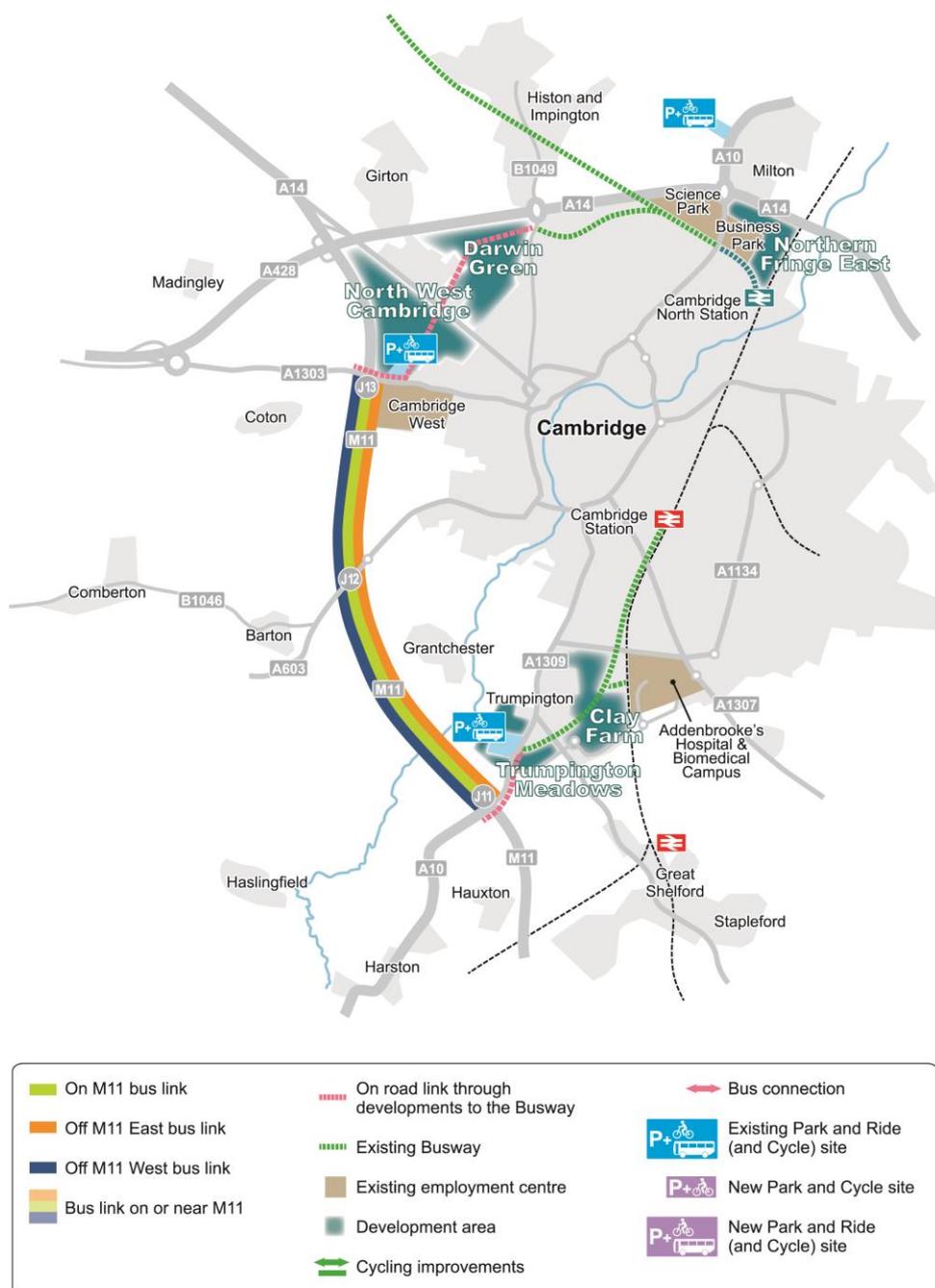
- A high proportion of respondents (22.6%) were aged between 45 and 54, with very few respondents aged under 25 (3.4%).
- A majority proportion of respondents indicated they were in employment (employed or self-employed) – 64.2% of respondents.
- 7.1% of respondents indicated they had a disability which influenced the way they travel.

INTRODUCTION

BACKGROUND

The Greater Cambridge City Deal (GCCD) aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the area.

The Cambridgeshire Research Group (CRG), part of Cambridgeshire County Council, works closely with many service groups to provide information and data on a variety of topics in relation to the people and economy of Cambridgeshire. CRG was asked by the GCCD Communications Team to provide statistical and qualitative analysis on the results of the Western Orbital Bus Link consultation. A public consultation was undertaken in early 2016 that centred on the potential development of a Western Orbital bus link, as indicated in the following image:



The image outlines potential sites and links that could be developed as part of the Western Orbital scheme, as well as possible improvement options for Park & Ride / Cycle locations. The proposals can be broken down as follows:

Development of an M11 Bus Link:

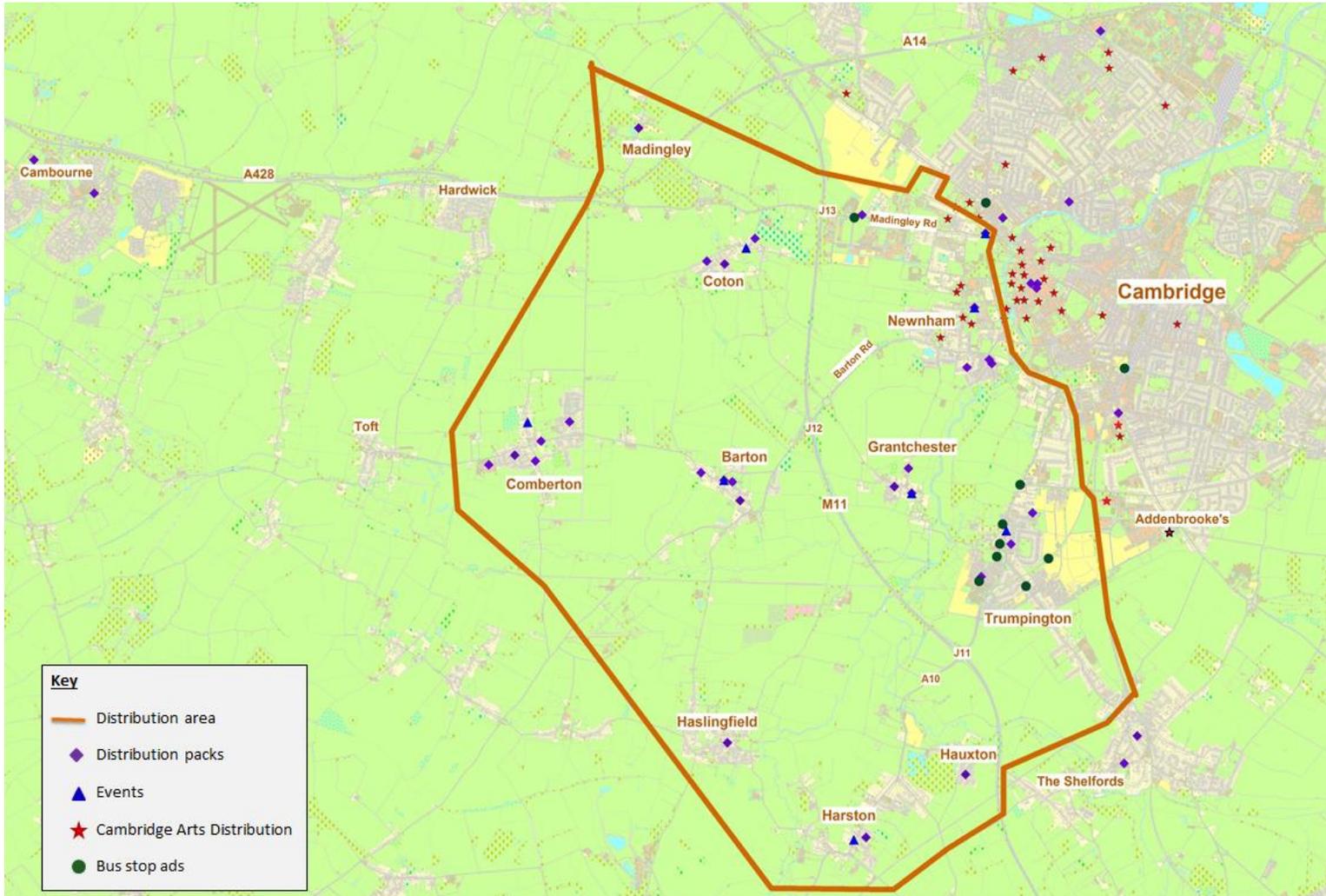
- 1) Bus Link on the M11 (£9m)
 - Bus link along M11, buses interact with general traffic
 - Priority for buses at existing junctions
 - Two general traffic lanes would remain in each direction
- 2) Bus Link off the M11 – East or West (£30m)
 - Uncongested bus link with no interaction with general traffic
 - Close to M11 but motorway remains largely unaffected
 - Cycleway alongside bus link

Park & Ride / Park & Cycle Improvement Options:

- Option A) This option would involve construction of a new Park & Ride site west of M11 Junction 11 and north of the A10. (£3.5m)
- Option B) This option has all the improvements included in Option A. In addition this option would include a Park & Cycle site at Junction 12 of the M11, together with cycling improvements on Barton Road. (£7.5m)
- Option C) This option has all the improvements included in Option A. In addition this option would include a Park & Ride site at Junction 12 of the M11 (including cycle provision). There are no bus or cycle improvements on Barton Road. (£6.5m)
- Option D) This option has all the improvements included in Option A and C as well as cycle improvements on Barton Road. (£7.5m)

METHODOLOGY

The public consultation on the Western Orbital bus link was focused on residents from Cambridge and South Cambridgeshire, but available for all residents of the county to respond. The following map outlines the distribution area of leaflets to the public:



In total, 17,500 leaflets containing the survey, 5,000 postcards and 400 posters promoting it were produced. This is in addition to a number of bus advertising panel posters. External distribution companies were tasked with disseminating these to a number of outlets, including:

- Local schools;
- Local outlets such as shops and pubs;
- Leaflets in community centres;
- Bus advertising panels at bus stops and adverts on Park & Ride buses;
- Employment sites such as Papworth Hospital and Cambridge Biomedical Campus (CBC).

Online, the consultation was promoted via the Greater Cambridge City Deal (GCCD) Facebook page and Twitter, feeding out to partners for further dissemination. A Facebook advert ran from 1 March to 15 March, targeted at residents within a 20km radius of Cambridge. Further ‘interest-targeting’ was set up to highlight the advert to those interested in walking, buses, cycling, public transport, and government.

34,683 members of the public were reached via an advert in their news feeds, with 2,150 engaging with the post. There were 1,727 photo clicks, and 998 website conversions with 290 link clicks. The post was ‘liked’ by 76 people, ‘shared’ by 13 people, and received 44 comments. The cost per engagement was £0.09.

Eight exhibitions were held between 22 February and 10 March. These events were informal exhibitions where members of the public had the opportunity to discuss the scheme in greater detail with project officers. Some attendees also chose to use this time to complete their paper version of the questionnaire, or to discuss alternatives beyond those schemes proposed in this consultation so far. Exhibitions were held at:

- Newnham
- Harston
- Grantchester
- Comberton
- Coton
- Cambridge
- Barton
- Trumpington

The busiest event was held in Newnham. The following table summarises public attendance numbers for each event:

Figure 1: Public attendance at local exhibitions

Exhibition Location	Attendance
Newnham	38
Harston	34
Grantchester	17
Comberton	19
Coton	27
Cambridge	13
Barton	16
Trumpington	19

Two stakeholder briefings were also held; one for councillors and one for stakeholders, community groups and interested parties. A community-organised event was also held on the evening of Thursday 3 March, attended by the City Deal Director Tanya Sheridan and Board Member Francis Burkitt. The Project Manager, Tim Watkins attended a Barton Parish Council meeting on the morning of Saturday 6 March. The Project Manager also gave a presentation to staff at Papworth Hospital, which will be relocating from its current base in Papworth Everard to the Biomedical Campus from April 2018.

In total, 1,088 responses to the survey were received. The appendix provides an overview of all responses to this survey. A number of separate written representations were also received, which are summarised in the “Written Representations” section of this report.

Not all questions were mandatory within the survey. As a result, questions may not have been answered by all respondents. Percentages are therefore taken from the total number of responses to each question rather than of the total number of respondents to the survey.

PUBLIC CONSULTATION: ONLINE SURVEY FINDINGS

RESPONDENT PROFILE

In total, 1,088 members of the public responded to this consultation via the online survey. Public engagement exercises were focused on the south-west of Cambridge, including villages along the M11 area that the Western Orbital might affect. Exhibitions were held at:

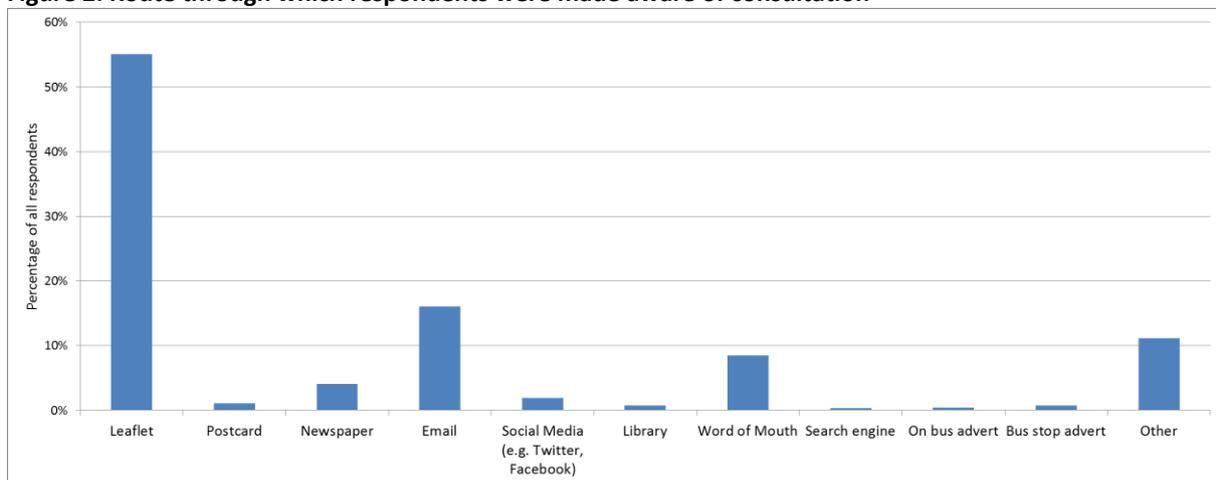
- Newnham
- Harston
- Grantchester
- Comberton
- Coton
- Cambridge
- Barton
- Trumpington

Whilst this consultation was specifically targeted at those residing, working and travelling along the route, it was available to all residents of Cambridgeshire – a population of 635,100¹. Assuming all residents had an equal chance of responding, we can be 95% confident that if we surveyed all 635,100 people in Cambridgeshire that the results found in this consultation would be +/- 2.97% of those findings².

Consultation Awareness

The majority of respondents indicated they heard about the consultation via the leaflet (55.1%). 16.0% indicated they were made aware via email, and only 8.5% by word of mouth. This is in contrast to the “Cambourne to Cambridge – Better Bus Journeys” consultation³, where over 20% of respondents indicated they were made aware of the consultation by word of mouth.

Figure 2: Route through which respondents were made aware of consultation



Of the 113 respondents who stated ‘other’, 23.9% stated they had heard about the consultation through work, of whom almost half indicated they had attended the presentation to the NHS at Papworth Hospital. A further 23.0% indicated they had heard through a letter or leaflet put through their door. Other responses included via social media, Parish Councils, Cambridge Cycling Campaign, Residents Associations, and friends/relatives.

431 respondents asked to be kept updated with City Deal projects in the future.

¹ Source: *Cambridgeshire Research Group mid-2013 population estimates*

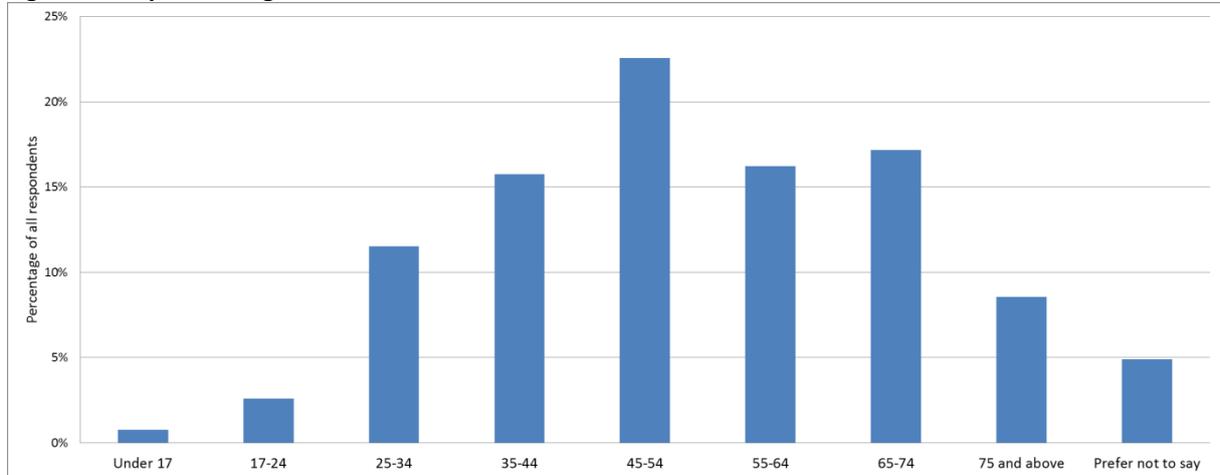
² It should however be noted that the profile questions asked indicate the survey respondents do not reflect the overall population of the county. For example, a disproportionately low number of younger people responded to this survey.

³ http://www.cambridgeshire.gov.uk/citydeal/info/2/transport/1/transport_projects_and_consultations

Age

A high proportion of respondents (22.6%) were aged between 45 and 54, with very few respondents aged under 25 (3.4%).

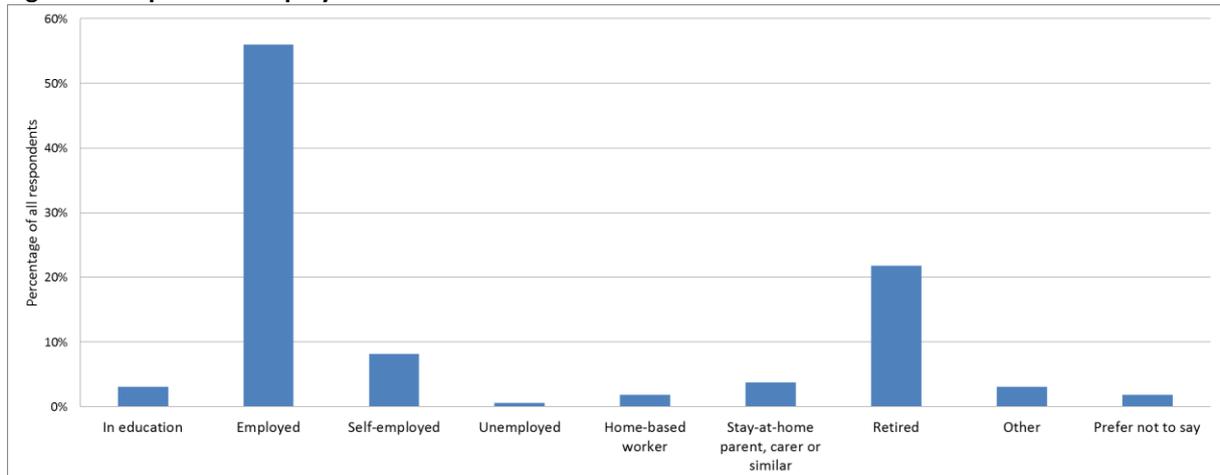
Figure 3: Respondent age breakdown



Employment

A majority proportion of respondents indicated they were in employment (employed or self-employed) – 64.2% of respondents. The next highest proportion of respondents indicated they were retired.

Figure 4: Respondent employment status



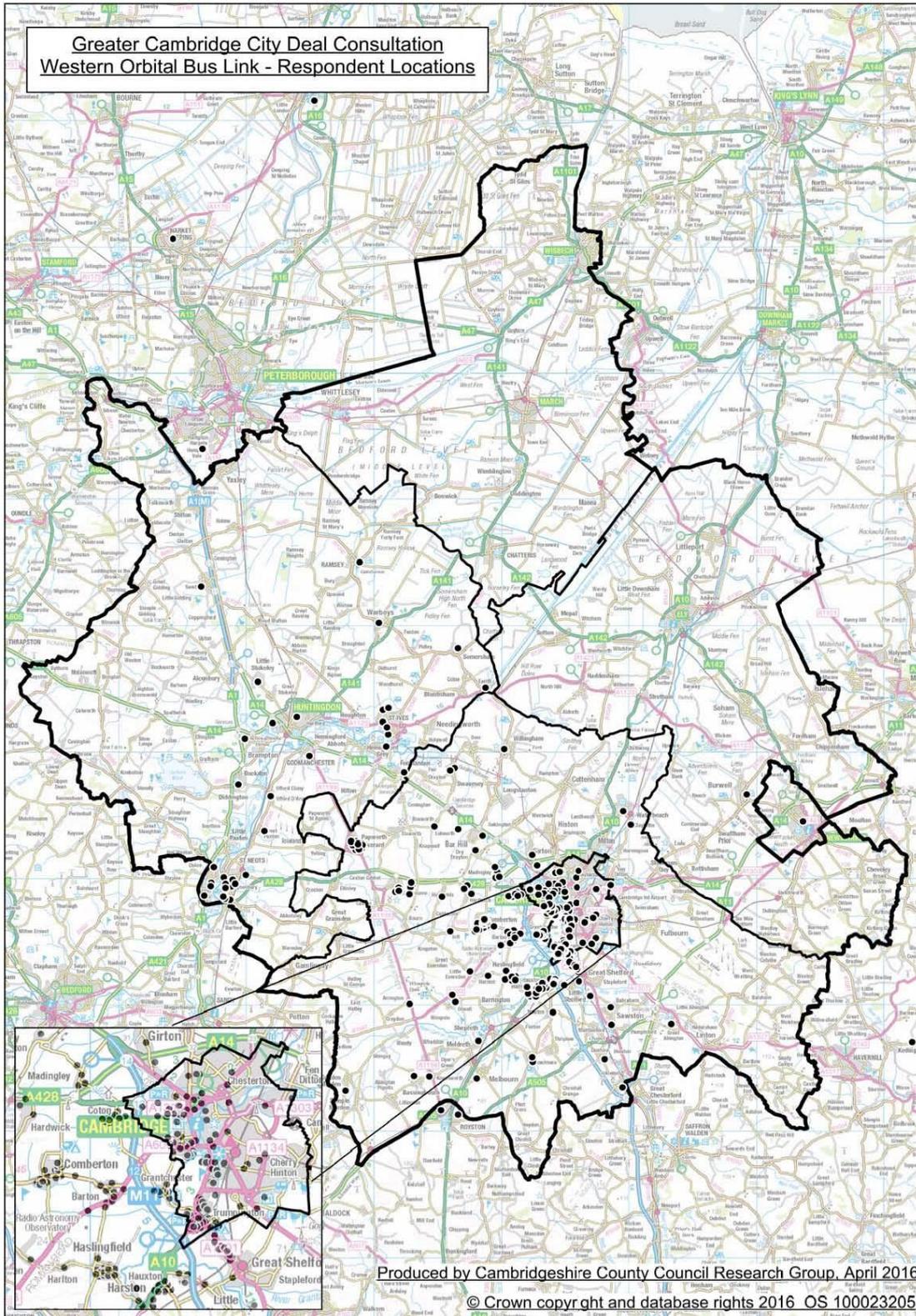
Of those who stated 'other', 50% of comments related to full-time employment, whilst others included semi-retired, full-time volunteers, and carers.

Disability

7.1% of respondents indicated they had a disability which influenced the way they travel.

RESPONDENT LOCATIONS

In total, of the 1,088 members of the public who responded to the survey, 649 left an identifiable postcode. These are indicated on the following map. It should be noted that each point represents a postcode only – and each postcode might represent multiple respondents.

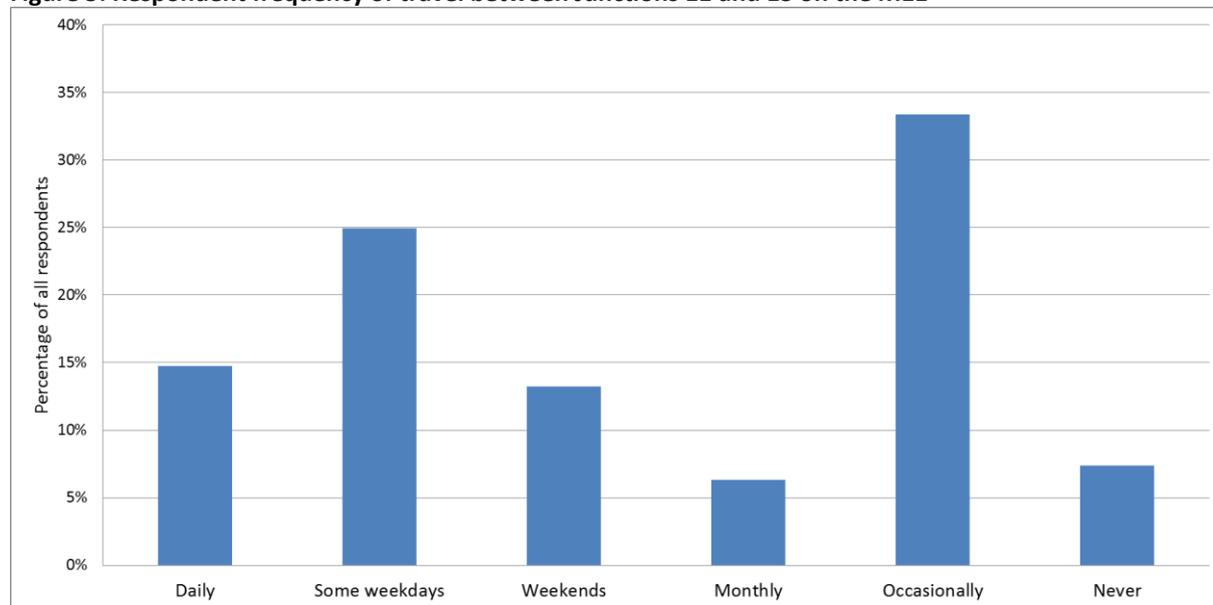


SECTION 1: JOURNEY PATTERNS

Travel Frequency

Respondents were asked a set of questions examining their journey patterns. 92.6% of respondents indicated they did travel between Junctions 11 and 13 of the M11. 14.7% indicated they did this journey on a daily basis. A third of respondents (33.4%) indicated they only travelled occasionally.

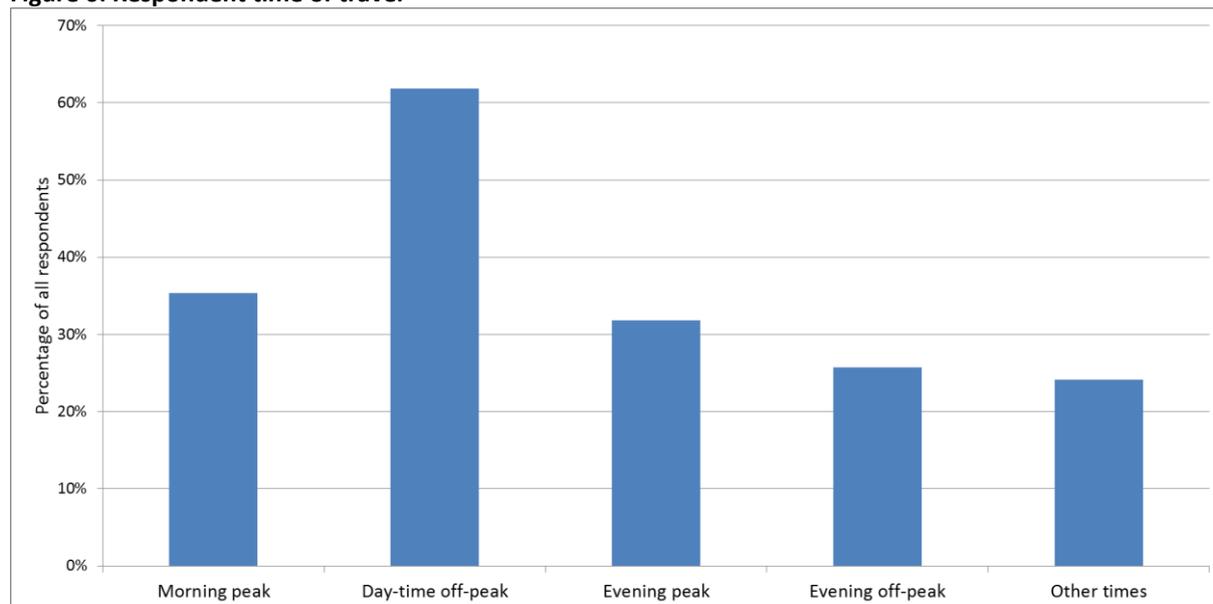
Figure 5: Respondent frequency of travel between Junctions 11 and 13 on the M11



Travel Time

61.9% of respondents indicated they usually travel during day-time off-peak hours. Just over a third (35.3%) indicated they travelled during morning peak hours, with a quarter (24.8%) indicating they travelled during evening peak hours. For the following chart, note that respondents were invited to select more than one option for this question.

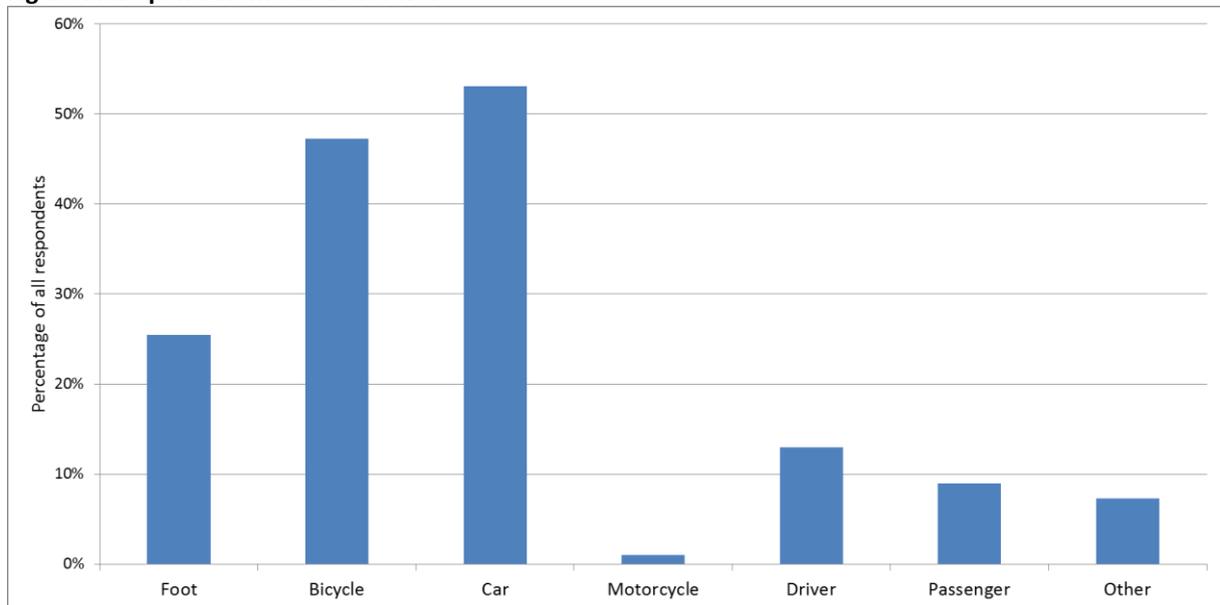
Figure 6: Respondent time of travel



Travel Method

Respondents were asked to consider their most common method of travel. For this question, respondents were asked to consider a number of options, and were able to select more than one answer. Four methods were given as options: foot, bicycle, car or motorcycle. The majority (53.1%) stated they travelled by car. The remaining options invited respondents to consider whether they travelled as a passenger or driver, and a higher proportion indicated they were the driver (13.0% as compared to 9.0%)⁴.

Figure 7: Respondent method of travel



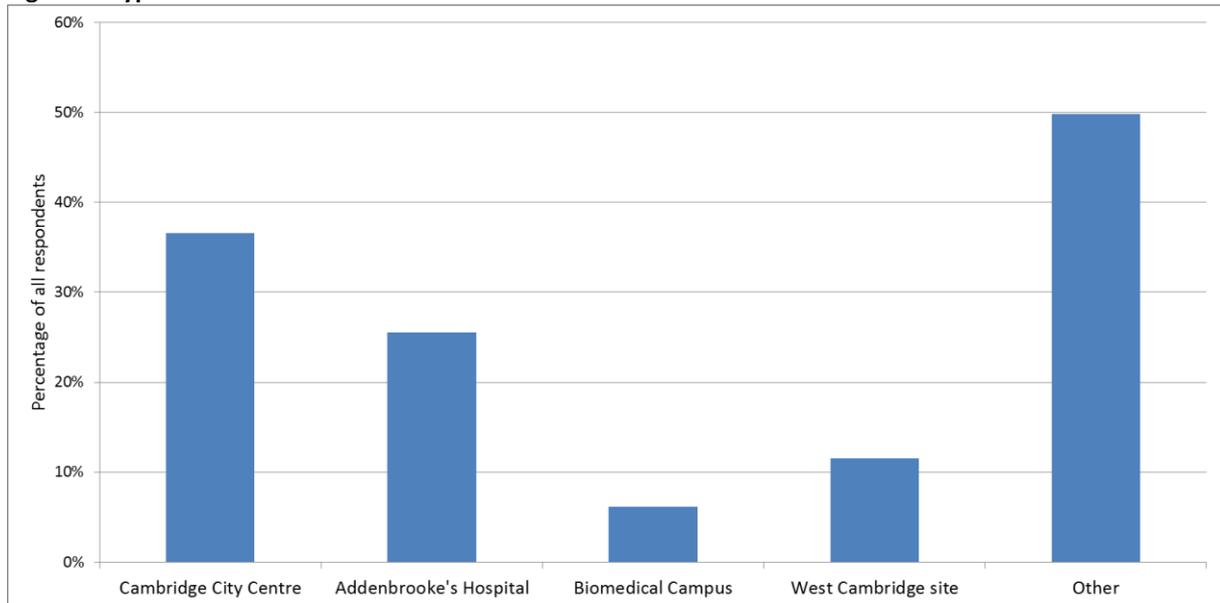
Travel Destination

Respondents were then asked what their typical travel destination was across the city. This question allowed for multiple responses. 36.6% indicated Cambridge City Centre to be their usual destination. Just under half (49.8%) stated an alternative destination. These included:

- Trumpington – including specific shops such as Waitrose
- Locations beyond Cambridgeshire, such as London
- Milton – including Tesco and the Science Park
- Papworth
- Cambourne
- Bar Hill

⁴ This question may have worked better as two separate questions. The four modes of travel given as options (foot, bicycle, car and motorcycle) have been interrogated independently as the question allows for multiple responses.

Figure 8: Typical destination of travel



480 respondents gave other examples of their usual destination. 15.4% cited various city centre locations as their destination, ranging from city centre shops to the train station, schools and places of work. 14.5% cited Trumpington as their destination (including Waitrose). 6.0% indicated their destination to be the other side of Cambridge – such as Milton, Arbury, and the Science Park. Some also highlighted using the M11 and A14 as a “ring road” to access other sides of the city.

Travel Reason

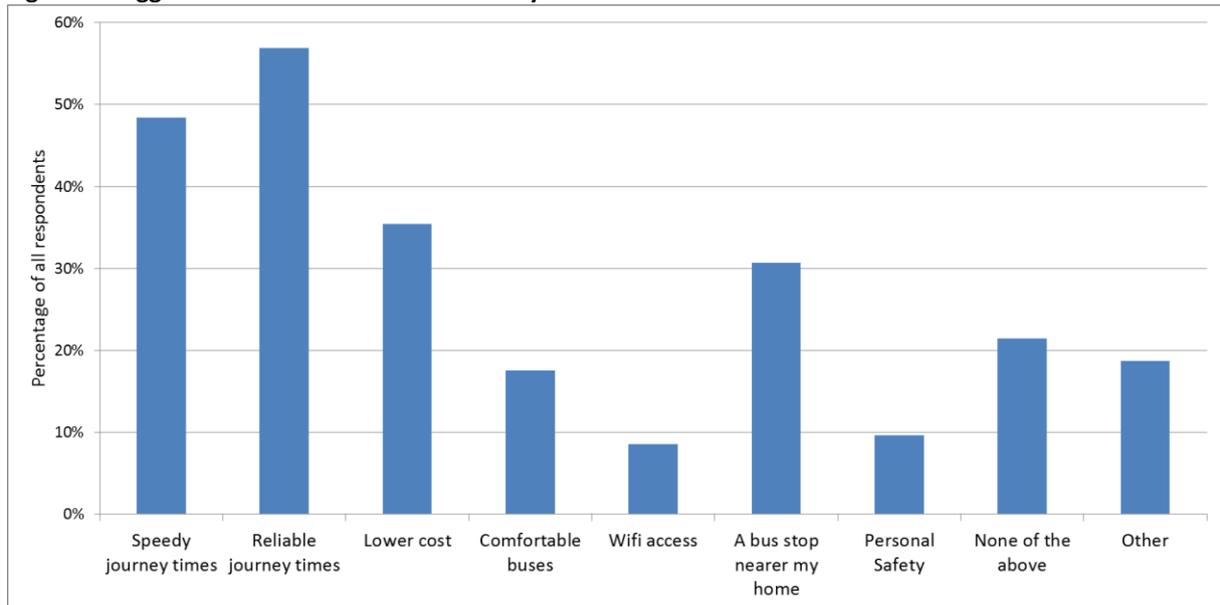
Over half (56.8%) of respondents indicated ‘leisure’ as their reason for travel, with work being the next common reason (selected by 43.3% of respondents).

112 respondents stated ‘other’, and gave alternative reasons. Of these, 45.5% indicated shopping as their reason, and 12.5% cited visiting friends or family.

Incentives to Travel by Bus

Reliable journey times were cited as key to making bus travel a better alternative by 56.9% of respondents. 48.5% cited a need for faster journey times, with 35.5% citing a need for lower costs to travel. For the following chart, note that respondents were invited to select more than one option for this question.

Figure 9: Suggested incentives to travel more by bus



192 respondents stated 'other', and gave alternative reasons that would motivate them to use buses more often. 32.3% stated that improved frequency would help, and 14.6% stated that more direct routes would make them more likely to use the bus. This is in keeping with further comments that referred to bus travel, where a number of respondents raised concerns about the poor rural bus links, and the knock-on impact this may be having on travel into and around the city.

SECTION 2: 'WESTERN ORBITAL' CONCEPT

Overall, 64.0% of respondents supported or strongly supported the concept of a Western Orbital bus link on or near the M11 between Junctions 11 and 13. The following plans, which illustrate the three potential locations for a bus link alongside the four overarching options in the Western Orbital scheme, were provided:



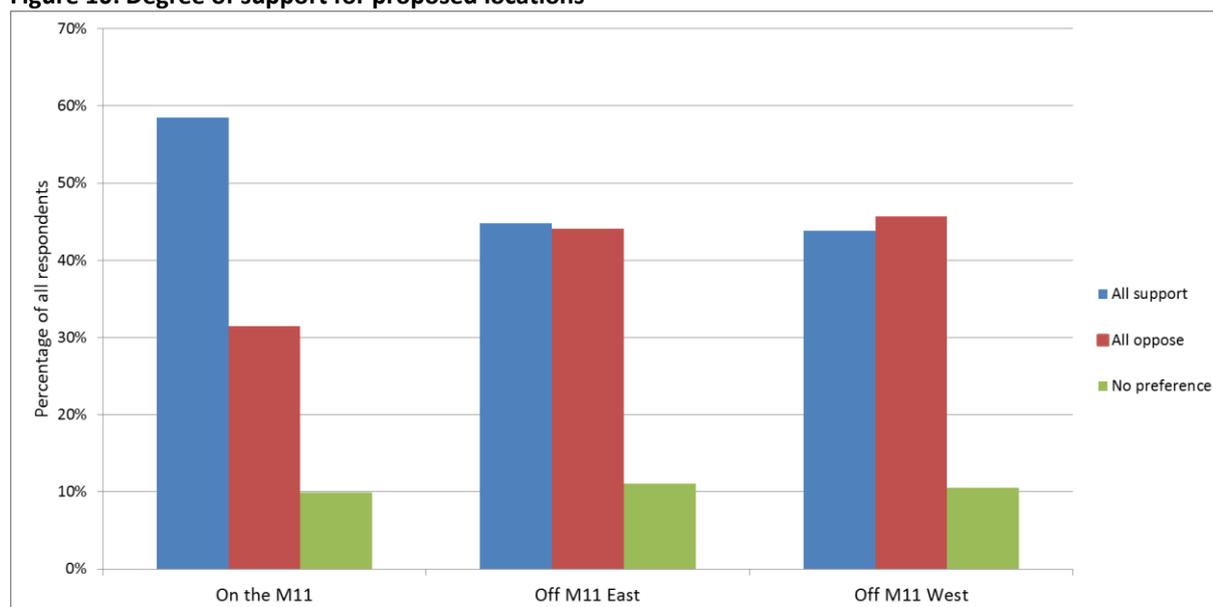
M11 Bus Link Support

Respondents were then asked to identify how far they supported or opposed three locations for the potential bus link:

- On the M11
- Off M11 East
- Off M11 West

Generally, there was greater support for a link on the M11 – with 58.5% of respondents supporting or strongly supporting this option. Opposition was more evident for options taking the link off the M11.

Figure 10: Degree of support for proposed locations



Four specific options have been developed for the possible Western Orbital bus link. All four options labelled A, B, C and D can be combined with a bus route on or near the M11. Within the survey, the following information was provided:

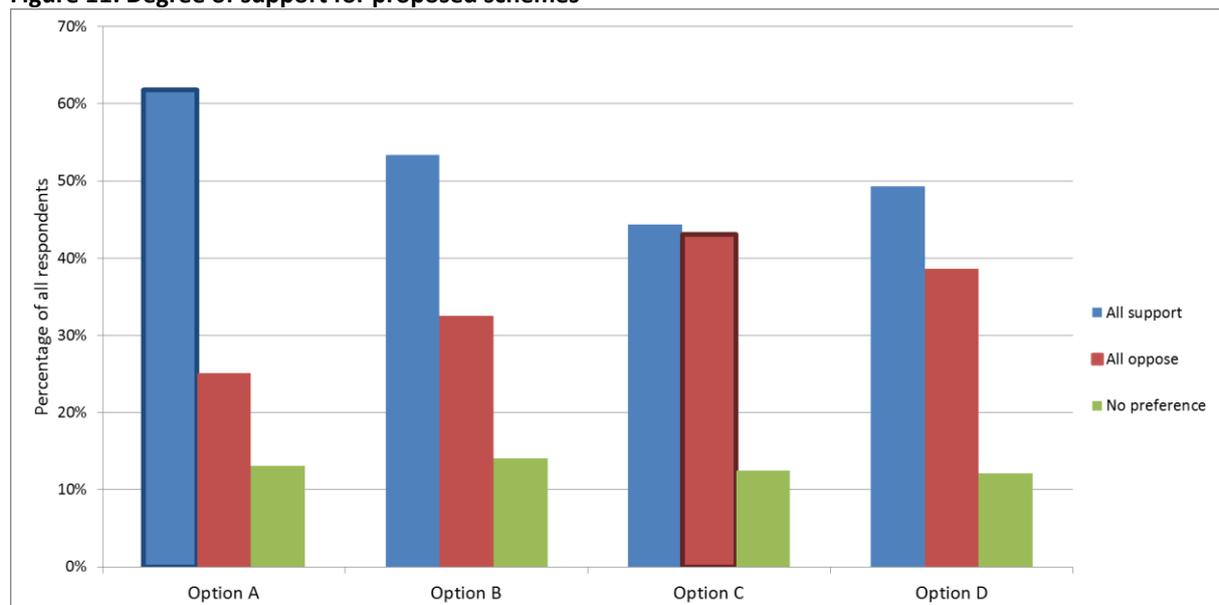
1. **Option A:** A new Park & Ride to the west of the M11 Junction 11 (Trumpington) and north of the A10, linking buses and cycles to the Busway. The approximate cost is £3.5m. Benefits of this option include:
 - More Park & Ride spaces at Trumpington
 - Improved access to Park & Ride facilities at Trumpington especially for northbound M11 traffic and from the A10
2. **Option B:** This option includes the bus and cycle improvements suggested in Option A as well as a Park & Cycle site at Junction 12 and cycling improvements on Barton Road. No bus improvements are put forward for Barton Road as forecasts suggest it would be faster and easier to continue on the bus to Trumpington. The approximate cost is £7.5m. Benefits of this option include:
 - Benefits outlined in Option A
 - Better provision for cyclists along Barton Road encouraging more people to cycle for the last part of their journey in order to help reduce congestion
 - Park & Cycle east of M11 would be shorter distance to cycle to some areas of the city centre than from Trumpington Park & Ride site
 - Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

3. **Option C:** This option includes the bus and cycle improvements in Option A as well as a Park & Ride (including cycling facilities) at Junction 12. Buses travelling along or close to the M11 would stop at this new Park & Ride site. There are no bus or cycle improvements on Barton Road. The approximate cost is £6.5m. Benefits of this option include:
 - Benefits outlined in Option A
 - Providing a Park & Ride option for those travelling along the A603/B1046, which gives people the option to travel by bus along a less congested route into the city centre and between housing and employment sites
 - Providing a Park & Ride option for southbound M11 motor traffic, which cannot access the existing Madingley Rise Park & Ride

4. **Option D:** This option includes bus and cycle improvements in Option A and Option C as well as cycle improvements on Barton Road. No bus improvements are suggested for Barton Road. The approximate cost is £7.5m. Benefits of this option include:
 - Benefits outlined in Options A and C
 - Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

Overall, greatest support was given for Option A (61.8% supporting or strongly supporting), followed by Option B (53.4% supporting or strongly supporting). Greatest opposition was shown for Option C, with 43.1% opposing or strongly opposing. The following chart shows degrees of support, with the highest points of opposition and support highlighted.

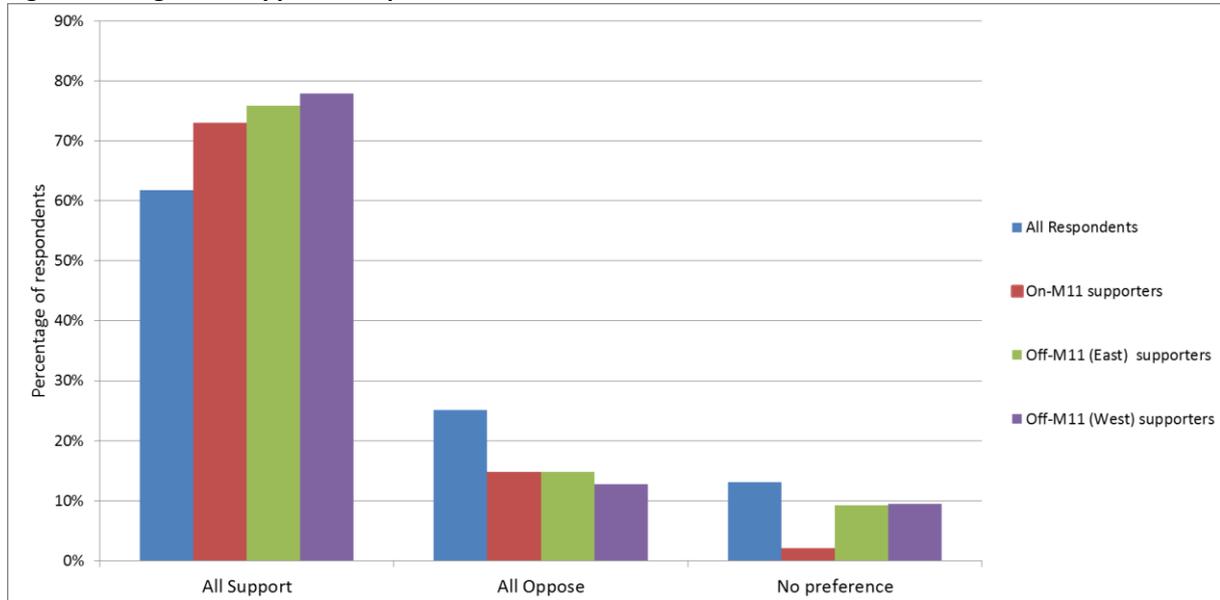
Figure 11: Degree of support for proposed schemes



Option A

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, support for Option A was high across the board. Greatest support for Option A came from those supporting an off-M11 (west) link (77.9% indicated support, as compared to 61.8% of all respondents).

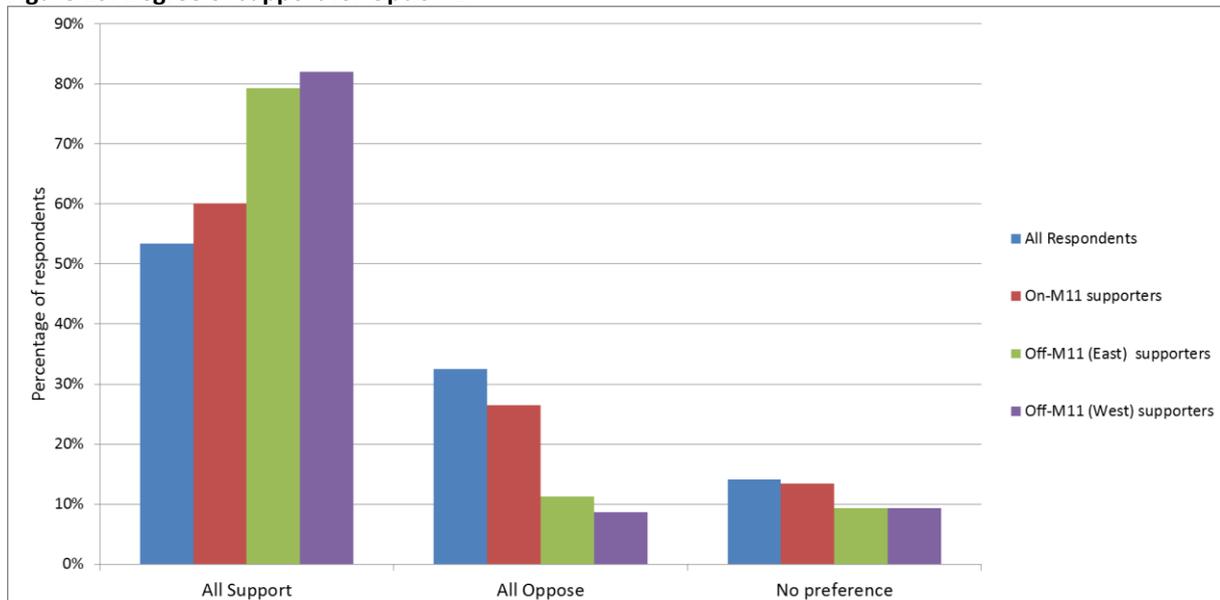
Figure 12: Degree of support for Option A



Option B

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, greatest support was shown by those in favour of an off-M11 (west) link – with 82.0% indicating support, as compared to 53.4% of all respondents.

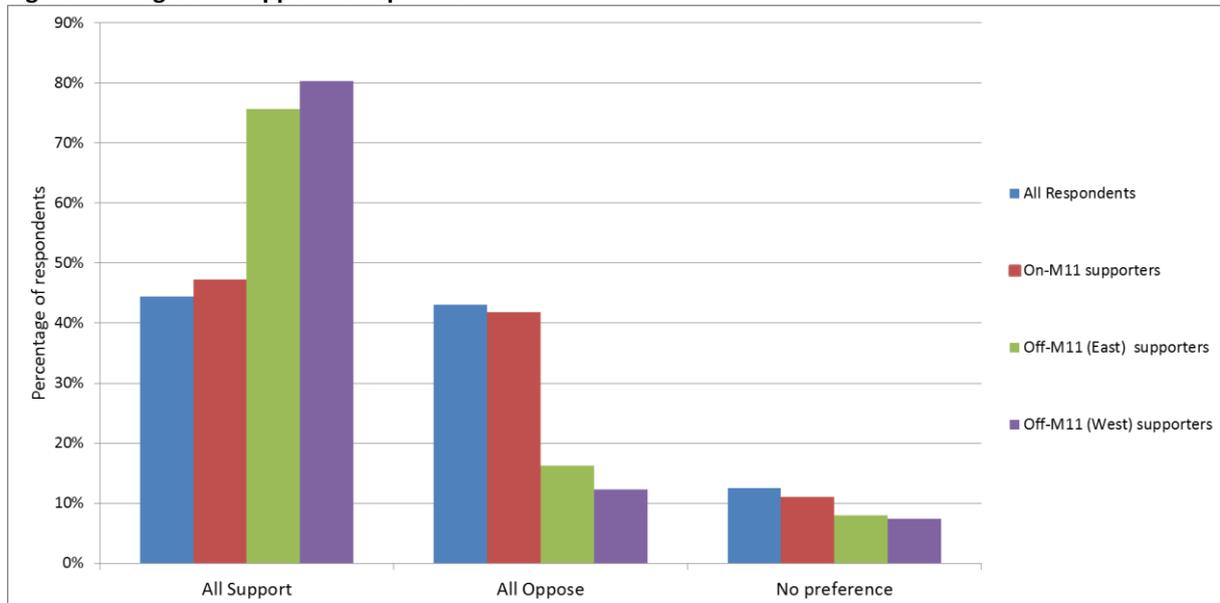
Figure 13: Degree of support for Option B



Option C

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, support for Option C was highest amongst those who supported an off-M11 link (east or west). For off-M11 (west) respondents, 80.3% indicated support, with 75.6% of off-M11 (east) respondents indicating support. This is compared to 44.4% of all respondents. Greater opposition was noted by those supporting an on-M11 link, with 41.8% indicating their opposition. This is similar to all respondents, where 42.1% indicated opposition.

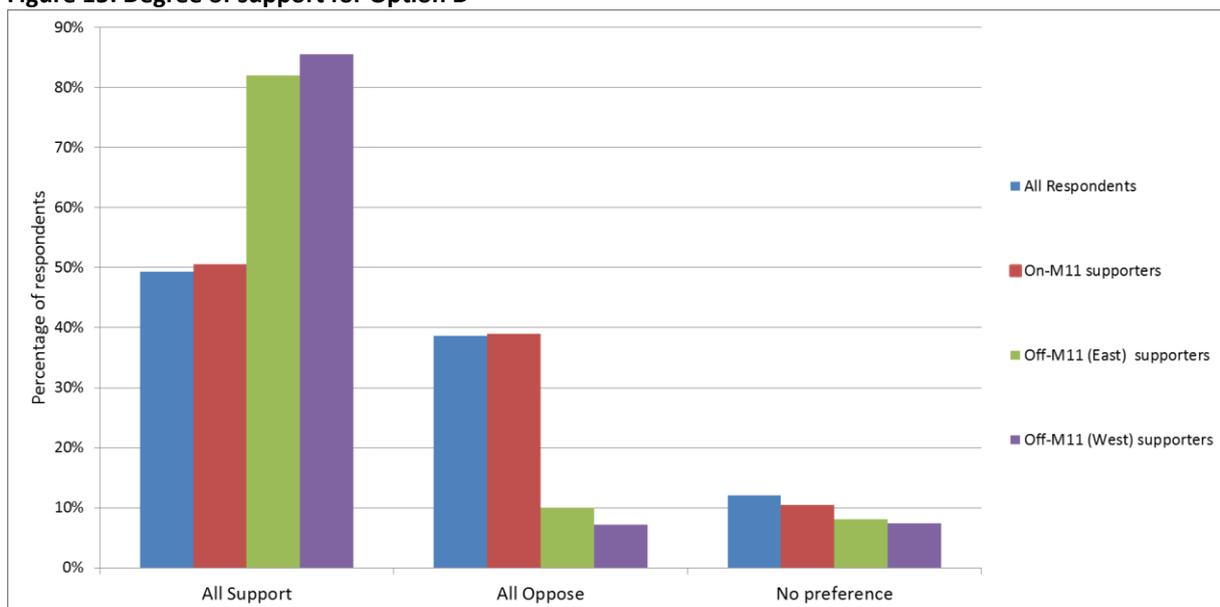
Figure 14: Degree of support for Option C



Option D

Comparing those who expressed support for an on-M11, off-M11 (east) or off-M11 (west) potential bus link location, again greatest support for Option D was found amongst those wanting an off-M11 link, be it to the west or east of the motorway. 85.5% of respondents preferring an off-M11 (west) link supported Option D, and 82.0% of those selected an off-M11 (east) link. This is compared to 49.3% of all respondents. Greater opposition was shown by those preferring an on-M11 option, with 39.0% opposing as compared to 38.6% of all respondents.

Figure 15: Degree of support for Option D



SECTION 3: CYCLING AND PARK & RIDE IMPROVEMENTS

CYCLING AND WALKING

Almost half (47.0%) of all respondents indicated they would consider cycling all or part of the Western Orbital link if there were better and more direct cycle facilities.

When asked specifically about the creation of a cycleway near the M11 to link housing and employment sites alongside the possible Western Orbital link, the majority were in favour, with 67.3% either supporting or strongly supporting the suggestion.

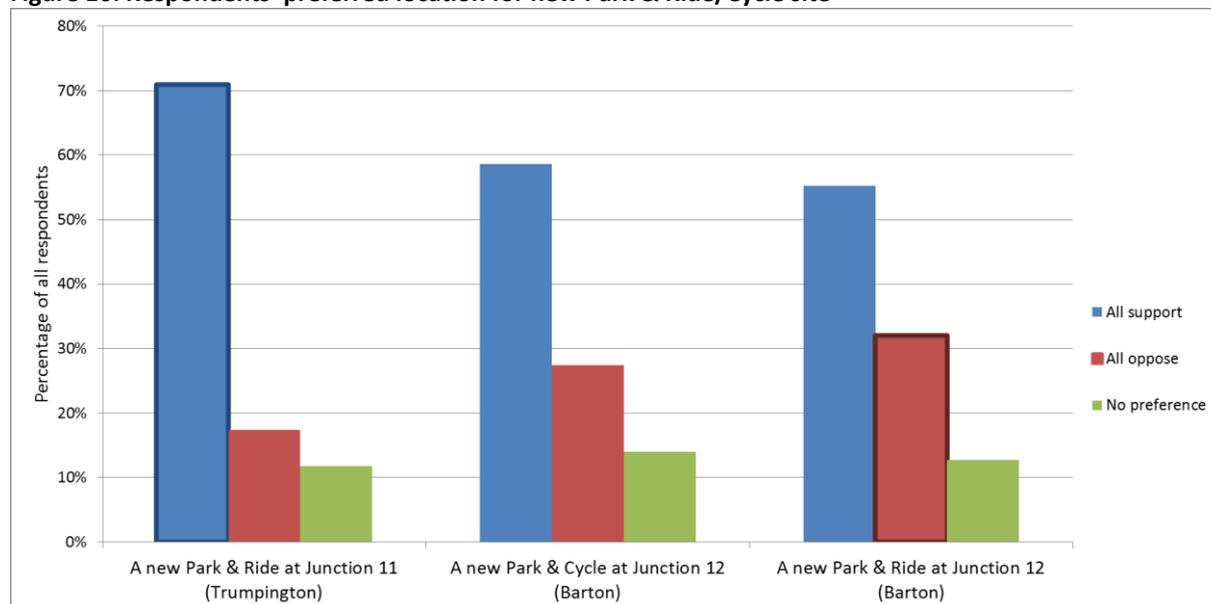
Focusing on Barton Road, again support for cycling improvements was shown, with 73.8% indicating support or strong support.

PARK & RIDE

Respondents were asked to consider the creation of new Park & Ride or Park & Cycle sites as part of the Western Orbital development. Three potential sites were proposed across two locations, as shown on the map in [Section 2: 'Western Orbital' Concept](#).

All three initial ideas were supported by the majority of respondents, with the greatest support expressed for the development of a new Park & Ride site at the Trumpington exit of the M11 (70.9% of respondents supported or strongly supported this option). Greatest opposition was expressed for a new Park & Ride site at the Barton exit of the M11 (32.0% opposed or strongly opposed this).

Figure 16: Respondents' preferred location for new Park & Ride/Cycle site



SECTION 4: FURTHER COMMENTS

Cycling Improvements and Infrastructure

The topic of cycling and infrastructure improvements was the most frequent topic raised by those who left further comments. For the most part, comments were positive, requesting further investment and focus on cycling routes – both those proposed, and those already in existence. One respondent commented that:

Cycling has a great future, solves many problems simultaneously, and should be strongly supported throughout the city.

Concerns were raised that current cycle infrastructure was often very poor and badly maintained, to the point that it deterred people from cycling. Examples given of poorly maintained routes included the Barton cycle path, the route to Coton, and more central Cambridge locations such as Lensfield Road and the Fen Causeway. On-road issues were noted, such as pot holes and faded cycle markings:

We pass many cyclists using the roads into the city because the existing cycle paths have potholes or uneven surfaces which make their use at best uncomfortable and at worst dangerous.

Hazardous junctions were mentioned, specifically the roundabouts at Junction 11 of the M11 (Trumpington and the A10) and at Junction 12 of the M11 (near Coton). These featured heavily alongside comments discussing which side of the M11 any potential Park & Ride or Park & Cycle site might be positioned. The cycle route along the current Guided Busway was highlighted as a positive example of how cycle routes should be designed.

It was suggested that there was a need for cycling infrastructure improvements to be considered independently from other transport delivery projects. Concerns about the design of questions were also raised, in that to support a cycle route, it was necessary to support a new road development off the M11.

Dedicated cycle-only routes were proposed both for within Cambridge City and its surrounding villages. These could help with access to services, neighbouring communities and schools, and potentially reduce congestion away from the City:

There is a need to make cycling an option from all the "necklace" villages without the need to use a car at all. There are several bridle ways that cross the M11 that join these villages to the city, I would support money and infrastructure being made available to improve these routes as proper multi use routes suitable for cyclists, horse riders and pedestrians that are functional in all weathers.

Park & Cycle sites were discussed by a few, with more respondents indicating support for the concept than opposition. It was noted that any such development would need to have appropriate facilities to maximise its use, with suggestions ranging from secure storage cages, CCTV, a cafe, changing areas and free parking.

Pedestrians

A small number of respondents discussed the need for facilities for pedestrians and runners along any proposed link, as well as on existing paths and roads. Well-lit areas were proposed, as well as separation from busy roads for safety and for equestrian use:

I would be keen that this route has lit/quality pedestrian access for runners as well as cyclists.

Environmental Concerns

The second most commonly raised topic focused on environmental issues about the project (108 respondents referred to this). Concerns were raised about the impact of any new developments, be they link roads or new Park & Ride sites. Some felt that the development of new link roads could inevitably lead to further developments – residential and business – in the area, potentially over green field sites. Added concern was raised that some of these green spaces were owned by Cambridge University, who also stand as a board member on the GCCD partnership. Trials of on-M11 buses were requested prior to any concrete changes:

Why not trial the buses along the M11 on the road itself before ploughing up the countryside... The impact ... of the building an off M11 bus lane is too great, i.e. noise pollution when bank & trees removed.

Increases in vehicles entering the city (including the outskirts just beyond the M11) caused concern to some, who felt that any development of a Park & Ride site near to the city would worsen traffic beyond it. More positive views were expressed by those closer to the city, who welcomed a potential reduction in pollution and preservation of the city centre.

It was noted that there was already an excess of buses in Cambridge City, and to develop new routes with additional buses would have a detrimental impact to the area. This was both from an air-pollution view point as well as of safety for cyclists and pedestrians.

The Western Fringe was referred to by a number of respondents, with concerns noted of the impact of any additional development or increase in traffic flow:

The Western fringe of Cambridge is an attractive natural and agricultural landscape. Adding car parking and extra roads for buses to the M11 would detract from this. Much of the southern fringe housing has been marketed on the basis of having landscape park views, which will be diminished by adding more transport infrastructure.

Coton was also mentioned as a place of concern by respondents, with similar comments to those of the Western Fringe overall. Concerns were raised about the knock-on effect of new roads, and the impact on the future of developments across the green belt:

Should not allow bus roads to go through green belt west of Cambridge would cause irreversible damage to Coton countryside reserve & West fields & cause air pollution which is already too high. - Green belt is so precious as so little of it left need to protect & preserve not only for wildlife but for future generations, We must think what devastating effect our actions now will have in years to come.

Granchester Meadows and Trumpington Meadows were also referred to as areas to protect and seen as at risk from the development proposals of GCCD projects, including the Western Orbital:

This part of Cambridge is unique and must remain so. Implementation must be sensitive to the environmental constraints, while achieving a more efficient public transport system.

Sound reduction work for the M11 was requested by some, with suggestions of barriers similar to those along the A14 for Orchard Park, and others proposing more environmentally friendly options:

Need sound Mitigation on M11 plant lots of trees eg silver birch they soak up pollution & build earth mounds

Current Transport Challenges

Respondents commented that there were a number of problems with current transport provision and infrastructure that should be addressed prior to being able to identify whether new developments were needed. A number of these referred to bus routes, whilst others focused on infrastructure problems such as traffic light sequencing.

Congestion on Barton Road was raised as an issue, augmented by the presence of free parking along both sides of the road:

As I live near the Barton Road in the city I am concerned about heavy and increasing congestion in Barton Road and the danger of parking on both sides of this road.

Some felt that if this parking ceased, and the road widened accordingly, then congestion issues would improve. Issues with crossing, entering and exiting minor roads along the route would also be easier, as visibility from the cycle and pedestrian paths would be improved.

Bus routes were raised by many respondents as requiring improvement before any new developments are considered. Various examples of rural routes and central routes were given, all with common examples of poor provision: condition, route design, stopping points, reliability and frequency:

It is good that cyclists and car drivers are to have improved conditions but local bus services need to be improved for the many elderly who cannot drive, cycle or walk long distances. Improved bus services would benefit the whole community and relieve congestion in the town centre.

Some felt strongly that increasing the number of buses would not necessarily resolve congestion issues, and that this needed to be recognised before any plans moved forward:

I cannot support a western orbital at all until the County Council accepts that buses in their current form are not comfortable to travel in, are infrequent, and do not provide a pleasant and reliable and affordable method of travel. Buses do not have the capacity to solve Cambridge's traffic and transport problems on their own.

Operational times of buses were commented on, with respondents explaining they did not use buses due to the inconvenient hours of availability. Suggestions were put forward to extend running times into the evenings and earlier in the day. One example given was the operational hours of Park & Ride sites, and their reduced hours at weekends:

Why can't park & ride sites provide better operational times, Saturdays etc... Start before 08.00 am as normal weekday. Have to drive into Cambridge on a Saturday.

Strong opinion was expressed against the development of any new bus links, especially until existing identified issues had been resolved. Queuing issues along the M11 were recognised as a problem, but it was also noted that buses were not currently making use of the motorway, and as such their degree of success could not be appropriately reviewed. A key issue for the M11 was recognised as being the slip-roads, and others proposed an expansion of the M11 prior to moving the Western Orbital project forward:

These proposals completely ignore the real problem that the M11 should be triple lane north of J10 in both directions through to the merger with the A14 and that the Girton Interchange on the A428 with the A14 needs a southward turn onto the M11 and similarly the M11 needs a westward link onto the A428. Those changes would relieve most of the circulation problems on the M11, the A1303 and the A428/M11. - Given the need to widen the M11, it is ludicrous to create an even wider corridor of tarmac or concrete along its route.

Concerns were raised about current traffic management systems, including the need to improve traffic light sequencing. A number of respondents commented that there were ongoing issues with traffic lights, especially along Trumpington Road into the city centre, and that were these addressed there would be a significant reduction in congestion.

The 'Girton Interchange': A14, M11 and A428 connectivity

Problems with the Girton Interchange were raised, with numerous respondents strongly highlighting the need for changes to the area. The consensus of respondents was that an 'all ways junction' at the interchange was needed, to improve access and ease congestion:

Upgrading the Girton Interchange to an all-ways junction is an overdue and obvious solution to improve traffic flow on the West side of the city.

PLEASE DO SOMETHING ABOUT GIRTON INTERCHANGE. Making this an all way intersection would relieve a lot of stress on roads west of Cambridge.

The addition of a southern turning onto the M11 from the A428 was suggested, hence streamlining traffic flow. Some respondents suggested adding a Park & Ride site to that location, or just above, whilst also repurposing the interchange to have access and egress roads from all routes, with the assistance of the Highways Agency and the funds of the GCCD project:

An alternative would be to extend the scheme up to J14 of the M11 (Girton Interchange), and as part of the forthcoming Girton Interchange improvements make this a full-way interchange (i.e. allowing eastbound traffic from the A428 to join the M11 southbound). That would mean that traffic coming in from the west of Cambridge (Cambourne, St. Neots, etc.), including bus services, and headed for the south of the City (including Addenbrooke's) could stay on a fast dual-carriageway / motorway route without having to come off at Madingley and mix with traffic destined for the centre of the City.

It was felt that improvements at this junction would have a positive knock-on effect, reducing the number of cars on the road, making use of the A1303 as a 'rat run' for traffic from the east aiming south on the M11. In turn, this could improve the reliability of bus travel times, and increase use as the benefits of bus travel became more apparent. Knock-on effects beyond the area were also identified:

This would present a better business case and economic return by aiding flows from Cambourne / Papworth area onto the M11. A Park & Ride there, and at Cambourne / Papworth would make much more sense. Long term this would aid links to the Cambridge - Bedford - Oxford link, further stimulating economic benefits. Moreover, this would also service communities at Bar Hill and Northstowe. Travel through this area at the moment is crippled, and needs urgent consideration for investment.

A suggestion was also made that an addition of northern 'on' and 'off' slip-roads for the M11 onto Madingley Road could help balance traffic flow into and out of the city centre, especially at peak times.

Alternative Methods of Travel

A number of alternative suggestions beyond those put forward as methods of travel were made by respondents, including:

- Trains
- Trams
- Underground routes (bus or rail)
- Mono-rail
- Light railway
- Smaller shuttle buses
- Cable-drawn ropeways

Respondents spoke positively of the development of Cambridge North station, and some suggestions were made in favour of stations being developed on the other side of the city – specifically at Addenbrooke's, the Biomedical Campus, Cherry Hinton, Haverhill and other locations further afield:

The building of Cambridge North (Chesterton Sidings) and Cambridge South (Addenbrookes) railway stations, the existing or a new bigger railway station at Waterbeach and other proposed and existing railway stations such as Soham, Newmarket and Cherry Hinton [would] enable travel from one side of Cambridge to another by train which is fast and provides the capacity of many buses.

Respondents also promoted the longevity and reduced environmental impact of rail over bus. Similar benefits were put forward for the other alternatives suggested, with promotion of the need to invest more significantly now in a transport project that would be sustainable for a much longer time:

Rather than piecemeal sticking plasters, let's go for a permanent solution, possibly funded by EU money. Let's think of an underground railway, an overhead railway, a set of long-distance travelators (as at airports) [...] Some of these would be expensive but would solve the problem; sticking plasters will not.

One respondent recommended the development of a cable-drawn ropeway⁵ to enable commuters and tourists to access and cross the city more easily, and faster:

Cable-drawn ropeways in cities offer good views for passengers and people passing under them aspire to travel on them. They have short construction times and very low operating costs (no drivers required). The sale of season tickets for ropeways would generate more revenue for the Council than charging for parking. Forget busways, build ropeways.

The value of larger buses over smaller vehicles was also raised, with some respondents commenting that larger buses are rarely fully loaded. Different schemes involving smaller buses (shuttle size) or taxis were suggested, including ones funded by larger employers whose staff could then travel for free:

Why can't employers help to provide the transport needed by running regular and cheap(free?) transport links which could be used and paid for by non employees and free for employees? - Small regular buses would mean less congestion, reducing the number of cars and encouraging employees to use it if it were free and reliable. [...] The general public could also use it but pay for it.

Deterrents for motorists entering the city centre were also discussed. Recommendations included:

⁵ <https://www.leitner-ropeways.com/en/application-areas/urban-passenger-transportation/>

- A gradual ban on cars in the centre – including the closure of the Grand Arcade car park.
- Gradual introduction of a congestion charge, with or without discretionary reductions for those accessing central businesses.
- Cessation of free on-street parking. This was specifically mentioned in reference to Barton Road.
- Enforcing a ban on any further development within the Cambridge City boundary, motivating businesses to develop campuses in locations beyond the ring road.

Concerns about the Project

A number of comments referred to the project and consultation in general. These included a need for greater detail about the scheme, concern that the project was not effectively joined up with other transport plans, and that the scheme overall was a waste of time and/or money. Others indicated support for the principle of the Western Orbital scheme, whilst others simply indicated that travel times as they stood were intolerable, and urgent answers were needed.

Concerns were raised about the lack of detail provided within the consultation, with respondents expressing frustration at not being able to clearly understand what each option and each proposed link meant:

I have entered "Don't know" to several questions because I would need more information to make a decision on them. Eg:

- *What evidence have you for a need for the buses? (will they be used?)*
- *How many people are expected to want to travel from the north west to Addenbrooke's?*
- *(Have Smith Klein indicated where their workers will be expected to live? Have they been asked?)*
- *Have you investigated the likely demand from the north west Cambridge site? Will residents not mostly want to access central Cambridge or the nearby University site?*
- *Have you calculated the effect of the schemes on the A 10 traffic?*

Questions were raised about why no buses currently covered the proposed route, and whether that meant that local bus companies did not (and would not) support the link. Some felt that this clearly demonstrated the route was unviable:

The fact that no bus service is currently operating on this route speaks volumes: if it was viable then bus companies would be providing a service. Instead, buses run into town because this gives passengers more choice, and this route serves the needs of more people.

Links with other transport schemes were also raised, with some querying how far each project was joined up with the others (both within the GCCD and beyond). Some examples were given of where there did not appear to be a connection:

Given the proposals for the Cambourne to Cambridge route are totally focused upon reducing traffic on Madingley Rise, it appears odd to be proposing that the Western Orbital scheme terminates at J13 of the M11. This has the potential to increase traffic on Madingley Rise. An alternative would be to extend the scheme up to J14 of the M11 (Girton Interchange), and as part of the forthcoming Girton Interchange improvements make this a full-way interchange (i.e. allowing eastbound traffic from the A428 to join the M11 southbound).

The costs of each of the proposed options and bus links were questioned:

The improvement in journey time is marginal and does not appear to justify the much higher cost. I'm appalled by the race to squander £100m+ on barely justifiable heavy engineering projects that may or may not make any difference, and in the process destroy so much that is dear to all. It seems absurd to spend that much money to save 3 minutes on a bus journey, a cycle route would be significantly cheaper and offer important benefits.

General support for the principles of the Western Orbital scheme were stated by a few respondents, but generally alongside concerns of specific detail of the initial ideas:

Whilst I support the additional bus and cycling capacity these schemes would provide. My main concern is the disruption all this work would cause to the daily commuter. I am a daily (bus and car) commuter along Madingley road and have been subject to the relentless roadworks for the Northwest Cambridge development and have suffered daily delays for over a year on this stretch of road.

Concerns were also flagged that, within the consultation, to support cycleways it was necessary to also approve off-road M11 links. A number of respondents emphasised their opposition to the latter and support for the former:

Proposing these "package deals" of only getting proper cycling provisions when voting in favour of a busway seems motivated by cynical politics of the worst kind.

A potential conflict of interest for Cambridge University was raised by a few, on the basis that they owned local land that might be involved in developments whilst also being a GCCD board member:

I am concerned that the off M11 bus routes will become an excuse for further development of green field sites west of Cambridge. Many of these sites are owned by the university. There is a clear conflict of interest in the University's involvement in the City Deal Board and the ongoing decision process for these bus routes. The City Deal could be far more open about discussions with the university about possible bus routes.

Worry that colleges & university's are using undue influence it could lead to eventual judicial review if not managed

Park & Ride Sites

Respondents referred to the potential Park & Ride sites outlined in the consultation, as well as proposing alternative locations.

A higher number of respondents indicated support for a Park & Ride site (46) than indicated opposition (29). However, some of those expressing support indicated their support was for a site in a different location from those proposed in the consultation.

The idea of a Barton Road Park & Ride site received more positive comments than a second site near Trumpington. Moves to address the congestion on the Junction 11 slip-road of the M11 were supported prior to examining the possibility of a new Park & Ride site. Hauxton as a location received some support, but only when associated with alternative means of travel such as a train line.

A number of people raised concerns that the proposed locations for the Park & Ride sites were not ideal. With regards to the Barton Road site, some suggested that it would be more suitably placed one junction further out. This was proposed in line with the development of the Girton Interchange as described above.

With regards to the proposed site near Junction 11 of the M11 (Trumpington, Hauxton), there was greater opposition. A number of respondents stated that any site needed to intercept traffic earlier on along the A10, in order to work with the existing Park & Ride site near Trumpington, on the city-side of the M11. Concerns were raised that the general assumption for all options is that the new Park & Ride site would be at Hauxton, and no other sites would be considered. It was requested that Foxton also be considered as an option, so as to better intercept traffic on the A10 and train lines, and address existing issues at the level crossing by moving commuters onto the bus or train. In the longer term, it was noted that this could then work well with the Cambridge North station and any potential station at Addenbrooke's. One respondent stated:

We would prefer:

- A park and ride at Foxton station to intercept the traffic on the A10 before it reaches Harston*
- A large car park at Foxton to encourage commuters to use the train into Cambridge (and onwards to Cambridge North station when it is built) rather than drive.*

WRITTEN REPRESENTATIONS

In addition to responses to the survey, additional representations were made from the following organisations, groups and individuals:

- AECOM
- British Horse Society
- Bursars Environment & Planning Committee
- Cambridge BOLD
- Cambridge Past, Present and Future (Stacy Weiser)
- Cambridgeshire Historic Environment Team
- Campaign to Protect Rural England (CPRE)
- Historic England
- Natural England
- North Barton Road Land Owners Group (BRLOG)
- Save the West Fields Campaign
- The Wildlife Trust
- University of Cambridge
- 23 individuals (including Councillors)
- Barton Parish Council
- Caxton Parish Council
- Comberton Parish Council
- Coton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Harston Parish Council
- Hauxton Parish Council
- Stapleford Parish Council
- Trumpington Residents Association

Not all representations specifically referred to the four proposed options, but of those that did, a higher proportion supported Option D above others. There was no significant opposition given for any of the four options, however opinions on elements of the scheme were provided in detail.

M11

A higher number of representations indicated support for a bus link on the M11. Greatest opposition was shown for an M11 off-road link, irrespective of which side of the motorway it was located. The primary rationale for this was environmental – be it the impact that it would have on orchards, wildlife sites and the green belt, or the noise impact it would have for local residents.

The knock-on effect of queuing along the slip-roads leading on to the M11 was noted, with one representation highlighting that the M11 flows well, but:

“The junctions at 13 and 11 are the problem – queuing at the slip-roads is the main cause of delay.”

The development of additional or widening existing slip-roads was suggested as potentially making significant improvements to journeys in a much more cost-effective fashion.

Views on the development of new Park & Ride sites were mixed, with some strongly supporting the concept, and others expressing significant concern about the necessity and the environmental impact of a site. One stated that:

“We...would not want to see any development in the green field - and supposedly protected green belt land to the west of the M25 in the region of junction 11. Why can this expanded P&R not remain on the city side of the motorway?”

Park & Ride Provision

The ways in which the existing Trumpington Park & Ride site was used was questioned by a few, who asked how many cars parked there were in fact for people commuting to London, either professionally or socially, making use of the coaches travelling out of the city. Concerns were also raised about the use of the site by local residents, with specific reference being made to visitors to homes on the nearby Trumpington Meadows development:

“We understand that residents on the Trumpington Meadows developments, where there is no provision for visitor parking and very limited provision for residents who have more than one car, are advised that additional parking is available on the Park & Ride site. Because of this we welcomed the introduction of a parking charge at this site.”

Feedback focused on specific locations proposed for a new Park & Ride site, with some representations stating they felt that Hauxton and Trumpington were too proximal to the city centre to be effective locations to address traffic flow. Foxton was nominated by a few to be more appropriate, with a number of benefits cited, including that it could intercept traffic before it reaches “pinch points” such as the main roads through Harston and further along the A10 towards the M11. The presence of the Foxton rail station was also reflected upon as an additional option for future travel which could also mitigate issues at Trumpington Park & Ride site with commuters to London:

“There is an argument that if much of the commuter traffic on the A10 stops at Foxton and travels onward using a bus or train, this would release capacity at Trumpington Park & Ride for northbound traffic from the M11”

“The journey time from Foxton station to Cambridge station is 13 minutes, which makes it an attractive commuting option for persons going to that part of the city. With the opening of the new Cambridge North station and the potential for a future station at Addenbrookes, commuting by train will grow in attraction”

Initial ideas of a Park & Ride site further along the M11 received similar feedback, with some questioning its merit and noting that it would not alleviate problems faced by nearby villages. A suggestion was made to develop a Park & Ride site to the southwest of Barton, towards The Eversdens, to intercept traffic before it reaches the village.

Generally, the development of a new Park & Ride site was considered to be a sensible option. Some representations stated that the benefits would outweigh the negatives if a site was planned properly – taking into account environmental and access concerns. It was noted that any Park & Ride site should provide effective cycling facilities, and that the route between it and the city centre should include a dedicated cycle route.

Existing Bus Routes

Challenges around existing bus routes and services were raised, with some requesting that existing problems be resolved prior to any new developments being made. Some noted that a complete overhaul of bus service provision around Cambridge might be necessary.

Commuting by Car

A number of respondents commented on existing significant issues regarding commuting into Cambridge City by car from the west of the city, some of which have been a problem for a number of years. Some cited traffic reports and surveys to evidence that problems with traffic flow went beyond the ‘catchment’ within the M11. Connections to difficulties in traffic flow along the A14 and A428 were cited as having a knock-on effect on traffic entering Barton, and having more effect than any new housing developments:

“Between [2010 and 2013] the traffic using the B1046 rose by 7%, but there were no new developments in the catchment area during that time.”

One representation cited a review⁶ into traffic along the A10 through Harston, which they stated demonstrated that Class A vehicles formed the majority of road users (approximately 80% of those recorded). It also noted that traffic levels, unsurprisingly, increased significantly during weekdays.

Concerns were also raised about the number of traffic lights feeding into the city along both routes, and whether improved sequencing of lights could improve matters.

Concerns were raised that too much emphasis is being placed on cycle improvements rather than supporting those who have no choice but to drive, for example due to the nature of their job.

Cycling Provision

Many of the written representations indicated that the provision of good cycle routes was key, alongside good facilities. Cycleways segregated away from main roads were approved of, as were the development of safer routes for horse-riding and pedestrians.

Concerns were raised that the entrance routes into the city – specifically the challenges crossing the M11 slip-roads either from Barton or from Harston – made journeys very unsafe. Support for the orbital route and bus links focused on the inclusion of cycling facilities.

Steps to make cycling options more appealing were supported by many, with various benefits being acknowledged:

“I suggest that this is a very valuable approach to keeping people fit and healthy (cycling is such a bonus for our city), as well as reducing congestion. Perhaps serious consideration could be given to how to make cycle commuting as safe and accessible as possible”

Concerns about the impact on the environment were raised through the representations given. Some raised concern that social and environmental impacts do not appear to have received adequate consideration. It was also noted by some that more detail was required to be able to fully judge the initial ideas put forward in the consultation.

⁶ Harston Road traffic report: Traffic survey for 20-26 January 2016

Optional Contact Details

If you would like to be kept updated on the progress of this scheme, please provide your contact details. Your details will only be used to improve Council services and will be stored in accordance with the Data Protection Act.

		Response Percent	Response Total
1	Name	87.59%	642
2	Date of Birth	70.12%	514
3	Email or Address	79.67%	584
4	Postcode	95.09%	697
		answered	733
		skipped	355

Would you like to be kept updated with City Deal projects?

		Response Percent	Response Total
1	Yes		67.66% 431
2	No		32.34% 206
Analysis	Mean:	1.32	Std. Deviation: 0.47
	Variance:	0.22	Std. Error: 0.02
		Satisfaction Rate:	32.34
		answered	637
		skipped	451

Your Journey

1. How often do you travel between Junction 11 (Trumpington) and 13 (Madingley Road) on the M11?

		Response Percent	Response Total
1	Daily		14.74% 156
2	Some weekdays		24.95% 264
3	Weekends		13.23% 140
4	Monthly		6.33% 67
5	Occasionally		33.36% 353
6	Never		7.37% 78
Analysis	Mean:	3.41	Std. Deviation: 1.65
	Variance:	2.73	Std. Error: 0.05
		Satisfaction Rate:	48.15
		answered	1058
		skipped	30

2. What time of day do you usually travel? (Please tick all that apply)

						Response Percent	Response Total	
1	Morning Peak						35.33%	354
2	Day-time						61.88%	620
3	Evening Peak						31.84%	319
4	Evening						25.75%	258
5	Other times						24.15%	242
Analysis	Mean:	4.78	Std. Deviation:	3.32	Satisfaction Rate:	74.85	answered	1002
	Variance:	11.03	Std. Error:	0.1			skipped	86

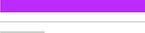
3. What is your usual destination?

						Response Percent	Response Total	
1	Cambridge City Centre						36.58%	368
2	Addenbrooke's Hospital						25.55%	257
3	Biomedical Campus						6.16%	62
4	West Cambridge site						11.53%	116
5	Other (please specify):						49.80%	501
Analysis	Mean:	4.01	Std. Deviation:	2.21	Satisfaction Rate:	67.92	answered	1006
	Variance:	4.9	Std. Error:	0.07			skipped	82

4. What is the purpose of your trip?

						Response Percent	Response Total	
1	Work						43.25%	442
2	Leisure						56.75%	580
3	Education						9.88%	101
4	Health						16.14%	165
5	Other (please specify):						11.45%	117
Analysis	Mean:	3.08	Std. Deviation:	1.76	Satisfaction Rate:	42.69	answered	1022
	Variance:	3.1	Std. Error:	0.06			skipped	66

5. Which factors would make bus travel a better alternative? (Please tick all that apply)

					Response Percent	Response Total		
1	Speedy journey times				48.45%	499		
2	Reliable journey times				56.89%	586		
3	Lower cost				35.44%	365		
4	Comfortable buses				17.57%	181		
5	Wifi access				8.54%	88		
6	A bus stop nearer my home				30.68%	316		
7	Personal Safety				9.61%	99		
8	None of the above				21.46%	221		
9	Other (please specify):				18.74%	193		
Analysis	Mean:	9.73	Std. Deviation:	10.02	Satisfaction Rate:	90.73	answered	1030
	Variance:	100.43	Std. Error:	0.31			skipped	58

'Western Orbital' Concept

6. Do you support the concept of a 'Western Orbital' bus link on or near the M11 between Junctions 11 (Trumpington) and 13 Madingley Road) to connect housing and employment areas? Please see map below.

					Response Percent	Response Total		
1	Strongly support				31.49%	330		
2	Support				32.54%	341		
3	Oppose				7.54%	79		
4	Strongly oppose				12.50%	131		
5	Don't know				15.94%	167		
Analysis	Mean:	2.49	Std. Deviation:	1.44	Satisfaction Rate:	37.21	answered	1048
	Variance:	2.09	Std. Error:	0.04			skipped	40

Initial Ideas

7. To what extent do you support a bus link:

	Strongly support	Support	Oppose	Strongly oppose	Don't know	Response Total	
On the M11	22.4% (219)	36.1% (353)	14.6% (143)	16.9% (165)	9.9% (97)	977	
Off M11 East	23.3% (227)	21.5% (210)	13.8% (135)	30.3% (296)	11.1% (108)	976	
Off M11 West	22.7% (223)	21.1% (207)	10.9% (107)	34.8% (342)	10.5% (103)	982	
						answered	1043
						skipped	45

Matrix Charts

9.1. On the M11						Response Percent	Response Total
1	Strongly support					22.4%	219
2	Support					36.1%	353
3	Oppose					14.6%	143
4	Strongly oppose					16.9%	165
5	Don't know					9.9%	97
Analysis	Mean:	2.56	Std. Deviation:	1.28	Satisfaction Rate:	38.95	answered
	Variance:	1.63	Std. Error:	0.04			

9.2. Off M11 East						Response Percent	Response Total
1	Strongly support					23.3%	227
2	Support					21.5%	210
3	Oppose					13.8%	135
4	Strongly oppose					30.3%	296
5	Don't know					11.1%	108
Analysis	Mean:	2.84	Std. Deviation:	1.37	Satisfaction Rate:	46.11	answered
	Variance:	1.87	Std. Error:	0.04			

9.3. Off M11 West						Response Percent	Response Total
1	Strongly support					22.7%	223
2	Support					21.1%	207
3	Oppose					10.9%	107
4	Strongly oppose					34.8%	342
5	Don't know					10.5%	103
Analysis	Mean:	2.89	Std. Deviation:	1.37	Satisfaction Rate:	47.33	answered
	Variance:	1.88	Std. Error:	0.04			

Options

Option A

A new Park & Ride to the west of the M11 Junction 11 (Trumpington) and north of the A10, linking buses and cycles to the Busway. The approximate cost is £3.5m. Benefits of this option include: • More Park & Ride spaces at Trumpington • Improved access to Park & Ride facilities at Trumpington especially for northbound M11 traffic and from the A10

Option B

This option includes the bus and cycle improvements suggested in Option A as well as a Park & Cycle site at Junction 12 and cycling improvements on Barton Road. No bus improvements are put forward for Barton Road as forecasts suggest it would be faster and easier to continue on the bus to Trumpington. The approximate cost is £7.5m.

Benefits of this option include: • Benefits outlined in Option A • Better provision for cyclists along Barton Road encouraging more people to cycle for the last part of their journey in order to help reduce congestion • Park & Cycle east of M11 would be shorter distance to cycle to some areas of the city centre than from Trumpington Park & Ride site • Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas

Option C

This option includes the bus and cycle improvements in Option A as well as a Park & Ride (including cycling facilities) at Junction 12. Buses travelling along or close to the M11 would stop at this new Park & Ride site. There are no bus or cycle improvements on Barton Road. The approximate cost is £6.5m. Benefits of this option include: • Benefits outlined in Option A • Providing a Park & Ride option for those travelling along the A603/B1046, which gives people the option to travel by bus along a less congested route into the city centre and between housing and employment sites • Providing a Park & Ride option for southbound M11 motor traffic, which cannot access the existing Madingley Rise Park & Ride

Option D

This option includes bus and cycle improvements in Option A and Option C as well as cycle improvements on Barton Road. No bus improvements are suggested for Barton Road. The approximate cost is £7.5m. Benefits of this option include: • Benefits outlined in Options A and C • Barton Road cycle improvements would connect to any 'orbital' cycle link, which would provide a direct off-road route to housing and employment areas 8. All options labelled A, B, C and D can be combined with a bus route on or near the M11.

To what extent do you support:

	Strongly support	Support	Oppose	Strongly oppose	Don't know	Response Total
Option A	19.3% (184)	42.5% (406)	11.8% (113)	13.3% (127)	13.1% (125)	955
Option B	19.9% (188)	33.5% (316)	14.2% (134)	18.3% (173)	14.1% (133)	944
Option C	16.2% (153)	28.2% (266)	14.2% (134)	28.9% (273)	12.5% (118)	944
Option D	27.8% (268)	21.5% (207)	11.8% (114)	26.8% (259)	12.1% (117)	965
					answered	1035
					skipped	53

Matrix Charts

10.1. Option A						Response Percent	Response Total
1	Strongly support					19.3%	184
2	Support					42.5%	406
3	Oppose					11.8%	113
4	Strongly oppose					13.3%	127
5	Don't know					13.1%	125
Analysis	Mean:	2.58	Std. Deviation:	1.3	Satisfaction Rate:	39.61	answered
	Variance:	1.68	Std. Error:	0.04			

10.2. Option B						Response Percent	Response Total
1	Strongly support					19.9%	188
2	Support					33.5%	316
3	Oppose					14.2%	134
4	Strongly oppose					18.3%	173
5	Don't know					14.1%	133
Analysis	Mean:	2.73	Std. Deviation:	1.34	Satisfaction Rate:	43.3	answered
	Variance:	1.81	Std. Error:	0.04			

10.3. Option C						Response Percent	Response Total
1	Strongly support					16.2%	153
2	Support					28.2%	266
3	Oppose					14.2%	134
4	Strongly oppose					28.9%	273
5	Don't know					12.5%	118
Analysis	Mean:	2.93	Std. Deviation:	1.31	Satisfaction Rate:	48.33	answered
	Variance:	1.71	Std. Error:	0.04			

10.4. Option D						Response Percent	Response Total
1	Strongly support					27.8%	268
2	Support					21.5%	207
3	Oppose					11.8%	114
4	Strongly oppose					26.8%	259
5	Don't know					12.1%	117
Analysis	Mean:	2.74	Std. Deviation:	1.42	Satisfaction Rate:	43.52	answered
	Variance:	2.01	Std. Error:	0.05			

Cycling Improvements

9. If a bus link east or west off the M11 is chosen then it would also be possible to offer cycle provision. Do you support the creation of a cycleway near the M11 to link housing and employment sites?							Response Percent	Response Total
1	Strongly support						39.19%	408
2	Support						28.15%	293
3	Oppose						8.17%	85
4	Strongly oppose						11.14%	116
5	Don't know						13.35%	139
Analysis	Mean:	2.31	Std. Deviation:	1.42	Satisfaction Rate:	32.83	answered	1041
	Variance:	2.02	Std. Error:	0.04			skipped	47

10. Do you support cycling improvements along Barton Road?							Response Percent	Response Total
1	Strongly support						43.64%	460
2	Support						30.17%	318
3	Oppose						4.74%	50
4	Strongly oppose						6.93%	73
5	Don't know						14.52%	153
Analysis	Mean:	2.19	Std. Deviation:	1.43	Satisfaction Rate:	29.63	answered	1054
	Variance:	2.03	Std. Error:	0.04			skipped	34

11. Would you consider cycling all or part of this 'orbital' route if there were better and more direct cycle facilities?							Response Percent	Response Total
1	Yes						47.04%	493
2	No						38.45%	403
3	Don't know						14.50%	152
Analysis	Mean:	1.67	Std. Deviation:	0.71	Satisfaction Rate:	33.73	answered	1048
	Variance:	0.51	Std. Error:	0.02			skipped	40

Park & Ride / Park & Cycle

12. We would like your opinions on creating new Park & Ride and/or Park & Cycle sites. Please note all Park & Ride sites include cycle provision. To what extent do you support:

	Strongly Support	Support	Oppose	Strongly Oppose	Don't know	Response Total
A new Park & Ride at Junction 11 (Trumpington)	35.8% (359)	35.1% (352)	7.7% (77)	9.7% (97)	11.8% (118)	1003
A new Park & Cycle at Junction 12 (Barton)	27.8% (275)	30.8% (305)	10.9% (108)	16.5% (163)	14.0% (138)	989
A new Park & Ride at Junction 12 (Barton)	30.6% (305)	24.6% (246)	8.5% (85)	23.5% (235)	12.7% (127)	998
					answered	1047
					skipped	41

Matrix Charts

14.1. A new Park & Ride at Junction 11 (Trumpington)						Response Percent	Response Total
1	Strongly Support					35.8%	359
2	Support					35.1%	352
3	Oppose					7.7%	77
4	Strongly Oppose					9.7%	97
5	Don't know					11.8%	118
Analysis	Mean:	2.27	Std. Deviation:	1.35	Satisfaction Rate:	31.63	answered
	Variance:	1.81	Std. Error:	0.04			

14.2. A new Park & Cycle at Junction 12 (Barton)						Response Percent	Response Total
1	Strongly Support					27.8%	275
2	Support					30.8%	305
3	Oppose					10.9%	108
4	Strongly Oppose					16.5%	163
5	Don't know					14.0%	138
Analysis	Mean:	2.58	Std. Deviation:	1.4	Satisfaction Rate:	39.48	answered
	Variance:	1.97	Std. Error:	0.04			

14.3. A new Park & Ride at Junction 12 (Barton)						Response Percent	Response Total
1	Strongly Support					30.6%	305
2	Support					24.6%	246
3	Oppose					8.5%	85
4	Strongly Oppose					23.5%	235
5	Don't know					12.7%	127
Analysis	Mean:	2.63	Std. Deviation:	1.44	Satisfaction Rate:	40.81	answered
	Variance:	2.08	Std. Error:	0.05			

Alternative Suggestions

13. We welcome your suggestions for alternative ideas to improve links between housing and employment sites around the outskirts of the city. Please use the box below to let us know your views.

		Response Percent	Response Total
1	Open-Ended Question	100.00%	842
		answered	842
		skipped	246

About you

14. What is your age?

		Response Percent	Response Total
1	Under 17	0.77%	8
2	17-24	2.59%	27
3	25-34	11.52%	120
4	35-44	15.74%	164
5	45-54	22.55%	235
6	55-64	16.22%	169
7	65-74	17.18%	179
8	75 and above	8.54%	89
9	Prefer not to say	4.89%	51
Analysis	Mean: 5.46	Std. Deviation: 1.78	Satisfaction Rate: 55.77
	Variance: 3.16	Std. Error: 0.06	
		answered	1042
		skipped	46

15. Are you:

		Response Percent	Response Total
1	In education	3.06%	32
2	Employed	56.02%	586
3	Self-employed	8.13%	85
4	Unemployed	0.57%	6
5	A home based worker	1.82%	19
6	A stay at home parent, carer or similar	3.73%	39
7	Retired	21.80%	228
8	Prefer not to say	3.06%	32
9	Other (please specify):	1.82%	19
Analysis	Mean: 3.67	Std. Deviation: 2.36	Satisfaction Rate: 33.33
	Variance: 5.56	Std. Error: 0.07	
		answered	1046
		skipped	42

16. Do you have a disability that influences the way you travel?

						Response Percent	Response Total	
1	Yes					7.13%	73	
2	No					89.55%	917	
3	Prefer not to say					3.32%	34	
Analysis	Mean:	1.96	Std. Deviation:	0.32	Satisfaction Rate:	48.1	answered	1024
	Variance:	0.1	Std. Error:	0.01			skipped	64

17. Most of the time, I travel around Cambridge by:

						Response Percent	Response Total	
1	Foot					25.43%	265	
2	Bicycle					47.22%	492	
3	Car					53.07%	553	
4	Motor cycle					0.96%	10	
5	Driver					12.96%	135	
6	Passenger					8.93%	93	
7	Other					7.29%	76	
Analysis	Mean:	4.52	Std. Deviation:	2.84	Satisfaction Rate:	49.41	answered	1042
	Variance:	8.07	Std. Error:	0.09			skipped	46

18. How did you hear about this consultation?

						Response Percent	Response Total	
1	Leaflet					55.07%	570	
2	Postcard					1.06%	11	
3	Newspaper					4.06%	42	
4	Email					16.04%	166	
5	Social Media (e.g. Twitter, Facebook)					1.93%	20	
6	Library					0.77%	8	
7	Word of Mouth					8.50%	88	
8	Search engine					0.29%	3	
9	On bus advert					0.39%	4	
10	Bus stop advert					0.77%	8	
11	Other (please specify):					11.11%	115	
Analysis	Mean:	3.43	Std. Deviation:	3.38	Satisfaction Rate:	24.31	answered	1035
	Variance:	11.4	Std. Error:	0.1			skipped	53

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About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

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Agenda Item 9



Report To: Greater Cambridge City Deal Executive Board 8 December 2016

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

M11 Junction 11: Bus Only Slip Roads

Purpose

1. This report provides a summary of the further assessment of a southbound bus only off slip road at Junction 11 of the M11. The assessment does not support a stand-alone bus only south bound off slip road but confirms that some options may be deliverable, although all have associated risks.
2. There remain uncertainties as to the long term plans of Highways England (HE) for the M11 as well as potential land use planning issues associated with this junction which require further clarification. This report seeks authority to integrate further work on this project into the Western Orbital project to ensure that any strategic transport benefits can be achieved and full account taken of other issues on the corridor.

Recommendations

The Executive Board is asked to:

- I. Agree that the M11 Junction 11 south bound bus only off slip road concept should be integrated into the Western Orbital project ensuring that any strategic transport and economic benefits may be realised and that a sustainable phased proposal can be developed.

Reasons for Recommendation

3. Although identifying current constraints and further pressures on J11 due to development and its impact on traffic, the assessment shows that there is not a sufficient case for a stand-alone bus only south bound off slip road at Junction 11 of the M11 irrespective of the alignment. For the lower cost interventions any journey time benefits would be negligible in terms of bus priority and are not likely to encourage modal shift from cars to buses in line with City Deal objectives and business aspirations.
4. Additionally, although there is potential for third party funding of buses in the short term, there is insufficient evidence of any long term sustainable future bus routes that would use the south-bound slip road. This would place significant risk on the higher cost interventions which offer relatively greater journey time benefits but which are still low in terms of the entire length of the journey. As such a stand-

alone scheme would, therefore, not offer a high quality public transport intervention as called for in the Local Transport Plan.

5. There is strong support from businesses for a 'quick win' intervention by the City Deal to enhance public transport infrastructure at J11. Astra Zeneca have stated that over 400 of its staff alone would use a bus service from Papworth to CBC calling at locations along the route. Astra Zeneca have indicated their readiness to financially support a bus service at 20 minute peak and 30 minute off peak frequencies along this route for a minimum of 3 years, dependent on the slip road being available for use early in 2018 to support a reliable bus service.
6. Evidence of existing private shuttle buses serving CBC suggests potential for better integration of these resources (estimated at £1m p.a.). The rapid expansion of the CBC site (with 2,000 new employees coming to CBC from December 2017 (Astra Zeneca) and April 2018 (Papworth), and planned growth of 6,000 new employees at the other science cluster sites over the next 3 years) may also impact future demand for public transport.
7. However the assessment in this report does not consider that the proposed off slip road as a stand alone measure will provide the benefits to public transport that will support the business aspirations for improved connectivity. Rather, the case for intervention at J11 to cater for future jobs growth is directly associated with the Western Orbital and should be based on a wider plan for usage of any new infrastructure that ensures its long term sustainability. This would be better considered as part of phased implementation of a future Western Orbital scheme.
8. The engineering and bus operational assessment undertaken demonstrates that the lower cost and less complex options with the highest overall benefit would not comply with HE safety standards or would not offer significant journey time benefit (which is most likely to promote modal shift).
9. The higher cost options, while offering slightly more journey time benefit have other risks including green belt impacts which reduce the likelihood of them being a 'low cost quick win' for the City Deal and satisfying business demands. The higher costs also reduce the overall benefit of these options. All stand-alone schemes would rely on a long term subsidised bus service to have any positive benefit well beyond the 3 years currently being suggested by businesses.
10. The Western Orbital is still under early development, having completed consultation on high level concepts in 2016 and is reported separately to the City Deal Executive Board. As part of the Western Orbital the proposal for a possible P&R at Hauxton on the west side of the M11 is well supported in public consultation and could have short term benefits. Such a possible P&R may benefit from using a priority access on the east side of the M11 via an existing or new overbridge. This would ensure that any priority access could double as both a slip road for buses and for P&R vehicles potentially improving the business case and long term transport benefit. There is also the consideration of enhancing capacity at the existing P&R site at Trumpington which may be an alternative or in addition to a new P&R. These options should be compared and contrasted as part of the Western Orbital work along with how a slip road may integrate into them.

Background

11. The Greater Cambridge City Deal aims to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continuation of the Cambridge Phenomenon. The role of Cambridge in supporting wider economic growth across the UK has been recognised by the Government which has identified the Cambridge-Milton Keynes Corridor as a key priority by the National Infrastructure Commission. The City Deal is an important part of national economic growth.
12. The area to the west of Cambridge is a key growth area with national and international high value industries locating in Cambridge Biomedical Campus (CBC). West Cambridge site and North West Cambridge are also likely to become important areas of research and development. New housing at North West Cambridge, Darwin Green, Cambourne and Bourn Airfield as set out in the submitted Local Plans will support job growth but it is necessary to improve access to CBC from the north by public transport as there are currently no direct public transport links between Cambourne and CBC. The Cambourne to Cambridge Better Bus Journey Scheme will improve radial public transport to Cambridge, and northern orbital improvements will be delivered through the North West Cambridge and Darwin Green Schemes, linking to the new Cambridge North Station. The missing link - orbital movements between West Cambridge and CBC were highlighted in the Transport Strategy for Cambridge and South Cambridgeshire, and are being addressed through the Western Orbital Scheme.
13. In addition to the Western Orbital scheme a separate project to consider interventions at J11 to support public transport access has been established to identify if the City Deal can work in partnership with local businesses to deliver short term measures given the upcoming increase in travel demand to the CBC site, for example due to the relocation of Papworth Hospital to the CBC and Astra Zeneca's relocation of their headquarters to Cambridge from Chester.
14. In line with national guidance and the Greater Cambridge City Deal Assurance Framework agreed with the Department for Transport (DfT), officers have been taking forward a step by step scheme development process to appraise options for a bus only slip road at junction 11 of the M11 to consider whether it would meet the policy objectives.

Table 1 summarises the process and the current stage of the project.

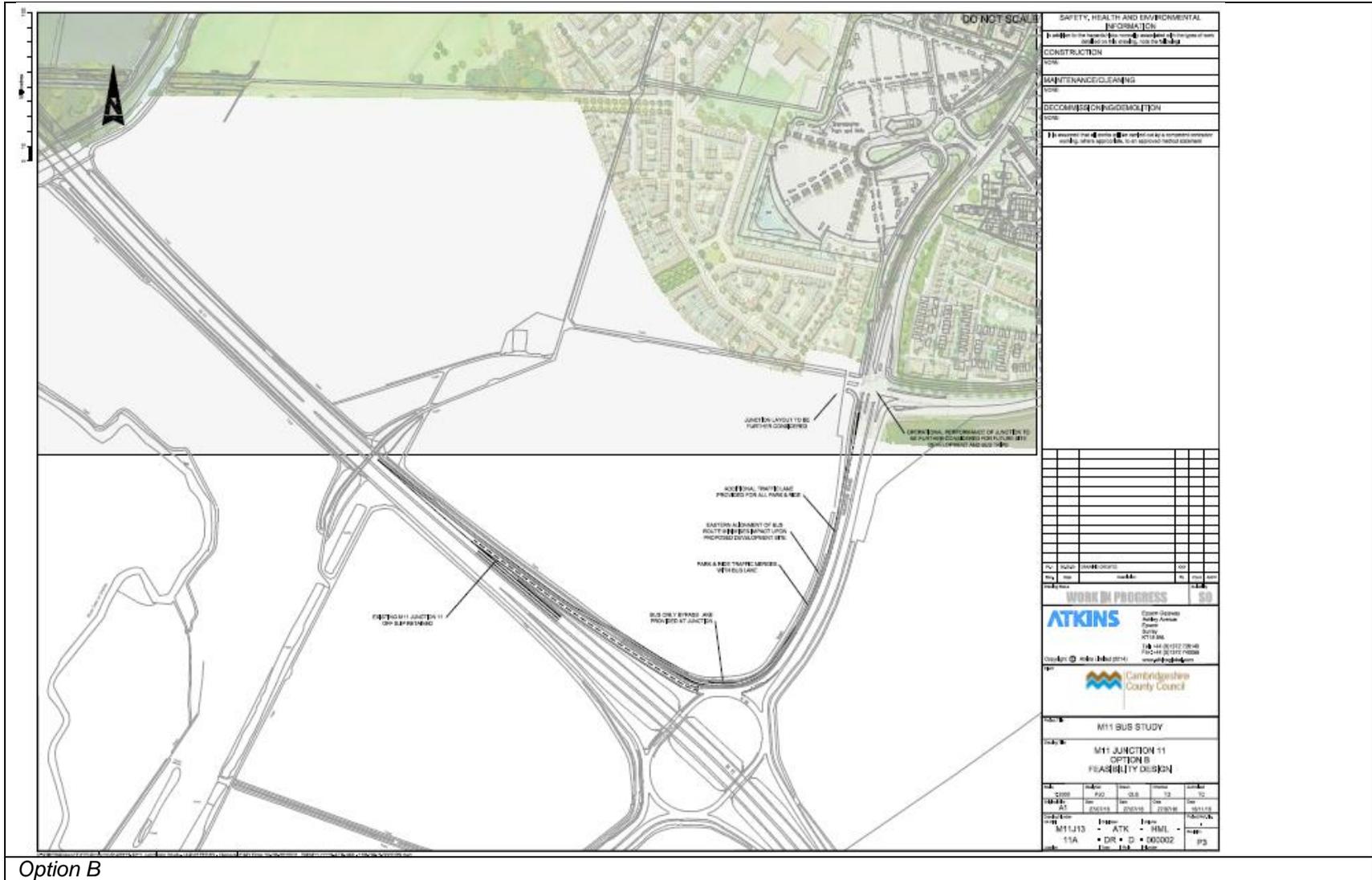
Step 1	Identify feasible options	
Step 2	Identify options (if any) for further single scheme option development on the basis of a Strategic Outline Business Case	← This Report
Step 3	Present a Full Outline Business Case for single scheme approval	
Step 4	Seek formal consent to construct	

Table 1: Project Development Steps

Considerations

15. A Strategic Outline Business Case (SOBC) is used to inform an investment decision. A SOBC determines whether a scheme:
 - is supported by a robust case for change that fits with wider public policy objectives – the ‘Strategic Case’;
 - demonstrates value for money – the ‘Economic Case’;
 - is commercially viable – the ‘Commercial Case’;
 - is financially affordable – the ‘Financial Case’; and
 - is achievable – the ‘Management Case’

At SOBC stage the emphasis is primarily on setting out the strategic reasons for intervention.
16. As part of this SOBC process four potentially feasible route alignments were considered:
 - **Alignment A:** Segregated bus only access off slip road running adjacent to the existing general traffic slip-road from the M11 towards Trumpington Park and Ride (P&R) using the existing signals which would be prioritised for buses. The bus would then use a bus only access road into the P&R site. The impacts on P&R junction would need further assessment if this option were taken forward.
 - **Alignment B:** Bus-only priority lane parallel to the existing off-slip and bypasses the existing traffic signals at the end of the slip-road. The existing slip-road would be widened to accommodate the extra lane. The bus would then merge with all park and ride traffic into the P&R site. Similarly the Alignment A the impacts on the P&R junction would form part of the detailed development.
 - **Alignment C:** Segregated bus-only slip-road leaving the M11 prior to the existing agricultural bridge for buses travelling southbound on the M11 cutting across open land before merging at the P&R junction, again the impacts of which would require further modelling
 - **Alignment D:** Bus-only slip-road leaving the M11 close to the location of the disused railway line running across the river and through the permitted Trumpington Meadows development toward the northern boundary of the Park and Ride site, however the alignment once it has left the M11 is flexible. This option would avoid any interaction with the existing P&R junction.
17. All of the options include connectivity into the existing Trumpington Park & Ride and all provide an option for south bound buses only at this location.
18. These alignments are set out in full Appendix 1 but are summarised in **Figure 1**



M11J11 Option assessment high level summary:

19. Table 2 provides a high level summary of each option performances, and considers the fit with potential future Western Orbital options suggested in the consultation on that scheme in early 2016.

M11 J11 Alignment Option Summary:

20. Benefit Costs Ratios (BCR's) are initial and may be subject to further refinement. The following key issues should be noted:

- Costs exclude land, preparation and risk allowance
- Costs are based on Q4 2015 prices
- Costs and benefits are based on a future bus provision. Currently there are no buses using this corridor.
- The costs exclude the operating subsidy for a bus route which is currently estimated at £400k p.a. for 3 buses per hour between Cambourne and CBC during the peaks

Option	Description	Estimated Construction Cost	BCR	Average Peak time Bus journey time benefit (seconds)	Fit with Western Orbital offline	Fit with Western Orbital online
A	Segregated bus-only access road running adjacent to the existing general traffic slip-road from the M11 towards Trumpington Park and Ride (P&R). This design would require a Departure from Standard which may not be accepted by Highways England.	£2–2.5m	0.13	AM: 22 PM: 13	Offline West – no possible connection using bus only slip road at M11 J11 Offline East – Difficulty connecting with M11 J11 off slip due to close proximity to J11	Slip road would provide direct link from the southbound M11 into the existing Trumpington Park and Ride

Option	Description	Estimated Construction Cost	BCR	Average Peak time Bus journey time benefit (seconds)	Fit with Western Orbital offline	Fit with Western Orbital online
B	Bus-only lane parallel to the existing off-slip and bypasses the existing traffic signals at the end of the slip-road.	£0.87–1m	0.27	AM: 19 PM: 11	Offline West – no possible connection using bus only slip road at M11 J11 Offline East – Difficulty connecting with M11 J11 off slip due to close proximity to J11	Slip road would provide direct link from the southbound M11 into the existing Trumpington Park and Ride
C	Segregated bus-only slip-road leaving the M11 prior to the existing agricultural bridge for buses travelling southbound on the M11.	£8–8.5m	0.05	AM: 49 PM: 38	Offline West – Potential to take alignment of C across the M11 on new structure to connect with Western Orbital Offline East – Potential for Western Orbital and Option C to provide direct access to existing P&R	Slip road would provide direct link from the southbound M11 into the existing Trumpington Park and Ride

Option	Description	Estimated Construction Cost	BCR	Average Peak time Bus journey time benefit (seconds)	Fit with Western Orbital offline	Fit with Western Orbital online
D	Bus-only slip-road leaving the M11 close to the location of the disused railway line.	£6 – 6.5m	0.14	AM: 72 PM: 32	Offline West – Potential to take alignment of D across the M11 on new structure to connect with Western Orbital Offline East – Potential for Western Orbital and Option D to provide direct access to existing P&R	Slip road would provide direct link from the southbound M11 into the existing Trumpington Park and Ride via the permitted Trumpington Meadows development

Table 2: Option Summary

*Note: Journey time are given as an average across the peak period. These benefits may be higher or lower for specific journeys during the peak.

Strategic Case for intervention

21. Transport Assessment Guidance (TAG) prioritises the strategic case for investment at this stage of option appraisal. In that context the options have been considered against the key City Deal objectives and local transport and planning policies relating to the corridor.
22. Existing available traffic analysis identifies congestion on J11 southbound during the morning peak. Observed delays are manifested by queuing on the main carriageway for significant distances in some cases beyond the existing agricultural bridge. Slower speeds (40 – 60mph in free flowing traffic) are observed on the main carriageway as a result of this queuing to leave the motorway. According to modelling undertaken for the Western Orbital. Future growth along the corridor could result in up to 90% increases in journeys at peak times, further exacerbating congestion. As such any bus-based priority intervention would need to bypass both existing and predicted queuing on the M11 Junction 11 to have maximum effect.
23. The strategic basis for public transport interventions along the corridor is set out in the published Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC).
24. The TSCSC discusses the opportunity for a segregated orbital bus service between the M11 and A428 (suggesting that this is something that needs to be investigated further).
25. The LTP focuses on high quality segregated public transport (HQPT) and cycling interventions.
26. The submitted Cambridge and South Cambridgeshire Local Plans both highlight a requirement for high quality public transport supported by direct walking and cycling routes. In order for these new public transport services to offer an attractive alternative to the car, there is a need to ensure that the services are not affected by congestion caused by general traffic.
27. The south-bound slip road options could offer potential journey time savings for bus passengers of between 19 and 72 seconds in the morning peak, if bus routes were to use the slip-road in the future. There is no intervention proposed north-bound and no north-bound journey time saving as a result. This may make bus operations more difficult given the current congestion issues at Junction 13.
28. These savings are against a scheduled bus peak journey time between Cambourne and CBC of 44 minutes so offer only a marginal saving on the total trip length. Therefore as a stand-alone scheme a bus-only south-bound slip road at J11 would only provide a limited stretch of segregation and offer no regular bus, general traffic or cycling benefits and as such cannot be considered fully compliant with strategic objectives or with established policy in terms of encouraging modal shift.
29. Without sufficient demand for bus services, a bus-only slip-road would become redundant infrastructure and would not enhance public transport provision or connectivity in line with City Deal goals and wider policy objectives. Any strategic case for investment will, therefore, be reliant on future demand which may come from services being proposed as part of the Western Orbital and Cambourne to

Cambridge Better Bus Journeys schemes. If these schemes and services were progressed to implementation, then the M11 Junction bus priority intervention could provide a direct, fast and reliable route connecting the orbital scheme on the M11 to Trumpington Park & Ride and the Biomedical Campus

30. In terms of City Deal Objectives around improving connectivity between housing and growth, thereby expediting growth, a stand-alone south-bound bus-only slip road does not present a strategic rationale for investment. However assuming that bus services were provided to make use of it there would be some enhancement to future public transport trips between areas of housing and jobs growth, although as set out above this would be marginal.

Economic and Financial Cases

31. Of the four alignment options assessed, the highest cost option is option C with a cost of approximately £8 million to £8.5 million as it the highest amount of segregated infrastructure – although it does not result in the highest journey time savings.
32. Alignment Option B is the lowest cost option, with a cost of approximately £0.87 million to £1 million as this requires minimal changes to existing infrastructure. Option A costs are estimated at £2 million to £2.5 million as this option combines existing and new infrastructure. Both alignment Options A and B are likely to be most affected by queuing during peak periods as they run adjacent to general traffic on the M11 and have minimal segregation.
33. Option D costs are estimated at £6 million to £6.5 million as this option requires new infrastructure but provides a fully segregated route less affected by other traffic queuing. Option D does provide good connectivity to the development at Trumpington Meadows which could provide for additional patronage and has less interaction with the existing P&R junction.
34. The technical work also shows that the Benefit to Cost Ratios (BCRs) for all options are poor to low (using the Department for Transport TAG definitions). Option B has the highest BCR due to the relatively low cost however in terms of reducing bus delay, Option B is also the worst performing option because the bus-only slip-road terminates at Hauxton Road and the bus service then re-joins the main carriageway with general traffic. Option D results in the lowest bus delay. The delay benefits of each option are greater in the AM peak than the PM peak because there is more traffic congestion in the AM peak than the PM peak.
35. There are currently no local bus services running north to south along the M11 which would benefit from a slip road a new service could be introduced. Current assessment of such a service is that based on an annual patronage of 132,000 passenger journeys it would require an annual subsidy of £500k p.a. in 2021 reducing to £412k by 2031 on the basis of 3 buses per hour running Cambourne to CBC during peaks and 2 buses per hour at off peaks including at weekends with a journey time of around 44 minutes each way. Such a service could recover a proportion of costs from a local developer contribution secured through the planning process but the extent of this is currently unknown. It is of note that this bus operational subsidy is likely to be different from the Western Orbital itself because that scheme could offer end to end bus priority and therefore may offer significant bus operational, patronage and modal shift benefits over and above a stand alone intervention which may reduce the operating deficit.

36. The provision of a bus only slip road in combination with a third party funded bus service would provide limited support toward the City Deal objectives around enhancing business connectivity with housing and be a clear statement of intent around the objectives of the City Deal to respond to business needs although as set out, such an intervention is not predicated to provide a policy compliant high quality transport intervention with significant modal shift benefits.
37. The City Deal and local policy also emphasise the need to retain the quality of life around Greater Cambridge and retain the qualities of the Green Belt. Any of the possible slip roads would involve some development in the Green Belt, although the full detailed assessment of effects and potential mitigations would only form part of the next step of work. The options with greatest transport benefits could have greatest effect on the Green Belt, agricultural land the Trumpington Country Park at J11. Should planning permission be sought for any option, a key test would be the extent to which impacts on the Green Belt. Whilst inappropriate development in Green Belt is generally restricted, development of local transport infrastructure can be considered as appropriate development under specific circumstances. This would be the case where a requirement for Green Belt location can be demonstrated, it preserves the openness of the Green Belt and it does not conflict with the purpose of including land in Green Belt. Infrastructure proposals would have to undergo these tests to determine whether it constitutes appropriate development, and if not whether there are very special circumstances justifying the development.
38. Environmental design criteria being developed as part future busway proposals (as set out in the report to the Executive Board on 13th October 2016) would be applied to any further detailed development of a proposal at J11.

Management and Commercial Cases:

39. The high level conclusion of these cases is that while all options have risks and issues associated with delivery these are within the County Council's capacity and experience to manage. Depending on the scale of any selected option either existing construction frameworks could be used or a separate tender issued options.
40. Options A has significant risks associated with its design in which bus movements off the M11 could not meet Highways England safety policy standards. While it is possible that exemption from such standards could be obtained, this would be unlikely and in any case subject to further testing and modelling than a proposal which fell within the safety standards. This is likely to extend delivery timescales.
41. Option B has the lowest costs and also the highest benefit in terms of the BCR although in terms of overall bus journey time it has the lowest saving so may not be of significant impact on encouraging bus use into CBC resulting in less passenger numbers and a higher operating deficit..
42. Options A and B do have the advantage of falling within land for which the County Council has an option to purchase which reduces land risks.
43. Options C and D offer greatest journey time benefits and could be designed to HE standards, reducing the approval risk. However they would also require significant amounts of third party land which adds to the cost and risk of this aspect of the project.

44. Options that are likely to require planning permission and compulsory purchase powers which will undergo a significant test of public interest if they are to be granted.

Summary of Options

45. The technical work shows that the four alignment options under consideration in this report have been assessed against the strategic, economic management, commercial and financial cases in compliance with TAG. The main differentiator is the cost of the alignment options and the impact they could have on any proposed future bus services using this route.
46. Options A and B are the cheaper alignments as they make use of existing infrastructure, however they will bring limited benefits as they will still be impacted by queuing on the M11 until they have reached the junction. Option A may also have deliverability issues as early design work suggests that the design would be substandard, and therefore lead to lengthy or risky consent processes.
47. Options C and D would be less impacted by existing and future congestion and so offer the greatest benefit to transport users. They are however more costly and involve additional environmental effects and have higher risk linked to delivery
48. For any option there is potential for a provision of a bus service if third party funding were secured to cover an operational deficit. However, the net transport benefit of the slip road would in itself be relatively minor in terms of journey times and it may be difficult to achieve modal shift. If improvements to the M11 increase its reliability for general traffic, the relative advantage of the bus over the car would be further eroded. Consequently, there is a risk that the longevity of such a service would be limited which may result in the slip road not being utilised for buses beyond a relatively short period unless some other use is found for it.

Western Orbital

49. In December 2015, the Executive Board agreed that high level Options for a Western Orbital bus link should be consulted on as part of ongoing development work. A report will be presented to City Deal Board summarising the outcome of this consultation. There is a high level of synergy between the M11/J11 and Western Orbital schemes and the potential positive impacts will be best realised by considering both schemes concurrently. A phased approach could be a positive way to progress the Western Orbital and M11 J11 projects to prioritise any key benefits early.
50. The emerging technical work for the M11 J11 project suggests that the strategic case for investment in bus-only slip roads is directly linked to the Western Orbital because there is little case to consider J11 in isolation. In the longer term, segregated bus infrastructure could help to provide a direct, fast and reliable route if it connects the Western Orbital chosen option with Trumpington Park & Ride and the Biomedical Campus. While there is no current or future confirmed bus services that would use the segregated bus infrastructure, any demand is likely to be generated by services being proposed as part of the A428 Cambourne to Cambridge City Deal projects. This represents the key differential between the Western Orbital and the stand alone proposal. The Western Orbital provides a link to wider network of high quality segregated bus infrastructure with significantly improved journey times and reliability which will encourage bus patronage and

modal shift. The benefits of this M11 J11 project are therefore directly linked to the chosen Western Orbital alignment and more widely the option selected for the Cambourne to Cambridge scheme. The clearer the strategic benefit of a proposed scheme the greater the potential argument in favour of public interest, which may reduce deliverability risk.

P&R at J11

51. A potential P&R on the west of the M11 at J11 at Hauxton could be subject to further development as part of the Western Orbital and offer a future opportunity for dual use of any slip road which could improve the BCR and wider strategic case for the intervention at this junction. Such a proposal could involve bus access across the M11 from the possible P&R site to the slip road either using the existing agricultural bridge (appropriately upgraded) or a new bridge. This could tie in to a 2 way slip road at a suitable location. This will ensure that a substantial part of the slip road will remain in use beyond the period of any subsidy for bus services using the M11. Any proposal would need to undergo further environmental and transport assessment to establish if there was case for investment.
52. A slip could also tie into a future alignment of an off line Western Orbital to the east (running directly into the slip road from the north) and west (via the P&R at Hauxton) of the M11 although this may involve a need to amend the design to allow for the alignments to fully integrate. In this case the direct connection with the M11 could be lost and this element of the slip road would be decommissioned.
53. A potential increase in capacity at the existing Trumpington P&R could be considered as part of the next phase of Western Orbital scheme development. This option (e.g. double decking of the existing P&R) may offer less support for a bus only slip road at J11 for the reasons set out in relation to the current proposals. However, there may be bus operational benefits increasing the capacity of the existing P&R should southbound buses pass through the P&R at Trumpington.

Highways England

54. The alignment options were issued to Highways England for comment. Highways England do not have any policy objections to the principle of bus priority measures at motorway junctions. Any objections are likely to relate to design issues such as adherence to standards or operational matters such as congestion or safety. This level of detail will be available should the M11 J11 project progress to the next stage and engagement with Highways England will continue.
55. Highways England confirmed that while in policy terms new junctions on motorways can be supported for public transport interchanges there would nevertheless need to be a strong case. In particular, this should justify why access cannot reasonably be achieved via an existing junction.
56. In addition to this, Highways England are developing a technology upgrade scheme for the M11 as part of the first Roads Investment Strategy. Any of the bus priority proposals that proceed to the delivery stage will need to be coordinated with this technology scheme to avoid abortive work wherever possible

Next Steps: Integration of J11 considerations with Western Orbital

57. The low benefits and low strategic fit of the south bound stand-alone slip road do not recommend its implementation as a separate scheme. There is significant risk of constructing a scheme which does not offer significant transport benefits without an existing bus service and will not support the modal shift necessary to achieve a commercially viable bus service on the corridor and may therefore result in a poor return on investment for the City Deal. The Western Orbital being considered separately may offer this more end to end high quality intervention which could support long term bus service provision on a commercial basis. However, it is recognised that a south bound slip road could help promote sustainable transport access to the CBC as part of a joint initiative with third party funded pump priming a bus service. The City Deal could potentially reduce its risk by ensuring long term use of a substantial part of the slip road as a segregated access route to a new P&R at Hauxton.
58. It is therefore considered that the next steps of this project should be for its assessment as part of the ongoing development of the Western Orbital with specific focus on the potential for an early intervention for additional P&R capacity at J11, linking into the slip road. This consideration would need to emerge as part of an agreed Western Orbital strategy. If the Western Orbital and P&R are not taken forward as a City Deal scheme, it would not be recommended to continue development of the slip road as a stand-alone proposal.
59. Subject to this a proposed timetable would be as follows:
- July 2017 – further report on Western Orbital assessment including strategic interfaces and full assessment of case for phased implementation at J11.
 - Late 2017 – a detailed proposal on J11 prior to public consultation
 - Early 2018 – public consultation on phased implementation of a proposal at J11.

Options

60. The recommended option is for the J11 proposal to be integrated into the wider Western Orbital project development with potential for accelerated delivery subject to overall determination on the wider project.
61. Alternatively the City Deal Executive Board may wish to proceed with J11 as a stand-alone project in which case Officers would produce a full assessment report of the single most viable option and present to the City Deal Executive Board prior to public consultation. Such a report can be brought to the City Deal Executive Board in early 2017.
62. Alternatively Members may wish to terminate the J11 project. This is not recommended because officers consider that it may be possible to achieve the short term considerations around supporting business accessibility while also linking such a measure with a wider strategic intervention.

Implications

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

Financial

There are currently no allocated resources to this project.

Staffing

Project management undertaken by the Cambridgeshire County Council Major Infrastructure Delivery team.

Risk

A project risk register will be updated throughout the course of the project.

Background papers

Strategic Outline Business Case for J11/M11 standalone intervention

Link:

http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport_projects_and_consultations/8

Report Author: Ashley Heller - Team Leader, Public Transport Projects, Major Infrastructure Delivery, Cambridgeshire County Council.

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Agenda Item 10



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board Date: 8 December 2016
Lead Officer: Graham Hughes, Executive Director: Economy, Transport and Environment, Cambridgeshire County Council

Tranche 2 Transport Prioritisation Update

Purpose

1. To receive an update on work to prioritise transport infrastructure schemes for delivery in the second tranche of the GC City Deal transport infrastructure programme (from 2020 to 2024) and agree next steps. The City Deal supports the ambition in the Cambridge and South Cambridgeshire Local Plans for 33,500 new homes and 44,000 new jobs by 2031 by investing in the infrastructure needed to make sure this growth is sustainable. This project supports that overall vision by ensuring transport infrastructure investments can be considered and prioritised in line with those plans and wider strategic considerations and schemes can be developed for delivery from 2020 when funding becomes available.

Recommendations

2. It is recommended that the Executive Board:
 - (a) agrees that the headline objectives for the Tranche 2 prioritisation exercise are:
 - to prioritise transport infrastructure investments to prepare those which best meet the City Deal's strategic objectives for delivery when funding becomes available (City Deal strategic objectives, which include economic growth and maintaining quality of life, are set out at Annex 1);
 - to ensure that those investments support the growth strategy set out in the Local Plans and the supporting Transport Strategy for Cambridge and South Cambridgeshire; and
 - To ensure the prioritisation is aligned to wider work by the Local Enterprise Partnership (LEP) on the Strategic Economic Plan (SEP) and of the Cambridgeshire and Peterborough Combined Authority.
 - (b) recognises dependencies between ongoing Tranche 1 work, the Local Plan examinations, the work of the Combined Authority, the Economic Assessment Panel, the Tranche 2 prioritisation exercise and Tranche 3 and agrees that potential alignment and synergies with the Cambridgeshire and Peterborough Combined Authority be explored;
 - (c) agrees that the previously used criteria and methodology should be reviewed and built on and that Board, Joint Assembly and other stakeholder input be sought on assessment criteria and methodology and the 'long list' through workshops in early 2017;

- (d) notes existing commitments to consider particular schemes through the Tranche 2 prioritisation process and confirms these;
- (e) Agrees to receive a further report in June recommending the prioritisation methodology and criteria and long list process, as well as the potential for synergies with the Combined Authority and other bodies;
- (f) Agrees officers should explore potential use of a proportion of future City Deal funding to:
- create a potential 'rolling fund' for investment in transport infrastructure/ measures to unlock early growth from which a future repayment revenue stream would follow (for example from s106 contributions) and /or
 - create a fund for smaller scale measures (likely to be those costing less than £500 000) that could be bid into to allow delivery of measures that unblock localised barriers to growth and provide strong economic benefits in line with City Deal objectives.

These options would be brought back to the Board with the proposed long list in September 2017.

- (g) endorses the outline timetable for recommending transport investment priorities for Tranche 2 and notes the key dependencies.

Reasons for Recommendations

3. The above recommendations are based on the following:
- (a) Early prioritisation of Tranche 2 measures will mean that, come 2020, the Greater Cambridge City Deal (GCCD) is in a strong position to deliver infrastructure for sustainable growth as funding becomes available. Doing this work now will also place the partners in a stronger place for securing funding from other sources including from potential future rounds of Growth Deal and private sector sources including developer contributions. At the same time, it will be important to align this project with other key transport infrastructure developments and to assess the opportunities the establishment of the Cambridgeshire and Peterborough Combined Authority may provide to leverage additional private sector investment and consider larger investments.
- (b) In line with overall GCCD objectives and commitments, these measures need to be prioritised based on their potential economic return, contribution to delivering Local Plan homes and jobs, and scheme deliverability. The Tranche 1 prioritisation process was designed to do just that, and provides a good starting point for the Tranche 2 process. It is however recommended that a number of subsequent developments should inform the process (there are discussed further in 'Background' below).
- (c) The long list of potential schemes that feed into the proposed prioritisation process requires review to ensure it is comprehensive yet focused on schemes meeting the City Deal's commitments and requirements and rooted in Local Plans and supporting transport strategies and policies.

- (d) Whilst these suggest some retiming of some of the interim steps proposed in the December 2015 paper on Tranche 2, the delivery of recommended priorities by Winter 2017/8 remains on track overall.
4. A rolling investment fund and/or a fund for small schemes could potentially support the delivery of the City Deal's strategic objectives, particularly around housing, jobs and sustainable economic growth and merit consideration.

Executive Summary

5. This paper sets out the proposed approach and timetable for developing and agreeing Tranche 2 transport priorities for the Greater Cambridge City Deal. It notes that a number of changes, most notably the agreement of the Cambridgeshire and Peterborough Combined Authority, present opportunities that should be explored early in the next phase of this work and recommends adding that to the previously-agreed scope and approach for this project. It recommends that further work is undertaken to develop the prioritisation criteria and methodology, to explore the merit of potentially creating a rolling investment fund and / or a small schemes fund, to develop proposed long list of schemes, and to assess those and hence derive a recommended set of investment priorities for the City Deal post-2020.

Background

Prioritisation process and long list

6. In deriving the Tranche 1 priorities, the Department for Transport's (DfT) Early Assessment and Sifting Tool (EAST) process was used to initially assess schemes based on the five business case elements. These schemes were drawn from the adopted Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). The TSCSC aligns with submitted Local Plans and was adopted in March 2014. The EAST exercise was followed up with an independent economic prioritisation to assess which schemes best support the City Deal objectives. A separate assessment of the deliverability of each scheme was also carried out. This gave rise to the priority schemes currently being developed and delivered. This process was set out in the paper on Tranche 2 Prioritisation considered by the Executive Board in December 2015. The City Deal commitments include the use of EAST and DfT's WebTAG methodology.
7. Although the Tranche 1 process was a robust and appropriate one, a number of developments that have taken place since 2014 mean that a quick review is recommended, to build on that approach, respond to the changes and seek opportunities to align City Deal transport investments for Tranche 2 and potentially Tranche 3 with the Cambridgeshire and Peterborough Combined Authority, Highways England and Network Rail. These developments are:
- (i) Developments in the broader 'Local Transport' landscape;
 - (ii) External factors and dependencies that have added to or will add to the evidence base;
 - (iii) The prioritisation process and criteria used for setting priorities; and
 - (iv) The 'long list' of interventions that should be taken through the prioritisation process, which needs to pick up the Call for Evidence on tackling congestion.

8. Firstly on *developments in the broader 'Local Transport' landscape*, the Cambridgeshire and Peterborough Combined Authority has now been agreed by all seven constituent Local Authorities. It is recommended that as part of this project, the scope for alignment of investment criteria and transport investment priorities is explored with that new body, as well as the opportunities for joint working to leverage further Government investment in the rail and road network, as well as the potential for private sector investment (such as the potential private sector investment in Cambridge South station).
9. Secondly, on *external factors and dependencies*, there have been a number of developments since the December 2015 report was prepared that will influence, and will continue to influence, future transport priorities by adding to the existing evidence base. These include:
 - Other Tranche 1 schemes and proposals including those emerging from the Cambridge Access work programme. (See Annex 2 for a list of the prioritised Tranche 1 transport projects, plus a list of projects for future tranches that were prioritised for early development in January 2015.) All of these projects include substantial additional work on impacts and business cases which further improve understanding of the operation of the Greater Cambridge transport networks;
 - Ongoing study work – work such as that currently being undertaken for the A10 North corridor on identifying potential measures to support growth at Waterbeach and at Cambridge's Northern Fringe East;
 - Local Plan amendments introduced since the December 2015 paper was presented to the Executive Board – for example, there are new proposed allocations on land north of Cherry Hinton Road, and a strategic site for commercial and industrial development on land south of Coldhams Lane, which will impact on future transport demand; and
 - The LEP's work to refresh the Strategic Economic Plan is likely to contribute to the economic evidence base – this work is just starting and is due to be completed in February 2017
10. Thirdly, on *the prioritisation process itself*, it is proposed that an early review of this process be undertaken to ensure it reflects other recent pieces of work and developments in appraisal and assessment processes since the earlier work was completed. These include:
 - the assessment of economic impacts and benefits of investment, and progress against City Deal objectives, by the Economic Assessment Panel – the Panel has just been appointed and is due to start its work shortly;
 - changes proposed by DfT to their WebTAG methodology (principles to inform a proposed response to DfT's consultation on a revised methodology have been submitted to the GCCD Board for consideration);
 - work being undertaken to accompany the A428/A1303 and the Western Orbital projects on wider GVA benefits which reflects emerging DfT thinking on appraisal; and

- developing thinking on investment criteria in the context of the potential Cambridgeshire and Peterborough Combined Authority and the update to the Strategic Economic Plan.
11. All of these should be considered in reviewing the proposed Tranche 2 process.
 12. Finally, there is the issue of the 'long list' of schemes to be sifted. The original long list that fed into the Tranche 1 prioritisation was based on the adopted TSCSC. A number of other proposals have also emerged during the Tranche 1 project development process.
 13. There are commitments to consider these as part of the Tranche 2 prioritisation process. It is proposed that all these, plus the original long list, need to form part of the long list to reflect earlier Board decisions that they should be considered in the tranche 2 prioritisation.
 14. It is recommended that proposals submitted through the Call for Evidence that support City Deal objectives and provide value for money should also be fed in. Developments in the Local Plans may also point to other potential schemes and/or investments. The Tranche 2 prioritisation exercise will also need to be developed in the context of recent announcements regarding Highways England's proposed Oxford to Cambridge Expressway and Network Rail's East West Rail proposals. Parallel work to provide better definition of other candidate schemes for the long list will continue and consideration and testing can be given to light rail and bus tunnel schemes.

Board and Assembly and stakeholder workshops

15. Further thinking is required to specify the definitive long list and also to give greater definition to some of the proposals. The proposed workshops should help to develop that and arrive at clear prioritisation criteria and an approach to developing the long list. They will need to set out the parameters within which the City Deal agreement and the Assurance Framework require investment decisions to be made, the potential for leveraging in private sector investment and the emerging thinking from the Strategic Economic Plan refresh and the Combined Authority's work on investment criteria.
16. The initial workshop should be for the Assembly and Board, with follow-up workshops to involve business stakeholders, potential investors and transport groups.
17. Tranches 2 and 3 of City Deal funding when combined could provide up to £400 million of investment, plus any additional investment/ match. There is scope for this project to consider Tranche 3 priorities where this provides a longer-term approach to investment. At the same time, it is important to note the City Deal commitment to work on a single local plan from 2019 and consider the impact this may have.

Small schemes and rolling funds

18. If endorsed by the Board, it is recommended that a review be undertaken of the potential for top-slicing future City Deal funding to create a potential rolling fund for investment in measures that unlock early growth but for which there would be a future revenue stream to repay up-front investment and / or creating a fund for smaller scale

measures that could be bid into to allow delivery of measures to address localised barriers to economic growth in South Cambridgeshire and Cambridge.

Considerations and Options

19. Given all of the above, the outline milestones and timetable set out in Table 1 are proposed. These should be reviewed after the first phase of the work and in the light of any opportunities to align with the work of the Cambridgeshire and Peterborough Combined Authority, which may impact the timetable.

Table 1: Proposed approach, milestones and timeline for Tranche 2 prioritisation

Date	Action
February / March 2017	Workshops with the Board, Joint Assembly, Business Community and other stakeholders on the prioritisation criteria and methodology and the long list. Discussions with Combined Authority, LEP, Highways England and Network Rail on potential synergies.
April 2017	Test criteria by publishing on website and seeking technical feedback for short period.
June 2017	Agreement of the prioritisation criteria and methodology, long list criteria, any additional resources needed and further report on broader synergies – Board Paper.
September 2017	Proposed revised long list of candidate interventions and advice on 'small projects' fund and rolling infrastructure fund – Board paper
Autumn 2017	Run long list through agreed assessment process to derive recommendations for Tranche 2
January 2018	Results of assessment and recommended priorities – Board paper

20. Alternative options for the Executive Board, and a brief summary of their implications are:
- (a) Earlier prioritisation of Tranche 2 schemes could potentially be considered by applying the same methodology as was used for Tranche 1 and focusing on the long list items agreed to July 2016. Whilst this is not unreasonable it would mean opportunities for broader alignment of City Deal transport investments and priorities with other bodies are likely to be missed, as well as opportunities to further improve the approach by reflecting on work being undertaken by the Economic Assessment Panel, the LEP and Combined Authority, and emerging thinking from the Department for Transport.
 - (b) Tranche 2 investments could be prioritised later, for example this work could be postponed until the Combined Authority investment criteria and Strategic Economic Plan refresh are available in February 2017. Any significant delays in doing so risk there not being schemes ready to deliver when future funding becomes available and potential risks for the Gateway Review planned in

2024. That said, the proposed next phase of work may show the balance of opportunities and risks to favour a slightly longer timescale.

Implications

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

Financial and other resources

22. No significant implications at this stage, although the March report will need to include advice on resource and where study or consultancy work is needed.

Background Papers

Report to Greater Cambridge City Deal Executive Board “The Process for Tranche 2 prioritisation” (3 December 2015) – available at:

<http://scambs.moderngov.co.uk/documents/s83302/Process%20for%20tranche%202%20prioritisation.pdf>

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Annex 1: Strategic Objectives of the Greater Cambridge City Deal

The Greater Cambridge City Deal objectives are set out in the City Deal agreement between Government and the City Deal Partners. The headline aim is to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the Cambridge Phenomenon.

The agreement also sets out the key strategic objectives against which transport investments will be prioritised. The relevant section of the City Deal Document is set out below.

“Greater Cambridge has developed an assurance framework which establishes the responsibilities, processes and principles that will underpin delivery of the City Deal transport schemes. By adopting this framework, Greater Cambridge will ensure that schemes that offer maximum benefits and value for money are prioritised for investment. The Greater Cambridge authorities will prioritise projects that will deliver against four key strategic objectives:

- to nurture the conditions necessary to enable the potential of Greater Cambridge to create and retain the international high-tech businesses of the future;
- to better target investment to the needs of the Greater Cambridge economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;
- to markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth;
- to attract and retain more skilled people by investing in transport and housing whilst maintaining a good quality of life, in turn allowing a long-term increase in jobs emerging from the internationally competitive clusters and more university spin-outs.

The selected schemes will be assessed to ensure they deliver value for money (where the economic benefits of the scheme exceed the costs of investment and maintenance), contribute to City Deal, Local Plan and Local Enterprise Partnership objectives and can be delivered on time and to budget. Greater Cambridge will use the Department for Transport’s Early Assessment and Sifting Tool methodology to support the prioritisation of schemes.”

The objectives of the Transport Strategy for Cambridge and South Cambridgeshire, which the City deal strategic objectives build on, should also inform consideration of priorities. These are to:

- ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
- enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area).
- ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of congestion on sustainable modes of transport.
- meet air quality objectives and carbon reduction targets, and preserve the natural environment.
- ensure that changes to the transport network respect and conserve the distinctive character of the area and people’s quality of life.
- ensure the strategy encourages healthy and active travel, supporting improved well-being.
- To manage the transport network effectively and efficiently.

Annex 2: Current Greater Cambridge City Deal Transport Priorities

Prioritised Tranche 1 transport projects

- Cambourne to Cambridge - better bus journeys (east of and including Madingley Mulch and proposed park and ride)
- The Chisholm Trail
- Cross City Cycling
- Milton Road
- Histon Road
- Cambridge Access Study
- A1307, Three Campuses to Cambridge
- Tranche 2 programme development
- A10 cycle scheme Melbourn to Frog End link

Projects for future tranches prioritised for early development in January 2015

- Western Orbital
- Cambourne to Cambridge - better bus journeys (west of Madingley Mulch)
- A10 North Study

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Agenda Item 11



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Report To: Greater Cambridge City Deal Executive Board

8 December 2016

Lead Officer: Tanya Sheridan – City Deal Director

Department for Transport consultation on WebTAG

Purpose

1. To agree principles to be incorporated into a combined City Deal response to the Department for Transport's (DfT) consultation on proposed changes to the estimation of wider economic impacts in transport appraisal guidance (WebTAG).

Recommendations

2. It is recommended that the Executive Board:
 1. Agree to submit a combined City Deal response to this consultation, in addition to responses that the partner organisations may wish to make individually.
 2. Agree that the City Deal response should be framed around the principles set out in paragraph 13.
 3. Delegate to the City Deal Director, in consultation with the Chair and Vice-Chair of the Executive Board and Cambridgeshire County Council's Executive Director: Economy, Transport and Environment, responsibility for submitting a full response to this consultation in accordance with these agreed principles.

Reasons for Recommendations

3. The City Deal partners have committed to invest in the infrastructure, particularly transport infrastructure, that provides the greatest economic growth return, and have also committed to use the WebTAG methodology as a key part of that assessment. It is therefore strategically important for the City Deal to be influencing the development of WebTAG so that it is effectively aligned to support the City Deal Payment by Results mechanism. Our key message here is that we support the proposed changes, which are quite helpful in this respect, but would want to see flexibilities for high-growth areas like ours and to make sure WebTAG enables us to appraise transport schemes to assess which options have the greatest impact in fostering future economic growth.
4. The recommended principles set out in paragraph 13 have been drawn from discussion with relevant officers with expertise in the area of transport scheme appraisal and evaluation in particular, and reflect their expert advice.
5. It has not been possible to bring a full proposed response to this meeting because at the time of writing further information is still awaited from DfT. By 8 December officers will have been able to be involved in a clarification session, so a delegation is proposed to allow the outputs of that session to inform the detailed response, but to

ensure that this response is framed around the principles agreed by the Executive Board.

Background

6. WebTAG is the DfT's multi-modal guidance for the appraisal of transport infrastructure projects. It therefore has substantial impacts on the evaluation and prioritisation of City Deal infrastructure schemes. The WebTAG evidence base has been developed over many years.
7. The DfT committed in 2014 to update the guidance relating to wider economic impacts. The Department is currently consulting on this updated guidance, which is built on the principles of appraisal being placed more firmly within its specific context and the transparent reporting of impacts. This seeks to place a greater emphasis on valuing economic impacts such as additionality and displacement of economic activity, and new guidance on the use of economic models in appraisal. The consultation closes on 22 December 2016.

Considerations

Greater Cambridge City Deal response to consultations in general

8. To date, the GC City Deal partnership has not responded to Government or other consultations. Members of the partnership routinely do. Where Government or other bodies are consulting on matters significantly impacting the work of the Greater Cambridge City Deal partnership, it may be appropriate to respond, resources permitting, when:
 - (a) The matter is significant to the partnership, but not to individual members of it and they are unlikely to respond
 - (b) To build on and/or reinforce the responses of partner organisations, which is the situation in this particular case.

Response to this specific consultation

9. As a Local Transport Authority, Cambridgeshire County Council intends to submit a response to this consultation. The GC City Deal could usefully reinforce some of the messages in the County Council's and Local Enterprise Partnership's response and additionally set out the importance of aligning WebTAG methodology to the local economic growth policies underlying the City Deal partnership and other similar arrangements. The proposed response from the City Deal would be similar and not contradictory. It would welcome the intention of the changes, whilst seeking additional flexibilities for high-growth areas and even more alignment with gain share deals such as ours.
10. One of the most common criticisms of WebTAG is that it does not sufficiently account for the impacts of growth unlocked through investment, therefore it would be appropriate for a City Deal response to be submitted given the fundamental importance of unlocking growth to the City Deal's objectives.

WebTAG consultation questions

11. The WebTAG consultation document specifically asks the following questions:
 1. Does the proposed approach sufficiently balance the trade-off between transparency associated with a consistent appraisal approach and the potential for more accurate understanding of impacts associated with a context specific approach?

2. Does the proposed use of “levels of analysis” balance the opportunity of a more detailed understanding of impacts with the risks arising from increased uncertainty associated with trying to model and value changes in land use?
 3. What further advice – if any – should the guidance provide on identifying whether wider economic impacts need to be assessed and identifying the most proportionate approach?
 4. Does the guidance accompanying this report provide clear, proportionate and relevant criteria with which to inform assessments of the robustness of supplementary economic modelling?
 5. What further advice – if any – should be provided on assessing displacement and what evidence is available to inform this?
 6. Are there any changes you think need to be made to the reporting requirements to ensure that these are clear, proportionate and effective in promoting transparency of modelling and analysis?
 7. What evidence/research do you think could be used to inform the supplementary economic modelling benchmarks?
 8. Are there other areas not covered here that we should also be considering in developing our research programme?
 9. What do you view as the highest priorities for further research into wider economic impacts?
12. These questions do not, however, negate the possibility of submitting broader comments as well.

Principles proposed to shape the response

13. In responding to the questions above and more broadly, officers have considered the consultation document and propose to submit a full response that builds upon the following key principles:
- a) We welcome the move to place more emphasise on wider economic impacts in appraising transport schemes, along with the move towards focusing appraisal more on the specific local context within which the proposed investments are to be made.
 - b) There is a risk that some of these more local context-specific factors will be marginalised by their inclusion in sensitivity tests but not in the core assessment. We suggest that these factors should be a more fundamental part of the assessment.
 - c) Wider economic rationale needs to form a more significant aspect of appraisal. We recognise that DfT need to ensure that scheme promoters do not simply come forward with schemes with hugely speculative wider benefits that are based on limited evidence. However, it is important when establishing that assurance that the potential for wider economic impacts to form part of a transformative package such as the City Deal is not negated by seeking a simple form of measurement. The strong wider economic rationale needs to come through in appraisal.
 - d) We recognise that deriving a Benefit:Cost Ratio (BCR) potentially provides a standard benchmark to allow comparison of transport options. We also recognise that transport appraisals and BCRs are typically done over 60 years. In areas of high growth such as Greater Cambridge, where there is demonstrable evidence of continued and long term growth pressures, we would wish to see some flexibility to reflect longer term growth impacts in the appraisal process. We would offer to work with DfT officials to use this area as a potential case study for how this might be done.
 - e) If DfT is to pursue the proposed approach, we need to seek reassurance that flexibility will be allowed locally in interpreting business cases where decision making is devolved such as for the City Deal. This would avoid rejecting

schemes that have a low traditional Benefit-Cost Ratio but that would bring substantial wider impacts that warrant investment.

- f) There is an opportunity in this set of changes to allow the long-term potential of growth sites to be more effectively considered within appraisal, which would allow for much more accurate appraisal. Whilst transport schemes are typically appraised on a 60-year time period, WebTAG currently only facilitates the inclusion of growth included in the existing Local Plans, meaning that future growth (e.g. at Waterbeach, Bourne Airfield) is not fully accounted for. We want to see this change.

Options

Consultation response

14. It is recommended that the Executive Board agree to the submission of a response on behalf of the City Deal partnership. The Executive Board could opt not to submit a response, given that the County Council will be submitting a separate response, however that would miss an opportunity to send a constructive message from our economic growth-focused partnership. The Executive Board could also opt to submit a response, but to change the recommended principles for that response.

Delegating responsibility for responding to consultations

15. It is recommended that the Executive Board delegate the responsibility for turning the agreed principles into a response to this consultation to the City Deal Director, in consultation with the Chair and Vice-Chair of the Executive Board and the Executive Director for Transport, Economy and Environment.
16. The Executive Board could choose not to delegate this responsibility to the City Deal Director. For immediate purposes that would mean that it would not be possible to agree and submit a response to this particular consultation before the deadline. It could decide the delegation should be exercised in consultation with additional or different decision-makers.

Implications

17. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, there are no significant implications arising from this report.

Consultation responses and Communication

18. County Council officers with expertise in the field of transport assessment and evaluation have been engaged in the preparation of this report and, if the Executive Board agree to submit a City Deal response, will be engaged in the preparation of a full response.

Background Papers

DfT consultation document – ‘Understanding and Valuing Impacts of Transport Investment. Updating Wider Economic Impacts Guidance: Moving Britain Ahead’:
<https://www.gov.uk/government/consultations/transport-investment-understanding-and-valuing-impacts>

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Agenda Item 12



**GREATER
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Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board

8 December 2016

Lead Officer: Chris Malyon, Chief Finance Officer Cambridgeshire County Council

Greater Cambridge City Deal Financial Monitoring

1. Purpose

- 1.1 The purpose of this report is to provide the Joint Assembly/Executive Board with the financial monitoring position for the period ending 31 October 2016.

2. Recommendations

- 2.1 It is recommended that the Joint Assembly/Executive Board note the financial position as at 31 October 2016.

3. Reasons for Recommendations

- 3.1 The Joint Assembly/Executive Board will be receiving regular financial monitoring reports throughout the financial year that set out expenditure against budget profiles.

4. Financial Position for the period ending 31 October 2016

4.1 Programme

- 4.1.1 Attached as an Appendix to this report are the programme costs incurred to the end of October 2016.

- 4.1.2 A summary of the expenditure as at the end of October against the profiled budget for the period is set out in the table below. The forecast variance relates to an in year underspend due to profiling and does not impact on the total cost of the scheme:-

Project Description	Total Budget £'000	2016-17 Budget £'000	Expenditure to date £'000	Forecast Spend - Outturn £'000	Forecast Variance - Outturn £'000
Histon Road Bus Priority	4,280	280	108.5	280	0
Milton Road Bus Priority	23,040	297	135.9	297	0
Chisholm Trail	8,400	1,040	270.8	840	-200
Cambourne to Cambridge / A428 Corridor	59,040	500	633.4	800	+300
Programme management & Early	10,450	1,940	46.6	1,940	0

scheme development					
City Centre Capacity Improvements	3,000	300	190.2	300	0
A1307 Bus Priority	39,000	500	60.8	500	0
Cross-City Cycle Improvements	8,000	900	282.7	900	0
Western Orbital	5,900	600	206.9	600	0
A10 North Study	2,600	500	22.7	500	0
A10 cycle route (Shepreth to Melbourn)	550	550	35.1	550	0
Total	164,260	7,407	1,993.7	7,507	+100

4.1.3 Chisholm Trail:

Although spend is currently ahead of profile, the projected out-turn for the year is only expected to be £840,000. Delivery of the southern section of The Chisholm Trail is dependent upon two development sites (Ridgeons, Cromwell Road and the City Council Depot) as well as land owned by Network Rail. There are still some uncertainties as to how the trail will be routed through the new developments and the developers' timescales, as well as Network Rail's specific requirements.

A phased approach to submitting planning and developing a detailed design for The Chisholm Trail has been adopted. Phase 1 from Cambridge North station to Coldhams Lane has been submitted and is due to be determined in January. Detailed design and land negotiations are well progressed.

For Phase 2 it is not possible to submit planning and progress detailed design, and thus anticipated spend for 16/17 is a little lower than first planned.

4.1.4 Cambourne to Cambridge / A428 Corridor

The work done to date was targeted for 21st September (delayed from 1st Sept) and hence the upwards trend in the spend. This is in order to meet the City Deal Executive Board key decision of 13th October.

In addition there has been quite an increase in the scope of the work to be done by Atkins to meet stakeholder expectations of the information they require to understand the proposed scheme.

4.1.5 Programme management & early scheme development

This budget will be allocated out to the existing schemes as programme management costs have been charged direct to each of those schemes.

4.1.6 A1307 Bus Priority

This scheme is behind profile as it is currently out to consultation on 'initial ideas' for the A1307 – this commenced on 16th June and ran upto 1st October.

4.1.7 Cross-City Cycle Improvements

Detailed design is progressing on all five of these schemes.

Some further localised consultations and traffic regulation orders are required on some scheme elements, whereas other schemes are due to commence on site early in 2017.

Site investigation work such as trial holes has been taking place and some works to divert utilities will be commencing soon.

4.1.8 Western Orbital

The report for the Western Orbital scheme has been rescheduled to November. The consultancy expenditure will need to be re-profiled to reflect the changed timescales.

4.1.9 A10 cycle route (Shepreth to Melbourn)

On 9th June the City Deal Board approved expenditure of £550,000 for the A10 cycle route (Shepreth to Melbourn).

Work on site has now commenced with completion by March 2017.

4.2 Operations

4.2.1 This report includes the carry forward of funding for Skills (£59k) and Smart Cambridge (£20k), from 2015/16 underspends.

4.2.2 Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 17/18.

4.2.3 The actual expenditure incurred as at the end of October is as follows:-

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Out-turn £000	Forecast Variance £000
Programme Central Co-Ordination Function	268.5	156.6	113.6	225.4	-43.1
Strategic Communications	137.7	80.3	48.0	105.4	-32.3
Skills	190.0	140.0	140.0	187.5	-2.5
Economic Assessment	10.0	0.0	0.0	10.0	0.0
Smart Cambridge	220.0	0.0	0.5	220.0	0.0
Cambridge Promotions Agency	90.0	90.0	90.0	90.0	0.0
Housing	200.0	100.0	100.0	200.0	0.0
Affordable Housing	50.0	0.0	0.0	50.0	0.0
Intelligent Mobility	200.0	0.0	0.0	200.0	0.0
Total	1,366.2	566.9	492.1	1,288.3	-77.9

5. Implications

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

Financial and other resources

The outcome of any delays in incurring expenditure for which budgetary provision has been made in 2016/17 will be dealt with as part of the outturn report.

6. Background Papers

- a) Capital Programme report at January Joint Assembly meeting
- b) Partnership Budget report at March Joint Assembly meeting

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GREATER CAMBRIDGE CITY DEAL

Securing future prosperity

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Project Description	Works Budget	Expenditure (Cumulative)													
		Spend	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Out-turn
City Deal - Histon Road Bus Priority	280,000	Profile	7,000	29,000	54,000	75,000	100,000	125,000	150,000	175,000	200,000	225,000	250,000	280,000	280,000
		Actual	7,351	30,328	68,476	71,524	102,505	106,042	108,507						108,507
City Deal - Milton Road Bus Priority	297,000	Profile	7,000	12,000	48,000	70,000	100,000	130,000	160,000	190,000	210,000	235,000	260,000	297,000	297,000
		Actual	7,287	21,546	57,935	61,311	79,950	84,776	135,940						135,940
City Deal - Chisholm Trail	1,040,000	Profile	25,000	30,000	60,000	90,000	120,000	250,000	290,000	320,000	350,000	400,000	500,000	540,000	840,000
		Actual	47,812	98,874	116,760	165,565	219,213	238,920	270,837						270,837
City Deal - Cambourne to Cambridge / A428 Corridor	500,000	Profile	30,000	95,000	120,000	150,000	175,000	200,000	250,000	300,000	350,000	400,000	450,000	500,000	800,000
		Actual	42,043	104,442	79,517	169,719	203,981	446,531	633,441						633,441
Programme Management and Early Scheme	1,940,000	Profile	150,000	300,000	450,000	600,000	750,000	900,000	1,050,000	1,200,000	1,350,000	1,500,000	1,650,000	1,940,000	1,940,000
		Actual	4,654	9,215	6,845	23,603	31,695	41,268	46,551						46,551
City Deal - City Centre Capacity	300,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	175,000	200,000	225,000	250,000	275,000	300,000	300,000
		Actual	831	59,073	86,463	138,531	145,797	169,536	190,204						190,204
City Deal - A1307 Bus Priority	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	265,000	325,000	385,000	445,000	500,000	500,000
		Actual	331	3,830	23,952	58,230	60,340	60,834	60,834						60,834
City Deal - Cross City Cycle Improvements	900,000	Profile	13,000	20,000	50,000	80,000	120,000	260,000	300,000	350,000	400,000	550,000	700,000	900,000	900,000
		Actual	32,702	70,081	115,347	153,286	230,176	267,455	282,705						282,705
City Deal - Western Orbital & M11 Jct 11 Bus Slip Rd	600,000	Profile	50,000	100,000	150,000	200,000	250,000	300,000	350,000	400,000	450,000	500,000	550,000	600,000	600,000
		Actual	18,965	42,341	39,146	71,382	83,126	134,416	206,876						206,876
A10 North Study (Tranche 2)	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	265,000	325,000	385,000	445,000	500,000	500,000
		Actual	0	0	12,000	17,168	22,668	22,668	22,668						22,668
A10 Frog End to Melbourn	550,000	Profile	0	0	5,000	10,000	20,000	30,000	40,000	160,000	280,000	400,000	530,000	550,000	550,000
		Actual	0	0	4,820	11,996	20,802	34,811	35,119						35,119
OVERALL TOTAL	7,407,000	Profile	357,000	736,000	1,162,000	1,575,000	2,010,000	2,645,000	3,185,000	3,825,000	4,465,000	5,230,000	6,055,000	6,907,000	7,507,000
		Actual	161,976	439,730	611,262	942,314	1,200,255	1,607,257	1,993,683	0	0	0	0	0	1,993,683

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Greater Cambridge City Deal Executive Board Forward Plan of decisions

Notice is hereby given of:

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

A 'key decision' is one that is likely:

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

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Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Joint Assembly: 18 January 2017 Executive Board: 25 January 2017		Reports for each item to be published: 10 January 2017	
City access and tackling peak-time congestion	To consider consultation responses, issues around peak-time congestion control points, decide on the next steps on the development of a Workplace Parking Levy scheme and receive an update on residents' parking policy.	Graham Hughes	Yes
Communications strategy	To agree a refreshed Communications Strategy for the GC City Deal.	Beth Durham	No
Change Control process	To consider and agree the process for change control.	Tanya Sheridan	No
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No

Joint Assembly: 1 March 2017 Executive Board: 8 March 2017		Reports for each item to be published: 21 February 2017	
Financial monitoring report and 2017/18 budget setting	To note the latest financial information from and set the City Deal budget for 2017/18.	Chris Malyon	No
A1307 corridor to include bus priority – consultation results and selection of preferred option	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
<u>Milton Road bus, cycling and walking improvements</u>	<u>To consider the outcomes from design workshops and determine a response to Local Liaison Forum resolutions on project design principles</u>	<u>Brian Stinton</u>	<u>No</u>
<u>Histon Road bus, cycling and walking improvements</u>	<u>To consider the outcomes from design workshops and determine a response to Local Liaison Forum resolutions on project design principles</u>	<u>Brian Stinton</u>	<u>No</u>
<u>Cross City Cycling Improvements</u>	<u>Determination of Traffic Regulation Orders and update on scheme progress</u>	<u>Graham Hughes</u>	<u>No</u>
Six-monthly report on Strategic Risk Register	To consider the strategic risks to the Programme and mitigations.	Aaron Blowers	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No

Joint Assembly: 7 June 2017 Executive Board: 15 June 2017		Reports for each item to be published: 30 May 2017	
<u>A10(N) study</u>	<u>To consider the outcomes of the study into the A10 corridor north of Cambridge and agree next steps.</u>	<u>Graham Hughes</u>	<u>No</u>
2016/17 end of year financial monitoring report	To note financial information from the 2016/17 financial year.	Chris Malyon	No
<u>Six-monthly report on Smart Cambridge</u>	<u>To note progress made on delivering the Smart Cambridge workstream and consider any issues arising.</u>	<u>Noelle Godfrey</u>	<u>No</u>
Annual skills review <u>Six-monthly report on skills</u>	To note progress made in 2016/17 on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Annual housing review <u>Six-monthly report on housing</u>	To note progress made in 2016/17 on delivering the housing workstream and consider any issues arising	Alex Colyer	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No
Joint Assembly: 19 July 2017 Executive Board: 26 July 2017		Reports for each item to be published: 11 July 2017	
Cambourne to Cambridge schemes: <ul style="list-style-type: none"> • Madingley Road • A428-M11 • Bourn Airfield / Cambourne busway 	To consider detailed work undertaken since the Board decision in October and approve public consultation on a preferred option.	Graham Hughes	Yes

<u>Western Orbital</u>	<u>To consider detailed work undertaken since the Board decision in November.</u>	<u>Graham Hughes</u>	<u>No</u>
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No
Joint Assembly: 13 September 2017 Executive Board: 20 September 2017		Reports for each item to be published: 5 September 2017	
Six-monthly report on Strategic Risk Register	To consider the strategic risks to the Programme and mitigations.	Aaron Blowers	No
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No
Joint Assembly: 15 November 2017 Executive Board: 22 November 2017		Reports for each item to be published: 7 November 2017	
Six-monthly report on Smart Cambridge	To note progress made on delivering the Smart Cambridge workstream and consider any issues arising.	Noelle Godfrey	No
Six-monthly report on skills	To note progress made on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Six-monthly report on housing	To note progress made on delivering the housing workstream and consider any issues arising.	Graham Hughes	No
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No